6 Landscape and Visual Impact

6.1 Introduction

This Section outlines the landscape and visual impact assessment associated with the proposed SCL (TAW – HUH). Potential landscape and visual impact due to the construction and operation of the proposed work has been assessed in accordance with the TM-EIAO. Location plans and aerial photos of the SCL (TAW-HUH) are shown in **Figures 6.1.1 to 6.1.10**.

6.2 Environmental Legislation, Standards and Guidelines

The following legislation, standards and guidelines are considered in this assessment:

- Environmental Impact Assessment Ordinance (Cap. 499. S. 16) and Technical Memorandum on EIA Process (EIAO-TM), particularly Annexes 10 and 18;
- Environmental Impact Assessment Ordinance Guidance Note No. 8/2010
- Hong Kong Planning Standards and Guidelines;
- ETWB TCW No. 29/2004 Registration of Old and Valuable Trees and Guidelines for their Preservation;
- ETWB TCW No. 2/2004 Maintenance of Vegetation and Hard Landscape Features;
- ETWB TCW No. 3/2006 Tree Preservation;
- ETWB TCW No. 7/2002 Tree Planting in Public Works;
- ETWB TCW No. 17/2000 Improvement to appearance of slopes;
- ETWB TCW No. 25/93 Control of Visual Impact of slopes;
- GEO publication No. 1/2000 'Technical Guidelines on landscape treatment and Bio-engineering for Man-Made Slopes and Retaining Walls'; and
- Technical Report of "Study on Landscape Value Mapping of Hong Kong" by Planning Department.

6.3 Methodology of Landscape Impact Assessment

The assessment of landscape impacts has adopted the following approaches:

- Identification of the baseline Landscape Resources (LR) and Landscape Character Area (LCA) found within the 100m study boundary as defined by the EIA Study Brief. This is conducted by desktop research study on aerial photos and topographical maps and subsequent site visit for verification.
- Assessment of "Sensitivity" of the LR and LCA. The assessment would be affected by factors including: (i) whether the resource is common or rare; (ii) whether it is considered to be of local, regional, national or global importance; (iii) whether there are any statutory or regulatory limitations / requirements relating to the resource; (iv) the quality of the resource; (v) the maturity of the resource, and (vi) the ability of the resource to accommodate changes. Ratings are classified as below:

High:	Important LR or LCA of particularly distinctive characteristics, which is sensitive to relatively small changes
Medium:	LR or LCA of moderate landscape characteristics and value, which is reasonably tolerant to change
Low:	LR or LCA with low landscape characteristics and value, which is

largely tolerant to change

- Assessment of "Magnitude of Change" for landscape impacts. The assessment would be affected by factors including: (i) the physical extent of impact; (ii) the landscape context of impact and (iii) the time-scale of impact, such as whether it is temporary (short, medium or long term), permanent with reversible potentials, or irreversibly permanent. Magnitude of Change was considered separately for construction phase and operational phase. Ratings are classified as below:

  Large: LR or LCA will suffer a major change.

  Intermediate: LR or LCA will suffer a moderate change.

  Small: LR or LCA will suffer a barely perceptible change.

  Negligible: LR or LCA will suffer no discernible change.

- Assessment of the "Impact Significance Threshold Before Mitigation" for landscape impacts. The landscape impacts during construction and operational phases were assessed by synthesizing the "Sensitivity" and "Magnitude of Change" for various LR, LCA and VSR according to **Table 6.1**. The degree of significance has been divided into four thresholds, depending on the combination:

  Substantial: Adverse / beneficial impact where the proposal will cause significant deterioration or improvement in existing landscape quality

  Moderate: Adverse / beneficial impact where the proposal will cause a noticeable deterioration or improvement in existing landscape quality

  Slight: Adverse / beneficial impact where the proposal will cause barely perceptible deterioration or improvement in existing landscape quality

  Insubstantial: No discernible change in the existing landscape quality

Table 6.1: Relationship between sensitivity of LR/ LCA/ VSR and magnitude of change

Magnitude of Change	Sensitivity of LR /LCA/ VSR		
	Low	Medium	High
Large	Moderate	Moderate/ Substantial	Substantial
Intermediate	Slight/ Moderate	Moderate	Moderate/ Substantial
Small	Insubstantial/ Slight	Slight/ Moderate	Moderate
Negligible	Insubstantial	Insubstantial	Insubstantial

- Identification of "Potential Mitigation Measures". Alternative alignment, design and/ or construction method that would avoid or reduce the identified landscape impact will be examined, before adopting other mitigation measures. Mitigation measures are identified for both construction and operational phases to mitigate unavoidable adverse impacts and/ or generate beneficial long-term impacts. A table for the mitigation measures has been provided. Relevant departments responsible for the funding/ implementation and management/ maintenance of the mitigation measures have also been identified.

- Identification of "Residual Impact Significance Threshold after Mitigation" for landscape impacts. This part would refer to the cumulative impacts to LR and LCA after applying mitigation measures, assuming that all proposed measures and guidelines would be fully implemented. The ratings are considered separately for the construction and operational phases.

6.4 Methodology of Visual Impact Assessment

The assessment of visual impacts has adopted the following processes:

- Identification of Zones of Visual Influence (ZVI) and Visually Sensitive Receivers Groups (VSRs) during construction and operation. A ZVI has been established by a desktop study of topographic maps, street maps, photographs and site visits to determine the possible VSRs at different locations.
- Assessment of the "Sensitivity to change" of the VSRs. Factors include:
  - Type of viewers such as residents, workers, road travellers or recreation engagers. People viewing from home are considered to be highly sensitive because the views directly affect general quality of their daily life. People viewing from their workplace are considered to be moderately sensitive. The degree, however, depends on the nature of the workplace, e.g. industrial, retail or commercial in nature. Sensitivity of people taking part in outdoor leisure activity depends on recreational type. Sensitivity of people travelling on roads or streets depends on travelling speed.
  - Population of viewers: overall population of viewers in the VSRs.
  - Other factors are value and quality of existing views, availability and amenity of alternative views, duration and frequency of views, and degree of visibility (as required by EIAO GN 8/2010).
- Rating for "Sensitivity to change" of the VSRs is classified as below:
  - **High:** The VSR is highly sensitive to any changes in their viewing experience.
  - **Medium:** The VSR is moderately sensitive to any changes in their viewing experience.
  - **Low:** The VSR is slightly sensitive to any changes in their viewing experience.
- Assessment of potential "Magnitude of Impact" depends on the following factors:
  - compatibility with surrounding landscape
  - duration of impact
  - reversibility of impact
  - scale of the impact and distance of source of impact from the viewer
  - degree of visibility of the impact, and degree to which the impact dominates field of vision of viewer.
- The magnitude of visual impacts during different stages of construction and during operation are separately considered, with ratings as below:
  - **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.

- Prediction of "Impact Significance Threshold before Mitigation" for visual impacts. Same as the landscape impact assessment, it aims to synthesize the "Sensitivity to Change" and "Magnitude of Change" for various VSRs according to **Table 6.1** to assess the visual impacts in a matrix. The degree of significance is divided into four thresholds:
  - **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 barely perceptible deterioration or improvement in existing visual quality
  - **Insubstantial:** No discernible change in the existing visual quality
- Identification of potential mitigation measures. Alternative alignment, design and construction method that would make the project visually more compatible with the surrounding setting will be examined before adopting other mitigation measures. Mitigation measures are considered for both construction and operational phases to prevent or minimize unavoidable adverse impacts and/ or generating beneficial long-term impacts. The mitigation measures are tabulated with the agencies responsible for the funding/ implementation and management/ maintenance of the mitigation measures identified as well.
- Identification of "Residual Impact Significance Threshold after Mitigation" for visual impacts. This part indicates the accumulative influence to VSRs after applying mitigation measures, assuming that all proposed measures and guidelines would be fully implemented. The ratings are considered separately for construction and operational phases.
- Preparation of Photomontage. To illustrate and compare the visual impact of proposed works with and without mitigation, computer-simulated views (i.e., photomontages) from selected VSRs are generated. Photomontages showing existing condition, unmitigated impact at Day 1, after mitigation at Day 1 and at Year 10 are produced. Options on design schemes are also illustrated.

6.5 Review of Planning and Development Control Framework

The existing and planned development framework for the proposed works and for the surroundings has been reviewed, to identify potential existing resources and sensitive receivers as well as neighbouring planned land uses, and to ensure a high compatibility between the proposed works and the surroundings. Surrounding planning and development control of the proposed work is shown on **Figures 6.2.1 to 6.2.7**.

The following approved Outline Zoning Plans (OZPs) have been examined:

- Draft Sha Tin Outline Zoning Plan (No. S/ST/25)
- Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (No. S/K11/25)
- Draft Kai Tak Outline Zoning Plan (No. S/K22/3)
- Approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20)
- Draft Yau Ma Tei Outline Zoning Plan (No. S/K2/21)
- Draft Ho Man Tin Outline Zoning Plan (No. S/K7/21)

- Approved Hung Hom Outline Zoning Plan (No. S/K9/24)
- Approved Tsim Sha Tsui Outline Zoning Plan (No. S/K1/26)
- Approved Wang Tau Hom and Tung Tau Outline Zoning Plan (No. S/K8/21)
- Draft Tseung Kwan O Outline Zoning Plan (No. S/TKO/19)
- Draft Ngau Tau Kok & Kowloon Bay Outline Zoning Plan (No. S/K13/27)
- Approved Kwun Tong South Outline Zoning Plan (No. S/K14S/16)
- Draft South West Kowloon Outline Zoning Plan (No. S/K20/26)

The Approved Sha Tin Outline Zoning Plan (No. S/ST/25) currently covers the broad statutory planning frameworks of the proposed site area for Hin Keng viaduct and the at-grade box section at Hin Keng. In accordance with this OZP (No. S/ST/25), the proposed site area is zoned as Open Space (O) and Other Specific Uses (OU). The area zoned as Open Space (O) is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses, which currently consist of a playground with a baseball-cum-soccer pitch and tennis court. The area zoned as Other Specific Uses (OU) is intended primarily to cater for the railway and associated facilities. The visual context within the immediate surrounding area includes high-density residential development of Hin Keng Estate zoned as R(A) to the southeast, high-rise residential development of Festival City above Tai Wai Depot zoned under OU and wooded slope area zoned under GB to the northwest. Under the schedule of uses, public transport terminals or station on area zoned as Open Space (O) may be permitted on application to Town Planning Board. Public transport terminals or station on area zoned as Other Specific Uses (OU) is always permitted.

The Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (No. S/K11/25) currently covers the broad statutory planning frameworks of the proposed site area for DIH and DHS. In accordance with this OZP (No. S/K11/25), the proposed site area is zoned as Comprehensive Development Area (CDA). The area zoned as Comprehensive Development Area (CDA) is intended for comprehensive development with provision of open space and other supporting facilities. The visual context within the immediate surrounding area includes high-rise residential development of Galaxia and Lung Poon Court zoned under OU and R(A) to the north. To the southwest is the commercial/industrial buildings zoned under OU and to the southeast are the high-rise residential building blocks of Rhythm Garden zoned under R(A). Under the schedule of uses, Mass Transit Railway ventilation shaft and/or other structure above ground level other than entrances on area zoned as Comprehensive Development Area (CDA) may be permitted on application to Town Planning Board.

The Draft Kai Tak Outline Zoning Plan (No. S/K22/3) currently covers the broad statutory planning framework of the proposed site area for KAT. 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 and the O zone is intended primarily for the provision of outdoor open-air public space for passive recreational uses. Within the planned Kai Tak Development, the future visual context within the immediate surrounding area of KAT will include mixed residential/commercial developments area zoned under CDA, OU and C to the northwest and northeast. Area to the southeast and southwest is planned for medium-density residential developments with retail frontage under R(B) zone. 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 Draft Kai Tak Outline Zoning Plan (No. S/K22/3) and approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20) currently cover the broad statutory planning framework of the proposed site area for TKW. In accordance with OZPs (No. S/K22/3 and S/K10/20), the proposed above ground station entrances and ventilation shafts are zoned as Open Space (O). This O zone within the Kai Tak Development is planned for the future Sung Wong Toi Park intended primarily for the provision of outdoor open-air public space for passive recreational uses. The visual context within the immediate surrounding area includes Open Space of Sung Wong Toi Playground and Sung Wong Toi Garden to the northwest and high-rise residential development of Sky Tower zoned under R(A)to the south. Within the planned Kai Tak Development to the east is the planned medium-density residential developments with retail frontage under R(B) zone. Under the schedule of uses, public transport terminals or station on area zoned as Open Space (O) is always permitted. Railway ventilation shaft and/or other structure above ground level other than entrances on area zoned as Open Space (O) may be permitted on application to Town Planning Board.

The Approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20) currently covers the broad statutory planning framework of the proposed site area for MTW. In accordance with OZP (No. S/K10/20), the proposed above ground station entrances and ventilation shafts are zoned as Open Space (O). The area zoned as Open Space (O) is intended primarily for the provision of outdoor open-air public space for passive recreational uses, which includes Ma Tau Wai road/To Kwa Wan Road Garden, To Kwa Wan Complex Playground and Lok Shan Road Playground. The visual context within the immediate area is largely surrounding by high-density residential developments with commercial uses zoned under R(A) with a few numbers of schools zoned under GIC and industrial building zone under C. According to Notes of the approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20), public transport terminus or station on area zoned as Open Space (O) may be permitted on application to the Town Planning Board and Mass Transit Railway ventilation shaft and/or other structure above ground level other than entrances on area zoned as Open Space (O) may be permitted on application to Town Planning Board.

The Approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20) currently covers the broad statutory planning framework of the proposed site area for Tam Kung Road EEP. In accordance with OZP (No. S/K10/20), the proposed EEP is shown as 'Road'. The visual context within the immediate areas are largely surrounding by high-density residential developments with commercial uses zoned under R(A). To the immediate west is the high-rise residential development of Majestic Park zoned under R(B) and Ma Tau Wai Playground zoned under O is located in the immediate northwest. In accordance to the covering Notes, Mass Transit Railway station entrances and Mass Transit Railway structure below ground level on area zoned as 'Road' is always permitted.

The approved Tsim Sha Tsui Outline Zoning Plan (No. S/K1/26) currently covers the broad statutory planning framework of the proposed site area for HUH Portal. In accordance with OZP (No. S/K1/26), the proposed above ground portal is zoned as Other Specific Uses (OU), which is currently occupied by rail tracks. The visual context within the immediate areas is largely surrounding by exiting roads and rail tracks and associated facilities under OU zone. 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 approved Wang Tau Hom and Tung Tau Outline Zoning Plan (No. S/K8/21) currently cover the broad statutory planning framework of the proposed site area for MCV. In accordance with OZP (No. S/K8/21), the proposed ventilation shaft is zoned as Open Space (O). The area zoned as Open Space (O) is intended primarily for the provision of outdoor

open-air public space for active and/or passive recreational uses, which consist of a playground and a football field. The visual context within the immediate areas are largely surrounding by high-density residential developments including Tin Ma Court, Tin Wang Court, Tsui Chuk Garden and Chuk Yuen Estate zoned under R(A). To the immediate northwest is green backdrop of wooded slopes GB. Under the schedule of uses, Mass Transit Railway ventilation shaft and/or other structure above ground level other than entrances on area zoned as Open Space (O) may be permitted on application to Town Planning Board.

The approved Tsz Wan Shan, Diamond Hill and San Po Kong (No. S/K11/25) currently covers the broad statutory planning frameworks of the proposed site area for the Emergency Access/ Emergency Escape Access (EA/EEA) at Wong Tai Sin. In accordance with OZP (No. S/K11/25), the proposed site for EA/ EEA is zoned as Government, Institution or Community (GIC). The area zoned as Government, Institution or Community (GIC) is currently occupied used as public vehicle parking. The visual context within the immediate areas are largely surrounding by high-density residential developments including Chuk Yuen South Estate, Fung Wong San Tsuen and Upper Wong Tai Sin Estate zoned under R(A). Under the schedule of uses, Mass Transit Railway ventilation shaft and/or other structure above ground level other than entrances on area zoned as GIC may be permitted on application to Town Planning Board.

The proposed works are located within different zonings as discussed above, which is generally in accordance with the planning and development goals and objectives indicated in the OZPs. Some of the existing land uses, however, would be permanently alienated by the proposed works and they are listed as follows:

- Approximately 0.15ha Open Space (O) zone of aboveground HIK
- Approximately 6.5ha Comprehensive Development Area (CDA) zone of DHS and ventilation shaft and other aboveground structures of DIH; and about 6ha of land will be returned to Lands Department after construction stage.
- Approximately 0.1ha Other Specific Uses (OU) and Open Space (O) zone of ventilation shaft and other aboveground structures of KAT;
- Approximately 0.015ha Open Space (O) zone of Ventilation Shaft and other aboveground structures of TKW;
- Approximately 0.13ha Open Space (O) zone of Ventilation Shaft and other aboveground structures of MTW;
- Approximately 0.33ha Open Space (O) zone of MCV; and
- Approximately 0.05ha Government, Institution or Community (GIC) zone of EA/ EAA at Wong Tai Sin.

The proposed aboveground HIK is partially located on the Open Space (O) zone within Hin Tin Playground. With the small land take area, the impact on the Open Space (O) zone would be moderate. The lost of open space will be compensated with re-provision of new open space area within the district. The proposed station would also be carefully designed to minimize any potential landscape and visual impact.

The proposed DHS and Ventilation Shafts and other aboveground structures of DIH are located within the CDA zone. With the massive land take, adverse impact on CDA zone would be resulted, if unmitigated. The proposed works would be carefully designed to integrate with the future CDA development above DHS, minimizing any landscape and visual impact.

The proposed Ventilation Shafts and other aboveground structures of KAT are located on Other Specific Uses (OU) and Open Space (O) zone. With the small land take area, the

impact on the Other Specific Uses (OU) and Open Space (O) zone would be slight. The proposed ventilation shaft and other aboveground structures would be carefully designed to integrate with the future Kai Tak development, minimizing any potential landscape and visual impact.

The proposed Ventilation Shaft and other aboveground structures of TKW are located on Open Space (O) zone. With the small area of land take, the impact on the Open Space (O) zone would be slight. The lost of open space will be compensated with re-provision of new open space area within the district. The proposed ventilation shaft and other aboveground structures would be carefully designed to integrate with the future Kai Tak development, minimize any potential landscape and visual impact.

The proposed Ventilation Shaft and other aboveground structures of MTW are located on Open Space (O) zone. With the small land take area, that the impact on the Open Space (O) zone would be moderate. The lost of open space will be compensated with re-provision of new open space area within the district. The proposed ventilation shaft and other aboveground structures would be carefully designed to minimize any potential landscape and visual impact.

The proposed MCV is located on Open Space (O) zone. With the small area of land take, the impact on the Open Space (O) zone would be moderate. The lost of open space will be compensated with re-provision of new open space area within the district. The proposed MCV would be carefully designed to minimize any potential landscape and visual impact.

The proposed Emergency Access/Emergency Escape Access (EA/EEA) at Wong Tai Sin is located on Government, Institution or Community (GIC) zone. With the small area of land take, the impact on the Government, Institution or Community (GIC) zone would be slight. The proposed EA/ EEA would be carefully designed to minimize any potential landscape and visual impact.

Apart from the permanent changes in land uses mentioned above, some existing land uses as shown in **Figures 6.2.1 to 6.2.7** would be temporary alienated by the proposed construction works. As the construction works are temporary in nature and the disturbed areas would be reinstated to match the existing conditions or condition which is suitable for future development, the impact on these zones would be temporary and negligible in operational phase.

In view of the above, it is considered that the Project would not create any insurmountable impacts on the planning goals and objectives for the Study Area as set out in the OZPs.

6.6 Baseline Study

Landscape baseline review comprises the identification of all existing Landscape Resources (**LR**) and Landscape Character Areas (**LCA**) within 100m from the project. LRs are mapped in **Figures 6.3.1 to 6.3.7** and listed in **Table 6.2.** Illustrative photographs of LRs are presented in **Figures 6.4.1 to 6.4.21,** whereas LCAs are mapped in **Figures 6.5.1 to 6.5.7** and listed in **Table 6.3.** The tree numbers quoted in this report were estimated based on broad brush tree surveys conducted between December 2008 and October 2010 by the Project Proponent.

In terms of the visual aspect, Visually Sensitive Receivers (VSRs) within the Zones of Visual Influence (ZVI) of the project are mapped in **Figures 6.6.1 to 6.6.19** and listed in **Table 6.4**. Illustrative photographs of views for VSRs are given in **Figures 6.7.1 to 6.7.10.**

6.7 Landscape Resource (LR)

LR within the study boundary is divided into 10 broad types. Each component affecting the sensitivity of the LR will be reviewed, details as:

- Quality of landscape characters/resources;

- Importance and rarity of special landscape elements;
- Ability of the landscape to accommodate change;
- Significance of the change in local and regional context; and
- Maturity of the landscape.

LR1 – Public Open Space

This LR refers to public open space of parks and gardens with active and passive recreation facilities such as ball court, children playground, sitting areas, leisure paths, and amenity planting. Trees found within these areas 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, such as *Aleurites moluccana, Bauhinia spp., Bombax spp., Cassia spp., Ficus spp.*, *Delonix regia, Acacia spp., Melaleuca quinquenervia, Roystonea regia* etc. 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, such as *Ficus spp.*, *Delonix regia, Acacia spp., Macaranga tanarius, Bauhinia spp., Michelia alba* etc.

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, such as *Aleurites moluccana, Bombax ceiba, Callistemon viminalis, Cinnamonmum camphora, Ficus* spp., *Melaleuca quinquenervia, Archontophoenix alexandrae* etc. 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, such as *Acacia spp., Cinnamonmum camphora, Macaranga tanarius, Melaleuca quinquenervia, etc.* 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 provides a transition from the urban fringe to the natural hillside vegetation within the study area. The trees are generally medium to large size, native and exotic common woodland species. LR5 is similar to LR4, but with more native trees such as *Machilus spp., Mallotus paniculatus, Macaranga tanarius, Litsea spp. etc.* This LR is more natural and previously less disturbed by human activities, with high landscape value.

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. The species are *Bauhinia spp., Michielia alba, Cassia spp., Ficus spp.*, *Chrysalidocarpus lutescens, Delonix regia, Plumeria rubra, Lagerstroemia speciosa, Caryota ochlandra, Archontophoenix alexandrae* etc.

LR7 – Natural Stream

This LR refers to natural stream within the study area.

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. Scattered tree species include *Delonix regia, Bombax ceiba and Macaranga tanarius*.

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 tree such as *Dimocarpus longan, Carica papaya, Aleurites moluccana*, *Ficus microcarpa* and self-seeded tree species of *Macaranga tanarius and Leucaena leucocephala*. 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 the sea at Joss House Bay (Tai Miu Wan).

Based on the above broad types LR, the baseline landscape resources within 100m study area of each station section are described below:

6.7.1 Hin Keng Station

Landscape resources of HIK are shown in **Figure 6.3.1**.

HIK/LR1.1 – Hin Tin Outdoor Swimming Pool (area approximately 1.6ha) (Figure 6.4.1)

This large outdoor recreation facility consists of high quality swimming pool and associated slides, water-fun equipment and amenity planting. There are about 180 trees in this location. The trees are generally mature, in good health conditions with species of *Macaranga tanarius, Liquidambar formosana, Phoenix roebelenii, Spathodea campanulata, Delonix regia and Bauhinia spp*. and palms such as *Roystonea regia* are planted around the swimming pool. This open space is of local importance and the overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

HIK/LR1.2 – Hin Tin Playground (area approximately 3.6ha) (Figure 6.4.1)

This is a district open space with active and passive recreation facilities such as grass football pitch, tennis court, children playground, leisure paths, sitting areas and amenity planting. There are about 665 trees in this location. The trees are generally mature in good health conditions with species of *Melaleuca quinquenervia, Bauhinia blakeana, Callistemon viminalis, Casuarina equisetifolia, Roystonea regia and Caryota ochlandra.* There are 2 relatively large specimen trees within Hin Tin Playground, namely, *Melaleuca quinquenervia* (12.5m height, 7.5m spread, 0.81m trunk dia.) and *Ficus microcarpa* (12.8m height, 12.5m spread, 0.97m trunk dia.), both trees are of good form and high amenity value. Other nice specimens include a group of 5 *Roystonea regia,* with height *of* 9-10m. This open space is of local importance and the overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

HIK/LR2.1 – AFCD N.T.South Animal Management Centre and Shatin Plant Quarantine Area (Figure 6.4.1)

The central area of this AFCD compound is largely taken up by building and temporary building structures. Trees and shrubs planting are mainly found located around the periphery of the site. There are approximately 66 trees within this location of generally fair to poor form comprising mainly medium to mature size *Bauhinia spp., Bombax ceiba, Listsea monopetala and Celtis sinensis.* The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium. There are 2 mature *Delonix regia* of good form and high amenity value (13m height, 11.5m spread, 0.72 trunk dia. and 10.5m height, 9.5m spread, 0.52m trunk dia.) within this area.

HIK/LR2.2 – Trees in Sha Tin Water Treatment Works (Figure 6.4.1)

The west portion of this area is well covered with trees of generally mature, with fair health condition, which act as a dense green buffer between the water works and Hin Keng Estate to the east. There are approximately 120 trees located within the planting areas around this location with species found including C*asuarina equisetifolia, Acacia confusa* and *Macaranga tanarius*. The overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

HIK/LR3.1 – Trees in Che Kung Miu Road (Figure 6.4.1)

This refers to the trees and shrub planting along both sides of Che Kung Miu Road carriageway. There are approximately 60 roadside trees, comprised of typical species of small to medium size *Aleurites moluccana, Melaleuca quinquenervia, Ficus spp., Delonix regia, Bombax ceiba, Cinnamomum burmanii, Eucalyptus citriodora, Spathodea campanulata and Bauhinia spp*. The landscape quality is medium with reasonable tolerance to change. The sensitivity of this LR is low.

HIK/LR4.1 –Vegetation on East Rail Embankments opposite to Hin Keng Playground (Figure 6.4.2)

This refers to the vegetated slope embankment to the west of MTR East Rail opposite to Hin Keng Estate. There are approximately 505 trees along this area with species found mainly comprising medium size *Acacia confusa, Bombax ceiba, Melaleuca quinquenervia and Eucalyptus citriodora*. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

HIK/LR4.2 – Vegetation on slopes opposite to Hin Keng Estate (Figure 6.4.2)

This refers to the vegetation on manmade slopes opposite to Hin Keng Estate, there are about 300 trees comprising mainly medium to semi-mature size Cinnamomum camphora and Macaranga tanarius. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

HIK/LR4.3 – Vegetation on slopes south of Tai Wai Tunnel (Figure 6.4.2)

This refers to the vegetation on manmade slopes south of Tai Wai Tunnel; there are approximately 510 trees ranging from small to mature size within these slopes, mainly comprising *Cinnamomum camphora* and *Macaranga tanarius*. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

HIK/LR5.1 – Woodland slopes to the west of MTR track (Figure 6.4.2)

This refers to the dense semi-natural hillside vegetation area located to the west MTR tracks. The vegetation of this LR provides a transition from the urban fringe to the natural

hillside vegetation. There are approximately 800 trees, species of generally medium to mature size including *Araucaria heterophylla, Casuarina equisetifolia, Machilus spp. and Litsea spp*. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is medium.

HIK/LR5.2 – Woodland on the North side of Sha Tin Water Treatment Works (Figure 6.4.2)

High diversity of tree species is planted on the woodland slope at north side of Sha Tin Water Treatment Works. There are approximately 1000 trees of species of generally mature size including *Acacia confusa, Casuarina equisetifolia and Mallotus paniculatus*. The quality of this LR is high with little tolerance to change. The sensitivity of this LR is high.

HIK/LR5.3 – Trees on slopes adjacent to Shatin Water Treatment Works (Figure 6.4.3)

This refers to the trees on slopes adjacent to Shatin Water Treatment Works, there are approximately 200 trees of generally mature size within the wooded slopes with species including *Macaranga tanarius, Machilus spp, Eucalyptus spp and Litsea spp*. The quality of this LR is high with little tolerance to change. The sensitivity of this LR is high.

HIK/LR5.4 – Woodland at Tei Lung Hau (Figure 6.4.3)

The woodland at Tei Lung Hau comprised of dense semi-natural vegetation of high diversity. There are approximately 1500 trees of generally medium to mature size in this location, mainly *Macaranga tanrius, Machilus spp, Mallotus paniculatus, Sterculia lanceolata, Schefflera heptaphylla* and *Ficus hispida.* This LR is locally significant and the landscape quality is high with little tolerance to change. The sensitivity of this LR is high.

HIK/LR5.5 – Woodland at Lower Shatin Heights (Figure 6.4.3)

Dense semi-natural hillside vegetation area located at lower slopes of Shatin Heights. The vegetation of this LR provides a transition from the urban fringe to the natural hillside vegetation. There are approximately 1000 trees of generally medium to mature size including *Acacia confusa, Bombax ceiba and Delonix regia* on the slope. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is medium.

HIK/LR6.1 – Podium Deck at Hin Keng Shopping Mall (Figure 6.4.3)

The podium deck above Hin Keng Shopping Mall is mainly open space with some sitting area and a few small trees and shrub planting in raised planter. There are approximately 20 trees of *Bauhinia Spp, Michielia alba and Cassia spp*. The landscape quality is low with high tolerance to change. The sensitivity of this LR is low.

HIK /LR6.2 – Trees in Hin Keng Estate (North) (Figure 6.4.3)

This refers to the landscape area within Hin Keng Estate (North), there are approximately 300 trees of generally medium size including *Roystonea regia and Aleurites moluccana* found within the landscape area of the housing estate, which also comprises children's playgrounds, sitting out garden with planters of ornamental planting. The well maintained vegetation would act as valuable greening relieve for the dense urban areas. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is medium.

HIK/LR6.3 – Trees in Hin Keng Estate (South) (Figure 6.4.4)

This refers to the landscape areas within Hin Keng Estate (South), there are approximately 200 trees within the landscape area of this housing estate, which also comprise children's playground, sitting out garden with planter of ornamental planting, tree species mainly of *Cinnamomum burmanii* and palm trees. The well maintained vegetation would act as

valuable greening relieve for the dense urban areas. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is medium.

HIK/LR6.4 – Trees in Ka Tin Court (Figure 6.4.4)

This refers to the landscape areas within Ka Tin Court, there are approximately 150 trees of generally medium size within the landscaped grounds of this residential development, which also comprise of sitting out garden with planters of ornamental planting, Tree species are mainly *Ficus microcarpa, Bombax ceiba* and palm trees such as *Chrysalidocarpus lutescens*. The well maintained vegetation would act as valuable greening relieve for the dense urban areas. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is medium.

HIK/LR7.1 – Stream beside Sha Tin Water Treatment Works (Figure 6.4.4)

This is a man-made channel stream course of approximately 150m long with trees planted along the embankment, including *Macaranga tanarius, Broussonetia papyrifera, and Litsea glutinosa*. As stream walls consist of mainly hard concrete surface, the quality of this LR is considered to be medium. The sensitivity of this LR is medium.

HIK/LR7.2 – Natural Stream at Tei Lung Hau (Figure 6.4.4)

This is an attractive stream course with riparian vegetation of approximately 450m long. The natural rocky streambed creates a relatively unique landscape resource. The sensitivity of this LR is considered to be high.

6.7.2 Diamond Hill Station and Kai Tak Station

Landscape resources of DIH and KATs are shown in **Figure 6.3.2 and 6.3.3**.

DIH & KAT/LR1.2 – Muk Lun Street Playground (area approximately 1.3 ha) (Figure 6.4.5)

This is a district open space with active recreation facilities. About 130 trees of generally mature size including *Ficus virens, Melaleuca quinquenervia, Aleurites moluccana and Bombax ceiba* are planted in the playground, one of which Registered old and valuable tree (LCSD WTS/8) of *Ficus* microcarpa. This open space is of local importance and the overall landscape amenity and quality are high with medium tolerance to change. Therefore, the sensitivity of this LR is high.

DIH & KAT/LR1.3 – Choi Hung Road Playground (area approximately 2.2 ha) (Figure 6.4.5)

This is a public open park with playground facilities, ball courts and amenity planting. There are approximately 50 trees of generally small to medium size in the park including *Melaleuca quinquenervia*. This open space is of local importance and the overall landscape amenity and quality are high with medium tolerance to change. Therefore, the sensitivity of this LR is high.

DIH & KAT/LR1.4 – Trees at open car park area of Nan Lian Garden (area approximately 1.1 ha) (Figure 6.4.5)

This is an open car park area with screen planting around the periphery. There are approximately 20 small size trees around this hard paved area, including *Cassia siamea* and *Antidesma bunius*. The quality of this LR is medium with some tolerance to change. Therefore, the sensitivity of this LR is medium.

DIH & KAT/LR1.6 – Trees at Nan Lian Garden (area approximately 2.8 ha) (Figure 6.4.5)

Nan Lian Garden is a Tang Dynasty style garden. Besides adorned with characteristic timber structures, the garden is studded with clusters of bizarre rocks and planted with lots of old and valuable trees. Around the periphery of the park approximately 50 trees of generally medium to mature size are located with tree species found, including *Acacia confusa, Leucanea leucocephala, Macaranga tanarius and Aleurites moluccana*. This open space is of regional importance and the overall landscape amenity and quality are high with medium tolerance to change. Therefore, the sensitivity of this LR is high.

DIH & KAT/LR2.1 – Trees at Wong Tai Sin Institutional Area near Choi Hung Road (Figure 6.4.6)

Amenity tree and shrub planting are found around the periphery of this area. About 50 medium size trees are scattered around this area, including *Delonix regia, Bombax ceiba and Melaleuca quinquenervia*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

DIH & KAT/LR3.1 – Street trees along Lung Cheung Road (Figure 6.4.6)

There are approximately 290 medium to large size trees along this portion of Lung Cheung Road, including *Roystonea regia, Cassia siamea, Leucaena leucocephala, Bombax ceiba* and *Aleurites moluccana*. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.

DIH & KAT/LR3.2 – Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road (Figure 6.4.6)

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 approximately 200 small to medium size trees, mainly *Acacia confusa, Delonix regia, Melaleuca quinquenervia, Aleurites moluccana, and Archontophoenix alexandrae*. The quality of this LR is medium with medium tolerance to change. Therefore, the sensitivity of this LR is medium. 7 trees of protected species *Ailanthus fordii* with good tree form and health are also found within this area.

DIH & KAT/LR3.3 – Trees in Bus Terminus at Choi Hung Road (Figure 6.4.6)

There are approximately 20 small to medium size trees including *Aleurites moluccana and Ficus 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.

DIH & KAT/LR3.4 – Trees at junction of Lung Cheung Road and Choi Hung Road (Figure 6.4.7)

There are approximately 200 small to medium size trees, including *Acacia confusa, Eucalyptus camaldulensis* and *Spathodea campanulata* 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.

DIH & KAT/LR3.5 – Trees at junction of Choi Hung Road and Eastern Road (Figure 6.4.7)

There are approximately 30 small to medium size roadside trees, including *Melaleuca quinquenervia, Macaranga tanarius* and *Bombax ceiba* 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.

DIH & KAT/LR3.6 – Trees at junction of Choi Hung Road and Prince Edward Road East (Figure 6.4.6)

There are approximately 155 small to medium size trees, including *Aleurites moluccana* and *Eucalyptus robusta* 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.

DIH & KAT/ LR3.7 – Trees at junction of Eastern Road and Concorde Road (Figure 6.4.7)

There are approximately 100 small to medium size trees including *Ficus microcarpa, Leucaena leucocephala, Cinnamomum parthenoxylon, Bombax ceiba* and *Casusrina equisetifolia* 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.

DIH & KAT/ LR3.8 – Trees along Concorde Road (Figure 6.4.7)

There are about 15 mature trees of species *Celtis sinensis* 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.

DIH & KAT / LR3.9 – Trees and vegetation along Prince Edward Road East (Figure 6.4.7)

There are approximately 100 small to medium size trees including *Acacia auriculiformis, Callistemom viminalis, Ficus spp, Bauhinia spp* and *Albizia lebbeck* along this portion of road. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.

DIH & KAT/ LR3.10 – Trees around Plaza Hollywood (Figure 6.4.7)

There are approximately 50 small to medium size amenity trees planted around this location, including *Roystonea regia, Callistemon viminalis, Ficus spp, Bombax ceiba* and *Juniperus chinensis*. Nice specimens of a group of 19 *Roystonea regia* 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.

DIH & KAT/LR6.3 – Trees in Lung Poon Court (Figure 6.4.8)

This refers to the landscape areas within Lung Poon Court. There are approximately 160 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, *Ficus spp, Grevillea robusta, Bombax ceiba, Macaranga tanarius* and *Delonix regia*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

DIH & KAT/LR6.5 – Trees in Rhythm Garden (Figure 6.4.8)

This refers to the landscape areas within Rhythm Garden. There are approximately 80 medium to large size trees within the landscape area, which also comprise children's playground, sitting out garden with planter of ornamental planting. Tree species found includes, mainly *Cinnamomum burmanii, Plumeria rubra, Aleurites moluccana* and *Ficus Microcarpa*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

DIH & KAT/LR6.6 –Trees in Choi Hung Estate (Figure 6.4.8)

The landscape areas of the estate contain about 100 small to medium size trees, including *Archontophoenix alexandrae, Aleurites moluccana, Bauhinia spp, Acacia confusa* and *Ficus microcarpa*. The quality of this LR is medium with some tolerance to change. Therefore, the sensitivity of this LR is medium. One Registered old and valuable tree (HD/WTS/1) of *Ficus altissima* is also found within this area.

DIH & KAT/ LR8.1 – Trees in land lot adjacent to Concorde Road (Figure 6.4.10)

There are approximately 20 small to medium size trees of *Delonix regia, Bombax ceiba* and *Macaranga tanarius* 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.

DIH & KAT/ LR8.5 – Trees in vacant land near Comet Drive (Figure 6.4.10)

There are about 5 small to medium size trees within this vacant land area, including species of *Aleurites moluccana* and *Ficus religiosa*. The quality of this LR is low with reasonable tolerance to change. The sensitivity of this LR is low.

DIH & KAT/ LR8.6 – Trees in Kai Tak Site (Figure 6.4.10)

There are approximately 40 small to medium size trees of *Casuarina equisetifolia, Bombax ceiba* and *Leucaena leucocephala* 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.

DIH & KAT/LR9.1 – Trees in Diamond Hill CDA Site (Figure 6.4.9)

The trees in the former Tai Hom Village site are a mixture of fruit trees, ornamental trees and self-sown trees. There are about 1,500 trees of generally medium to large size within this area, including *Dimocarpus longan, Carica papaya, Aleurites moluccana*, *Ficus microcarpa, Macaranga tanarius and Leucaena leucocephala*. There are 12 relatively large specimen trees, as listed below, within the former Tai Hom Village site, and their locations are shown in **Appendix 6.4**.

Tree Species	Overall Height (m)	Spread (m)	Trunk Dia. (m)	Form	Health
Crateva unilocularis	15	13	1.0	Fair	Fair
Ficus elastica	12	18	2.07	Good	Good
Ficus elastica	17	18	1.75	Good	Good
Ficus microcarpa	10	10	1.0	Good	Good
Ficus microcarpa	7	10	2.0	Good	Good
Ficus microcarpa	10	10	1.02	Good	Good
Ficus microcarpa	17	22	1.05	Good	Good
Ficus microcarpa	13	10	1.91	Good	Good
Ficus microcarpa	9	13	1.05	Good	Good
Ficus microcarpa	10	6	1.0	Good	Good
Ficus microcarpa	10	10	1.21	Good	Good
Ficus superba var. japonica	10	12	1.66	Good	Good

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.

6.7.3 To Kwa Wan Station

Landscape resources of TKW are shown in **Figure 6.3.4**.

TKW/LR1.1 – Sung Wong Toi Garden (area approximately 0.5 ha) (Figure 6.4.11)

This is a historical garden within Kowloon City area. This small park was especially constructed for the placement of a memorial stone for the last two boy emperors of the Southern Song Dynasty, Zhao Shi and Zhao Bing, who temporarily lived in Hong Kong from 1277 to 1279. Within the garden there are sitting areas with amenity planting and approximately 40 large size trees, including *Ficus microcarpa and Arecastrum romanzoffianum, Livistona chinensis and Casuarina equisetifolia*. This open space is of regional importance and the overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

TKW/LR1.2 – Sung Wong Toi Playground (area approximately 0.6 ha) (Figure 6.4.11)

This is a long linear local recreational open space with a basketball court, sitting out area and amenity planting. Around the periphery, there are approximately 110 trees of generally medium size, including *Bombax ceiba, Melaleuca quinquenervia, Bauhinia, blakeana, Ficus virens and, Melaleuca leucadendron and Delonix regia*. The overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

TKW/LR1.3 – Fu Ning Street Sitting Out Area (area approximately 0.02 ha) (Figure 6.4.11)

This is a small sitting-out garden with amenity planting. There are 2 trees, including Bombax ceiba and one large *Ficus microcarpa* of good tree form and high amenity value (9m height, 4.5m spread, 0.45m trunk dia.). The overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

TKW/LR1.4 – Olympic Garden (area approximately 0.7 ha) (Figure 6.4.11)

This is a medium size local open space with seating and amenity planting. There are approximately 70 trees of generally small to medium size within the park, including *Bauhinia blakeana, Archontophoenix alexandrae, Chrysalidocarpus lutescens,* and *Phoenix roebelenii*. The overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high. 3 trees of protected species *Ailanthus fordii* with fair tree form and health are also found within this area.

TKW/LR2.1 – Trees at Hong Kong Aviation Club & Far East Flying Tech. School (Figure 6.4.11)

Amenity tree and shrub planting are found around the main building complex of this area. There are approximately 50 mature trees of generally medium size found within this location, comprising mainly *Bauhinia spp*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

TKW/LR6.1 – Trees at Chun Seen Mei Chuen (Figure 6.4.12)

There are approximately 30 medium size trees scattered within the hard paved area of the estate, including *Macaranga tanarius and Bauhinia blakeana.* The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

TKW/ LR8.1 – Vegetation grow at Kai Tak Open Space (Figure 6.4.12)

This LR refers to the vacant land area waiting for development within Kai Tak area, which is overgrown with weed and grass. The quality of this LR is low with high tolerance to change. Therefore, the sensitivity of this LR is low.

6.7.4 Ma Tau Wai Station and Tam Kung Road EEP

Landscape resources of MTW are shown in **Figure 6.3.4**.

MTW/LR1.1 – Lok Shan Road Playground (approximately 0.05 ha) (Figure 6.4.13)

This is a local open space with seating area and plantings for passive recreation. There are approximately 10 trees within this area, including *Aleurites moluccana* and five protected species trees of *Ailanthus fordii* in mature size with fair tree form and high amenity value. The park provides a passive recreation amenity space for local residents within the dense urban area. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be high.

MTW/LR1.2 – To Kwa Wan Complex Playground (approximately 0.1 ha) (Figure 6.4.13)

This is a local open space with recreational facility consists of children's playground, volley ball court and seating area with amenity plantings. One medium size tree of *Cassia surattensis* is located within this area. The park provides a recreation amenity space for local residents within the dense urban area. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be high.

MTW/LR1.4 – Ma Tau Wai Road/To Kwa Wan Road Garden (area approximately 0.5ha) (Figure 6.4.13)

This is a local open space with active and passive facilities such as children playground, leisure paths, sitting areas and amenity planting. There are approximately 100 trees of generally medium to large size, including *Aleurites moluccana, Melaleuca quinquenervia, Bauhinia, blakeana, Ficus microcarpa, Roystonea regia, Livistona chinensis* and *Cocos nucifera*. There are also 2 relatively large trees of *Delonix regia* (9m height, 13m spread, 0.71m trunk dia. and 8m height, 11.5m spread, 0.58m trunk dia., both of fair tree form and health condition) within Ma Tau Wai Road/ To Kwa Wan Road Garden. Other nice specimens include a group of 14 *Roystonea regia,* of height 8-12m. This open space is of local importance and the overall landscape amenity and quality are high with medium tolerance to change. The sensitivity of this LR is high.

MTW/LR1.5 – Ma Tau Wai Road Playground (area approximately 0.5ha) (Figure 6.4.13)

This is a local open space with active recreation facilities of football pitch and basketball court. The park is predominated by ball court hard surface, there are approximately 10 mature trees located along the edge of this LR including *Ficus microcarpa*. The park provides recreation amenity space for local residents within densely urban area. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be high.

MTW/LR1.6 – Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road (area approximately 0.03ha) (Figure 6.4.13)

This is a small sitting-out area with amenity planting. Two mature size trees of *Casuarina equisetifolia* are found within this area. The park provides a passive recreation amenity space for local residents within densely urban area. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be high.

MTW/LR2.1 – Trees in Tin Hau Temple (Figure 6.4.13)

This is a traditional temple site. There are approximately 6 medium size trees, including species of *Cocos nucifera, Eriobotrya japonica, Mangifera indica,* and *Podocarps macrophyllus*. The tree planting provides valuable greening relieve for the dense urban areas. The quality of this LR is medium with some tolerance to change. Therefore, the sensitivity of this LR is medium.

MTW/LR3.2 – Vegetation along Kowloon City Road (Figure 6.4.13)

This roadside planter contains only amenity shrub planting. The quality of this LR is considered to be low with high tolerance to change. Therefore, the sensitivity of this LR is low.

MTW/LR3.3 – Trees in Parking Lot at Shansi Street (Figure 6.4.13)

There are approximately 60 small to medium size trees located within the hard paved area of this parking lot. Species found include *Macaranga tanarius,* and several very large attractive specimens of *Ficus microcarpa* with good form and high amenity value (6m height, 7m spread, 0.81m trunk dia. and 7m height, 5.5m spread, 0.54m trunk dia.) *and Delonix regia* with fair form and health condition (8m height, 4.5m spread, 0.43m trunk dia. and 7m height, 4m spread, 0.55m trunk dia.). There is also one large mature tree of *Celtis sinensis* of fair tree form and health condition (6.0m height, 8m spread, 1.04m trunk dia.) with trunk dia. over 1m found within the site. The quality of this LR is considered to be medium with some tolerance to change. Therefore, the sensitivity of this LR is medium.

MTW/LR6.2 – Trees in Celestial Height (Figure 6.4.13)

There are approximately small size 40 trees along the podium edge of this new residential development of mainly *Ficus microcarpa*. The quality of this LR is medium with some tolerance to change. Therefore, the sensitivity of this LR is medium.

6.7.5 Ho Man Tin Station and Hung Hom Station

Major landscape resources with high sensitivity, potentially affected by the HOM and HUH, have been identified in the SCL (MKK-HUH) EIA Report and approved KTE EIA Report (AEIAR 154/2010) respectively, and they are listed as below.

- LDR-1.2 Yan Fung Street Rest Garden
- LDR-3.1 Slopes in the area of Chinese Methodist College
- LDR-3.2 Slopes adjacent to Chatham Road North
- LDR-3.5 Slopes surrounding Fat Kwong Street Playground
- LDR-5.1 Planting at Recreation Clubs around Gascoigne/Wylie Roads

Relevant information of landscape resources of HUH has been extracted from SCL (MKK-HUH) EIA Report and shown in **Appendix 6.5**.

6.7.6 Hung Hom Portal and Works site

Landscape resources of Hung Hom portal and Works site are shown in **Figure 6.3.5**.

HUH/LR1.1 – Public Open Space at Chatham Road North (Figure 6.4.16)

This is a local open space with seating area and plantings for passive recreation. There are approximately 50 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.

HUH/LR1.2 – Trees in Undeveloped Open Space at Chatham Road North (Figure 6.4.16)

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 approximately 410 large and mature trees with a high diversity of species including *Acacia confusa, Cinnamomum spp.* and *Ficus microcarpa*. 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.

HUH/LR1.3 – Public Open Space at Chatham Road Intersection (Figure 6.4.16)

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 approximately 300 medium to large size trees, mainly *Acacia confusa, Cassia spp*. and *Casuarina equisetifolia* 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.

HUH/LR1.4 – Winslow Street Playground (area approximately 0.07ha) (Figure 6.4.16)

This is a small open space with active and passive facilities such as children playground, sitting areas and amenity planting. There are approximately 20 medium to large size trees within this area, consisting *predominantly Bauhinia spp*. and *Cassia 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.

HUH/LR3.1 – Trees in Area enclosed by Winslow Street and Cheong Tung Road (Figure 6.4.17)

There are approximately 5 typical small to medium size trees found within this urban built-up location of Aleurites *moluccana s*pecies. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.

HUH/LR3.2 – Trees in MTR track area north of Hung Hom and around the South Approach Tunnel (SAT) (Figure 6.4.17)

There are approximately 200 small to medium size trees in these areas, including *Bridelia tomentosa, Bauhinia spp*. and *Macaranga tanarius*. These trees are growing en-grade as roadside amenity, and on podiums of the HK Colloseum and some other development, whereas the SAT construction will be underground. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.

HUH/LR4.1 – Wooded slope at Chatham Road North (Figure 6.4.17)

This refers to the vegetation on manmade slopes at Chatham Road North, there are approximately 75 medium size trees found along this roadside area, including *Macaranga tanarius, Ficus microcarpa, Casuarina equisetifolia* and *Albizia lebbeck*. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

HUH/LR4.2 – Trees on slope above Yan Fung Street (Figure 6.4.17)

This refers to the vegetation on manmade slopes above Yan Fung Street, there are approximately 120 large mature trees found on the slope area mainly of *Acacia confuse* and

Macaranga tanarius species. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

HUH/LR6.1 – Yan Fung Street Rest Garden (Figure 6.4.17)

This is a local sitting garden area with amenity planting and approximately 35 trees of generally mature size mainly of *Ficus microcarpa* and *Casuarina equisetifolia*. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

6.7.7 Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin

Landscape resources of MCV and EA/EEA at Wong Tai Sin are shown in **Figure 6.3.6**.

MCH/LR/1.1 – Ma Chai Hang Road Playground (area approximately 1.8ha) (Figure 6.4.18)

This is a district open space with active and passive recreation facilities including grass football pitch, tennis court, children playground, leisure paths, sitting areas and amenity planting. There are about 500 trees in this location. The trees are generally mature in good health conditions with species found including *Bauhinia blakeana, Bauhinia variegata, Cassia surattensis, Chrysalidocarpus lutescens, Cassia surattensis, Elaeocarpus hainanensis, Lagerstroemia speciosa, Macaranga tanarius, Melaleuca quinquenervia and Spathodea campanulata*. This open space is of local importance. The quality of this LR is high with some tolerance to change. Therefore, the sensitivity of this LR is high.

MCH/LR/1.3- Trees in Sik Sik Yuen's Wong Tai Sin Temple (Figure 6.4.18)

This is a high quality district redeveloped open space with Chinese style architecture in Sik Sik Yuen's Wong Tai Sin Temple. Passive recreation facilities provided includes leisure paths, sitting areas and amenity planting. There are approximately 300 medium to large size trees including *Chrysalidocarpus lutescens, Ficus microcarpa, Bauhinia blakeana, Bauhinia variegata* and *Elaeocarpus hainanensis* planted in the park. This open space is of local importance and the well maintained vegetation. The quality of this LR is high with some tolerance to change. Therefore, the sensitivity of this LR is high.

MCH/LR/2.1 – Trees in Lung Cheung Government Secondary School (Figure 6.4.18)

This refers to the vegetation within Lung Cheung Government Secondary School. Trees and shrub planting are mainly found located within the landscape area around the periphery of the school. There are approximately 40 trees of generally mature size found within the school boundary, including, *Archontophoenix alexandrae, Aleurites moluccana, Bauhinia variegata,* Delonix *regia and Ficus microcarpa.* At the main entrance, there are some mature trees, including 2nos. *Ficus microcarpa,* 1no. *Archontophoenix alexandrae* and 2 nos*. Aleurites moluccana*. The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/2.2- Trees in Wong Tai Sin Rank File Married Quarters (Figure 6.4.18)

This refers to the vegetation within Wong Tai Sin FSD Quarters. There are approximately 30 medium size trees within this location with tree species found includes *Ficus microcarpa, Ficus elastica, Areca catechu, Chrysalidocarpus lutescens, Bauhinia blakeana, and Bauhinia variegata.* The quality of this LR is medium with some tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/3.1 – Trees at Lung Cheung Road Interchange (Figure 6.4.18)

This refers to the trees, shrubs and lawn planting within the interchange circus at Lung Cheung Road. There are approximately 40 small to medium size trees within this area

including *Archontophoenix alexandrae, Bauhinia blakeana, bauhinia variegata, Acacia confusa, Macaranga tanarius, Livistona chinensis, Leucaena leucocephala, Eucalyptus citriodora, Casuarinas equisetifolia, Callistemon viminalis and Terminalia catappa*. The quality of this LR is medium with high tolerance to change. The sensitivity of this LR is considered to be low.

MCH/LR/3.2 – Trees at Wong Tai Sin Road (Figure 6.4.18)

This refers to the vegetated manmade slope above the carriageway of Wong Tai Sin Road, which provides greening opportunity for the extensive hard-paved urban area, there are approximately 600 medium to large size trees, including, *Lagerstroemia speciosa, Archontophoenix alexandrae, Macaranga tanarius, Bauhinia blakeana, Bauhinia variegata, Ficus microcarpa, Acacia confusa and Delonix regia*. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/3.3 – Trees at Ma Chai Hang Road (Figure 6.4.18)

This refers to the vegetated slopes along the carriageway of Ma Chai Hang Road. There are approximately 150 medium to large size trees, including *Cassia surattensis, Acacia confusa, Melaleuca quinquenervia, Casuarina equisetifolia, Bauhinia blakeana and Macaranga tanarius.* Within Ma Chai Hang Road Playground, the mature *Acacia confusa* along this area provide an effective screen and green buffer to the adjacent Tin Ma Court / Tin Wang Court. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/3.4 – Trees at Chuk Yuen Road (Figure 6.4.18)

This refers to the vegetated slopes along both sides of Chuk Yuen Road carriageway. There are approximately 500 medium to large size trees, including, *Delonix regia, Ficus microcarpa, Macaranga tanarius, Melaleuca quinquenervia, Acacia confusa, Bauhinia blakeana and Leucaena leucocephala*. Within Ma Chai Hang Road Playground, the dense vegetated slopes along this area provide an effective screen and green buffer to the adjacent Tsui Chuk Garden. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/3.5 - Trees at Wong Tai Sin Road (west) (Figure 6.4.18)

At the dense vegetated slopes along Wong Tai Sin Road (west), there are approximately 300 medium to large size trees, including *Ficus microcarpa, Macaranga tanarius, Leucaena leucocephala, Acacia confusa and Bauhinia blakeana*. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/3.6 - Trees at Wong Tai Sin Road (east) (Figure 6.4.18)

At the vegetated slopes along Wong Tai Sin Road (east), there are approximately 200 medium to large size trees, including *Delonix regia, Leucaena leucocephala, Ficus microcarpa, Acacia confusa and Bauhinia blakeana*. The quality of this LR is medium with medium tolerance to change. The sensitivity of this LR is considered to be medium.

MCH/LR/3.7 - Trees at Sha Tin Pass Road & Fung Tak Road (Figure 6.4.18)

This refers to the amenity roadside planting strips along the carriageway of Sha Tin Pass Road & Fung Tak Road. There are approximately 30 typical small to medium size trees, including *Araucaria heterophylla, Archontophoenix alexandrae, Livistona chinensis, Ficus microcarpa, Melaleuca quinquenervia, Spathodea campanulata and Bauhinia blakeana*. The quality of this LR is medium with high tolerance to change. Therefore, the sensitivity of this LR is low.

MCH/LR/3.9- Trees in Wong Tai Sin Road Open Space Carpark (Figure 6.4.18)

This refers to the scattered vegetation around the boundary of Wong Tai Sin Road Open Space Carpark, there are approximately 50- 70 small to medium size trees within this area, including, *Macaranga tanarius, Leucaena leucocephala, Acacia confusa and Bauhinia blakeana*. The central area of the site is largely hard surface taken-up by vehicle parking. The overall quality and landscape value of this LR is medium with high tolerance to change. Therefore, the sensitivity of this LR is low.

MCH/LR/6.1 – Trees in the Western side of Chuk Yuen South Estate (Figure 6.4.19)

This refers to the landscape areas within Wing Yuen House and Fu Yuen House of Chuk Yuen South Estate. There are approximately 400 medium to large size trees within the landscape area, which also comprise landscaped courtyards, sitting area with ornamental planting. Tree species found includes, *Macaranga tanarius, Delonix regia, Plumeria rubra, Spathodea campanulata, Ficus microcarpa, Aleurites moluccana, Bauhinia blakeana, Bombax ceiba, Livistona chinensis and Ficus elastica*. At the courtyards within the estate, there are also a couple mature trees of *Aleurites moluccana and Bombax ceiba*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.2 – Trees in Pang Ching Court (Figure 6.4.19)

This refers to the landscape areas within Pang Ching Court. There are approximately 100 small to medium size trees within the landscape area, which also comprise of sitting area with well-maintained ornamental planting. Tree species found includes, *Macaranga tanarius, Delonix regia, Ficus microcarpa, Araucaria heterophylla, Archontophoenix alexandrae and Bauhinia blakeana*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.3 – Trees in Chuk Yuen Plaza/ Tsui Chuk Garden (Figure 6.4.19)

This refers to the landscape areas within Chuk Yuen Plaza/ Tsui Chuk Garden. There are approximately 300 medium to large size trees within the landscape area, which also comprise of, sitting area, children's playground, swimming pool, ornamental planting and vegetated slopes. Tree species found includes, *Aleurites moluccana, Chrysalidocarpus lutescens* and *Acacia confusa*. A few mature trees of *Aleurites* moluccana are located along Tsui Chuk Road. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.4 – Trees in Tin Wang Court (Figure 6.4.19)

This refers to the landscape areas within Tin Wang Court. There are approximately 40 small to medium size trees within the landscape area, which also comprise of, sitting area, children's playground, ball court and ornamental planting. Tree species found includes, *Acacia confusa, Ficus elastica, Delonix regia, Chrysalidocarpus lutescens, Ficus microcarpa, Melaleuca quinquenervia, Casuarina equisetifolia, Bombax ceiba and Bauhinia blakeana*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.5 – Trees in Tin Ma Court (Figure 6.4.19)

This refers to the landscape areas within Tin Ma Court. There are approximately 100 medium to large size trees within the landscape area, which also comprise of, sitting area, children's playground and ornamental planting. Tree species found includes, *Bauhinia blakeana, Bombax ceiba, Ficus microcarpa, Delonix regia, Acacia confusa, Macaranga tanarius, Archontophoenix alexandrae, Chrysalidocarpus lutescens and Aleurites moluccana*. Within the estate of the Tin Ma Court, there are also several mature trees including *Bombax ceiba, Archontophoenix alexandrae and Aleurites moluccana*. The quality

of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.6 – Trees in Chuk Yuen South Estate & Podium (Figure 6.4.19)

Within the landscape area of Chuk Yuen South Estate, there are sitting area and children's playground with amenity planting and approximately 100 medium to large size trees. Tree species found includes, *Bauhinia blakeana, Bombax ceiba, Ficus microcarpa, Delonix regia, Acacia confusa, Macaranga tanarius, Archontophoenix alexandrae, Chrysalidocarpus lutescens and Aleurites moluccana.* At the podium level of this Estate, there are also several small trees including *Ficus microcarpa*, *Phoenix roebelenii* and *Chrysalidocarpus lutescens*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.7 – Trees in Upper Wong Tai Sin Estate Ground Level & Podium (Figure 6.4.20)

Within the landscape area and podium garden of Upper Wong Tai Sin Estate, there are sitting area, children's playground, swimming pool and ball courts with amenity planting and approximately 150 small size trees. Tree species found includes, *Bauhinia blakeana, Ficus microcarpa, Delonix regia, Archontophoenix alexandrae, Chrysalidocarpus lutescens and Aleurites moluccana*. Tree species found on the podium level includes, several small trees such as *Ficus microcarpa, Phoenix roebelenii, Mascarena lagenicaulis and Chrysalidocarpus lutescens*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

MCH/LR/6.8 – Trees in Fung Wong San Tsuen (Figure 6.4.20)

This refers to the amenity planters around the boundary of Fung Wong San Tsuen along Sha Tin Pass Road & Fung Tak Road. There are approximately 30 typical small trees including shrub planting within these amenity planters. Tree species found includes *Areca catechu, Araucaria heterophylla, Archontophoenix alexandrae, Livistona chinensis, Ficus microcarpa, Melaleuca quinquenervia, Spathodea campanulata and Bauhinia blakeana.* The quality of this LR is low with some tolerance to change. The sensitivity of this LR is considered to be low.

MCH/LR/6.9 – Trees in Chuk Yuen United Village (Figure 6.4.20)

There are approximately 50 small to mature size trees scattered within the village area, including *Ficus microcarpa*, *Delonix regia* and *Eucalyptus citriodora*. The quality of this LR is medium with some tolerance to change. The sensitivity is considered to be medium.

6.7.8 Magazine Site at TKO Area137

Landscape resources of Magazine Site at TKO Area 137 are shown in **Figure 6.3.7**.

TKO/LR 8.1 - Vegetation at Fat Tong O Reclamation (Figure 6.4.21)

Tree and shrubs planting are mainly found scattered along the edges of the reclaimed land area. There are approximately 45 small size trees within this location of generally fair to poor form comprising mainly weed trees species of *Leucaena leucocephala* and *Macaranga tanarius*.

The quality of this LR is low with reasonable tolerance to change. Therefore, the sensitivity of this LR is low.

TKO/LR 5.1 - Vegetation on Slopes South of Tin Ha Shan (Figure 6.4.21)

This refers to the natural hillside grassland and shrubland vegetation of Tin Ha Shan hillside. The upland area is accessible to hikers by ridgeline and foothills trails.

The quality of this LR is considered high with little tolerance to change. Therefore, the sensitivity of this LR is high.

TKO/LR 10.1 – Sea at Joss House Bay (Tai Miu Wan) (Figure 6.4.21)

This LR refers to the water body of Joss House Bay with its natural coastline and scenic surrounding views. The amenity value and landscape quality of this LR is considered high with little tolerance to change. Therefore, the sensitivity of this LR is high.

6.7.9 Barging Facilities and Storage Areas

Barging Facility at Kai Tak Runway

Landscape resource affected by the barging facility is not expected.

Barging Facility at Freight Pier, Hung Hom

Landscape resource affected by the barging facility is not expected.

Works Area (Storage) at Shek Mun

Landscape resource affected by the storage area is not expected.

Works Area (Storage) at Ma On Shan

Landscape resource affected by the storage area is not expected.

Works Area (Storage) at Pak Tin

Landscape resource affected by the storage area is not expected.

Table 6.2: Landscape Resources (LRs) and Their Sensitivity

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
Hin Keng Station							
LR1- Open Space							
HIK/LR1.1	Hin Tin Outdoor Swimming Pool	High	High	Local	No	Medium	High
HIK/LR1.2	Hin Tin Playground	High	High	Local	No	Medium	High
LR2- Vegetation within Institutional Space							
HIK/LR2.1	AFCD N.T.South Animal Management Centre and Shatin Plant Quarantine	Medium	Medium	Local	No	Medium	Medium
HIK/LR2.2	Trees in Sha Tin Water Treatment Works	High	High	Local	No	Medium	High
LR3- Roadside Planting							
HIK/LR3.1	Trees at Che Kung Miu Road	Medium	Low	Local	No	Medium	Low
LR4- Manmade Slope Vegetation & Slope Improvement Plantation							
HIK/LR4.1	Vegetation on East Rail Embankments opposite to Hin Keng Playground	Medium	Medium	Local	No	Medium	Medium
HIK/LR4.2	Vegetation on slopes opposite to Hin Keng Estate	Medium	Medium	Local	No	Medium	Medium
HIK/LR4.3	Vegetation on slopes south of Tai Wai Tunnel	Medium	Medium	Local	No	Medium	Medium

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
LR5- Dense Semi-natural Hillside Vegetation							
HIK/LR5.1	Woodland slopes to the west of MTR track	Medium	Medium	Local	No	Medium	Medium
HIK/LR5.2	Woodland on the North side of Sha Tin Water Treatment Works	High	High	Local	No	Low	High
HIK /LR5.3	Trees on slopes adjacent to Shatin Water Treatment Works	High	High	Local	No	Low	High
HIK/LR5.4	Woodland at Tei Lung Hau	High	High	Local	No	Low	High
HIK/LR5.5	Woodland at Lower Shatin Heights	Medium	Medium	Local	No	Medium	Medium
LR6- Urban Residential Open Space							
HIK/LR6.1	Podium deck at Hin Keng shopping Mall	Low	Low	Local	No	High	Low
HIK /LR6.2	Trees in Hin Keng Estate (North)	Medium	Medium	Local	No	Medium	Medium
HIK/LR6.3	Trees In Hin Keng Estate (South)	Medium	Medium	Local	No	Medium	Medium
HIK/LR6.4	Trees In Ka Tin Court	Medium	Medium	Local	No	Medium	Medium
LR7- Water Bodies							
HIK/LR7.1	Stream beside Sha Tin Water Treatment Works	Medium	Medium	Local	No	Low	Medium
HIK/LR7.2	Natural Stream at Tei Lung Hau	High	High	Local	No	Low	High

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
Diamond Hill and Kai Tak Station							
LR1- Open Space							
DIH&KAT/LR1.2	Muk Lun Street Playground	High	High	Local	No	Medium	High
DIH&KAT/LR1.3	Choi Hung Road Playground	High	High	Local	No	Medium	High
DIH&KAT/LR1.4	Trees at open car park area of Nan Lian Garden	Medium	Medium	Local	No	Medium	Medium
DIH&KAT/LR1.6	Trees at Nan Lian Garden	High	High	Regional	No	Medium	High
LR2- Vegetation within Institutional Space							
DIH&KAT/LR2.1	Trees at Wong Tai Sin Institutional Area near Choi Hung Road	Medium	Medium	Local	No	Medium	Medium
LR3- Roadside Planting							
DIH&KAT/LR3.1	Street trees along Lung Cheung Road	Medium	Medium	Local	No	Medium	Medium
DIH&KAT/LR3.2	Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	Medium	Medium	Local	No	Medium	Medium
DIH&KAT/LR3.3	Trees in Bus Terminus at Choi Hung Road	Medium	Low	Local	No	High	Low
DIH&KAT/LR3.4	Trees at junction of Lung Cheung Road and Choi Hung Road	Medium	Low	Local	No	High	Low
DIH&KAT/LR3.5	Trees at junction of Choi Hung Road and Eastern Road	Medium	Low	Local	No	High	Low
DIH&KAT/LR3.6	Trees at junction of Choi Hung Road and Prince Edward Road East	Medium	Low	Local	No	High	Low
DIH&KAT/ LR3.7	Trees at junction of Eastern Road and Concorde Road East	Medium	Low	Local	No	High	Low
DIH&KAT/ LR3.8	Trees along Concorde Road	Medium	Medium	Local	No	Medium	Medium

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
LR3- Roadside Planting							
DIH&KAT / LR3.9	Trees and vegetation along Prince Edward Road East	Medium	Low	Local	No	High	Low
DIH&KAT/ LR3.10	Trees around Plaza Hollywood	Medium	Low	Local	No	Medium	Medium
LR6- Urban Residential Open Space							
DIH&KAT/LR6.3	Trees in Lung Poon Court	Medium	Medium	Local	No	Medium	Medium
DIH&KAT/LR6.5	Trees in Rhythm Garden	Medium	Medium	Local	No	Medium	Medium
DIH&KAT/LR6.6	Trees in Choi Hung Estate	Medium	Medium	Local	No	Medium	Medium
LR8-Disturbed Area with Wild Vegetation							
DIH&KAT/ LR8.1	Trees in a land lot adjacent to Concorde Road	Low	Low	Local	No	Medium	Low
DIH&KAT/ LR8.5	Trees in vacant land near Comet Drive	Low	Low	Local	No	Medium	Low
DIH&KAT/ LR8.6	Trees in Kai Tak Site	Low	Low	Local	No	Medium	Low
LR9 –Other Urban Vegetated Area							
DIH&KAT/LR9.1	Trees in Diamond Hill CDA Site	High	High	Local	No	Medium	High

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
To Kwa Wan Station							
LR1- Open Space							
TKW/LR1.1	Sung Wong Toi Garden	High	High	Regional	No	Medium	High
TKW/LR1.2	Sung Wong Toi Playground	High	Medium	Local	No	Medium	High
TKW/LR1.3	Fu Ning Street Sitting Out Area	High	Medium	Local	No	Medium	High
TKW/LR1.4	Olympic Garden	High	Medium	Local	No	Medium	High
LR2- Vegetation within Institutional Space							
TKW/LR2.1	Trees at Hong Kong Aviation Club & Far East Flying Tech. School	Medium	Medium	Local	No	Medium	Medium
LR6- Urban Residential Open Space							
TKW/LR6.1	Trees at Chun Seen Mei Chuen	Medium	Low	Local	No	Medium	Medium
LR8-Disturbed Area with Wild Vegetation							
TKW/ LR8.1	Vegetation grow at Kai Tak Open Space	Low	Low	Local	No	High	Low

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
Ma Tau Wai Station							
LR1- Open Space							
MTW/LR1.1	Lok Shan Road Playground	Medium	High	Local	No	Medium	High
MTW/LR1.2	To Kwa Wan Complex Playground	Medium	High	Local	No	Medium	High
MTW/LR1.4	Ma Tau Wai Road/To Kwa Wan Road Garden	High	High	Local	No	Medium	High
MTW/LR1.5	Ma Tau Wai Road Playground	Medium	High	Local	No	Medium	High
MTW/LR1.6	Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	Medium	High	Local	No	Medium	High
LR2- Vegetation within Institutional Space							
MTW/LR2.1	Trees in Tin Hau Temple	Medium	Medium	Local	No	Medium	Medium
LR3- Roadside Planting							
MTW/LR3.2	Vegetation along Kowloon City Road	Low	Low	Local	No	High	Low
MTW/LR3.3	Trees in Parking Lot at Shansi Street	Medium	Medium	Local	No	Medium	Medium
LR6- Urban Residential Open Space							
MTW/LR6.2	Trees in Celestial Height	Medium	Low	Local	No	Medium	Medium
Hung Hom Portal and Works site							
LR1- Open Space							
HUH/LR1.1	Public Open Space at Chatham Road North	High	High	Local	No	Medium	High
HUH/LR1.2	Trees in Undeveloped Open Space at Chatham Road North	High	High	Local	No	Medium	High
HUH/LR1.3	Public Open Space at Chatham Road Intersection	High	High	Local	No	Medium	High
HUH/LR1.4	Winslow Street Playground	Medium	High	Local	No	Medium	High

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
LR3- Roadside Planting							
HUH/LR3.1	Trees in Area enclosed by Winslow Street and Cheong Tung Road	Medium	Low	Local	No	High	Low
HUH/LR3.2	Trees in MTR track area north of Hung Hom and around the South Approach Tunnel (SAT)	Medium	Low	Local	No	High	Low
LR4- Man made Slope Vegetation & Slope Improvement Plantation							
HUH/LR4.1	Wooded slope at Chatham Road North	Medium	Medium	Local	No	Medium	Medium
HUH/LR4.2	Trees on slope above Yan Fung Street	Medium	Medium	Local	No	Medium	Medium
LR6- Urban Residential Open Space							
HUH/LR6.1	Yan Fung Street Rest Garden	Medium	Low	Local	No	Medium	Medium
Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin							
LR1- Open Space							
MCH/LR 1.1	Ma Chai Hang Road Playground	High	High	Local	No	Medium	High
MCH/LR1.3	Trees in Sik Sik Yuen's Wong Tai Sin Temple	High	High	Local	No	Medium	High
LR2- Vegetation within Institutional Space							
MCH/LR 2.1	Trees in Lung Cheung Government Secondary School	Medium	Medium	Local	No	Medium	Medium
MCH/LR 2.2	Trees in Wong Tai Sin Rank File Married Quarters	Medium	Medium	Local	No	Medium	Medium

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
LR3- Roadside Planting							
MCH/LR 3.1	Trees at Lung Cheung Road Interchange	Medium	Low	Local	No	High	Low
MCH/LR 3.2	Trees at Wong Tai Sin Road	Medium	Medium	Local	No	Medium	Medium
MCH/LR 3.3	Trees at Ma Chai Hang Road	Medium	Medium	Local	No	Medium	Medium
MCH/LR 3.4	Trees at Chuk Yuen Road	Medium	Medium	Local	No	Medium	Medium
MCH/LR 3.5	Trees at Wong Tai Sin Road (west)	Medium	Medium	Local	No	Medium	Medium
MCH/LR 3.6	Trees at Wong Tai Sin Road (east)	Medium	Medium	Local	No	Medium	Medium
MCH/LR 3.7	Trees at Sha Tin Pass Road & Fung Tak Road	Medium	Low	Local	No	High	Low
MCH/LR 3.9	Trees at Wong Tai Sin Road Open Space Carpark	Medium	Low	Local	No	High	Low
LR6- Urban Residential Open Space							
MCH/LR 6.1	Trees in The Western side of Chuk Yuen South Estate	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.2	Trees in Pang Ching Court	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.3	Trees in Chuk Yuen Plaza/ Tsui Chuk Garden	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.4	Trees in Tin Wang Court	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.5	Trees in Tin Ma Court	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.6	Trees in Chuk Yuen South Estate & Podium	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.7	Trees in Upper Wong Tai Sin Estate Ground Level & Podium	Medium	Medium	Local	No	Medium	Medium
MCH/LR 6.8	Trees in Fung Wong San Tsuen	Low	Low	Local	No	Medium	Low
MCH/LR 6.9	Trees in Chuk Yuen United Village	Medium	Medium	Local	No	Medium	Medium

ID. No.	Landscape Resource	Quality and Maturity Landscape Resources (High, Medium, Low)	Rarity of Landscape Resources (High, Medium, Low)	Whether it is considered to be local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape resources (Yes/ No)	Ability of the landscape resources to Accommodate Change (Low, Medium, High)	Sensitivity (Low, Medium, High)
Magazine Site At TKO Area 137							
TKO/LR 8.1	Vegetation at Fat Tong O Reclamation	Low	Low	Local	No	High	Low
TKO/LR 5.1	Vegetation on Slopes South of Tin Ha Shan	High	High	Local	No	Low	High
TKO/LR 10.1	Sea at Joss House Bay (Tai Miu Wan)	High	High	Local	No	Low	High
Barging Facilities and Storage Areas							
Landscape resource will not be affected by barging facilities and storage areas.							

6.8 Landscape Character Area (LCA)

6.8.1 Hin Keng Station (Tai Wai Area)

Landscape character of HIK is shown in **Figure 6.5.1**.

LCA2.1 – Sha Tin Heights Urban Fringe (Urban Fringe Landscape)

This LCA is found on the periphery of the urban area of Sha Tin and Tai Wai, which comprises an area of rolling hillsides and lowland. The landscape is characterized by a miscellaneous mixture of the features and development broken up by undeveloped hillsides and engineered slopes. Development and landscape features include low-rise residential developments at Sha Tin Heights and Tai Wai New Village, schools, waterworks and the busy Tai Po Road.

Vegetation is characterized by woodland and shrub on hillsides between developments. It forms a transitional landscape, which is characterized by a diverse range of low building density, 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 considered to be medium.

LCA2.2 – Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)

This LCA comprises a narrow lowland corridor on the western periphery of Tai Wai. The area stretches from the end of the Shing Mun River Channel in the east to the Lion Rock Tunnel portal in the south. The landscape is characterized by a mixture of features and developments including Hin Tin Public Swimming Pool, Hin Tin Playground, the Lion Rock Tunnel portal and toll plaza, Tai Wai bus terminus, and the elevated Tai Wai MTR Station. The Union Hospital is located to the far south of the LCA adjacent to the toll plaza. A large residential development above the Tai Wai MTR Maintenance Depot is currently under construction.

Vegetation is characterized by the street trees and amenity planting. It forms a transitional landscape, which is characterized by diverse range of relatively low density, 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.

LCA3.1 – Tai Wai South Residential Urban Area (Residential Urban Landscape)

This LCA refers to the area of flat land with slopes situated at the southern end of the Shing Mun River Valley, bounded by Lion Rock Tunnel Road to the south against the vast hillsides of south Sha Tin. This area is largely consisting of high-rise residential block clusters set within a network of streets and open spaces, which also contains original core villages and modern houses scattered throughout. Developments, which visually dominate the area, include the Carado Garden, Hin Keng Estate, Lung Hang Estate and Sun Chui Estate.

Vegetation is characterized by street tree planting and amenity planting within sitting out areas and public open spaces. The result 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 medium tolerance to change. Therefore the sensitivity of this LCA is medium.

LCA4.1 – Sha Tin Hillsides (Woodland Landscape)

This LCA refers to the vast rolling hillsides to the south of Sha Tin above the Lion Rock Tunnel Road. The landscape is almost entirely undeveloped with man-made features

including the MacLehose Trail and Wilson Trail with associated barbeque pits, picnic sites and pavilions, and a catchwater.

Vegetation comprises dense shrub and woodland. Several rocky stream courses cascade down the narrow ravines to the valley floor. The landscape offers expansive views towards Sha Tin to the north. This landscape is characterized by the hillsides with dense vegetation coverage. An additional feature within the LCA is the Amah Rock, which is an isolated local landmark visible from Tai Wai.

The overall landscape amenity, significance and quality of this LCA are high with little tolerance to change. Therefore the sensitivity of this LCA is high.

LCA4.2 – Kowloon Reservoir Valley (Woodland/Reservoir Landscape)

This LCA refers to the rolling valley, with its mouth at the western edge of Tai Wai near the water treatment plant and running southwest towards Butterfly Valley. Much of the valley is undeveloped, on the valley floor lies the busy Tai Po Road, Kowloon Reservoirs and Kowloon Byewash Reservoirs.

Vegetation comprises dense woodland and shrubland. A narrow stream flows down the centre of the valley, fed by permanent and ephemeral streams from the valley sides. Other features in this landscape include the MacLehose Trail and Wilson Trail and the Lion Rock Country Park Visitor's Centre. This landscape is characterized by the hillside valleys with dense vegetation coverage.

The overall landscape amenity, significance and quality of this LCA are high with little tolerance to change. Therefore the sensitivity of this LCA is high.

6.8.2 Diamond Hill Station (Diamond Hill, Wong Tai Sin and San Po Kong)

Landscape character of DIH is shown in **Figure 6.5.2**.

LCA2.3 – Diamond Hill Urban Fringe (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 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.

LCA3.2 – Wong Tai Sin Residential Area (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.

LCA6.1 – San Po Kong Industrial Area (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 arrangements and occasionally broken up by parking areas or storage yards. Streets are mainly residual 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.

6.8.3 Kai Tak Station (Kai Tak and Nga Chi Wan)

Landscape character of KAT is shown in **Figure 6.5.3**.

LCA3.4 – Nga Chi Wan Residential Area (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.

LCA7.1 – South East Kowloon On-going Development (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 KTD. 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.

6.8.4 To Kwa Wan Station (Kai Tak)

Landscape character of TKW is shown in **Figure 6.5.4**.

LCA7.1 – South East Kowloon On-going Development (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 KTD. The area is 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.

6.8.5 Ma Tau Wai Station and Tam Kung Road EEP (Ma Tau Wai, Ho Ma Tin and To Kwa Wan Area)

Landscape character of MTW is shown in **Figure 6.5.4**.

LCA1.2 – To Kwa Wan Urban Area (Mixed Urban Landscape)

This LCA refers to the area of low-lying reclamation situated in southeastern Kowloon on the western shore of Kowloon Bay. The area is intensively urbanized by medium and high-rise buildings, high building densities, older building stock and land uses, which are a mixture of residential and commercial developments above retail. The urban form is defined by a regular orthogonal pattern of wide and medium width streets. Landmark buildings include Peninsula Square, Grand Waterfront and Sky Tower.

Vegetation consists of limited amounts of street tree planting and roadside amenity planters and a few public open spaces such as parks, garden and recreation ground. Other landscape features in this landscape include Hoi Sham Park. The landscape character is vibrant, colourful 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.

LCA2.4 – Ho Man Tin Urban Fringe (Urban Fringe Landscape)

This LCA refers to the area of flat land with terraced man-made slopes, situated in southern Kowloon between To Kwa Wan and Ma Tau Kok in the east and the residential area of Ho Man Tin in the west. This area consists of a variety of uses, which includes schools, service reservoirs, public open spaces and residential blocks around the hill slopes. A limited number of roads run through this informal landscape.

Vegetation within the area is characterized by wooded hill slopes, amenity planting within open spaces and roadside trees. It forms a transitional landscape, which is characterized by a diverse range of low building density, 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.

6.8.6 Ho Man Tin Station and Hung Hom Station

Landscape character of HOM and HUH has been identified in the approved KTE EIA Report (AEIAR: 154/2010) and SCL (MKK-HUH) EIA Report respectively. Landscape character with high sensitivity will not be affected by the stations. Relevant information of HUH has been extracted from the SCL (MKK-HUH) EIA Report and are given in **Appendix 6.5**.

6.8.7 Hung Hom Portal and Works site (Ho Man Tin & Hung Hom Area)

Landscape character of Hung Hom portal and Works site is shown in **Figure 6.5.5**.

LCA3.5 – Ho Man Tin Residential Area (Residential Urban Landscape)

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 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.

LCA1.3 – Hung Hom Urban Area (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.

LCA8.1 – Hung Hom Transportation Corridor (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.

6.8.8 Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin (Wong Tai Sin Area)

Landscape character of MCV and EA/ EEA at Wong Tai Sin is shown in **Figure 6.5.6**.

LCA3.2 – Wong Tai Sin Residential Area (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.

6.8.9 Magazine Site at TKO Area 137 (Tseung Kwan O Area)

Landscape character of Magazine site at TKO Area 137 is shown in **Figure 6.5.7**.

LCA 4.3 -Tin Ha Shan Hillside (Coastal Uplands and Hillsides Landscape)

This LCA refers to the upland and hillside area situated at the southeastern end of the Tseung Kwan O. Consisting of hillsides, knolls, ridges and spurs, the area is generally covered in low scrub or grassland with exposed rock outcrops at the lower foothills. Other than footpaths, the area contains few human features, which possess a distinct remote and exposed character with views along the surrounding coast and sea.

The overall landscape amenity, significance and quality of this LCA are high with low tolerance to change. Therefore the sensitivity of this LCA is high.

LCA 9.1 – Joss House Bay (Tai Miu Wan) (Inshore Water Landscape)

This LCA refer to the coastal water lying near the southeastern end of Clear Water Bay Peninsula. The area is largely enclosed by landmasses and islands, which create a sense of enclosure. The landscape is characterized predominantly by the horizontality of the coastal water, which also include small isolated islands, ferry traffic and waterborne recreational activity. The result is a largely open, tranquil and natural landscape area, which is punctuated by the colour and noises of human features and activities.

The overall landscape amenity, significance and quality of this LCA are high with low tolerance to change. Therefore the sensitivity of this LCA is high.

LCA 10.1 - Fat Tong O Reclamation (Reclamation/ On Going Major Development Landscape)

This LCA refer to the reclamation area at Fat Tong O at the southeastern Tseung Kwan O. This landscape is flat and open, in a low-lying topography with limited vegetation. The area is currently used for handling and temporary storage of fill materials, which gives the area an incoherent, desolate and transient character.

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.

6.8.10 Barging Facilities and Storage Areas

Barging Facility at Kai Tak Runway

Landscape character affected by the barging facility is not expected.

Barging Facility at Freight Pier, Hung Hom

Landscape character affected by the barging facility is not expected.

Works Area (Storage) at Shek Mun

Landscape character affected by the storage area is not expected.

Works Area (Storage) at Ma On Shan

Landscape character affected by the storage area is not expected.

Works Area (Storage) at Pak Tin

Landscape character affected by the storage area is not expected.

Table 6.3: Landscape Character Area (LCA) and Their Sensitivity

ID. No.	Landscape Character Area (LCAs)	Quality and Maturity of Landscape Character (High/ Medium/ Low)	Rarity of Landscape Character (High/ Medium/ Low)	Whether it is considered to be of local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape character (Yes/ No)	Ability of landscape resources to Accommodate Change (Low/ Medium/ High)	Sensitivity (Low, Medium, High)
Hin Keng Station (Tai Wai Area)							
LCA2.1	Sha Tin Heights Urban Fringe (Urban Fringe Landscape)	Medium	Medium	Local	No	Medium	Medium
LCA2.2	Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)	Medium	Medium	Local	No	Medium	Medium
LCA3.1	Tai Wai South Residential Urban Area (Residential Urban Landscape)	Medium	Medium	Local	No	Medium	Medium
LCA4.1	Sha Tin Hillsides (Woodland Landscape)	High	High	Local	No	Low	High
LCA4.2	Kowloon Reservoir Valley (Woodland/Reservoir Landscape)	High	High	Local	No	Low	High
Diamond Hill Station (Diamond Hill, Wong Tai Sin and San Po Kong)							
LCA2.3	Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape)	Medium	Medium	Local	No	Medium	Medium
LCA3.2	Wong Tai Sin Residential Area (Residential Urban Landscape)	Medium	Medium	Local	No	High	Medium
LCA6.1	San Po Kong Industrial Area (Industrial Urban landscape)	Low	Low	Local	No	High	Low
Kai Tak Station (Kai Tak and Nga Chi Wan)							
LCA3.4	Nga Chi Wan Residential Area (Residential Urban Landscape)	Low	Low	Local	No	High	Low
LCA7.1	South East Kowloon On-going Development (Ongoing Major Development Landscape)	Low	Low	Local	No	High	Low

ID. No.	Landscape Character Area (LCAs)	Quality and Maturity of Landscape Character (High/ Medium/ Low)	Rarity of Landscape Character (High/ Medium/ Low)	Whether it is considered to be of local, regional, national or global important	Whether there are any statutory limitations/ requirements relating to the landscape character (Yes/ No)	Ability of landscape resources to Accommodate Change (Low/ medium/ High)	Sensitivity (Low, Medium, High)
To Kwa Wan Station (Kai Tak)							
LCA7.1	South East Kowloon On-going Development (Ongoing Major Development Landscape)	Low	Low	Local	No	High	Low
Ma Tau Wai (Ma Tau Wai, Ho Ma Tin and To Kwa Wan Area)							
LCA1.2	To Kwa Wan Urban Area (Mixed Urban Landscape)	Low	Low	Local	No	High	Low
LCA2.4	Ho Man Tin Urban Fringe (Urban Fringe Landscape)	Medium	Medium	Local	No	Medium	Medium
Hung Hom Portal and Works site (Ho Man Tin & Hung Hom Area)							
LCA3.5	Ho Man Tin Residential Area (Residential Urban Landscape)	Medium	Medium	Local	No	High	Medium
LCA1.3	Hung Hom Urban Area (Mixed-use Urban Landscape)	Low	Low	Local	No	High	Low
LCA8.1	Hung Hom Transportation Corridor (Transportation Corridor Landscape)	Low	Low	Local	No	High	Low
Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin (Wong Tai Sin Area)							
LCA3.2	Wong Tai Sin Residential Area (Residential Urban Landscape)	Medium	Medium	Local	No	High	Medium
Magazine Site at TKO Area 137							
LCA4.3	Tin Ha Shan Hillside (Coastal Uplands and Hillsides Landscape)	High	High	Local	No	Low	High
LCA9.1	Joss House Bay (Tai Miu Wan) (Inshore Water Landscape)	High	High	Local	No	Low	High
LCA10.1	Fat Tong O Reclamation (Reclamation/ On Going Major Development Landscape)	Low	Low	Local	No	High	Low
Barging Facilities and Storage Areas							
Landscape character will not be affected by barging facilities and storage areas.							

6.9 Visually Sensitive Receivers

The primary Zone of Visual Influence (ZVI) is shown in **Figures 6.6.1 to 6.6.19**. Key VSRs within the ZVI have been mapped on **Figures 6.6.1 to 6.6.19** and listed in **Table 6.4**. **Table 6.5** present their magnitude of impact. 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 nature of each VSR area is described below with the views for VSR illustrated in **Figures 6.7.1 to 6.7.10.**

6.9.1 VSRs to Hin Keng Station, viaduct, at-grade box section and noise barriers

Zone of VSRs at HIK, viaduct and the at-grade box section at Hin Keng, and noise barriers is shown in **Figure 6.6.1**.

HIK/VSR 1.1 – Residential along Keng Hau Road

Residents in low-rise village houses along Keng Hau Road located along the hillside will have open view towards the works area, proposed HIK, viaduct, the at-grade box section and noise barriers against the backdrop of Hin Keng Estate and the greenery of Sha Tin hillsides. The quantity of this VSR, however, will be limited to a small group of houses located within this area.

The sensitivity of this VSR is high.

HIK/VSR 1.2 – Hin Keng Estate (North)

Residents in the high-rise residential block of Hin Keng Estate along Che Kung Mui Road (South) and Hin Keng Street will have open view towards the works area and proposed HIK and noise barriers. Low-level residents in Hin Yuen House and Hin Tak House will have limited views toward the proposed HIK and noise barriers, as the area is screened by mature and dense vegetation within the estate. Residents on high level of the estate will have open view towards the greenery of Sha Tin Height and the proposed HIK, noise barriers and the works area.

The sensitivity of this VSR is high.

HIK/VSR 1.3 – Ka Tin Court

Residents in the high-rise residential blocks of Ka Tin Court at the hillside of Tei Lung Hau will have partial views towards the proposed Hin Keng portal and open views towards the proposed viaduct and the at-grade box section. Low-level residents will have limited views toward to the proposed HIK, viaduct, the at-grade box section and noise barriers due to views screened by mature and dense vegetation within the estate. High-level residents will have partial view towards the proposed HIK and noise barriers to the north and open views toward to the viaduct and the at-grade box section to the west.

The sensitivity of this VSR is high.

HIK/VSR 1.4 – Sha Tin Height

Sha Tin Height is a low-rise residential block at the hillside of Tai Po Road-Tai Wai section. Residents will have full view towards the works area, proposed HIK, viaduct, the at-grade box section and noise barriers. The quantity of this VSR will be limited to a handful of houses within this area.

The sensitivity of this VSR is high.

HIK/VSR 1.5 –Festival City (Residents above Tai Wai Depot)

The high-rise building blocks on Festival City are orientated away from HIK. Only residents in the south tower will have open view towards the works area and proposed HIK and noise barriers.

The sensitivity of this VSR is high.

HIK/VSR 1.6 – Royal Forest

Royal Forest is a low-rise residential block at the hillside of Sha Tin Height Road. Residents will have distant glimpse view towards the works area, proposed HIK, viaduct, the at-grade box section and noise barriers against the backdrop of Hin Keng Estate and the greenery of Sha Tin hillsides. The quantity of this VSR will be limited to a small number of houses within this area.

The sensitivity of this VSR is medium.

HIK/VSR 1.7 – Woodcrest Hill

Woodcrest Hill is a low-rise residential block at the hillside of Tai Po Road-Tai Wai section. Residents will have distant glimpse view towards the works area, proposed HIK, viaduct, the at-grade box section and noise barriers against the backdrop of Hin Keng Estate and greenery of Sha Tin hillsides. The quantity of this VSR will be limited to a small number of houses within this area.

The sensitivity of this VSR is medium.

HIK/VSR 1.8 – Carado Garden

Carado Garden is a high-rise residential blocks located along Che Kung Miu Road and bounded to the north by Che Kung Miu Road Playground. Residents on higher levels will have partial view towards the proposed noise barriers against greenery of Sha Tin hillside and no views to proposed station, viaduct and the at-grade box section. The view of residents on lower levels towards the noise barriers will be limited and screened by mature and dense vegetation of Che Kung Miu Road playground and the existing Tai Wai Depot to the north.

The sensitivity of this VSR is Medium.

HIK/VSR 1.9- Hin Yiu Estate

Hin Yiu Estate is a high-rise residential block, located at junction of Che Kung Mui Road and Tin Sum Street. Views of low-level residents at Hin Yiu House will be screened by mature and dense vegetation of the estate and will only have partial views towards the proposed noise barriers and limited views towards the proposed station and no views to the proposed viaduct and the at-grade box section. Residents on high level of the estate will have open view towards the greenery of Sha Tin Height, the proposed HIK and noise barriers.

The sensitivity of this VSR is high.

HIK/VSR 1.10 – Hin Keng Estate (South)

Residents in the high-rise residential blocks of Hin Keng Estate (South) including Hin Yau House, Hin Wan House and Hin Kwai House will have full view towards the proposed viaduct and the at-grade box section connecting HIK and Hin Keng portal.

The sensitivity of this VSR is high.

HIK/VSR 2.1 – CUHKAA Thomas Cheung Primary School

Students of low-rise CUHKAA Thomas Cheung Primary School behind Hin Keng Estate will have limited views towards the proposed HIK, viaduct and the at-grade box section, with no views towards the proposed noise barriers.

The sensitivity of this VSR is low.

HIK/VSR 2.2 – Sha Tin Water Treatment Works

Workers of the Sha Tin Water Treatment Works at the lowland of Tei Lung Hau will have limited view of the site. The existing East Rail Line viaduct will block the view towards the proposed HIK, viaduct, the at-grade box section and noise barriers.

The sensitivity of this VSR is low.

HIK/VSR2.3 - Carmel Alison Lam Primary School

Students at the low-rise Carmel Alison Lam Primary School located between Hin Yiu House and Hin Tak House will have open view towards the greenery of Sha Tin Height, the proposed HIK and noise barriers.

The sensitivity of this VSR is medium.

HIK/VSR 3.1 – Hin Keng Outdoor Swimming Pool

With the close proximity and large works site adjacent to Hin Tin Playground, the impact on this VSR is expected to the high during construction phase. During operation, the VSR will be screened by the Hin Keng Indoor Swimming Pool building and surrounding trees, users and visitors of the swimming pool will have full views to the proposed noise barriers and limited views towards the proposed HIK and no views to the proposed viaduct and the at-grade box section.

The sensitivity of this VSR is medium.

HIK/VSR 3.2 – Hin Tin Playground

Visitors to the re-provided Hin Tin playground are expected to have full views to the proposed noise barriers and partial views towards the proposed station, viaduct and the at-grade box section.

The sensitivity of this VSR is medium.

HIK/VSR- 3.3- Che Kung Mui Road Playground

Che Kung Mui Road Playground is one of the large-scale playgrounds within Tai Wai. Views of visitors on ground levels towards the proposed noise barriers will be limited, as they are screened by mature and dense vegetation of Che Kung Miu Road playground and the existing Tai Wai Depot to the north.

The sensitivity of this VSR is Medium.

HIK/VSR 4.1 – Passengers on MTR between Tai Wai Station and Tai Wai Portal

Passengers on MTR between Tai Wai Station and Tai Wai Portal will have close and direct view of the works site during the construction of HIK, viaduct, the at-grade box section and noise barriers. Passengers will be travelling in a moderate speed along this portion of track, view on the proposed station and tunnel portal will be transient.

The sensitivity of this VSR is low.

6.9.2 VSRs in Diamond Hill Station and Diamond Hill Stabling Sidings

Zone of VSRs at DIH and DHS is shown in **Figure 6.6.2**.

DIH & KAT/VSR 1.1 – Lung Poon Court

Residents on lower levels of the high-rise residential block of Lung Poon Court have close view to the Lung Poon Street, which will form the proposed DIH entrance. Residents on upper levels have full view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.2 – Rhythm Garden- North

Residents on upper level of the high-rise residential block in Rhythm Garden facing towards the north, have close and partial view to the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. Low-level residents have no views toward the proposed DIH, DHS and the proposed ventilation shaft and entrance.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.3 – Galaxia

Residents in high-rise residential block of Galaxia have open and distant views to the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS, and will also have open distant views to the works area, and limited view to the proposed ventilation shaft and entrance.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.4 – Choi Hung Estate

Residents in mid-rise residential block of Choi Hung Estate have a partial distant view towards the existing mature vegetation growth of former Tai Hom Village site, which will be proposed as DHS, and will also have partial distant views to the works area, and limited view to the proposed ventilation shaft and entrance. Views from lower levels will be blocked by the traffic along Lung Cheung Road and the Kwun Tong Bypass.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.5 – Lower Wong Tai Sin Estate

Residents on upper level of high-rise residential block of Lower Wong Tai Sin Estate have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. It will also have partial views to the works area, and limited view to the proposed ventilation shaft and entrance

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.6 – Tropicana Garden

Residents in high-rise residential block of Tropicana Garden have partial view towards the existing mature vegetation growth of CDA site, which will be developed as DHS. It will also have partial views to the works area, and limited view to the proposed ventilation shaft and entrance.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.14 – Future CDA Development at Diamond Hill Station

Residents in future CDA development at DIH will have full view towards the Lung Poon Street, which will form the proposed DIH entrance. They will also have close view towards the proposed ventilation shafts of DIH.

The sensitivity of this VSR is high.

DIH & KAT/VSR 2.1 – Wong King Industrial Building

Workers in Wong King Industrial Building along Choi Hung Road, through limited viewable windows, have partial view to the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have close view towards the proposed ventilation shafts of DIH.

The sensitivity of this VSR is Low.

DIH & KAT/VSR 2.2 – Plaza Hollywood

Visitors on upper level of Plaza Hollywood shopping center have partial views to the existing mature vegetation growth along Lung Cheung Road, which will be the work site for DIH, which will be developed as stabling sidings. View of visitors on lower level will be screened by noise barrier along Lung Cheung Road. They will have limited view to the proposed ventilation shafts.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.3 – Hong Kong Sheng Kung Hui Nursing Home

Workers and patients in Hong Kong Sheng Kung Hui Nursing home have open view of the existing mature vegetation growth of former Tai Hom Village site, which will be proposed as DHS. They will also have partial view towards the proposed ventilation shafts of DIH. View of visitors on lower level will be blocked by the traffic along Po Kong Tsuen Road.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.5 – Light Industry Developments along Choi Hung Road

Workers in light industrial developments along Choi Hung Road of San Po Kong through limited viewable windows have open view to the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have partial view towards the proposed ventilation shafts of DIH.

The sensitivity of this VSR is low.

DIH & KAT/VSR 2.6 – Chi Lin Nunnery

Workers and visitors in low-rise Chi Lin Nunnery have glimpse view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as stabling sidings.

The sensitivity of this VSR is low.

DIH & KAT/VSR 2.7 – Canossa Primary School (San Po Kong)

Students of Canossa Primary School (San Po Kong) have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have partial view towards the proposed ventilation shafts of DIH.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.8 – Wong Tai Sin District Headquarters and Divisional Station

The Wong Tai Sin District Headquarters and Divisional Station are directly facing Choi Hung Road Playground. Workers will have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will have limited view to the proposed ventilation shafts of DIH.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.22 – Redemption Lutheran Church and Kindergarten at Muk Lun Street

Redemption Lutheran Church and Kindergarten at Muk Lun Street are facing the mature vegetation growth of former Tai Hom Village site. Workers will have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.16 – Wong Tai Sin Disciplined Services Quarters at Chun Yan Street

Workers on upper level of Wong Tai Sin Disciplined Services Quarters at Chun Yan Street have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.17 – Canossa Primary School at Chun Yan Street

Canossa Primary School at Chun Yan Street is facing the existing mature vegetation growth of former Tai Hom Village site. Students will have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.21 – Hsin Kuang Centre

Workers on upper level of Hsin Kuang Centre have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 3.1 – Nan Lian Garden

The views of visitors and workers from Nan Lian Garden are largely inward orientated and screened by existing vegetations within the site. They will have limited view towards the work site of DIH and DHS.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 3.2 – Choi Hung Road Playground

Visitors at the northeast corner of Choi Hung Road Playground within the ball courts area have partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will have limited view to the proposed ventilation shafts of DIH.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 3.3 – Fung Tak Park

Visitors at the southeast corner of Fung Tak Park will have glimpse view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as stabling sidings.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 3.4 – Hammer Hill Road Swimming Pool

Visitors at the west corner of Hammer Hill Road Swimming Pool have distant glimpse view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as stabling sidings.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 3.5 – Muk Lun Street Playground

Visitors at east corner of Muk Lun Street Playground have distant partial view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as stabling sidings.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 4.1 – Pedestrians and Passengers of Lung Cheung Road

Pedestrians and passengers travelling along Lung Cheung Road, have direct and close view to the existing mature vegetation growth of former Tai Hom Village site, which will be

developed as DHS. They will also have direct and close view to the proposed ventilation shafts and entrance of DIH. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 4.2 – Bus Terminal at Choi Hung Road

Users in the bus terminal at Choi Hung Road have direct and close view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have partial view to the proposed ventilation shafts and entrance of DIH. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 4.3 – Pedestrians and Passengers of Choi Hung Road

Pedestrians and passengers along Choi Hung Road have full view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have partial view to the proposed ventilation shafts and entrance of DIH. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 4.4 – Passengers on Kwun Tong Bypass

Passengers on Kwun Tong Bypass have distant open view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have open view to the proposed ventilation shafts and entrance of DIH. Views of this VSR are mainly transient in nature.

The sensitivity is low.

DIH & KAT/VSR 4.5 – Pedestrians and Passengers of Po Kong Tsuen Road

Pedestrians and passengers along Po Kong Tsuen Road have open view towards the existing mature vegetation growth of former Tai Hom Village site, which will be developed as DHS. They will also have partial view to the proposed ventilation shafts and entrance of DIH. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.3 VSRs in Kai Tak Station

Zone of VSRs at KAT is shown in **Figure 6.6.3**.

DIH & KAT/VSR 1.17 – Rhythm Garden - South

Residents in high-rise residential block of Rhythm Garden facing towards the south have the existing open view of the undeveloped Kai Tak site will have distant open view towards the proposed entrance of KAT and ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.7 – Future residential development along Prince Edward Road East

Residents in high-rise residential block of future development along Prince Edward Road East have distant open view towards the proposed entrance of KAT and ventilation shaft. Residents on upper floor will also have view of the future Kai Tak open space and views toward the Harbour. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.8 – Richland Gardens

Residents in high-rise residential block of Richland Garden have the existing open view of the undeveloped Kai Tak site, which is proposed to be works area for KAT. They will also have distant open view towards the proposed entrance of KAT and ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.9 – Residential building at the junction of Sa Po Road and Carpenter Road

Residents in high-rise residential block at the junction of Sa Po Road and Carpenter Road have the existing open view of the undeveloped Kai Tak site, which is proposed to be works area for KAT. They will also have distant open view towards the proposed KAT entrance and ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.10 –Planned R(E) site at King Fuk Street

Residents in planned R(E) site at King Fuk Street have full view of the undeveloped Kai Tak site, will have distant view towards the proposed KAT entrance and ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.11 – Regal Oriental Hotel in Kowloon City

Residents in high-rise Regal Oriental Hotel in Kowloon City have existing open view of the undeveloped Kai Tak site, will have distant view towards the proposed KAT entrance and ventilation shaft. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.12 –Residential developments near Prince Edward Road East

Residents in mid-rise Residential developments near Prince Edward Road East have the existing partial view of the undeveloped Kai Tak site, will have distant view towards the proposed KAT and associated ventilation shafts.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.13 – Future Residential developments in Kai Tak

Residents in the future Kai Tak Residential Development will have full view towards the proposed KAT entrance and associated ventilation shafts.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.15 – Future Commercial & Residential Developments in Kai Tak City Centre

Residents in the future Kai Tak Commercial & Residential Development will have full view towards the proposed KAT entrance and associated ventilation shafts.

The sensitivity of the VSR is high.

DIH & KAT/VSR 1.16 – Residential development at Housing Site 1A & 1B

Residents in the future residential development at Housing Site 1A & 1B within Kai Tak area will have full view towards the work site and proposed KAT entrance and associated ventilation shaft.

The sensitivity of the VSR is high.

DIH & KAT/VSR 2.15 – Light Industrial Buildings along Prince Edward Road East

Workers in mid-rise industrial buildings along Prince Edward Road East will have open distant view towards the proposed ventilation shaft of KAT. Workers on upper floor have open view of existing undeveloped Kai Tak site, and views of workers on lower floor will be blocked by the electricity supply building block and traffics along Prince Edward Road. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.9 – Commercial buildings along Prince Edward Road East

Workers in the mid to high-rise commercial buildings along Prince Edward Road East have open and distant view towards the proposed ventilation shaft of KAT. Workers on upper floor have open view of existing Kai Tak open space, and the views of workers on lower floor will be blocked by the electricity supply building block and the traffics along Prince Edward Road. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of the VSR is medium.

DIH & KAT/VSR 2.10 – Cognitio College

Students of Cognitio College have distant partial view towards the proposed KAT entrance and associated ventilation shaft; view on lower floor is blocked by the traffic along Prince Edward Road East. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.11 – Lee Kau Yan Memorial School

Students of Lee Kau Yan Memorial School have distant partial view towards the proposed KAT entrance and associated ventilation shaft; view on lower floor is blocked by the traffic along Prince Edward Road East. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.13 – Skyline Tower

Workers in Skyline Tower have distant open view towards the proposed KAT entrance and associated ventilation shaft; view at lower floor is blocked by the traffic along Prince Edward Road East. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.14 – Sino Industrial Plaza

Workers in Sino Industrial Plaza have distant full view towards the proposed KAT entrance and associated ventilation shaft; view on lower floor is blocked by the traffic along Prince Edward Road East. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.18 – Sir Robert Black Health Centre at Yuk Kwan Street

Workers in Sir Robert Black Health Centre have distant partial view towards the proposed KAT entrance and associated ventilation shaft; view on lower floor is blocked by the traffic

along Prince Edward Road East. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.19 – EMSD Headquarter in Kowloon Bay

Workers in EMSD Headquarter in Kowloon Bay have distant open view towards the proposed KAT entrance and associated ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.20 – International Trade & Exhibition Centre

Visitors and workers in International Trade & Exhibition Centre have distant full view towards the proposed KAT entrance and associated ventilation shaft; view on lower floor is blocked by the traffic along Kwun Tong Bypass. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is medium.

DIH & KAT/VSR 2.23 – Future Commercial and Residential Development in Kai Tak City Centre

Visitors and Workers in the future Kai Tak commercial zone will have the full view towards the proposed KAT entrance and associated ventilation shaft.

The sensitivity of the VSR is high.

DIH & KAT/VSR 3.6 – Shek Ku Lung Road Playground

Visitors at the southeast corner of Shek Ku Lung Road Playground will have distant partial view towards the proposed KAT entrance and associated ventilation shaft.

The sensitivity of the VSR is high.

DIH & KAT/VSR 3.7 – Future Station Square Open Space

Visitors at the future station square open space will have open view towards the proposed KAT entrance and associated ventilation shaft.

The sensitivity of the VSR is high.

DIH & KAT/VSR 4.4 – Passengers on Kwun Tong Bypass

Passengers on Kwun Tong Bypass have distant open view towards the proposed the proposed KAT entrance and associated ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak. Views of this VSR are mainly transient in nature.

The sensitivity is low.

DIH & KAT/VSR 4.6 – Pedestrians and Passengers of Prince Edward Road East

Pedestrians and passengers along Prince Edward Road East have open view towards the proposed KAT entrance and associated ventilation shaft. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

TKW/VSR 1.1 – Sky Tower

Residents in high-rise residential block of Sky Tower properties have the existing partial view of the undeveloped Kai Tak site, will have distant view towards the proposed KAT

entrance and associated ventilation shaft. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is high.

TKW/VSR 1.3 - Residential Properties along Sung Wong Toi Road

Residents in mid-rise residential blocks along Sung Wong Toi Road, have open view to the existing Kai Tak open space, will have distant view towards the proposed KAT entrance and associated ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is high.

TKW/VSR 1.7 – Future Residential and CDA Development in Kai Tak

Residents in future residential development in Kai Tak, will have close view towards the proposed entrance and associated ventilation shaft of KAT. They will also have close view towards the works site for KAT.

The sensitivity of this VSR is high.

TKW/VSR 2.3 - Industrial Developments at Sung Wong Toi Road

Workers at Industrial developments at Sung Wong Toi Road have open view to the existing Kai Tak open space, will have distant view towards the proposed KAT entrance and associated ventilation shaft. However, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak Industrial development at Sung Wong Toi Road has been planned as comprehensive development.

The sensitivity of this VSR is medium.

TKW/VSR 2.4 - EMSD Workshops along To Kwa Wan Road

Workers at EMSD Workshops along To Kwa Wan Road have open view to the existing Kai Tak open space, which will have distant view towards the proposed KAT entrance and associated ventilation shaft. The workshop is not being used, the duration and frequency of the view is considered to be short and rare. EMSD Workshops along To Kwa Wan Road has been planned as comprehensive development.

The sensitivity of this VSR is Low.

TKW/VSR 2.5 - Newport Centre at Ma Tau Kok Road

Workers in Newport Centre at Ma Tau Kok Road have distant partial view towards the proposed KAT entrance and associated ventilation shaft, view on lower floor is blocked by the EMSD workshops. Newport Centre at Ma Tau Kok Road has been planned as comprehensive development, GIC, waterfront related commercial, cultural and leisure uses.

The sensitivity of this VSR is medium.

6.9.4 VSRs of To Kwa Wan Station

Zone of VSRs at TKW is shown in **Figure 6.6.4**.

TKW/VSR 1.1 – Sky Tower

Residents in high-rise residential block of Sky Tower properties have open view of the undeveloped Kai Tak site, which will be developed as TKW and associated ventilation shaft. It will have open view to the proposed ventilation shaft structure and works site. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is high.

TKW/VSR 1.2 – Residential Properties along Ma Tau Chung Road

Residents in mid-rise residential blocks along Ma Tau Chung Road, have distant view of the TKW works site.

The sensitivity of this VSR is high.

TKW/VSR 1.3 – Residential Properties along Sung Wong Toi Road

Residents in mid-rise residential blocks along Sung Wong Toi Road, have open view to the existing Kai Tak open space, which will be proposed as TKW and works site. They will have partial view to the proposed ventilation shaft structure and open view to the works site. In addition, views towards the proposed ventilation shafts will be partially blocked by the future developments of Kai Tak.

The sensitivity of this VSR is high.

TKW/VSR 1.4 – Residential buildings along the Junction of Ma Tau Chung Road and Fu Ning Street

Residents in mid-rise residential blocks along the junction of Ma Tau Chung Road and Fu Ning Street, have distant view of the TKW works site.

The sensitivity of this VSR is high.

TKW/VSR 1.5 – Grand Waterfront

Residents in high-rise residential block of Grand Waterfront have distant open view to the existing undeveloped TKW works site. They will have open view to the proposed ventilation shafts and TKW works site.

The sensitivity of this VSR is high.

TKW/VSR 1.6 – Residential buildings along Prince Edward East Road

Residents in mid-rise residential blocks along the Prince Edward East Road, have close view of the TKW works site.

The sensitivity of this VSR is high.

TKW/VSR 1.7 –Future Residential and CDA development in Kai Tak

Residents in future residential development in Kai Tak, will have close view towards the proposed ventilation shafts and TKW works site.

The sensitivity of this VSR is high.

DIH & KAT/VSR 1.12 –Residential developments near Prince Edward Road East

This VSR is sensitive to both KAT and TKW.

Residents in mid-rise residential developments near Prince Edward Road East have partial view on Kai Tak site, and distant view towards the proposed ventilation shafts of TKW.

The sensitivity of the VSR is high.

TKW/VSR 2.1 Ma Tau Chung Fire Station

Workers at Ma Tau Chung Fire Station located adjacent Sung Wong Toi Garden, which will have distant view of the TKW works site.

The sensitivity of this VSR is medium.

TKW/VSR 2.2 Hong Kong Society for the Protection of Children

Workers at Hong Kong Society for the Protection of Children have distant view of the undeveloped TKW works site.

The sensitivity of this VSR is medium.

TKW/VSR 2.3 - Industrial developments at Sung Wong Toi Road

Workers at Industrial developments at Sung Wong Toi Road have open view to the existing Kai Tak open space, will have distant view towards the proposed ventilation shafts of TKW. Industrial development at Sung Wong Toi Road has been planned as comprehensive development.

The sensitivity of this VSR is medium.

TKW/VSR 2.4 - EMSD Workshops along To Kwa Wan Road

This VSR is sensitive to both KAT and TKW.

Workers at EMSD Workshops along To Kwa Wan Road have distant view to the existing Kai Tak open space and the proposed ventilation shafts of TKW. The workshops are not currently used, the duration and frequency of the view is considered to be short and rare. EMSD Workshops along To Kwa Wan Road has been planned as comprehensive development.

The sensitivity of this VSR is low.

TKW/VSR 2.5 - Newport Centre at Ma Tau Kok Road

Workers at Industrial developments at Sung Wong Toi Road have open view to the existing Kai Tak open space, which will have distant view towards the proposed TKW and ventilation shaft. They will have open view to the proposed ventilation shaft structure and works site. Newport Centre at Ma Tau Kok Road has been planned as comprehensive development, GIC, waterfront related commercial, cultural and leisure uses.

The sensitivity of this VSR is medium.

TKW/VSR 2.6 – Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road

Workers at Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road have partial view to the existing Kai Tak open space and the proposed ventilation shafts of TKW.

The sensitivity of this VSR is medium.

TKW/VSR 2.7 – Future Commercial / Office development in Kai Tak

Workers at future commercial/ office development in Kai Tak will have open view on the proposed ventilation shaft structure and works site of TKW.

The sensitivity of this VSR is medium.

TKW/VSR 3.1 - Sung Wong Toi Garden

Visitors at Sung Wong Toi Garden will be screened by trees with partial view towards the proposed ventilation shafts and TKW works site.

The sensitivity of this VSR is medium.

TKW/VSR 3.2 - Sung Wong Toi Playground

Visitors at the future re-provided Sung Wong Toi Playground have close and full view towards the proposed ventilation shafts and works site of TKW.

The sensitivity of this VSR is medium.

TKW/VSR 3.3 - Argyle Street Park Playground

Visitors at the Argyle Street Park Playground have partial view towards the proposed ventilation shafts and works site of TKW.

The sensitivity of this VSR is medium.

TKW/VSR 3.4 Future Sung Wong Toi Playground

Visitors at the future Sung Wong Toi Playground have full view towards the proposed ventilation shafts and TKW.

The sensitivity of this VSR is high.

TKW/VSR 4.1 – Pedestrians and passengers on Sung Wong Toi Road

Pedestrians and passengers along Sung Wong Toi Road have close and open view towards the existing undeveloped Kai Tak site, which will be developed as TKW and associated ventilation shafts. They will have open view to the proposed ventilation shaft structure, entrances and works site. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

TKW/VSR 4.2 – Pedestrians and passengers on Olympic Avenue

This VSR is sensitive to both KAT and To Kwan Wan Station.

Pedestrians and passengers along Olympic Avenue have close and open view towards the existing undeveloped Kai Tak site, which will be developed as TKW and associated ventilation shafts. They will have open view to the proposed ventilation shafts, entrances and works site. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

DIH & KAT/VSR 4.6 – Pedestrians and Passengers of Prince Edward Road East

This VSR is sensitive to both KAT and To Kwan Wan Station.

Passengers along Prince Edward Road East have open view towards the proposed ventilation shafts and TKW works site. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.5 VSRs in Ma Tau Wai Station and Tam Kung Road EEP

Zone of VSRs at MTW is shown in **Figure 6.6.4**.

MTW/VSR 1.1 – Residential buildings at the junction of To Kwa Wan Road and Kai Ming Street

Residents in mid-rise building blocks at the junction of To Kwa Wan Road and Kai Ming Street have close full view to the existing Ma Tau Wai Road/ To Kwa Wan Road Garden, which is proposed as MTW and associated ventilation shafts. They will have open view to the proposed ventilation shafts, entrances and works site.

The sensitivity of this VSR is high.

MTW/VSR 1.2 – Majestic Park

Residents in mid-rise building block of Majestic Park have full view towards the existing sitting out area at junction of Ma Tau Wai Road and Tam Kung Road, which is proposed as Tam Kung Road EEP.

The sensitivity of this VSR is high.

MTW/VSR 1.3 – 18 Farm Road

Residents in high-rise building block of 18 Farm Road have full view towards the existing sitting out area at junction of Ma Tau Wai Road and Tam Kung Road, which is proposed as Tam Kung Road EEP.

The sensitivity of this VSR is high.

MTW/VSR 1.4 – Residential building along Ma Tau Wai Road

Residents in mid to high-rise residential building blocks along Ma Tau Wai Road have close view to the work site at Ma Tau Wai Road. They will have limited view to the proposed ventilation shafts and entrances.

The sensitivity of this VSR is high.

MTW/VSR 1.6 – Lok Oi Lau (Block 1)

Residents in this mid-rise building block have partial view to the work site along Lok Shan Road, and it will have limited view to the proposed entrances of MTW.

The sensitivity of this VSR is high.

MTW/VSR 1.7 – Residential buildings along Lok Shan Road

Residents in mid-rise building blocks along Lok Shan Road have close view towards to the existing Lok Shan Road, which is proposed as MTW entrance. They will also have partial view towards the works site.

The sensitivity of this VSR is high.

MTW/VSR 1.8 – Residential building along Shansi Street

Residents in mid rise residential building blocks along Shansi Street have close view to the work site within existing car park area.

The sensitivity of this VSR is high.

MTW/VSR 1.10 – Ma Tau Wai Estate

Residents in mid-rise residential block of Ma Tau Wai Estate have distant view to proposed works site along Ma Tau Wai Road.

The sensitivity of the VSR is high.

MTW/VSR 1.11 – Residential buildings along Ma Tau Wai Road

Residents in mid-rise building block along Ma Tau Wai Road have views to the proposed works site along Ma Tau Wai Road and have close views towards the existing sitting out area at junction of Ma Tau Wai Road and Tam Kung Road, which is proposed as Tam Kung Road EEP.

The sensitivity of this VSR is high.

MTW/VSR 1.12 – Residential buildings at junction of Lok Shan Road and Pau Chung Street

Residents in mid-rise residential building blocks at junction of Lok Shan Road and Pau Chung Street have partial view to the work site at Ma Tau Wai Road and proposed ventilation shaft at Lok Shan Road Playground/ To Kwa Wan Complex Playground.

The sensitivity of this VSR is high.

MTW/VSR 1.13 – Residential buildings at junction of To Kwa Wan Road and Chi Kiang Street

Residents in mid rise residential building blocks at junction of To Kwa Wan Road and Chi Kiang Street have full view to the work site at Ma Tau Wai Road and proposed ventilation shaft at Ma Tau Wai / To Kwa Wan Road Garden.

The sensitivity of this VSR is high.

MTW/VSR 1.14 - Residential developments at the junction of To Kwa Wan Road and Shek Tong Street

Residents in mid-rise building block at the junction of To Kwa Wan Road and Shek Tong Street, have a close view to the existing Ma Tau Wai Road, which will be developed as works site.

The sensitivity of this VSR is high.

MTW/VSR 1.15 - Residential development at Kiang Hsi Street

Residents in mid-rise building block at Kiang Hsi Street have a close view to the existing Ma Tau Wai Road, which will be developed as works site.

The sensitivity of this VSR is high.

MTW/VSR 2.1 – Primary Schools at junction of Ma Tau Wai Road and Sheung Heung Road

Students at primary schools at the junction of Ma Tau Wai Road and Sheung Heung Road have partial view towards the works site of the proposed MTW and ventilation shaft.

The sensitivity of this VSR is medium.

MTW/VSR 2.2 – To Kwa Wan Market and Government Offices

Workers at To Kwa Wan Market and Government Offices have close view towards the proposed ventilation shaft structure and entrances, as well as the work site for the station.

The sensitivity of this VSR is medium.

MTW/VSR 2.3 – Car Workshop at junction of MA Tau Wai Road and Kowloon City Road

Workers at Car Workshop at junction of Ma Tau Wai Road and Kowloon City Road have close view towards the works site of the proposed MTW, and partial view to the proposed ventilation shaft structure and entrances

The sensitivity of this VSR is medium.

MTW/VSR 2.4 – Wearbest Building

Workers at Wearbest Building have close view towards the works site of the proposed MTW, and partial view to the proposed ventilation shaft structure and entrances.

The sensitivity of this VSR is medium.

MTW/VSR 2.5 – I-Feng Mansion

Workers at I-Feng Mansion have partial view towards the works site of the proposed MTW, and partial view to the proposed ventilation shaft structure and entrances.

The sensitivity of this VSR is medium.

MTW/VSR 2.6 – SKH Good Shepherd Primary School

Students at SKH Good Shepherd Primary School have close view towards the works site of the proposed MTW and partial view to the proposed ventilation shaft.

The sensitivity of this VSR is medium.

MTW/VSR 3.2 – Ko Shan Road Park

Visitors to Ko Shan Road Park will have a distant partial view towards the works site at the existing car park area along Ko Shan Road, and glimpse view towards proposed MTW and ventilation shaft.

The sensitivity of this VSR is medium.

MTW/VSR 3.3 –Reprovisioned To Kwa Wan Complex Playground

Visitors at the reprovisioned To Kwa Wan Complex Playground will have close and full view towards the proposed ventilation shaft structure and entrances of MTW.

The sensitivity of this VSR is medium.

MTW/VSR 3.4 – Ma Tau Wai Road/To Kwa Wan Road Garden

Visitors at the re-provisioned To Ma Tau Wai Road/ To Kwa Wan Road Garden will have close and full view towards the proposed ventilation shaft structure and entrances of MTW.

The sensitivity of this VSR is medium.

MTW/VSR 3.5 – Ma Tau Wai Road Playground

Visitors at the Ma Tau Wai Road Playground will have close view towards the works site of MTW along Ma Tau Wai Road and the existing small sitting out area at junction of Ma Tau Wai Road and Tam Kung Road, which is proposed as Tam Kung Road EEP.

The sensitivity of this VSR is medium.

MTW/VSR 4.1 – Pedestrians and Passengers on Ma Tau Wai Road

Pedestrians and passengers along Ma Tau Wai Road will have distant view towards the proposed MTW entrance and ventilation shaft along Ma Tau Wai Road. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MTW/VSR 4.2 – Pedestrians and Passengers on Lok Shan Road

Pedestrians and passengers along Lok Shan Road will have close view towards the proposed MTW entrance. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MTW/VSR 4.3 – Pedestrians and Passengers on Kiang Su Street

Pedestrians and passengers along Kiang Su Street will have close view towards the proposed MTW entrance. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MTW/VSR 4.4 – Pedestrians and Passengers on Chi Kiang Street

Pedestrian and passengers on Chi Kiang Street have close view towards the proposed MTW entrance. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.6 VSRs in Ho Man Tin Station and Hung Hom Station

VSRs with high sensitivity, potentially affected by the HOM and HUH, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively, and they are listed below:

Ho Man Tin Station

- R1 Residents of towers on the west of Nathan Road
- R4 Residents on the south side of Chatham Road North
- R5 Residents grouped at Wuhu Street and Gillies Avenue
- R6 Residents at Ka Wai Chuen
- R8 Residents at Tsing Chau Street
- R9 Future Residents of HK PolyU Planned Student Dormitory.
- R10 Residents with surrounding views at Valley Road
- R12 Residents of Ko Shan Road
- R18 Future residents of property development above HOM Station
- R19 Future residents of Valley Road Estate development site
- L3 Member and Visitors of India Club and YMCA
- L4 Member and Visitors of Club de Recreio
- L6 Visitors of Chinese Civil Servants Recreation Club and Philipino Club

Hung Hom Station

- CDA1 Future Development at Winslow Street
- O1 King's Park Sport Ground
- O2 King's Park Service Reservoir Playground
- R01 Oi Man Estate
- R02 Parc Palais
- R03 Wylie Court
- R04 Property Development at further Ho Man Tin Station
- R05 Metropolis Residence
- R06 Harbour Place
- R07 Royal Peninsula
- R08 Medium Rise Central Hung Hom Residence
- R09 Yee Fu and Wai King Building

Relevant information of VSRs has been extracted from SCL (MKK -HUH) EIA Report and shown in **Appendix 6.5**.

6.9.7 VSRs in Hung Hom

Zone of VSRs at HUH is shown in **Figure 6.6.5**.

HUH/VSR 1.1 – Residential buildings along Winslow Street

Residents in mid-rise building block along Winslow Street will have a close view to the existing Winslow Street Playground and the proposed works area of HUH Portal.

The sensitivity is high.

HUH/VSR 1.2 – Residential buildings along Valley Road

Residents in mid-rise buildings along Valley Road will have a partial view to the Chatham Road North work site.

The sensitivity is high.

HUH/VSR 2.1 – Kowloon Public Mortuary

Visitors at Kowloon Public Mortuary car park will have close and partial view to the existing Winslow Street Playground and the proposed works area of HUH Portal.

The sensitivity of this VSR is low.

HUH/VSR 2.2 – Lee Shau Kee Building at Hong Kong Polytechnic University

Students on the upper floor of Lee Shau Kee Building at the Hong Kong Polytechnic University have partial view towards the existing Winslow Street Playground and the proposed HUH Portal. View of students and workers on the lower floor will be blocked by the traffic of Hong Chong Road and Chatham Road North.

The sensitivity of this VSR is low.

HUH/VSR 2.3 – China Travel Hip Kee Godown

Workers at China Travel Hip Kee Godown have close view towards the existing Winslow Street Playground and the proposed works area of HUH Portal. The future comprehensive non-residential development on that site will have full view towards the proposed HUH Portal.

The sensitivity of this VSR is medium.

HUH/VSR 2.4 – HKPU Student Hotel

Students and Workers at HKPU Student Hotel have glimpse view towards the Chatham Road North work site.

The sensitivity of this VSR is medium.

HUH/VSR 3.1 – Future Re-provided Winslow Street Playground

Visitors at future re-provided Winslow Street Playground would have limited view towards the proposed HUH Portal.

The sensitivity of this VSR is medium.

HUH/VSR 3.2 – Yan Fung Street Garden

Visitors at Yan Fung Street Garden would have glimpse view towards the proposed HUH Portal.

The sensitivity of this VSR is medium.

HUH/VSR 3.3 – King's Park Service Reservoir Playground

Visitors at King's Park Service Reservoir Playground would have glimpse view towards the proposed work site of Hung Hom.

The sensitivity of this VSR is medium.

HUH/VSR 4.1 – Passengers of MTR Rail Track

Passengers at MTR will have a partial view to the existing Winslow Street Playground and the proposed HUH Portal. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

HUH/VSR 4.2 – Pedestrians along Winslow Street

Pedestrians along Winslow Street will have close view to the existing Winslow Street Playground and the proposed HUH Portal. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

HUH/VSR 4.3 – Pedestrian on footbridge beside MTR Rail Track

Pedestrians on footbridge beside MTR rail track will have partial view towards the existing Winslow Street Playground and the proposed HUH Portal. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

HUH/VSR 4.4 – Passengers along Hong Chong Road

Pedestrians along Hong Chong Road will have distant view to the existing Winslow Street Playground and the proposed works site of HUH Portal. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

HUH/VSR 4.5 – Passengers along Chatham Road South

Pedestrians along the busy Chatham Road South will have close view to the existing Winslow Street Playground and the proposed works site of HUH Portal. This portion of Chatham Road is well used by pedestrians.

The sensitivity of this VSR is medium.

HUH/VSR 4.6 – Pedestrians along Cheong Wan Road

Pedestrians along Cheong Wan Road will have open view to the proposed works site of HUH Portal. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

BP4/VSR 1.1 – Harbourfront Horizon Hotel

Residents at Harbourfront Horizon Hotel will have glimpse view to the proposed works site of HUH Portal trough along the alignment.

The sensitivity of this VSR is medium.

BP4/VSR 1.3 – Harbour Plaza Metropolis Hotel

Residents at Harbour Plaza Metropolis Hotel will have partial view to the proposed works site of HUH Portal trough along the alignment.

The sensitivity of this VSR is medium.

BP4/VSR 1.6 – Nikko Hotel

Residents at Nikko Hotel will have partial view to the proposed works site of HUH Portal trough along the alignment.

The sensitivity of this VSR is medium.

BP4/VSR 2.3 – The Hong Kong Coliseum

Visitors at The Hong Kong Coliseum will have partial view to the proposed works site of HUH Portal trough along the alignment.

The sensitivity of this VSR is medium.

BP4/VSR 2.4 – Fire Services Headquarters Building

Workers at Fire Services Headquarters Building will have partial view to the proposed works site of HUH Portal trough along the alignment.

The sensitivity of this VSR is medium.

BP4/VSR 2.5 – Chinachem Golden Plaza

Workers at Chinachem Golden Plaza will have glimpse view to the proposed works site of HUH Portal trough along the alignment.

The sensitivity of this VSR is medium.

6.9.8 VSRs in Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin

Zones of VSRs at MCV and EA/ EEA at Wong Tai Sin are shown in **Figure 6.6.6**.

MCH/VSR 1.1 – Pang Ching Court

Residents in high-rise residential blocks of Pang Ching Court located at the higher level of Chuk Yuen North Estate have distant partial view towards Ma Chai Hang Playground, where the proposed temporary work site and permanent MCV will be located.

The sensitivity of this VSR is high.

MCH/VSR 1.2 – Tsui Chuk Garden

Residents in high-rise residential blocks of Tsui Chuk Garden located at the upper level of Pang Ching Court have full view towards Ma Chai Hang Playground, where the proposed temporary work site and permanent MCV will be located.

The sensitivity of this VSR is high.

MCH/VSR 1.3 – Wang King House/ Wang Yuen House (Tin Wang Court)

Residents in mid-rise residential block of Wang King House/ Wang Yuen House located directly opposite Ma Chai Hang Playground will have full close view of the proposed temporary work site and permanent MCV.

The sensitivity of this VSR is high.

MCH/VSR 1.4 – Fu Yuen House/ Kwai Yuen House/ Wing Yuen House (Chuk Yuen South Estate)

Residents in mid-rise residential block of Fu Yuen House located at the east side of Ma Chai Hang Playground will have full close view towards the proposed temporary work site and permanent MCV. Residents in Kwai Yuen House will have partial view towards the proposed MCV and close view of the proposed temporary work site. Residents in Wing Yuen House will have partial to glimpse view towards the proposed temporary work site and permanent MCV.

The sensitivity of this VSR is high.

MCH/VSR 1.5 – Chung Hong House/ Chung On House (Tin Ma Court)

Residents in mid-rise residential block of Chung Hong House/ Chung On House located directly opposite Ma Chai Hang Playground at the south will have full close views of the proposed temporary work site and permanent MCV.

The sensitivity of this VSR is high.

MCH/VSR 1.6 - New Building Block (Wing Sin House) at Phase 3 of Upper Wong Tai Sin Estate

Residents in high-rise building block of Wing Sin House, located at Wong Tai Sin Road (west) will have full close views of the proposed temporary work site and glimpse views toward to the permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high

MCH/VSR 1.7 - Chuk Yuen South Estate

Residents in mid-rise residential block of Wah Yuen House/ Sau Yuen House/ Nga Yuen House located at the hillside of the Wong Tai Sin will have partial views of the proposed temporary work site along Wong Tai Sin Road.

The sensitivity of this VSR is high.

MCH/VSR 1.8 - Chui Yuen House (Chuk Yuen South Estate)

Residents in mid-rise residential block of Chui Yuen House located at between Nga Chuk Street and Wong Tai Sin Road (east) will have full views of the proposed temporary work site and permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 1.9 - Fung Wong San Tsuen

Residents in the low-rise residential blocks located at Sha Tin Pass Road and Fung Tak Road will have full views of the proposed temporary work site and permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 1.10 - Hsin Kuang Centre

Residents in the mid-rise residential blocks of Hsin Kuang Centre located at Ying Fung Lane, directly opposite to the WTS FSD Quarters, will have full views of the proposed temporary work site and permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 1.11 - Upper Wong Tai Sin Estate

Residential in high-rise building blocks of Upper Wong Tai Sin Estate (Po Sin House/ Kai Sin House/ Tak Sin House/ Cheong Sin House/ Yiu Sin House/ Shiu Sin House/ Yat Sin House) located between Lung Cheung Road and Wong Tai Sin Road (west) will have full close views of the proposed temporary work site and partial views of the permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 1.12 - Chuk Yuen United Village

Residents in mid-rise building blocks of Chuk Yuen United Village at Ying Fung Lane, located directly opposite to the Fire Services Department Quarters, will have partial views on the proposed temporary work site and permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 1.13 - Wong Tai Sin Rank & File Married Quarters

Residents in mid-rise building blocks of Wong Tai Sin Rank & File Married Quarters at Ying Fung Lane will have full views on the proposed temporary work site and permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 1.14 - Tropicana Gardens

Residents in the mid-rise residential blocks of Tropicana Gardens located at Ying Fung Lane, directly opposite to the WTS FSD Quarters, will have full views of the proposed temporary work site and permanent EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is high.

MCH/VSR 2.1 – Price Memorial Catholic Primary School

Students of low-rise Price Memorial Catholic Primary School located directly opposite Ma Chai Hang Playground will have partial view of the proposed temporary work site and permanent MCV.

The sensitivity of this VSR is medium.

MCH/VSR 2.2 – Baptist Rainbow Primary School

Students of low-rise Baptist Rainbow Primary School located at the east side opposite of Ma Chai Hang Playground will have full close view towards the proposed temporary work site and permanent MCV.

The sensitivity of this VSR is medium.

MCH/VSR 2.3- Lung Cheung Government Secondary School

Students of low-rise Lung Cheung Government Secondary School located at Wong Tai Sin Road (west) will have full close view towards the proposed temporary work site.

The sensitivity of this VSR is medium.

MCH/VSR 2.4- Our Lady's Kindergarten

Students of low-rise Our Lady's Kindergarten located at Sha Tin Pass Road will have full partial views towards temporary work site and EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is medium

MCH/VSR 3.1- Wong Tai Sin Road Playground

Visitors at the Wong Tai Sin Road Playground located at Wong Tai Sin Road (east) have close and full view towards the proposed temporary work site along Wong Tai Sin Road.

The sensitivity of this VSR is medium.

MCH/VSR3.3 - Sik Sik Yuen's Wong Tai Sin Temple

Visitors at Sik Sik Yuen's Wong Tai Sin Temple, located between Wong Tai Sin Road and Lung Cheung Road surrounded by high fence wall and immediate dense vegetation, have partial view towards the proposed temporary work site and EA/ EEA at Wong Tai Sin.

The sensitivity of this VSR is medium.

MCH/VSR3.4 - Future Re-provided Ma Chai Hang Road Playground

Visitors at Future Re-provided Ma Chai Hang Road Playground will have close and full view towards the proposed temporary work site and tentative work shafts.

The sensitivity of this VSR is medium.

MCH/VSR 4.1 – Pedestrians and passengers on Chuk Yuen Road and Ma Chai Hang Road

Pedestrians and passengers along the busy Chuk Yuen Road and Ma Chai Hang Road enjoy the existing greenery within and around Ma Chai Hang Playground, which the proposed temporary work site and permanent MCV will be located. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is medium.

MCH/VSR 4.2 – Pedestrians on the footbridge across Chuk Yuen Road

Pedestrians on the busy footbridge across Chuk Yuen Road have distant view towards Ma Chai Hang Playground, which the proposed temporary work site and permanent MCV will be located. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is medium.

MCH/VSR 4.3 – Pedestrians on the staircase connection between Tsui Chuk Garden and Chuk Yuen Road

Pedestrians travelling along the long staircase between Tsui Chuk Garden and Chuk Yuen Road have only glimpse views at the bottom of the steps towards the proposed work site and MCV. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MCH/VSR 4.4 - Pedestrians at Wong Tai Sin Road (west)

Pedestrians and passengers along Wong Tai Sin Road have full view towards the proposed work site. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MCH/VSR 4.5 - Pedestrians at Wong Tai Sin Road (east)

Pedestrians and passengers along Wong Tai Sin Road have full view towards the proposed work site and EA/ EEA at Wong Tai Sin. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MCH/VSR 4.6 - Pedestrians at Fung Tak Road & Sha Tin Pass Road

Pedestrians and passengers at Fung Tak Road & Sha Tin Pass Road have full view towards the proposed work site and EA/ EEA at Wong Tai Sin. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MCH/VSR 4.7 - Pedestrians on the pathway between Chuk Yuen South Estate & Wong Tai Sin Road (west)

Pedestrians travelling along the pathway between Chuk Yuen South Estate & Wong Tai Sin Road (west) have full view on the proposed temporary work site along Wong Tai Sin Road. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MCH/VSR 4.8 - Pedestrian on the footbridge across Wong Tai Sin Road (east)

Pedestrians on the footbridge across Wong Tai Sin Road (east) have direct view towards the temporary work site along Wong Tai Sin Road. With the dense tree vegetation, view to the proposed work site for EA/EEA at Wong Tai Sin is limited. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.9 VSRs in Magazine Site at TKO Area137

Zone of VSRs at TKO Area 137 is shown in **Figure 6.6.8**.

MZ1/VSR 3.1 – Visitors to the High Junk Peak Country Trail

Visitors to the High Junk Peak Country Trail area have distant glimpse view towards the proposed temporary works site within TKO landfill area.

The sensitivity of this VSR is medium.

MZ1/VSR 3.2 – Hiker to the west of Tin Ha Shan

Visitors to the west of Tin Ha Shan area have distant partial view towards the proposed temporary works site within the TKO landfill area.

The sensitivity of this VSR is medium.

MZ1/VSR 4.1 – Visitors to the water of Joss House Bay (Tai Miu Wan) area

Visitors to the water of Joss House Bay (Tai Miu Wan) area have distant glimpse view towards the proposed temporary works site within the TKO landfill area.

The sensitivity of this VSR is low.

MZ1/VSR 4.2 – Visitors to the water of Lei Yue Mun area

Visitors to the water of Lei Yue Mun area have distant glimpse view towards the proposed temporary works site within the TKO landfill area.

The sensitivity of this VSR is low.

6.9.10 VSRs in Barging Facility at Kai Tak Runway

Zone of VSRs at Barging Facility at Kai Tak Runway is shown in **Figure 6.6.11**.

BP2/VSR 1.1 - Future residential development at Kai Hing Road

Residents in high-rise residential block of future development along Kai Hing Road have distant open view towards the proposed temporary work site at Kai Tak Runway.

The sensitivity of this VSR is high.

BP2/VSR 4.1 –Travelers on Victoria Harbour

Ferry passengers between North Point and Kowloon City will have partial view towards the proposed temporary work site at Kai Tak Runway. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

BP2/VSR 4.2 – Passengers along Kwun Tong Bypass

Passengers along Kwun Tong Bypass will have distant partial view towards the proposed temporary work site at Kai Tak. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

BP2/VSR 2.1 –Commercial and industrial developments along Hoi Bun Road

Workers in buildings along Hoi Bun Road will have distant glimpse view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 2.2 - MegaBox Building

Residents and workers in MegaBox Building will have distant partial view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 2.3 - Kowloon Bay Transfer Station

Residents and workers in Kowloon Bay Transfer Station will have distant partial view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 2.4 – Kowloon Bay Vehicle Servicing Station

Residents and workers in Kowloon Bay Vehicle Servicing Station at Cheung Yip Street will have distant partial view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 2.5 - Commercial and industrial developments at Kai Hing Road

Residents and workers in commercial and industrial developments at Kai Hing Road will have distant partial view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 2.6 - Commercial and industrial developments at Kai Fuk Road

Residents and workers in commercial and industrial developments near Kai Fuk Road will have distant partial view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 2.7 – Public Works Central Laboratory Building

Workers in Public Works Central Laboratory Building will have distant open view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is low.

BP2/VSR 3.1 – Hoi Bun Road Park

Visitors in Hoi Bun Road Park will have distant partial view towards the proposed temporary work site at Kai Tak.

The sensitivity of this VSR is medium.

6.9.11 VSRs in Barging Facility at Freight Pier, Hung Hom

Zone of VSRs at barging facility at Freight Pier is shown in **Figure 6.6.12**.

BP4/VSR 1.1 – Harbourfront Horizon Hotel

Residents in the high-rise Harbourfront Horizon Hotel will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 1.2 - Shangri-la Hotel

Residents in the high-rise Shangri-la Hotel will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 1.3 - Harbour Plaza Metropolis Hotel

Residents in the high-rise Harbour Plaza Metropolis Hotel will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 1.5 - Grand Standford Hotel

Residents in the high-rise Grand Standford Hotel will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 1.6 - Nikko Hotel

Residents in the high-rise Nikko Hotel will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 1.4 - Harbourview Horizon

Residents in the high-rise Harbourview Horizon will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 2.1 - Tsim Sha Tsui Centre

Visitors at Tsim Sha Tsui Centre will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 2.2 - Empire Centre

Visitors at the Empire Centre will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 2.3 - Hong Kong Coliseum

Visitors at the HK Coliseum will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 2.4 - Fire Services Headquarters Building

Workers at the Fire Services Headquarters Building will have partial view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 2.5 - Chinachem Golden Plaza

Workers in the high-rise Chinachem Golden Plaza will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is medium.

BP4/VSR 3.1 – Tsim Sha Tsui Promenade

Visitors at the Tsim Sha Tsui Promenade will have open view towards the Freight Pier barging facility.

The sensitivity of this VSR is high

BP4/VSR 4.1 –Travelers on Victoria Harbour

Travellers on Victoria Harbour will have distant open view towards the Freight Pier barging facility. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.12 VSRs in Works Area (Storage) at Shek Mun

Zone of VSRs at Works Area (Storage) at Shek Mun is shown in **Figure 6.6.15**.

SM/VSR 1.1 – City One Shatin

Residents in mid-rise residential blocks will have full view towards the temporary works area (storage) at On Muk Street. Views of lower level (1st -5th floors) residential blocks will be blocked by the mature trees, whereas upper level (5th -20th floors) residential blocks will have full view of the temporary work area, which is currently used as a storage site.

The sensitivity of this VSR is high.

SM/VSR 1.2 – Ravana Garden

Residents in mid-rise residential blocks will have partial view towards the distant temporary works area (storage) at On Muk Street. The temporary works area (storage) located at opposite side of Shek Mun Estate is currently used as a storage site. The views of lower level residents will be screened by the existing mature trees, whereas the upper level residents will have partial view of the temporary work area.

The sensitivity of this VSR is high.

SM/VSR 1.3 – Shek Mun Estate

Residents in high-rise residential blocks will have full views towards the temporary works area (storage) at opposite side of Shek Mun Estate. Views of lower level (1st -5th floors) residential blocks will be blocked by the existing roadside mature trees, whereas upper level (6th - 42th floors) residential blocks will have full view of the temporary work site area, which is currently used as a storage site

The sensitivity of this VSR is high.

SM/VSR 2.1 – Ever Gain Centre and Ever Gain Plaza

Workers in mid-rise industrial block will have full views towards the temporary works area (storage) at On Muk Street.

The sensitivity of this VSR is medium.

SM/VSR 2.7 - Students of International Christian School/ Hong Kong Baptist University Affiliate School Wong Kam Fai Secondary and Primary School

Students of low-rise building blocks will have partial views towards the proposed temporary works area (storage) at opposite side of Shek Mun Estate.

The sensitivity of this VSR is medium.

SM/VSR 2.9 – Shatin Industry Centre

Workers in mid-rise industrial block will have full views towards the temporary works area (storage) at the opposite side of the Shek Mun Estate.

The sensitivity of this VSR is medium.

SM/VSR 2.10 – Chiaphua Centre

Workers in mid-rise industrial block will have full views towards the temporary works area (storage) at the opposite side of the Shek Mun Estate.

The sensitivity of this VSR is medium.

SM/VSR 2.11 - PCCW Building

Workers in mid-rise industrial block will have full views towards the temporary works area (storage) at the opposite side of the Shek Mun Estate.

The sensitivity of this VSR is medium.

SM/VSR 2.12 Goldion Centre

Workers in mid-rise industrial block will have full views towards the temporary works area (storage) at the opposite side of the Shek Mun Estate.

The sensitivity of this VSR is medium.

SM/VSR 3.1 – Siu Lek Yuen Road Playground (North)

Visitors at Siu Lek Yuen Road Playground (North) will have full views towards the temporary works area (storage) at On Muk Street. The dense mature vegetations in the playground area will screen the view towards the temporary work area (storage) across the Shing Mun River Sub Channel.

The sensitivity of this VSR is medium.

SM/VSR 3.2 – Star Seafood Floating Restaurant

The Jumbo Seafood Restaurant has partial view towards the Shing Mun River Channel to the west. Visitors on the top floors of the restaurant will have partial distant view towards the temporary works area (storage) at On Muk Street.

The sensitivity of this VSR is medium.

SM/VSR 3.3 – Siu Lek Yuen Road Playground (South)

Visitors at Siu Lek Yuen Road Playground (South) will have partial views towards the temporary works area (storage) at opposite side of the Shek Mun Estate. The dense mature vegetations in the playground area will screen the view towards the temporary work area (storage) across the Shing Mun River Sub Channel.

The sensitivity of this VSR is medium.

SM/VSR 3.5 – Siu Lek Yuen Road Grass Bowling Ground

Visitors at Siu Lek Yuen Road Grass Bowling Ground will have partial views towards the temporary works area (storage) at On Muk Street. The dense mature vegetations in the playground area will screen the view towards the temporary work area (storage) across the Shing Mun River Sub Channel.

The sensitivity of this VSR is medium.

SM/VSR 4.1 – Pedestrians and passengers along Tai Chung Kiu Road and Chap Wai Kon Street

Pedestrians and passengers along Tai Chung Kiu Road will have partial and distant views towards the temporary works area (storage) at On Muk Street. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

SM/VSR 4.2 – Shek Mun Station

Passengers at Shek Mun Station will have partial views towards the temporary works area (storage) at On Muk Street. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

SM/VSR 4.3 – Pedestrians and passengers along Siu Lek Yuen Road (North)

Pedestrians and passengers at Siu Lek Yuen Road (North) have limited views towards the temporary works area (storage) at On Muk Street. The dense mature vegetations in Siu Lek Yuen Road Playground will screen the temporary work area (storage) across the Shing Mun River Sub Channel. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

SM/VSR 4.4 - Pedestrians and passengers along On Ming Street

Pedestrians and passengers along On Ming Street will have partial and distant views towards the temporary works area (storage) at opposite side of Shek Mun Estate. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

SM/VSR 4.5 - Pedestrians and passengers along On Muk Street

Pedestrians and passengers along On Muk Street will have partial views towards the temporary works area (storage) at On Muk Street. Existing trees are found located at the

periphery along side of the On Muk Street open spaces. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.13 VSRs in Works Area (Storage) at Ma On Shan

Zone of VSRs at Works Area (Storage) at Ma On Shan is shown in **Figure 6.6.16**.

MOS/VSR 1.1 – Kam Tai Court

Residents in Kam Tai Court have full view towards the existing vacant open area and open storage area along Hang Tak Street, which is proposed as a temporary works area (storage) at Hang Tak Street.

The sensitivity of this VSR is high.

MOS/VSR 1.2 – Mountain Shore

Residents in Mountain Shore have full view towards the existing vacant open area and open storage area along Hang Tak Street and Ma On Shan Road, which is proposed as a temporary works area (storage) at Hang Tak Street and Ma On Shan Road.

The sensitivity of this VSR is high.

MOS/VSR 1.3 – Sausalito

Residents in Sausalito have full view towards the existing vacant open area and open storage area along Hang Tak Street and Ma On Shan Road, which is proposed as a temporary works area (storage) at Hang Tak Street and Ma On Shan Road.

The sensitivity of this VSR is high.

MOS/VSR 1.4 – La Costa

Residents in La Costa have full view towards the existing vacant open area along Ma On Shan Road, which is proposed as a temporary works area (storage) at Ma On Shan Road.

The sensitivity of this VSR is high.

MOS/VSR 1.5 –Ocean View

Residents in Ocean View have full view towards the existing vacant open area along Ma On Shan Road, which is proposed as a temporary works area (storage) at Ma On Shan Road.

The sensitivity of this VSR is high.

MOS/VSR 1.10 –Future residential development along Hang Chi Street

Residents in future residential development along Hang Chi Street have full view towards the existing vacant open area along Ma On Shan Road, which is proposed as temporary works area (storage) at Ma On Shan Road.

The sensitivity of this VSR is high.

MOS/VSR 2.1 – Kam Tai Shopping Centre

Workers and visitors in Kam Tai Shopping Centre have glimpse view towards the existing vacant open area and open storage area along Hang Tak Street, which is proposed as a temporary works area (storage) at Hang Tak Street.

The sensitivity of this VSR is medium.

MOS/VSR 3.1 –Bicycle track along Ma On Shan

Visitors on Bicycle track along Ma On Shan have full towards the existing vacant open area along Ma On Shan Road, which is proposed as a temporary works area (storage) at Ma On Shan Road.

The sensitivity of this VSR is medium.

MOS/VSR 4.1 – Ma On Shan Road

Passengers in Ma On Shan Road have partial view towards the existing vacant open area and open storage area along Hang Tak Street and Ma On Shan Road, which is proposed as a temporary works area (storage) at Ma On Shan Road and temporary works area (storage) at Hang Tak Street. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

MOS/VSR 4.2 – Passengers on MTR track along Ma On Shan Line

Passengers on MTR track along MOL have partial view towards the existing vacant open area and open storage area along Hang Tak Street, as well as open vacant area at Ma On Shan Road. They are proposed as temporary works area (storage) at Hang Tak Street and Ma On Shan Road. Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.14 VSRs in Works Area (Storage) at Pak Tin

Zone of VSRs at Works Area (Storage) at Pak Tin is shown in **Figure 6.6.18**.

TW/VSR 1.1 – Mei Lam Estate

Residents in Mei Lam Estate have full view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 1.2 – May Shing Court

Residents in May Shing Court have partial view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 1.3 – Park View Garden

Residents in Park View Garden have partial view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 1.4 – Granville Garden

Residents in Granville Garden have partial view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 1.5 – Mei Tin Estate

Residents in Mei Tin Estate have partial view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 1.6 – Tai Wai New Village

Residents in Tai Wai New Village have partial view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 1.7 – Future Residents at Mei Tin Estate Phase 4

Future Residents in Mei Tin Estate Phase 4 will have full view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage).

The sensitivity of this VSR is high.

TW/VSR 4.1 – Mei Tin Road

Passengers and passengers along Mei Tin Road have full view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage). Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

TW/VSR 4.2 – Heung Fan Liu Street

Passengers and passengers along Heung Fan Liu Street have full view towards the existing vacant open area at the junction of Mei Tin Road and Heung Fan Liu Street, which is proposed as a temporary works area (storage). Views of this VSR are mainly transient in nature.

The sensitivity of this VSR is low.

6.9.15 VSRs in Noise Cover at Mei Tin Road

Zone of VSRs of noise cover at Mei Tin Road is shown in **Figure 6.6.19.**

MT/VSR 1.1 – Festival City (Residents above Tai Wai Depot)

Future residents in Festival City (Residents above Tai Wai Depot) close proximity have full view towards the existing MOL railway, and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is high.

MT/VSR 1.2 –Holford Garden

Residents in Holford Garden have long distant partial view towards the existing MOL railway, and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 1.3 –Park View Garden

Residents in Park View Garden have long distant glimpse view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 1.4 –May Shing Court

Residents in May Shing Court have long distant glimpse view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 1.5 –Grandeur garden

Residents in Grandeur garden have long distant partial view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 1.6 –Grandway garden

Residents in Grandway garden have long distant partial view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 1.7 –Sun Chui Estate

Residents in Sun Chui Estate have long distant partial view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 1.8 –Golden Lion Garden Phase 2

Residents in Golden Lion Garden Phase 2 have long distant glimpse view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 4.1 –Mei Tin Road

Passengers in Mei Tin Road have partial view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 4.2 –Hung Mui Kuk Road

Passengers in Hung Mui Kuk Road have partial view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

MT/VSR 4.3 –Pedestrian footbridge of Hung Mui Kuk Road

Passengers in footbridge of Hung Mui Kuk Road have full view towards the existing MOL railway and the proposed noise cover at Mei Tin Road.

The sensitivity of this VSR is low.

Table 6.4: Visual Sensitive Receivers (VSRs) and Their Sensitivity to Change

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
Hin Keng Station									
HIK/VSR 1.1	Residential along Keng Hau Road	Residential	Medium	Good	Yes	Full	Long	Frequent	High
HIK/VSR 1.2	Hin Keng Estate (North)	Residential	Many	Good	Yes	Full	Long	Frequent	High
HIK/VSR 1.3	Ka Tin Court	Residential	Medium	Good	Yes	Partial	Long	Frequent	High
HIK/VSR 1.4	Sha Tin Height	Residential	Medium	Good	Yes	Full	Long	Frequent	High
HIK/VSR 1.5	Festival City (Residents above Tai Wai Depot)	Residential	Medium	Good	Yes	Full	Long	Frequent	High
HIK/VSR 1.6	Royal Forest	Residential	Medium	Good	Yes	Glimpse	Long	Frequent	Medium
HIK/VSR 1.7	Woodcrest Hill	Residential	Medium	Good	Yes	Glimpse	Long	Frequent	Medium
HIK/VSR 1.8	Carado Garden	Residential	Medium	Good	Yes	Partial	Long	Frequent	Medium
HIK/VSR 1.9	Hin Yiu Estate	Residential	Many	Good	Yes	Full	Long	Frequent	High
HIK/VSR 1.10	Hin Keng Estate (South)	Residential	Many	Good	Yes	Full	Long	Frequent	High
HIK/VSR 2.1	CUHKAA Thomas Cheung Primary School	Occupational	Few	Fair	No	Glimpse	Medium	Occasional	Low
HIK/VSR 2.2	Sha Tin Water Treatment Works	Occupational	Few	Good	Yes	Glimpse	Medium	Occasional	Low
HIK/VSR 2.3	Carmel Alison Lam Primary School	Occupational	Few	Good	Yes	Full	Medium	Occasional	Medium
HIK/VSR 3.1	Hin Keng Outdoor Swimming Pool	Recreational	Medium	Good	Yes	Full	Long	Occasional	Medium

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
HIK/VSR 3.2	Hin Tin Playground	Recreational	Few	Good	Yes	Full	Long	Occasional	Medium
HIK/VSR 3.3	Che Kung Mui Road Playground	Recreational	Medium	Good	Yes	Glimpse	Long	Occasional	Medium
HIK/VSR 4.1	Passengers on MTR between Tai Wai Station & Tai Wai Portal	Transportation	Many	Good	Yes	Full	Short	Rare	Low
Diamond Hill Station and Diamond Hill Stabling Sidings									
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
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

VSRs (no.)	Visually Sensitive Receiver (VSR)	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 2.8	Wong Tai Sin District Headquarters and Divisional Station	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 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 3.1	Nan Lian Garden	Recreational	Medium	Good	Yes	Glimpse	Medium	Occasional	Medium
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 3.4	Hammer Hill Road Swimming Pool	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 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
Kai Tak Station									
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

VSRs (no.)	Visually Sensitive Receiver (VSR)	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
DIH & KAT/VSR 2.20	International Trade & Exhibition Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
DIH & KAT/VSR 2.23	Future Commercial & Residential Development in Kai Tak City Centre	Occupational	Medium	Fair	Yes	Full	Medium	Frequent	High

VSRs (no.)	Visually Sensitive Receiver (VSR)	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 3.6	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 Properties 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
To Kwa Wan Station									
TKW/VSR 1.1	Sky Tower	Residential	Many	Fair	Yes	Full	Long	Frequent	High
TKW/VSR 1.2	Residential Properties along Ma Tau Chung Road	Residential	Medium	Fair	No	Full	Long	Frequent	High
TKW/VSR 1.3	Residential Properties along Sung Wong Toi Road	Residential	Few	Fair	No	Full	Long	Frequent	High
TKW/VSR 1.4	Residential buildings along the junction of Ma Tau Chung Road and Fu Ning Street	Residential	Few	Fair	No	Full	Long	Frequent	High
TKW/VSR 1.5	Grand Waterfront	Residential	Many	Fair	Yes	Full	Long	Frequent	High
TKW/VSR 1.6	Residential development along Prince Edward Road East	Residential	Medium	Fair	No	Full	Long	Frequent	High
TKW/VSR 1.7	Future Residential and CDA development in Kai Tak	Residential	Many	Fair	Yes	Full	Long	Frequent	High
DIH & KAT /VSR 1.12	Residential Development near Prince Edward	Residential	Medium	Fair	Yes	Partial	Long	Frequent	High

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
	Road East								
TKW/VSR 2.1	Ma Tau Chung Fire Station	Occupational	Few	Fair	No	Full	Medium	Occasional	Medium
TKW/VSR 2.2	Hong Kong Society for the Protection of Children	Occupational	Few	Fair	No	Full	Medium	Occasional	Medium
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	Full	Medium	Occasional	Medium
TKW/VSR 2.6	Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road	Occupational	Few	Fair	Yes	Partial	Medium	Occasional	Medium
TKW/VSR 2.7	Future Commercial / Office development in Kai Tak	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
TKW/VSR 3.1	Sung Wong Toi Garden	Recreational	Few	Fair	Yes	Partial	Short	Occasional	Medium
TKW/VSR 3.2	Sung Wong Toi Playground	Recreational	Few	Fair	Yes	Full	Short	Occasional	Medium
TKW/VSR 3.3	Argyle Street Park Playground	Recreational	Few	Fair	Yes	Partial	Short	Occasional	Medium
TKW/VSR 3.4	Future Sung Wong Toi Playground	Recreational	Medium	Fair	Yes	Full	Short	Occasional	High
TKW/VSR 4.1	Pedestrians and passengers on Sung Wong Toi Road	Transportation	Few	Fair	Yes	Full	Short	Rare	Low
TKW/VSR 4.2	Pedestrians and passengers on Olympic Avenue	Transportation	Few	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
Ma Tau Wai Station									
MTW/VSR 1.1	Residential buildings at the junction of To Kwa Wan Road and Kai Ming Street	Residential	Medium	Fair	Yes	Full	Long	Frequent	High
MTW/VSR 1.2	Majestic Park	Residential	Many	Fair	Yes	Full	Long	Frequent	High
MTW/VSR 1.3	18 Farm Road	Residential	Many	Fair	Yes	Full	Long	Frequent	High

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
MTW / VSR 1.4	Residential building along Kiang Hsi Street	Residential	Medium	Fair	No	Full	Long	Frequent	High
MTW / VSR 1.6	Lok Oi Lau Block 1	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
MTW/VSR 1.7	Residential buildings along Lok Shan Road	Residential	Medium	Poor	Yes	Full	Long	Frequent	High
MTW / VSR 1.8	Residential building along Shansi Street	Residential	Medium	Fair	Yes	Full	Long	Frequent	High
MTW / VSR 1.10	Ma Tau Wai Estate	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
MTW/VSR 1.11	Residential buildings along Ma Tau Wai Road	Residential	Medium	Fair	Yes	Full	Long	Frequent	High
MTW/VSR 1.12	Residential buildings at junction of Lok Shan Road and Pau Chung Street	Residential	Medium	Fair	Yes	Partial	Long	Frequent	High
MTW/VSR 1.13	Residential buildings at junction of To Kwa Wan Road and Chi Kiang Street	Residential	Medium	Fair	Yes	Full	Long	Frequent	High
MTW/VSR 1.14	Residential developments at the junction of To Kwa Wan Road and Shek Tong Street	Residential	Medium	Fair	Yes	Full	Long	Frequent	High
MTW/VSR 1.15	Residential development at Kiang Hsi Street	Residential	Medium	Fair	No	Full	Long	Frequent	High
MTW / VSR 2.1	Primary Schools at junction of Ma Tau Wai Road and Sheung Heung Road	Occupational	Medium	Poor	Yes	Partial	Medium	Occasional	Medium
MTW / VSR 2.2	To Kwa Wan Market and Government Offices	Occupational	Medium	Poor	Yes	Full	Medium	Occasional	Medium
MTW / VSR 2.3	Primary Schools at junction of Ma Tau Wai Road and Sheung Heung Road	Occupational	Medium	Poor	Yes	Full	Medium	Occasional	Medium
MTW / VSR 2.4	Wearbest Building	Occupational	Medium	Poor	Yes	Full	Medium	Occasional	Medium
MTW / VSR 2.5	I-Feng Mansion	Occupational	Medium	Poor	Yes	Partial	Medium	Occasional	Medium
MTW/VSR 3.2	Ko Shan Road Park	Recreational	Medium	Good	Yes	Partial	Medium	Occasional	Medium
MTW/VSR 2.6	SKH Good Shepherd Primary School	Occupational	Medium	Fair	No	Full	Medium	Occasional	Medium
MTW / VSR 3.3	Reprovisioned To Kwa Wan Complex Playground	Recreational	Few	Fair	Yes	Full	Short	Rare	Medium

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
MTW/VSR 3.4	Ma Tau Wai Road/To Kwa Wan Road Garden	Recreational	Medium	Fair	Yes	Full	Short	Rare	Medium
MTW / VSR 3.5	Ma Tau Wai Road Playground	Recreational	Medium	Fair	Yes	Full	Medium	Rare	Medium
MTW/VSR 4.1	Pedestrians and Passengers on Ma Tau Wai Road	Transportation	Medium	Poor	Yes	Full	Short	Rare	Low
MTW/VSR 4.2	Pedestrians and Passengers on Lok Shan Road	Transportation	Few	Poor	Yes	Full	Short	Rare	Low
MTW/VSR 4.3	Pedestrians and Passengers on Kiang Su Street	Transportation	Few	Poor	Yes	Full	Short	Rare	Low
MTW/VSR 4.4	Pedestrians and Passengers on Chi Kiang Street	Transportation	Medium	Poor	Yes	Full	Short	Rare	Low
Hung Hom									
HUH/VSR 1.1	Residential buildings along Winslow Street	Residential	Medium	Poor	Yes	Full	Long	Frequent	High
HUH/VSR 1.2	Residential buildings along Valley Road	Residential	Medium	Poor	Yes	Partial	Long	Frequent	High
HUH/VSR 2.1	Kowloon Public Mortuary	Occupational	Medium	Poor	Yes	Partial	Medium	Rare	Low
HUH/VSR 2.2	Lee Shau Kee Building at 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	Occupational	Medium	Poor	Yes	Full	Medium	Rare	Medium
HUH/VSR 2.4	HKPU Student Hotel	Occupational	Medium	Poor	Yes	Glimpse	Medium	Rare	Medium
HUH/VSR 3.1	Future re-provided Winslow Street Playground	Recreational	Medium	Fair	Yes	Glimpse	Medium	Rare	Medium
HUH/VSR 3.2	Yan Fung Street Playground	Recreational	Medium	Fair	Yes	Glimpse	Medium	Rare	Medium
HUH/VSR 3.3	King's Park Service Reservoir Playground	Recreational	Medium	Fair	Yes	Glimpse	Medium	Rare	Medium
HUH/VSR 4.1	Passengers of MTR Rail track.	Transportation	Few	Poor	Yes	Partial	Short	Rare	Low
HUH/VSR 4.2	Pedestrians along Winslow Street	Transportation	Few	Poor	Yes	Full	Short	Rare	Low

VSRs (no.)	Visually Sensitive Receiver (VSR)	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 4.3	Pedestrian on footbridge besides MTR Rail track	Transportation	Few	Poor	Yes	Partial	Short	Rare	Low
HUH/VSR 4.4	Passengers along Hong Chong Road	Transportation	Few	Poor	Yes	Partial	Short	Rare	Low
HUH/VSR 4.5	Passengers along Chatham Road South	Transportation	Many	Fair	Yes	Full	Short	Rare	Medium
HUH/VSR 4.6	Pedestrians along Cheong Wan Road	Transportation	Few	Poor	Yes	Full	Short	Rare	Low
BP4/VSR 1.1	Harbourfront Horizon Hotel	Residential	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
BP4/VSR 1.3	Harbour Plaza Metropolis Hotel	Residential	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
BP4/VSR 1.6	Nikko Hotel	Residential	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
BP4/VSR 2.3	The Hong Kong Coliseum	Recreational	Few	Fair	Yes	Partial	Medium	Occasional	Medium
BP4/VSR 2.4	Fire Services Headquarters Building	Occupational	Few	Fair	Yes	Partial	Medium	Occasional	Medium
BP4/VSR 2.5	Chinachem Golden Plaza	Occupational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Medium
Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin									
MCH/VSR 1.1	Pang Ching Court	Residential	Many	Good	Yes	Partial	Long	Frequent	High
MCH/VSR 1.2	Tsui Chuk Garden	Residential	Many	Good	Yes	Full	Long	Frequent	High
MCH/VSR 1.3	Wang King House/ Wang Yuen House (Tin Wang Court)	Residential	Many	Good	Yes	Full	Long	Frequent	High
MCH/VSR 1.4	Fu Yuen House/ Kwai Yuen House/ Wing Yuen House (Chuk Yuen South Estate)	Residential	Many	Good	Yes	Full	Long	Frequent	High
MCH/VSR 1.5	Chung Hong House/ Chung On House (Tin Ma Court)	Residential	Many	Good	Yes	Full	Long	Frequent	High
MCH/VSR 1.6	New Building Block (Wing Sin House) at Phase 3 of Upper Wong Tai Sin Estate	Residential	Many	Fair	Yes	Full	Long	Frequent	High

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
MCH/VSR 1.7	Chuk Yuen South Estate	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
MCH/VSR 1.8	Chui Yuen House (Chuk Yuen South Estate)	Residential	Many	Fair	Yes	Full	Long	Frequent	High
MCH/VSR 1.9	Fung Wong San Tsuen	Residential	Medium	Fair	No	Full	Long	Frequent	High
MCH/VSR 1.10	Hsin Kuang Centre	Residential	Many	Fair	Yes	Full	Long	Frequent	High
MCH/VSR 1.11	Upper Wong Tai Sin Estate	Residential	Many	Fair	Yes	Full	Long	Frequent	High
MCH/VSR 1.12	Chuk Yuen United village	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
MCH/VSR 1.13	Wong Tai Sin Rank & File Married Quarters	Residential	Medium	Fair	Yes	Full	Long	Frequent	High
MCH/VSR 1.14	Tropicana Gardens	Residential	Many	Fair	Yes	Full	Long	Frequent	High
MCH/VSR 2.1	Price Memorial Catholic Primary School	Occupational	Medium	Good	Yes	Partial	Medium	Occasional	Medium
MCH/VSR 2.2	Baptist Rainbow Primary School	Occupational	Medium	Good	Yes	Full	Medium	Occasional	Medium
MCH/VSR 2.3	Lung Cheung Road Government Secondary School	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
MCH/VSR 2.4	Our Lady's Kindergarten	Occupational	Few	Poor	No	Full	Medium	Occasional	Medium
MCH/VSR 3.1	Wong Tai Sin Road Playground	Recreational	Few	Good	Yes	Full	Medium	Occasional	Medium
MCH/VSR 3.3	Sik Sik Yuen's Wong Tai Sin Tample	Recreational	Few	Good	Yes	Partial	Medium	Occasional	Medium
MCH/VSR 3.4	Future re-provided Ma Chai Hang Road Playground	Recreational	Medium	Good	Yes	Full	Medium	Occasional	Medium
MCH/VSR 4.1	Pedestrians and passengers on Chuk Yuen Road and Ma Chai Hang Road	Transportation	Many	Good	Yes	Full	Short	Rare	Medium
MCH/VSR 4.2	Pedestrian on the footbridge across Chuk Yuen Road	Transportation	Medium	Good	Yes	Partial	Short	Rare	Medium
MCH/VSR 4.3	Pedestrian on the staircase connection between Tsui Chuk Garden and Chuk Yuen Road	Transportation	Few	Good	Yes	Glimpse	Short	Rare	Low

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
MCH/VSR 4.4	Pedestrian at Wong Tai Sin Road (west)	Transportation	Few	Fair	No	Full	Short	Rare	Low
MCH/VSR 4.5	Pedestrian at Wong Tai Sin Road (east)	Transportation	Few	Fair	No	Full	Short	Rare	Low
MCH/VSR 4.6	Pedestrian at Fung Tak Road & Sha Tin Pass Road	Transportation	Few	Poor	No	Full	Short	Rare	Low
MCH/VSR 4.7	Pedestrian on the Pathway connection between Chuk Yuen South Estate & Wong Tai Sin Road (west)	Transportation	Few	Fair	No	Full	Short	Rare	Low
MCH/VSR 4.8	Pedestrian Footbridge across Wong Tai Sin Road (east)	Transportation	Few	Fair	Yes	Full	Short	Rare	Low
Magazine Sites at TKO Area 137									
MZ1/VSR 3.1	Visitors to the High Junk Peak Country Trail	Recreational	Few	Good	Yes	Glimpse	Short	Rare	Medium
MZ1/VSR 3.2	Hikers to the west of Tin Ha Shan	Recreational	Few	Good	Yes	Partial	Short	Rare	Medium
MZ1/VSR 4.1	Visitors to the water of Joss House Bay (Tai Miu Wan) area	Recreational	Few	Good	Yes	Glimpse	Short	Rare	Low
MZ1/VSR 4.2	Visitors to the water of Lei Yue Mun area	Recreational	Few	Good	Yes	Glimpse	Short	Rare	Low
Barging Facility at Kai Tak									
BP2/VSR 1.1	Future residential development at Kai Hing Road	Residential	Many	Fair	Yes	Full	Long	Frequent	High
BP2/VSR 4.1	Travelers on Victoria Harbour	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
BP2/VSR 4.2	Passengers along Kwun Tong Bypass	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
BP2/VSR 2.1	Commercial and Industrial development along Hoi Bun Road	Occupational	Medium	Fair	Yes	Glimpse	Medium	Occasional	Low
BP2/VSR 2.2	MegaBox Building	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Low
BP2/VSR 2.3	Kowloon Bay Transfer Station	Occupational	Few	Fair	Yes	Partial	Short	Rare	Low

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
BP2/VSR 2.4	Kowloon Bay Vehicle Servicing Station	Occupational	Medium	Fair	Yes	Partial	Medium	Rare	Low
BP2/VSR 2.5	Commercial and industrial developments at Kai Hing Road	Occupational	Medium	Fair	Yes	Partial	Medium	Rare	Low
BP2/VSR 2.6	Commercial and industrial developments near Kai Fuk Road	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Low
BP2/VSR 2.7	Public Works Central Laboratory Building	Occupational	Medium	Fair	Yes	Full	Medium	Rare	Low
BP2/VSR 3.1	Hoi Bun Road Park	Recreational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
Barging Facility at Freight Pier**, Hung Hom**									
BP4/VSR 1.1	Harbourfront Horizon Hotel	Residential	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 1.2	Shangri-la Hotel	Residential	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 1.3	Harbour Plaza Metropolis Hotel	Residential	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 1.5	Grand Standford Hotel	Residential	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 1.6	Nikko Hotel	Residential	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 1.4	Harbourview Horizon	Residential	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 2.1	Tsim Sha Tsui Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 2.2	Empire Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 2.3	The Hong Kong Coliseum	Recreational	Few	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 2.4	Fire Services Headquarters Building	Occupational	Few	Fair	Yes	Partial	Medium	Occasional	Medium
BP4/VSR 2.5	Chinachem Golden Plaza	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
BP4/VSR 3.1	Tsim Sha Tsui Promenade	Recreational	Medium	Fair	Yes	Full	Medium	Occasional	High

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
BP4/VSR 4.1	Travellers on Victoria Harbour	Transportation	Medium	Good	Yes	Full	Short	Rare	Low
Works Area (Storage) at Shek Mun									
SM/VSR 1.1	City One Shatin	Residential	Many	Fair	Yes	Full	Long	Frequent	High
SM/VSR 1.2	Ravana Garden	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
SM/VSR 1.3	Shek Mun Estate	Residential	Many	Poor	Yes	Full	Long	Frequent	High
SM/VSR 2.1	Ever Gain Centre and Ever Gain plaza	Occupational	Medium	Poor	Yes	Full	Medium	Occasional	Medium
SM/VSR 2.7	Students of International Christian School/ Hong Kong Baptist University Affiliate School Wong Kam Fai Secondary and Primary School	Occupational	Medium	Poor	Yes	Partial	Medium	Occasional	Medium
SM/VSR 2.9	Shatin Industry School	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
SM/VSR 2.10	Chiaphua Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
SM/VSR 2.11	PCCW Building	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
SM/VSR 2.12	Goldion Centre	Occupational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
SM/VSR 3.1	Siu Lek Yuen Road Playground (North)	Recreational	Medium	Fair	Yes	Full	Medium	Occasional	Medium
SM/VSR 3.2	Star Seafood Floating Restaurant	Occupational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
SM/VSR 3.3	Siu Lek Yuen Road Playground (South)	Recreational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
SM/VSR 3.5	Liu Lek Yuen Road Grass Bowling Ground	Recreational	Medium	Fair	Yes	Partial	Medium	Occasional	Medium
SM/VSR 4.1	Pedestrians and passengers along Tai Chung Kiu Road and Chap Wai Kon Street	Transportation	Few	Poor	Yes	Partial	Short	Rare	Low
SM/VSR 4.2	Shek Mun Station	Transportation	Few	Poor	Yes	Partial	Short	Rare	Low
SM/VSR 4.3	Pedestrians and passengers along Siu Lek Yuen Road (North)	Transportation	Few	Fair	Yes	Glimpse	Short	Rare	Low

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
SM/VSR 4.4	Pedestrians and passengers along On Ming Street	Transportation	Few	Fair	Yes	Partial	Short	Rare	Low
SM/VSR 4.5	Pedestrians and passengers along On Muk Street	Transportation	Few	Poor	Yes	Partial	Short	Rare	Low
Works Area (Storage) at Ma On Shan									
MOS/VSR 1.1	Kam Tai Court	Residential	Many	Good	Yes	Full	Long	Frequent	High
MOS/VSR 1.2	Mountain shore	Residential	Many	Good	Yes	Full	Long	Frequent	High
MOS/VSR 1.3	Sausalito	Residential	Many	Good	Yes	Full	Long	Frequent	High
MOS/VSR 1.4	La Costa	Residential	Many	Good	Yes	Full	Long	Frequent	High
MOS/VSR 1.5	Ocean View	Residential	Many	Good	Yes	Full	Long	Frequent	High
MOS/VSR 1.10	Future residential development along Hang Chi Street	Residential	Many	Good	Yes	Full	Long	Frequent	High
MOS/VSR 2.1	Kam Tai Shopping Centre	Occupational	Many	Fair	Yes	Glimpse	Medium	Occasional	Medium
MOS/VSR 3.1	Bicycle track along Ma On Shan	Recreational	Medium	Good	Yes	Full	Medium	Occasional	Medium
MOS/VSR 4.1	Ma On Shan Road	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
MOS/VSR 4.2	Passengers on MTR track along Ma On Shan Line	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
Works Area (Storage) at Pak Tin									
TW/VSR 1.1	Mei Lam Estate	Residential	Many	Fair	Yes	Full	Long	Frequent	High
TW/VSR 1.2	May Shing Court	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
TW/VSR 1.3	Park View Garden	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
TW/VSR 1.4	Granville Garden	Residential	Many	Fair	Yes	Partial	Long	Frequent	High

VSRs (no.)	Visually Sensitive Receiver (VSR)	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)
TW/VSR 1.5	Mei Tin Estate	Residential	Many	Fair	Yes	Partial	Long	Frequent	High
TW/VSR 1.6	Tai Wai New Village	Residential	Medium	Fair	Yes	Partial	Long	Frequent	High
TW/VSR 1.7	Future Residents at Mei Tin Estate Phase 4	Residential	Many	Fair	Yes	Full	Long	Frequent	High
TW/VSR 4.1	Mei Tin Road	Transportation	Medium	Fair	Yes	Full	Short	Rare	Low
TW/VSR 4.2	Heung Fan Liu Street	Transportation	Medium	Fair	Yes	Full	Short	Rare	Low
Noise Cover at Mei Tin Road									
MT/VSR 1.1	Festival City (Residents above Tai Wai Depot)	Residential	Many	Fair	Yes	Full	Long	Frequent	High
MT/VSR 1.2	Holford Garden	Residential	Many	Fair	Yes	Partial	Long	Rare	Low
MT/VSR 1.3	Park View Garden	Residential	Many	Fair	Yes	Glimpse	Long	Rare	Low
MT/VSR 1.4	May Shing Court	Residential	Many	Fair	Yes	Glimpse	Long	Rare	Low
MT/VSR 1.5	Grandeur garden	Residential	Many	Fair	Yes	Partial	Long	Rare	Low
MT/VSR 1.6	Grandway garden	Residential	Many	Fair	Yes	Partial	Long	Rare	Low
MT/VSR 1.7	Sun Chui Estate	Residential	Many	Fair	Yes	Partial	Long	Rare	Low
MT/VSR 1.8	Golden Lion garden phase 2	Residential	Many	Fair	Yes	Glimpse	Long	Rare	Low
MT/VSR 4.1	Mei Tin Road	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
MT/VSR 4.2	Hung Mui Kuk Road	Transportation	Medium	Fair	Yes	Partial	Short	Rare	Low
MT/VSR 4.3	Pedestrian footbridge of Hung Mui Kuk Road	Transportation	Medium	Fair	Yes	Full	Short	Rare	Low

Table 6.5: Visual Sensitive Receivers (VSRs) and Their Magnitude of Impact

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
Hin Keng Station															
HIK/VSR 1.1	Residential along Keng Hau Road	WA, V, HKS, NB	50 - 200m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
HIK/VSR 1.2	Hin Keng Estate (North)	WA, HKS, NB	10 - 100m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Large	Intermediate
HIK/VSR 1.3	Ka Tin Court	WA, V HKS, NB	30 - 300m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Intermediate	Small
HIK/VSR 1.4	Sha Tin Height	WA, V, HKS, NB	50 - 600m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
HIK/VSR 1.5	Festival City (Residents above Tai Wai Depot)	WA, HKS, NB	50 - 500m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
HIK/VSR 1.6	Royal Forest	WA, V, HKS, NB	300m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Small	Small
HIK/VSR 1.7	Woodcrest Hill	WA, V, HKS, NB	250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Small	Small
HIK/VSR 1.8	Carado Garden	WA, NB	250m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Small	Small
HIK/VSR 1.9	Hin Yiu Estate	WA, HKS, NB	150m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
HIK/VSR 1.10	Hin Keng Estate (South)	WA, V, HKS, NB	0 - 50m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Partial	Large	Large
HIK/VSR 2.1	CUHKAA Thomas Cheung Primary School	WA, V, HKS	30-300m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
HIK/VSR 2.2	Sha Tin Water Treatment Works	WA, V, HKS	0m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Full	Full	Large	Small
HIK/VSR 2.3	Carmel Alison Lam Primary School	WA, HKS, NB	120m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Partial	Large	Small
HIK/VSR 3.1	Hin Keng Outdoor Swimming Pool	WA, HKS, NB	25-300m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Partial	Large	Intermediate

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
HIK/VSR 3.2	Hin Tin Playground	WA, V, HKS, NB	0-300m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Partial	Large	Intermediate
HIK/VSR 3.3	Che Kung Mui Road Playground	WA, NB	250m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
HIK/VSR 4.1	Passengers on MTR between Tai Wai Station & Tai Wai Portal	WA, V, HKS, NB	10m	Poor	Fair	Large	Medium	Short	Short	Yes	No	Partial	Partial	Large	Small
Note: WA = Works Areas (Above Ground), HKS = Hin Keng Station, V = Viaduct and The at-grade Box Section, NB = Noise Barrier															
Diamond Hill Station															
DIH & KAT/VSR 1.1	Lung Poon Court	WA, SS, DIHS	10 - 70m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 1.2	Rhythm Garden - North	WA, SS, VB	10 - 50m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 1.3	Galaxia	WA, SS, DIHS, VB	120m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 1.4	Choi Hung Estate	WA, SS, DIHS, VB	200m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 1.5	Lower Wong Tai Sin Estate	WA, SS, DIHS, VB	250m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 1.6	Tropicana Garden	WA, SS, DIHS, VB	250m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 1.14	Future CDA development	WA, VB, DIHS	0m	N/A	Fair	N/A	Large	N/A	Long	N/A	No	Nil	Partial	N/A	Small
DIH & KAT/VSR 2.1	Wong King Industrial Building	WA, SS, VB	50m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Intermediate
DIH & KAT/VSR 2.2	Plaza Hollywood	WA, SS, VB, DIHS	10 - 70m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 2.3	Hong Kong Sheng Kung Hui Nursing home	WA, VB, SS	25m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
DIH & KAT/VSR 2.5	Light Industry Development along Choi Hung Road	WA, VB, SS	20m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
DIH & KAT/VSR 2.6	Chi Lin Nunnery	WA, SS	100 - 250m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 2.7	Canossa Primary School (San Po Kong)	WA, SS, VB	50m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Intermediate
DIH & KAT/VSR 2.8	Wong Tai Sin District Headquarters and Divisional Station	WA, SS, VB	100m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 2.22	Redemption Lutheran Church and Kindergarten at Muk Lun Street	WA	150m	Poor	Fair	Large	Large	Medium	Medium	Yes	Yes	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 2.16	Wong Tai Sin Disciplined Services Quarters at Chun Yan Street	*WA, SS*	*200m*	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 2.17	Canossa Primary Schoolat Chun Yan Street	WA, SS	70m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 2.21	Hsin Kuang Centre	WA, SS	250m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Intermediate
DIH & KAT/VSR 3.1	Nan Lian Garden	WA, SS	100 - 150m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 3.2	Choi Hung Road Playground	WA, SS	100m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 3.3	Fung Tak Park	WA, SS	100 -200m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 3.4	Hammer Hill Road Swimming Pool	WA, SS	300m	Poor	Fair	Large	Large	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 3.5	Muk Lun Street Playground	WA, SS	150m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 4.1	Pedestrians and Passengers of Lung Cheung Road	WA, VB DIHS	10m	Poor	Fair	Large	Large	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
DIH & KAT/VSR 4.2	Bus terminal at Choi Hung Road	WA, VB DIHS	10m	Poor	Fair	Large	Large	Short	Short	Yes	No	Partial	Partial	Intermediate	Small
DIH & KAT/VSR 4.3	Pedestrians and Passengers of Choi Hung Road	WA, VB DIHS	10m	Poor	Fair	Large	Large	Short	Short	Yes	No	Partial	Partial	Intermediate	Intermediate
DIH & KAT/VSR 4.4	Passengers on Kwun Tong Bypass	WA, VB DIHS	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	WA, VB DIHS	30m	Poor	Fair	Large	Large	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
Note: WA = Works Areas (Above Ground): DIHS = Diamond Hill Station; VB = Ventilation Shaft; SS = Diamond Hill Stabling Sidings															
Kai Tak Station															
DIH & KAT/VSR 1.7	Future residential development along Prince Edward Road East	WA, KATS, VB	300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Nil	Intermediate	Small
DIH & KAT/VSR 1.8	Richland Gardens	WA, KATS, VB	500m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
DIH & KAT/VSR 1.9	Residential building at the junction of Sa Po Road and Carpenter Road	WA, KATS, VB	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	WA, KATS, VB	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	WA, KATS, VB	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	WA, KATS, VB	100 - 800m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Nil	Intermediate	Small
DIH & KAT/VSR 1.13	Future residential development in Kai Tak	WA, KATS, VB	10 - 100m	N/A	Fair	N/A	Small	N/A	Long	N/A	No	N/A	Partial	N/A	Intermediate
DIH & KAT/VSR 1.15	Future commercial & residential development in Kai Tak City Centre	WA, KATS, VB	10 - 100m	N/A	Fair	N/A	Small	N/A	Long	N/A	No	N/A	Partial	N/A	Intermediate

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
DIH & KAT/VSR 1.16	Residential development at Housing Site 1A & 1B	WA, KATS, VB	100 - 200m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
DIH & KAT/VSR 1.17	Rhythm Garden - South	WA, KATS, VB	10 - 400m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Nil	Large	Small
DIH & KAT/VSR 2.15	Light industrial buildings along Prince Edward Road East	WA, KATS, VB	300m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
DIH & KAT/VSR 2.9	Commercial buildings along Prince Edward Road East	WA, KATS, VB	300m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Nil	Intermediate	Small
DIH & KAT/VSR 2.10	Cognitio College	WA, KATS, VB	300m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Nil	Intermediate	Small
DIH & KAT/VSR 2.11	Lee Kau Yan Memorial School	WA, KATS, VB	200 - 400m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Nil	Intermediate	Small
DIH & KAT/VSR 2.13	Skyline Tower	WA, KATS, VB	700m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 2.14	Sino Industrial Plaza	WA, KATS, VB	700m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 2.18	Sir Robert Black Health Centre at Yuk Kwan Street	WA, KATS, VB	400m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 2.19	EMSD Headquarter in Kowloon Bay	WA, KATS, VB	600m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 2.20	International Trade & Exhibition Centre	WA, KATS, VB	700 -800m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 2.23	Future Commercial & Residential Development in Kai Tak City Centre	WA, KATS, VB	10 - 300m	N/A	Fair	N/A	Small	N/A	Long	N/A	No	N/A	Partial	N/A	Intermediate
DIH & KAT/VSR 3.6	Shek Ku Lung Road Playground	WA, KATS, VB	500m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
DIH & KAT/VSR 3.7	Future Station Square Open Space	WA, KATS, VB	10 - 100m	N/A	Fair	N/A	Small	N/A	Medium	N/A	No	N/A	Nil	N/A	Small
DIH & KAT/VSR 4.4	Passengers on Kwun Tong Bypass	WA, KATS, VB	10 - 400m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Nil	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
DIH & KAT/VSR 4.6	Pedestrians and Passengers of Prince Edward Road East	WA, KATS, VB	10 - 300m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
TKW/VSR 1.1	Sky Tower	WA, KATS, VB	1000m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
TKW/VSR 1.3	Residential Properties along Sung Wong Toi Road	WA, KATS, VB	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	WA, KATS, VB	10 - 100m	N/A	Fair	N/A	Small	N/A	Long	N/A	No	N/A	Partial	N/A	Small
TKW/VSR 2.3	Industrial developments at Sung Wong Toi Road	WA, KATS, VB	1000m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.4	EMSD Workshops along To Kwa Wan Road	WA, KATS, VB	1000m	Poor	Fair	Large	Small	Short	Short	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.5	Newport Centre at Ma Tau Kok Road	WA, KATS, VB	1000m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
Note: WA = Works Areas (Above Ground): KATS = Kai Tak Station Entrance; VB = Ventilation Shaft															
To Kwa Wan Station															
TKW/VSR 1.1	Sky Tower	WA, TKWS	150 - 200m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
TKW/VSR 1.2	Residential Properties along Ma Tau Chung Road	WA	100 - 300m	Poor	Fair	Large	Small	Medium	Long	Yes	Yes	Nil	Nil	Small	Small
TKW/VSR 1.3	Residential Properties along Sung Wong Toi Road	WA, TKWS	10 - 200m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
TKW/VSR 1.4	Residential buildings along the junction of Ma Tau Chung Road and Fu Ning Street	WA, TKWS	100 - 200m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
TKW/VSR 1.5	Grand waterfront	WA, TKWS	500 - 700m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
TKW/VSR 1.6	Residential development along Prince Edward Road East	WA, TKWS	10 - 200m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
TKW/VSR 1.7	Future Residential and CDA development in Kai Tak	WA, TKWS	10 - 300m	N/A	Fair	N/A	Small	N/A	Long	N/A	No	N/A	Nil	N/A	Small
DIH&KAT/VSR 1.12	Residential developments near Prince Edward Road East	WA, TKWS	20- 200m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
TKW/VSR 2.1	Ma Tau Chung Fire Station	WA, TKWS	120- 200m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.2	Hong Kong Society for the Protection of Children	WA, TKWS	120- 200m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.3	Industrial developments at Sung Wong Toi Road	WA, TKWS	150 - 400m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.4	EMSD Workshops along To Kwa Wan Road	WA, TKWS	400 - 500m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.5	Newport Centre at Ma Tau Kok Road	WA, TKWS	500 - 600m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Nil	Nil	Small	Small
TKW/VSR 2.6	Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road	WA, TKWS	100m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
TKW/VSR 2.7	Future Commercial / Office development in Kai Tak	WA, TKWS	10 - 50m	N/A	Fair	N/A	Small	N/A	Medium	N/A	No	N/A	Partial	N/A	Small
TKW/VSR 3.1	Sung Wong Toi Garden	WA, TKWS	30 - 50m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
TKW/VSR 3.2	Sung Wong Toi Playground	WA, TKWS	0 - 50m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
TKW / VSR 3.3	Argyle Street Park Playground	WA, TKWS	0 - 50m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Partial	Intermediate	Small
TKW / VSR 3.4	Future Sung Wong Toi Park	WA, TKWS	10 - 50m	N/A	Fair	N/A	Small	N/A	Medium	N/A	No	N/A	Partial	N/A	Small
TKW/VSR 4.1	Pedestrians and passengers on Sung Wong Toi Road	WA, TKWS	10 - 200m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Partial	Intermediate	Small
TKW/VSR 4.2	Pedestrians and passengers on Olympic Avenue	WA, TKWS	10 -200m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Partial	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
TKW/VSR 4.6	Pedestrians and passengers of Prince Edward Road East	WA, TKWS	20 -200m	Poor	Fair	Large	Small	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
Note: WA = Works Areas (Above Ground): TKWS = To Kwa Wan Station, Entrance															
Ma Tau Wai Station															
MTW/VSR 1.1	Residential buildings at the junction of To Kwa Wan Road	WA, MTWS	20 - 50m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
MTW/VSR 1.2	Majestic Park	WA, EEP	50 - 250m	Poor	Fair	Large	Small	Short	Long	Yes	Yes	Nil	Nil	Intermediate	Small
MTW/VSR 1.3	18 Farm Road	WA, EEP	50 - 230m	Poor	Fair	Large	Small	Short	Long	Yes	Yes	Nil	Nil	Intermediate	Small
MTW/VSR 1.4	Residential building along Ma Tau Wai Road	WA, EEP, MTWS	10 - 50m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MTW/VSR 1.6	Lok Oi Lau (Block 1)	WA, MTWS	50- 80m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Negligible
MTW/VSR 1.7	Residential buildings along Lok Shan Road	WA	10- 20m	Poor	Fair	Large	Small	Medium	Long	Yes	Yes	Partial	Nil	Intermediate	Negligible
MTW/VSR 1.8	Residential building along Shansi Street	WA, MTWS	10- 250m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Small
MTW/VSR 1.10	Ma Tau Wai Estate	WA, EEP	100 - 450m	Poor	Fair	Large	Small	Short	Long	Yes	Yes	Nil	Nil	Intermediate	Negligible
MTW/VSR 1.11	Residential buildings along Ma Tau Wai Road	WA, EEP, MTWS	5 - 300m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Small
MTW/VSR 1.12	Residential buildings at junction of Lok Shan Road and Pau Chung Street	WA, MTWS	15 - 20m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
MTW/VSR 1.13	Residential buildings at junction of To Kwa Wan Road and Chi Kiang Street	WA, MTWS	5 - 20m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
MTW/VSR 1.14	Residential developments at the junction of To Kwa Wan	WA	5 - 20m	Poor	Fair	Large	Small	Medium	Long	Yes	Yes	Partial	Nil	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
	Road and Shek Tong Street														
MTW/VSR 1.15	Residential development at Kiang Hsi Street	WA	5 - 20m	Poor	Fair	Large	Small	Medium	Long	Yes	Yes	Partial	Nil	Intermediate	Small
MTW/VSR 2.1	Primary Schools at junction of Ma Tau Wai Road and Sheung Heung Road	WA, MTWS	5 -10m	Poor	Fair	Large	Small	Medium	Medium	Yes	No	Partial	Nil	Intermediate	Negligible
MTW/VSR 2.2	To Kwa Wan Market and Government Offices	WA, MTWS	5 -30m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Large	Intermediate
MTW/VSR 2.3	Car Workshop at junction of MA Tau Wai Road and Kowloon City Road	WA, MTWS	5 -50m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Nil	Intermediate	Negligible
MTW/VSR 2.4	Wearbest Building	WA, MTWS	5 -50m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
MTW/VSR 2.5	I-Feng Mansion	WA, MTWS	15 -50m	Poor	Fair	Large	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
MTW/VSR 2.6	SKH Good Shepherd Primary School	WA, MTWS	5m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Partial	Large	Intermediate
MTW/VSR 3.2	Ko Shan Road Park	WA,	5 -180m	Poor	Fair	Large	Small	Medium	Medium	Yes	Yes	Partial	Nil	Intermediate	Small
MTW/VSR 3.3	Reprovisioned To Kwa Wan Complex Playground	WA, MTWS	5 -10m	N/A	Fair	N/A	Small	N/A	Medium	N/A	No	N/A	Partial	N/A	Intermediate
MTW/VSR 3.4	Ma Tau Wai Road/To Kwa Wan Road Garden	WA, MTWS	0 -5m	N/A	Fair	N/A	Small	N/A	Medium	N/A	No	N/A	Partial	N/A	Intermediate
MTW/VSR 3.5	Ma Tau Wai Road Playground	WA, EEP	250m	Poor	Fair	Large	Small	Medium	Medium	Yes	Yes	Nil	Nil	Intermediate	Negligible
MTW/VSR 4.1	Pedestrians and Passengers on Ma Tau Wai Road	WA, MTWS	5-50mm	Poor	Fair	Large	Small	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
MTW/VSR 4.2	Pedestrians and Passengers on Lok Shan Road	WA, MTWS	0-5m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Partial	Intermediate	Small
MTW/VSR 4.3	Pedestrians and Passengers on Kiang Su	WA, MTWS	0-5m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Partial	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
	Street														
MTW/VSR 4.4	Pedestrians and Passengers on Chi Kiang Street	WA, MTWS	0-5m	Poor	Fair	Large	Small	Short	Short	Yes	No	Partial	Partial	Intermediate	Small
Note: WA = Works Areas (Above Ground): MTWS = Ma Tau Wai Station, Entrance: EEP = Tam Kung Road EEP															
Hung Hom Portal															
HUH/VSR 1.1	Residential buildings along Winslow Street	WA, P	0 - 5m	Poor	Fair	Large	Medium	Medium	Long	Yes	No	Partial	Nil	Intermediate	Intermediate
HUH/VSR 1.2	Residential buildings along Valley Road	WA, P	120m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Nil	Intermediate	Intermediate
HUH/VSR 2.1	Kowloon Public Mortuary	WA, P	10 - 50m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Partial	Nil	Intermediate	Intermediate
HUH/VSR 2.2	Lee Shau Kee Building at Hong Kong Polytechnic University	WA, P	150- 200m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.3	China travel Hip Kee Godown .Co. (H.K.) Ltd. Godown No.1	WA, P	10- 50m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 2.4	HKPU Student Hotel	WA, P	150- 200m	Poor	Fair	Large	Medium	Medium	Medium	Yes	No	Nil	Nil	Intermediate	Small
HUH/VSR 3.1	Future re-provided Winslow Street Playground	WA, P	150m	N/A	Fair	N/A	Medium	N/A	Short	N/A	No	N/A	Nil	N/A	Small
HUH/VSR 3.2	Yan Fung Street Garden	WA, P	100m	Poor	Fair	Large	Medium	Medium	Short	Yes	No	Nil	Nil	Small	Small
HUH/VSR 3.3	King's Park Service Reservoir Playground	WA, P	200m	Poor	Fair	Large	Medium	Medium	Short	Yes	No	Nil	Nil	Small	Small
HUH/VSR 4.1	Passengers of MTR Rail track.	WA, P	0 -50m	Poor	Fair	Large	Medium	Medium	Short	Yes	No	Partial	Nil	Intermediate	Small
HUH/VSR 4.2	Pedestrians along Winslow Street	WA, P	0 - 5m	Poor	Fair	Large	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
HUH/VSR 4.3	Pedestrian on footbridge besides MTR Rail track	WA, P	5 -10m	Poor	Fair	Large	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
HUH/VSR 4.4	Passengers' along Hong Chong Road	WA, P	5 -20m	Poor	Fair	Large	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
HUH/VSR 4.5	Passengers' along Chatham Road South	WA, P	0 -20m	Poor	Fair	Large	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
HUH/VSR 4.6	Pedestrian along Cheong Wan Road	WA, P	0 -20m	Poor	Fair	Large	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
BP4/VSR 1.1	Harbourfront Horizon Hotel	WA, P	200 – 300m	Poor	Fair	Medium	Medium	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
BP4/VSR 1.3	Harbour Plaza Metropolis Hotel	WA, P	150 – 250m	Poor	Fair	Medium	Medium	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
BP4/VSR 1.6	Nikko Hotel	WA, P	100m	Poor	Fair	Medium	Medium	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
BP4/VSR 2.3	The Hong Kong Coliseum	WA, P	10 – 100m	Poor	Fair	Medium	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
BP4/VSR 2.4	Fire Services Headquarters Building	WA, P	100m	Poor	Fair	Medium	Medium	Short	Short	Yes	No	Partial	Nil	Intermediate	Small
BP4/VSR 2.5	Chinachem Golden Plaza	WA, P	150 – 200m	Poor	Fair	Medium	Medium	Short	Short	Yes	No	Nil	Nil	Intermediate	Small
Note: WA = Works Areas (Above Ground): P = Portal															
Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin															
MCH/VSR 1.1	Pang Ching Court	MCHVB	150 - 250m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
MCH/VSR 1.2	Tsui Chuk Garden	MCHVB	100 - 150m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.3	Wang King House/ Wang Yuen House (Tin Wang Court)	MCHVB	50m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Partial	Intermediate	Intermediate
MCH/VSR 1.4	Fu Yuen House/ Kwai Yuen House/ Wing Yuen House	WA, MCHVB	50 - 150m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
	(Chuk Yuen South Estate)														
MCH/VSR 1.5	Chung Hong House/ Chung On House (Tin Ma Court)	MCHVB	30 - 100m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Partial	Intermediate	Intermediate
MCH/VSR 1.6	New Building Block (Wing Sin house) at Phase 3 of Upper Wong Tai Sin Estate	WA, EA/EEA	0- 400m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.7	Chuk Yuen South Estate	WA	100 - 200m	Poor	N/A	Medium	N/A	Medium	N/A	Yes	N/A	Nil	N/A	Small	N/A
MCH/VSR 1.8	Chui Yuen House (Chuk Yuen South Estate)	WA, EA/EEA	0- 10m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.9	Fung Wong San Tsuen	WA, EA/EEA	50m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.10	Hsin Kuang Centre	WA, EA/EEA	100m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.11	Upper Wong Tai Sin Estate	WA, EA/EEA	0 - 250m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.12	Chuk Yuen United Village	WA, EA/EEA	20m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
MCH/VSR 1.13	Wong tai Sin Rank & File Married Quarters	WA, EA/EEA	20m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 1.14	Tropicana Gardens	WA, EA/EEA	100m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 2.1	Price Memorial Catholic Primary School	MCHVB	30 - 100m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Partial	Partial	Intermediate	Intermediate
MCH/VSR 2.2	Baptist Rainbow Primary School	MCHVB	50 -150m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Intermediate	Small
MCH/VSR 2.3	Lung Cheung Government Secondary School	WA	20m	Poor	N/A	Medium	N/A	Medium	N/A	Yes	N/A	Nil	N/A	Small	N/A
MCH/VSR 2.4	Our Lady's Kindergarten	WA, EA/EEA	50m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
MCH/VSR 3.1	Wong Tai Sin Road Playground	WA	0- 10m	Poor	N/A	Medium	N/A	Medium	N/A	Yes	N/A	Nil	N/A	Small	N/A
MCH/VSR 3.3	Sik Sik Yuen's Wong Tai Sin Tample	WA, EA/EEA	0- 10m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
MCH/VSR 3.4	Future re-provided Ma Chai Hang Road Playground	MCHVB	0- 10m	N/A	Fair	N/A	Small	N/A	Short	N/A	No	N/A	Partial	N/A	Large
MCH/VSR 4.1	Pedestrians and passenger on Chuk Yuen Road and Ma Chai Hang Road	MCHVB	0 - 10m	Poor	Poor	Medium	Small	Short	Short	Yes	No	Nil	Partial	Small	Small
MCH/VSR 4.2	Pedestrian on the footbridge across Chuk Yuen Road	MCHVB	150 - 250m	Poor	Poor	Medium	Small	Short	Short	Yes	No	Nil	Nil	Small	Negligible
MCH/VSR 4.3	Pedestrian on the staircase connection between Tsui Chuk Garden and Chuk Yuen Road	MCHVB	60 - 150m	Poor	Poor	Medium	Small	Short	Short	Yes	No	Partial	Partial	Intermediate	Small
MCH/VSR 4.4	Pedestrian at Wong Tai Sin Road (west)	WA	0- 10m	Poor	N/A	Medium	N/A	Medium	N/A	Yes	N/A	Nil	N/A	Small	N/A
MCH/VSR 4.5	Pedestrian at Wong Tai Sin Road (east)	WA, EA/EEA	0- 10m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
MCH/VSR 4.6	Pedestrian at Fung Tak Road & Sha Tin Pass Road	WA, EA/EEA	0- 10m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Small
MCH/VSR 4.7	Pedestrian on the Pathway connection between Chuk Yuen South Estate & Wong Tai Sin Road (west)	WA, EA/EEA	0- 10m	Poor	N/A	Medium	N/A	Medium	N/A	Yes	N/A	Nil	N/A	Small	N/A
MCH/VSR 4.8	Pedestrian on the Footbridge across Wong Tai Sin Road (east)	WA, EA/EEA	0- 10m	Poor	Poor	Medium	Small	Medium	Long	Yes	No	Nil	Nil	Small	Negligible
Note: WA = Works Areas (Above Ground): MCHVB = Ma Chai Hang Ventilation Building, EA/EEA = Emergency Access and Emergency Escape Access															
Magazine Site at TKO Area 137															
MZ1/VSR 3.1	Visitors to the High Junk Peak Country Trail	MS	500m	Fair	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Negligible	N/A

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
MZ1/VSR 3.2	Hikers to the west of Tin Ha Shan	MS	500m	Fair	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Negligible	N/A
MZ1/VSR 4.1	Joss House Bay (Tai Miu Wan)	MS	500m	Fair	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Negligible	N/A
MZ1/VSR 4.2	Lei Yue Mun	MS	500m	Fair	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Negligible	N/A
Notes: MS = Magazine Site															
Barging Facility at Kai Tak															
BP2/VSR 1.1	Future residential development at Kai Hing Road	WA	800 - 1200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 4.1	Travelers on Victoria Harbour	WA	100 - 200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 4.2	Passengers along Kwun Tong Bypass	WA	500 - 1000m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 2.1	Residents and Workers in buildings along the waterfront of Kowloon Bay and To Kwa Wan	WA	700 - 1000m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 2.2	MegaBox Building	WA	600 - 700m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 2.3	Kowloon Bay Transfer Station	WA	700 - 1000m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 2.4	Kowloon Bay Vehicle Servicing Station	WA	600 - 1000m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 2.5	Commercial and industrial developments near Kai Hing Road	WA	800 - 1200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 2.6	Commercial and industrial developments near Kai Fuk Road	WA	600 - 800m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
BP2/VSR 2.7	Commercial and industrial developments near Kai Fuk Road	WA	700 - 1100m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP2/VSR 3.1	Hoi Bun Road Park	WA	1200 - 1600m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
Note: WA = Works Areas (Above Ground)															
Barging Facility at Freight Pier**, Hung Hom**															
BP4/VSR 1.1	Harbourfront Horizon Hotel	WA	15 – 200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 3.1	Tsim Sha Tsui Promenade	WA	250 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 1.2	Shangri-la Hotel	WA	500 – 600m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 1.3	Harbour Plaza Metropolis Hotel	WA	250 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 1.5	Grand Standford Hotel	WA	250 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 1.6	Nikko Hotel	WA	250 - 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 1.4	Harbourview Horizon	WA	400 – 500m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 2.1	Tsim Sha Tsui Centre	WA	400 – 500m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 2.2	Empire Centre	WA	250 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 2.3	The Hong Kong Coliseum	WA	150 – 200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 2.4	The Headquarter of Fire Services Department	WA	250 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
BP4/VSR 2.5	Chinachem Golden Plaza	WA	250 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
BP4/VSR 4.1	Travelers on Victoria Harbour	WA	10 – 300m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
Note: WA = Works Areas (Above Ground)															
Works Area (Storage) at Shek Mun															
SM/VSR 1.1	City One Shatin	WA	150m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 1.2	Ravana Garden	WA	100m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 1.3	Shek Mun Estate	WA	30m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 2.1	Ever Gain Centre and Ever Gain plaza	WA	30m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 2.7	Students of International Christian School/ Hong Kong Baptist University Affiliate School Wong Kam Fai Secondary and Primary School	WA	200m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 2.9	Shatin Industry School	WA	300m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 2.10	Chiaphua Centre	WA	200m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 2.11	PCCW Building	WA	200m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 2.12	Goldion Centre	WA	250m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 3.1	Siu Lek Yuen Road Playground (North)	WA	70m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
SM/VSR 3.2	Star Seafood Floating Restaurant	WA	200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 3.3	Siu Lek Yuen Road Playground (South)	WA	70m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 3.5	Siu Lek Yuen Road Grass Bowling Ground	WA	200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 4.1	Pedestrians and passengers along Tai Chung Kiu Road and Chap Wai Kon Street	WA	250m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
SM/VSR 4.2	Shek Mun Station	WA	200m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
SM/VSR 4.3	Pedestrians and passengers along Siu Lek Yuen Road (North)	WA	120m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
SM/VSR 4.4	Pedestrians and passengers along On Ming Street	WA	10m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
SM/VSR 4.5	Pedestrians and passengers along On Muk Street	WA	10m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
Note: WA = Works Areas (Above Ground) Viewing Distance = Distance between the VSR and the nearest works area															
Works Area (Storage) at Ma On Shan															
MOS/VSR 1.1	Kam Tai Court	WA	250m	Poor	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
MOS/VSR 1.2	Mountain shore	WA	200m	Poor	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
MOS/VSR 1.3	Sausalito	WA	200m	Poor	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
MOS/VSR 1.4	La Costa	WA	250m	Poor	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
MOS/VSR 1.5	Ocean View	WA	250m	Poor	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
MOS/VSR 1.10	Future residential development along Hang Chi Street	WA	70m	Poor	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Large	N/A
MOS/VSR 2.1	Kam Tai Shopping Centre	WA	200m	Poor	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
MOS/VSR 3.1	Bicycle track along Ma On Shan	WA	0 - 20m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Large	N/A
MOS/VSR 4.1	Ma On Shan Road	WA	0 - 30m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
MOS/VSR 4.2	Passengers on MTR track along Ma On Shan Line	WA	100 -150m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
Note: WA = Works Areas (Above Ground) Viewing Distance = Distance between the VSR and the nearest works area															
Works Area (Storage) at Pak Tin															
TW/VSR 1.1	Mei Lam Estate	WA	50 - 150m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
TW/VSR 1.2	May Shing Court	WA	150 - 200m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
TW/VSR 1.3	Park View Garden	WA	100 -120m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
TW/VSR 1.4	Granville Garden	WA	150 -200m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
TW/VSR 1.5	Mei Tin Estate	WA	200 -250m	Fair	N/A	Medium	N/A	Short	N/A	Yes	N/A	Nil	N/A	Small	N/A
TW/VSR 1.6	Tai Wai New Village	WA	50 -70m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
TW/VSR 1.7	Future Residents at Mei Tin Estate Phase 4	WA	25 - 125m	Fair	N/A	Large	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A

VSRs (no.)	Visually Sensitive Receiver (VSR)	Source of Visual Impact	Viewing Distance (m)	Compatibility with the Surrounding Landscape (Good/ Fair/ Poor)		Scale of Development (Large/ Medium/ Small/N/A)		Duration of Impacts (Short/ Medium/ Long Term/N/A)		Reversibility of Change (Yes/ No/N/A)		Potential Blockage of View (Full/ Partial/Nil/N/A)		Magnitude of Change (Large/ Intermediate/ Small/ Negligible/N/A)	
				Constr	Oper	Constr	Oper	Constr	Oper	Const	Oper	Constr	Oper	Constr	Oper
TW/VSR 4.1	Mei Tin Road	WA	0 -15m	Fair	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
TW/VSR 4.2	Heung Fan Liu Street	WA	0 -15m	Fair	N/A	Small	N/A	Short	N/A	Yes	N/A	Nil	N/A	Intermediate	N/A
Note: WA = Works Areas (Above Ground) Viewing Distance = Distance between the VSR and the nearest works area															
Noise Cover at Mei Tin Road															
MT/VSR 1.1	Festival City (Residents above Tai Wai Depot)	NC	5 - 40m	Fair	Fair	Small	Small	Long	Long	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.2	Holford Garden	NC	100 - 200m	Fair	Fair	Small	Small	Long	Long	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.3	Park View Garden	NC	800-850m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.4	May Shing Court	NC	750-800m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.5	Grandeur garden	NC	200 -250m	Fair	Fair	Small	Small	Long	Long	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.6	Grandway garden	NC	150 - 200m	Fair	Fair	Small	Small	Long	Long	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.7	Sun Chui Estate	NC	250 - 300m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 1.8	Golden Lion garden phase 2	NC	550– 650m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 4.1	Mei Tin Road	NC	20 - 500m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 4.2	Hung Mui Kuk Road	NC	20 - 500m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
MT/VSR 4.3	Pedestrian footbridge of Hung Mui Kuk Road	NC	20 - 30m	Fair	Fair	Small	Small	Short	Short	Yes	No	Nil	Nil	Negligible	Negligible
Note: NC = Noise Cover															

6.10 Potential Landscape and Visual Impacts

The proposed SCL (TAW-HUH) would comprise mostly underground railway system except for a short section of viaduct and the at-grade box section at HIK, an at-grade section near HUH, ventilation shafts, station entrances etc. Therefore the potential landscape and visual impacts would be restricted to above ground construction works and operational facilities.

During the construction stage, potential temporary landscape and visual Impacts would arise from:

- construction works for above ground HIK, viaduct and the at-grade box section at HIK, noise barriers, and an at-grade section near HUH, i.e. north and south approach tunnels near HUH
- construction works for underground railway sections and stations
- construction of DHS
- construction of adits and entrances for DIH, KAT, TKW and MTW
- construction of MCV, EA/ EEA at Wong Tai Sin and Tam Kung Road EEP
- construction of magazine storage facilities and associated vehicular assess
- construction of above ground features including ventilation shafts and chillers
- stockpiling of excavated and building materials, and storage of construction equipment and plant
- off-site construction traffic such as haulage of excavated materials
- temporary traffic / road diversions
- night time lighting
- temporary noise mitigation measures e.g. barriers, enclosures
- contractor's temporary works sites, including site accommodation and parking areas
- above ground barging facilities

During the operation stage, potential landscape and visual Impacts would be related to the following visible above ground structures:

- Blockage of view by HIK, viaduct and the at-grade box section, noise barriers and their compatibility with the surrounding landscape
- Scale of DHS and its compatibility with the surrounding landscape
- Entrances and associated facilities at DIH, KAT, TKW and MTW
- Scale of MCV,EA/ EEA at Wong Tai Sin and Tam Kung Road EEP and its compatibility with the surrounding landscape
- Scale of ventilation building/shaft and its compatibility with the surrounding landscape
- Chiller plants and its compatibility with the surrounding landscape
- Tunnel portal and its compatibility with the surrounding landscape
- Residual impacts from loss of trees and vegetation, loss of open space during the construction stage.

6.10.1 Architectural Design of Above Ground Structures

The above ground structures of SCL (TAW-HUH) includes the above ground HIK, the associated ventilation shaft, viaduct and the at-grade box section structure, entrances and

ventilation shafts of underground DIH, KAT, TKW, MTW, DHS, HUH portal, MCV, EA/ EEA at Wong Tai Sin and Tam Kung Road EEP. Photomontages are included to demonstrate colour, texture, chromatic treatment, architectural design of the building structures and to show the building are designed in a manner that responds to the existing and planned urban context. Soft and hard landscaping treatments are proposed to minimise the potential adverse landscape and visual impacts to the environments.

Design of the above ground structures is under design development and will be refined upon the completion of Detailed Design Stage. Any changes such as the finishing material, colour scheme and building bulk will be resubmitted to seek further approval by the relevant Government Authorities.

6.10.1.1 Design Objectives

Station design is intended to form a functional and visually coordinated entity within its local environment and yet maintaining a systemwide identity.

The new stations and ancillary buildings are situated in urban area. Layout and location of the above ground structures are constrained by existing urban context, the development of future Sung Wong Toi Park and future Kai Tak Development. Station design should not attempt to dominate in the context of the existing urban setting. To minimize the potential visual impact to the environment in close proximity, the design should pose a positive gesture to integrate the above ground structures with the surrounding urban environs in an elegant manner. The stations shall be designed to be energy efficient and environmentally acceptable.

On the other hand, the above ground structures such as station entrances and ventilation shafts should be designed to have a “line-wide” consistency in architectural articulation and material palette so that they are easily recognizable as part of the MTR system.

6.10.1.2 Design Approaches

Taking into account the above objectives, the overall approaches to Architectural Design should control the visual massing of the buildings based on the functional requirements, express the structure in simple but elegant form in responding to the surrounding context. Introduce natural lighting and natural ventilation where practical to promote energy efficiency and to enhance ambiance of passenger environment. Greening concepts are introduced to stations and ancillary buildings along the SCL (TAW-HUH) as much as practicable. Appropriate level of soft and hard landscape elements at the external area will be provided to enhance the urban environment.

Station Entrances/ Station

Station entrances are the public portal to the MTR system and should be easily recognisable and welcoming. They should also be an architectural pleasing element within the cityscape.

Typical station entrance composes of simple enclosure structure with a light weight canopy above the entrance access area. They are inherent functional features of the existing MTR station entrances, which will be remained in SCL (TAW-HUH) stations to maintain a visual linkage between new and existing stations for the MTR identity. Traditional entrances for MTR underground stations were typically constructed out of concrete and finished with external paint or mosaic tiles. This existing entrance design is to be revitalized by combined use of natural and modern material on the entrance enclosure together with line specified architectural detailing in SCL (TAW-HUH) stations.

In order to control the visual massing of the building, size of entrances are minimised as far as practical to serve the functional need. Vertical glazing around the typical entrance perimeter is provided as well as glazed light well at particular station, such as KAT, to enhance natural lighting into the station. In responding to site specific constrains, different landscape mitigation measures are proposed to station entrances in forms of vertical

greening on the enclosure wall, turf roofing, trees, shrubs, hard and other types of soft landscape around the buildings.

HIK is an above ground station. Entrances are centrally located in the middle of the at-grade concourse. Both concourse and platforms public area are configured as open and naturally ventilated to promote energy efficiency. A ventilation structure is proposed at the southern end of HIK to accommodate tunnel fans that serve the enclosed viaduct section connecting to the Lion Rock Tunnel.

Station Ventilation Shafts, Ventilation Building and Ancillary Buildings

Station ventilation shafts, ventilation building and ancillary buildings shall possess a mild and subdued character but with proper architectural quality such that they will not become distinguished building nor urban blemishes.

They are designed in simple form of structure. Massing of the buildings has been carefully articulated to minimize bulkiness effects upon the environment. Ventilation openings are orientated to minimize potential impact to the nearby residents. Greening treatments are proposed on most of the external facades and roofs of the building structures. They are provided to soften the appearance of these functional buildings and to blend the buildings in with the surrounding environment.

Same finishes materials of the station entrances will be applied on the ventilation shafts and ancillary buildings to strengthen the overall identity of the station buildings along SCL (TAW-HUH).

Preliminary designs of aboveground facilities are given in **Appendix 6.1,** and locations of the aboveground facilities are shown in **Figure 6.1.1 to 6.1.10**. Indicative dimensions are also given in **Appendix 6.1,** and final dimensions are subject to detail design. Summary of overall dimensions design justification of aboveground facilities are presented in **Table 6.6a** and **Table 6.6b** respectively. Summary of temporary works areas (storage) are shown in **Table 6.6c**.

Table 6.6a: Summary of aboveground facilities

Location	Aboveground Structures [1]	Overall Dimensions (approximately) [2]
Noise Cover at Mei Tin Road	Noise Cover	15m wide x 17m long
HIK	Main Station Building + Ventilation Shaft	27m wide x 207m long x 22m high
	Viaduct	15m wide x 100m long x 10m high
	At-grade box section	15m wide x 130m long x 10m high
	2m high noise barrier	350m long x 2m high
	2m high noise barrier	100m long x 2 m high
	3m high noise barrier	50m long x 3m high
	3m high noise barrier	150m long x 3m high
	7m high noise barrier	300m long x 7m high
DIH	Entrance D1 & D2 and DIH West Ventilation Shaft	72m wide x 21m long x 13m high
	Means of Escape (MOE) Block near existing Entrance B	6m wide x 26m long x 6m high
	DIH East Ventilation Shaft and Plant Rooms	13m wide x 51m long x 12m high
DHS	Diamond Hill Stabling Sidings	94m wide x 508m long x 7.5m high
	DHS East Ventilation Shaft and Plant Rooms	67m wide x 30m long x 10m high
	DHS West Plant Rooms and Emergency Access	21m wide x 17m long x 6m high
KAT	Entrance A and Supplementary Emergency Entrance (S.E.E.)	16m wide x 21m long x 5.5m high
	Entrance B	16m wide x 21m long x 5.5m high
	Entrance D and Designated Emergency Entrance (D.E.E.)	20m wide x 40m long x 8m high
	South Ventilation Shafts A	10m wide x 13m long x 7m high
	South Ventilation Shafts B	10m wide x 10m long x 7m high
	North Ventilation Shafts C, D, E & F	8m wide x 37m long x 6m high
TKW	Entrance A with Ventilation Shaft and Designated Emergency Entrance	18m wide x33m long x 10m high
	Entrance C	7m wide x 23m long x 5m high
	Entrance D	20m wide x 30m long x 6.5m high
	Ventilation Shaft B	9m wide x 28m+29m long x 10m high
	Disabled Lift and Ventilation Shaft	3m wide x 3m long x 7m high
	Pedestrian Subway/Entrance B	5m wide x 19m long x 4m high
MTW	Entrance A	12m wide x 27m long x 5m high
	Ventilation Shaft	7m wide x 14m long x 14m high
	Entrance B	5m wide x 25m long x 5m high
	Entrance C	5m wide x 25m long x 5m high
	Entrance D with Ventilation Shaft	12m wide x 43m long x 15m high
Tam Kung Road EEP	EEP	10m wide x 10m long x 3m high
Hom Hung Portal	South Approach Tunnel and its portal	10m wide x 130m long x 2m high
	North Approach Tunnel and its portal	10m wide x 180m long x 1.8 m high
MCV	Ventilation Building	35m wide x 35m long x 10m high

Location	Aboveground Structures (1)	Overall Dimensions (approximately) (2)
EA/EEA at Wong Tai Sin	EA/EEA	12m wide x 16m long x 8m high
Magazine Site at TKO Area 137	Temporary Storage Huts	Please refer to **Figure 2.3** of **Appendix 13.A** for the site area and area coverage of the magazine site. The height is about 3 m.

Note:

(1) AHU = Air handling unit; PER = Power equipment room;

(2) Dimensions of aboveground structures are indicative only. The final dimension will be subject to detail design.

Table 6.6b Design justification of above ground facilities

Location	Rationale for aboveground facilities and strategy for optimising visual impact
HIK, viaduct and at-grade box structure	• Ventilation structure is required at the southern end of HIK to accommodate tunnel ventilation fans which serve the enclosed viaduct section connecting to the Lion Rock Tunnel. • Retaining wall and vertical noise barrier shall be implemented along the rail track between HIK and Tai Wai stations to reduce noise impact to NSRs in the vicinity. • Vertical fins are introduced as sun shading device along the platform edge on 2 facades to reduce solar gain on platform level. The fins are set at approximately 1.5m interval which allows sufficient air movement for natural ventilation. • Decorative materials of natural colour and texture are proposed. Look-a-like stone tiles is used as wall cladding and timber screens is applied to the entrance area as well as at mezzanine level to shield off the back of house equipment. • Vertical greening is applied to the southern ventilation structure, façade of enclosed viaduct and at-grade box section. Wall surfaces will be clad with a layer of metal wire mesh. Hence, climbers and hanging vines can be grown over the façade in the future and hence minimize the visibility of building mass behind. • Extensive Green Roof System is covered the entire platform roofs of HIK, ventilation plant room, the viaduct and part of the at-grade box where it terminate before submerging into the ground. • Hard and soft landscape elements at the external area will be provided to enhance the urban environment.
DIH	• The massing and finishes of each above-grade ventilation shafts were designed in response to the surrounding context such as new and existing landscaping, entrance frontages to walkways. Vent shaft louver are purposely orientated away from noise and visual sensitive areas. Architectural themeing finishes were incorporated in view of complementing line wide and station identity. • Visual impact of the aboveground structures is significantly reduced by combining seven into three amalgamated structure. Height of each structure has been lowered as much as 4m by re-configuring internal spatial arrangements. • Massing and articulation of each structure wall has been updated with similar architectural themeing finishes in the preliminary design proposal. In view to integrate greening with architecture, each of the three structures has introduced significant vertical greening areas. • The proposal of a landscape plan above the station was a significant step in organizing and connecting the station structures with adjacent areas of the neighbourhood with diagonally paths forming diamond shaped landscaped areas (include temporary greening for disturbed areas).
DHS	• The extent of the stabling structure wall along Choi Hung Road has been mitigated with a proposed wall cladding design concept drawing inspiration from the former Tai Hom village housing structures, introducing a floating horizontal layering effect along the long wall abutting close to Choi Hung Road. • The wall along Choi Hung Road was designed to enable a large portion of the

Location	Rationale for aboveground facilities and strategy for optimising visual impact
	existing ground area, trees and Kai Tak Nullah to be retained, enabling some of the stabling wall length to be screened off with existing and re-provided landscaping. • Stringent stabling ventilation requirements result in exhaust and intake louver areas being incorporated on the façade facing Choi Hung Road. Visual impact has been mitigated with new architectural façade design inspired by stratified rock formations. The two and a half storey high wall is divided into three horizontal layers with undulating folding planes forming a vertical terracing effect. On these folding planes, patterns and shadows are created by combining profiled concrete, vertical green trellis climber walls and louvers along the length of the wall to mitigate the visual impacts. • Landscaping along Choi Hung Road is a key element in mitigating the visual impact, by retaining a large number of the existing trees together with ground level berming between the sidewalk and the stabling wall have created an informal and interesting streetscape, with smooth transition towards the stabling building.
KAT	• 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. • Based on the current scheme, KAT will adopt the District Cooling System (DCS) provided in the Kai Tak Development Area. However, for planning purpose, a standalone cooling system, which requires an additional plantroom within the aboveground commerical site, has been developed as an backup option if DCS would not be implemented. Since this provisional plant room is for planning purpose only, it is not assessed in this EIA Study.
TKW	• Entrance D and Vent Shaft B will be located at the edge of the Sung Wong Toi Park along Road L9 and Olympic Avenue respectively which will be well integrated with the completion of the Kai Tak Development. The station is planned to allow flexibility for the future Sung Wong Toi Park and commercial development to be built above the station. By adopting a Chinese Sung dynasty theme for all of the station above ground building elements adjacent to Sung Wong Toi Park the overall proposed architectural and landscape design aesthetic will be consistent and complimentary. The buildings form, height and bulk will be softened visually by the selection of a palette of materials and integrated landscaping. • Entrance A contains stairs, escalators and lift as well as the DEE and Station vent shafts, and is located at the South-west corner of Commercial

Location	Rationale for aboveground facilities and strategy for optimising visual impact
	development Site 2A7, with direct frontage onto the 10m wide green pedestrian spine. The building form, height and bulk will be softened visually by stepping the overall form and selection of a palette of materials and integrated landscaping. • Entrances B at Nam Kok Road and C adopt the MTR systemwide generic design standards which has a station entrance box with an inclined rear glass facade with an integrated landscape planter. The overall form with an inclined rear face minimizes the overall visual building bulk which is especially important as they are inserted into the existing urban fabric.
MTW	• Station Entrance A1 is in close proximity to the SKH Good Shepherd School, the visual impact requires a sensitive response to maintain the visual sight lines, natural light and ventilation and air movement for the school. The station planning has identified an additional site for the location of the vent shaft structures which will remove the bulk of the architectural massing and height away from the school, in order to reduce and minimize the visual impacts. • Vent Shaft A will be located adjacent to the FEHD market which does not have as strict visual impact requirements as the SKH Good Shepherd School, and the vent shaft location is appropriate to the scale of the large FEHD market building. The massing, form and height will follow the requirements of MTR. With the full affect of landscape and architectural treatment visual mitigations, the visual impact would be reduced during the operation phase • Station entrance D with its integrated Vent Shaft is a located at the edge of the To Kwa Wan Garden. • Entrances B and C are located at Lok Shan Road and Kiangsu Street respectively and will be design according to the standard requirements of MTR for entrances. For Entrance D, similar to entrance A1 and adjacent vent shaft, the massing, form and height will follow the standard requirements of MTR. With full effect of landscape and architectural treatment visual mitigations, the visual impact would be reduced during the operational phase.
Tam Kung Road EEP	• The EEP is required to provide passengers with a safe egress from the tunnels to the ultimate point of safety during emergency. The EEP is situated in an existing amenity area at the road junction of Ma Tau Wai Road and Tam Kung Road. The building is designed to minimize visual impact by keeping the roof level as low as possible. Stone cladding will used for the building elevations to give a modest appearance, whilst a green wall and green roof are provided to blend the building into the adjacent park, which is surrounded by shrubs to enhance its amenity to the surrounding.
MCV	• The building is required to provide ventilation to the SCL (TAW-HUH) tunnel with associated mechanical and electrical provisions and also to give firemen access to tunnel and to give safe egress to passengers from the tunnel during emergency • The roof level has been kept as low as possible to minimize visual impact, and at a finished level close to that of the surrounding road levels • The building has been designed to minimize visual impact, reduce massing and land-take above ground, achieved by locating most equipment in the basement levels. • Circular geometry of the building integrates with the curves in the existing recreation ground and the curves in the nearby road network when viewed from nearby residential blocks. • The building is surrounded by trees and a green roof has been provided to further reduce visual impact when viewed from either ground or high levels respectively. • Natural colours are used for the building to give a modest appearance. • Massing of the elevations is broken down with vertical decorative vertical joints every 1.2 - 2.4 meters, and recessed louver and door areas.
EA/ EEA at Wong Tai Sin	• The building is required to give firemen access to tunnel and to give safe egress to passengers from the tunnel during emergency. • The building is situated on a low lying site, and roof level has been kept as low as possible to minimize visual impact, and at a finished level close to that

Location	Rationale for aboveground facilities and strategy for optimising visual impact
	of the surrounding road levels. • The building has been designed to minimize visual impact, reduce massing and land-take above ground, achieved by locating most equipment in the basement levels • Geometry of the building has been cut back at roof level to further reduce the massing. • The building is surrounded by trees to the east and west, a green wall of "slow growing climbers" has been provided and a partial green roof has been incorporated to further reduce visual impact when viewed from either ground or high levels respectively. • Natural colours are used for the building elevations to give a modest appearance. • Massing of the elevations is broken down with vertical decorative vertical joints every 1.2 - 2.4 meters, and recessed louver and door areas.
South Approach Tunnel	• The EWL must connect with the existing WRL stub tunnel within the SAT area. The alignment at the connection point is approximately 2mPD. From there the alignment gradually rises to be at grade through HUH station. Given the ground level is approximately 4.4mPD, the structure has been designed as a U-trough. On the west elevation where the trough is visible to the public from the adjacent footpath, a row of landscaping has been proposed beyond the Hong Wan Path to improve the aesthetics. • The trough wall height (including wall top fencing) is between 2.4m to 2.8m above adjacent ground level for the purpose of security/ protection of railway as well as shielding from high-voltage equipment.
EWL North Approach Tunnel	• The EWL tunnel will emerge from the underground HOM station to ground level before entering the HUH station. Portal and associated at-grade trough structures are required at the Hung Hom North Fan area. • The trough walls will be approximately 1.8m above the existing ground level. As the height of the trough walls is relatively low and the trough is located within the MTR operation area and public access is not allowed, it is considered that visual impact will be minimal.

Table 6.6c: Summary of temporary works area

Type	Location	Area (ha)
Magazine Site at TKO Area137	TKO Area137	1.10ha
Barging Facility at Kai Tak Runway	Kai Tak Runway	4.07ha
Barging Facility at Freight Pier, Hung Hom	Freight Pier, Hung Hom	3.71ha
Works Area (Storage) at Shek Mun	On Muk Street	2.70ha
	Opposite to Shek Mun Estate	0.41ha
Works Area (Storage) at Ma On Shan	Ma On Shan Road	0.46ha
	Hang Tak Street	0.29ha

6.11 Evaluation of Potential Landscape Impacts

Based on the landscape resources described in **Section 6.7** above, sources of impacts, key landscape issues and potential significant impacts associated with the SCL (TAW-HUH) are presented below.

6.11.1 Nature and Magnitude of Landscape Change in Construction Phase

The magnitude of the impacts, without any mitigation measure, on the landscape resources and landscape character areas that would occur in the construction phase are described and tabulated in **Table 6.8**.

6.11.1.1 Hin Keng Station

HIK/LR 1.2 – Hin Tin Playground

An elevated HIK is proposed to the south of Hin Tin Playground. Temporary works site and construction of HIK will affect the playground. An area of about 13,900m^2 of open space including football pitch, tennis court, children playground, leisure paths, sitting areas and amenity planting will be affected by the Project, with about 390 trees would be impacted. The impacted trees would be transplanted or felled depending on their amenity value and survival rate after transplanting. It is estimated that about 90 trees will be transplanted, and about 300 trees needed to be felled. The loss of about 13,900 m^2 of open space during the construction stage will be compensated by temporary re-provision at Open Area at Shek Mun (2,575 m^2) and Hin Kwai Lane (300 m^2)

The felled trees include two specimen trees and are listed as follow

Tree Species	Overall Height (m)	Spread (m)	Trunk Dia. (m)
Melaleuca quinquenervia	12.5	7.5	0.81
Ficus microcarpa	12.8	12.5	0.97

They are directly impacted by the permanent station structure. These large specimen trees are considered to have low survival rate after transplanting and would be suffered from deformation during tree transplanting.

HIK/LR2.1 – AFCD N.T. South Animal Management Centre & Shatin Plant Quarantine

The proposed HIK occupies the whole site area of AFCD N.T. South Animal Management Centre & Shatin Plant Quarantine, and planting areas with about 30 trees will be impacted. 5 trees with high amenity value and survival rate will be transplanted. About 25 trees with low amenity value and/ or survival rate will be felled, which include 2 mature *Delonix regia* (13m height, 11.5m spread, 0.72 trunk dia. and 10.5m height, 9.5m spread, 0.52m trunk dia.) which are directly impacted by the permanent station structure. The mature trees are considered to have low survival rate after transplanting and will be suffered from deformation during tree transplanting.

HIK/LR 4.1 – East Rail Embankments opposite to Hin Keng Playground

Site formation and construction of the viaduct and embankment section leading to Hin Keng portal will affect approximately 460 trees at the vegetated slope embankment area, which are proposed to be felled. Affected species including *Bauhinia blakeana, Aleurites moluccana* and *Macaranga tanarius*.

HIK/LR 4.3 – Vegetation on Slopes South of Tai Wai Tunnel

Site formation and construction of Hin Keng portal affect the vegetated slopes and approximately 250 trees, which are proposed to be felled due to their poor survival rates. Affected species including *Bauhinia blakeana, Aleurites moluccana, Eucalyptus citriodora* and *Macaranga tanarius*.

HIK/LR5.3 – Trees on slopes adjacent to Shatin Water Treatment Works

Site formation and construction of the Hin Keng portal will affect the vegetated slopes and 26 trees will be impacted. 1 tree with high amenity value and survival rate will be

transplanted. About 25 trees with low amenity value and/ or survival rate will be felled. Affected species including *Macaranga tanarius, Eucalyptus spp* and *Litsea spp*.

LCA2.2 – Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)

There would be intermediate magnitude of change to this landscape character area with the temporary works site, removal of existing trees and construction of above ground station structures within this urban fringe landscape area.

6.11.1.2 Diamond Hill Station and Kai Tak Station

DIH & KAT/LR3.1 – Street trees along Lung Cheung Road

Approximately 30 roadside trees including a small are of shrub planting along Lung Cheung Road will be affected with the construction of DIH and DHS. 5 trees with high amenity value and survival rate will be transplanted and 25 trees with low amenity value and/or survival rate will be felled.

DIH & KAT/LR3.2 –Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road

Approximately 50 trees within the Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road will be affected with the construction of DIH and DHS. 30 trees with high amenity value and survival rate will be transplanted, which include 7 trees of protected species *Ailanthus fordii*. About 20 trees with low amenity value and/or survival rate will be felled.

DIH & KAT/LR3.6 – Trees at junction of Choi Hung Road and Prince Edward Road East

Approximately 30 trees within the junction of Choi Hung Road and Prince Edward Road East will be affected with the construction of DIH and KAT. The affected trees have low survival rate and proposed to be felled.

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

Approximately 5 trees within the junction of Tai Hom Road and Lung Poon Street will be affected with the construction of DIH and KAT. The affected trees have low survival rate and proposed to be felled.

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

Approximately scattered 35 trees within the vacant Kai Tak site area will be affected with the construction of KAT. The affected trees have low survival rates and proposed to be felled.

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

The proposed DHS will occupy the former Tai Hom Village site. Approximately 1,110 trees will be affected with the construction works. LCSD registered Old and Valuable Trees is not identified within the site. Most of the affected trees are small trees with trunk diameter less than 200mm. Approximately 145 trees with high amenity value and survival rate will be transplanted, which include 4 nos. relatively large specimen trees as follow:

Tree Species	Overall Height (m)	Spread (m)	Trunk Dia. (m)
Ficus microcarpa	7	10	2.0
Ficus microcarpa	10	10	1.02
Ficus microcarpa	17	22	1.05
Ficus microcarpa	13	10	1.91

About 965 trees with low amenity value and/ or low survival rate will be felled, which includes 7 relatively large specimen trees are as follow:

Tree Species	Overall Height (m)	Spread (m)	Trunk Dia. (m)
*Crateva unilocculari*s	15	13	1.0
Ficus elastica	17	18	1.75
Ficus microcarpa	10	10	1.0
Ficus microcarpa	9	13	1.05
Ficus microcarpa	10	6	1.0
Ficus microcarpa	10	10	1.21
Ficus superba var. japonica	10	12	1.66

The roots area of these large trees are either growing on rocks or embedded beneath existing building structures with root ball formed which made transplanting not feasible, the survival rate of these trees after transplanting are considered to be very low.

LCA2.3 – Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape)

There would be intermediate magnitude of change to this landscape character area due to the cut-and-cover construction works, temporary works site, and removal of existing trees within this urban fringe landscape area.

LCA3.2 – Wong Tai Sin Residential Area (Residential Urban Landscape)

There would be small magnitude of change to this landscape character due to temporary works site and construction of above station entrance structures within this residential urban landscape area.

LCA3.4 – Nga Chi Wan Residential Area (Residential Urban Landscape)

There would be small magnitude of change to this landscape character due to temporary works site along the road junction area of Lung Cheung Road and Hammer Hill Road within this residential urban landscape area.

LCA7.1 – South East Kowloon On-going Development (Ongoing Major Development Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site and construction of above ground structures of station entrances and ventilation shafts within this on-going development landscape area.

6.11.1.3 To Kwa Wan Station

TKW/LR1.2 – Sung Wong Toi Playground

The proposed TKW entrance subway occupies part of Sung Wong Toi Playground. The affected area is approximately 1,135m^2 and approximately 20 trees with low amenity value and/or survival rate will be felled, which include 3 trees of protected species *Ailanthus fordii* with poor form and health conditions.

TKW/LR1.4 – Olympic Garden

The proposed TKW entrance subway occupies part of Olympic Garden. The affected area is approximately 7,803m^2 and approximately 60 trees within the garden area will be impacted. About 10 trees with high amenity value and survival rate will be transplanted and 50 trees with low amenity value and/ or survival rate will be felled.

TKW/LR2.1 – Trees at Hong Kong Aviation Club & Far East Flying Tech. School

The temporary works site for the subway linkage to Station Entrance C, and approximately 20 trees in front of the Hong Kong Aviation Club will be affected and recommended to be felled. The felled trees are in poor health with low amenity value and/ or survival rate.

LCA7.1 – South East Kowloon On-going Development (Ongoing Major Development Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site and construction of above ground structures of station entrances and ventilation shafts within this on-going development landscape area.

6.11.1.4 Ma Tau Wai Station and Tam Kung Road EEP

MTW/LR1.1 – Lok Shan Road Playground

The temporary works site for the construction of Station Entrance A with ventilation shaft occupies the Lok Shan Road Playground. The affected area is approximately 520m^2 including, seating area, shrub planting and approximately 10 trees would be impacted. About 5 trees of protected species *Ailanthus fordii* will be transplanted and 5 trees with low amenity value and/ or survival rate will be felled.

MTW/LR1.2 – To Kwa Wan Complex Playground

The temporary works site for the construction of Station Entrance A with ventilation shaft will occupy the To Kwa Wan Complex Playground. The affected area is approximately 731m^2 including, children's playground, volleyball court and seating area with amenity plantings. One medium size tree of *Cassia surattensis* is located within this area, which will be felled due to its low survival rate.

MTW/LR1.4 – Ma Tau Wai Road/To Kwa Wan Road Garden

The temporary works site for the construction of Station Entrance D with ventilation Building occupies the Ma Tau Wai Road/ To Kwa Wan Road Garden. The affected area is approximately 4,726m^2 including, children playground, sitting areas, amenity planting and approximately 98 trees would be impacted. LCSD registered Old and Valuable Trees are not identified in the garden. About 45 trees with high amenity value and survival rate will be transplanted, which include 14 nos. specimen trees of Roystonea regia (height 8-12m). About 53 trees with low amenity value and/ or survival rate will be felled. 2 relatively large trees of Delonix regia (9m height, 13m spread, 0.71m trunk dia. and 8m height, 11.5m spread, 0.58m trunk dia.) will be retained in situ on site.

MTW/LR1.6 – Sitting out area at Junction of Ma Tau Wai Road and Tam Kung Road

The temporary works site for the construction of Tam Kung Road EEP occupies the sitting out area at junction of Ma Tau Wai Road and Tam Kung Road. The affected area is approximately 372m^2 including, seating area, shrub planting. About 2 trees with low amenity value and/ or survival rate will be felled.

MTW/LR3.3 – Trees in Parking Lot at Shansi Street

The temporary works site for construction will affect approximately 46 trees. 1 tree with high amenity value and survival rate will be transplanted, including 1 specimen trees of *Ficus microcarpa* (7m height, 5.5m spread, 0.54m trunk dia.). About 45 trees with low amenity value and/or survival rate will be felled, including 2 specimens trees of *Delonix regia* (8m height, 4.5m spread, 0.43m trunk dia. and 7m height, 4m spread, 0.55m trunk dia.) and one mature tree on slope of *Celtis sinensis* (6.0m height, 8m spread, 1.04m trunk dia.). These large trees would have low survival rate after transplanting and will suffer from deformation during tree transplanting.

LCA1.2 – To Kwa Wan Urban Area (Mixed Urban Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site, removal of existing trees and construction of above ground structures of station entrances and ventilation shafts within this urban landscape area.

6.11.1.5 Ho Man Tin Station and Hung Hom Station

Major landscape resources with high sensitivity and receive significance of landscape impacts during construction phases of HOM and HUH, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively. They are:

- LDR-1.2 Yan Fung Street Rest Garden
- LDR-3.1 Slopes in the area of Chinese Methodist College
- LDR-3.2 Slopes adjacent to Chatham Road North
- LDR-3.5 Slopes surrounding Fat Kwong Street Playground
- LDR-5.1 Planting at Recreation Clubs around Gascoigne/Wylie Roads

Relevant information of landscape impacts of SCL (MKK-HUH) have been extracted from SCL (MKK-HUH) EIA Report and shown in **Appendix 6.5**.

6.11.1.6 Hung Hom Portal and Works site

HUH/LR1.1 – Public Open Space at Chatham Road North

The temporary works site for construction occupies the Public Open Space at Chatham Road North. The affected area is approximately 2,100m^2 including, sitting areas, amenity planting and approximately 14 trees. 2 trees with high amenity value and survival rate will be transplanted and about 12 trees with low amenity value and/ or survival rate will be felled.

HUH/LR1.2 – Undeveloped Open Space at Chatham Road North

The temporary works site for construction will affect approximately 90 trees. Most of the trees are located on slopes which would require to be felled due to low survival rate after transplanting. Affected species include *Bombax ceiba, Leucaena leucocephala, Acacia confusa,* Bauhinia *variegata, Macaranga tanarius* and *Aleurites moluccana*.

HUH/LR1.4 – Winslow Street Playground

The temporary works site for construction occupies the Winslow Street Playground. The affected area is approximately 690m^2 including, children playground, sitting areas, amenity planting and approximately 21 trees would be impacted. 1 tree with high amenity value and survival rate will be transplanted and about 20 trees with low amenity value and/ or survival rate will be felled.

HUH/LR4.1 – Wooded slope at Chatham Road North

The temporary works site for construction will affect approximately 66 trees within this vegetated slope area. 1 tree with high amenity value and survival rate will be transplanted and about 65 trees with low amenity value and/ or survival rate will be felled. Affected species include *Bauhinia variegata, Broussonetia papyrifera, Macaranga tanarius, Bridelia* tomentosa and *Litsea glutinosa*.

LCA1.3 – Hung Hom Urban Area (Mixed-use Urban Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site and removal of existing trees within this urban landscape area.

LCA3.5 – Ho Man Tin Residential Area (Residential Urban Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site and removal of existing trees within this urban landscape area.

LCA8.1 – Hung Hom Transportation Corridor (Transportation Corridor Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site, removal of existing trees and construction of above ground structures of tunnel portal within this transportation corridor landscape area.

6.11.1.7 Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin

MCH/ LR1.1 – Ma Chai Hang Playground

The temporary works site for the launching shaft and permanent ventilation shaft building will occupy northwest portion of Ma Chai Hang Playground. The affected area is approximately 13,840m^2 including, football pitch, children playground, sitting areas, amenity planting and 135 trees would be impacted. About 45 trees with high amenity value and survival rate will be transplanted and 90 trees with low amenity value and/ or survival rate will be felled. The loss of about 13,840m^2 of open space during the construction stage will be compensated by temporary re-provision at Ma Chai Hang 5-a-side football field and children playground (3,950m^2).

LCA3.2 – Wong Tai Sin Residential Area (Residential Urban Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site, removal of existing trees and construction of MCV within this urban landscape area.

6.11.1.8 Magazine Site at TKO Area 137

TKO/LR 8.1 - Vegetation at Fat Tong O Reclamation

Approximately 30 trees will be affected by the magazine site for the construction of temporary storage huts for explosive. All affected trees are weed trees species *Leucaena leucocephala* and *Macaranga tanarius* are suggested to be removed.

LCA 10.1 - Fat Tong O Reclamation (Reclamation/ on-going Major Development Landscape)

There would be small magnitude of change to this landscape character area due to temporary works site, removal of existing trees and construction of temporary storage huts within this Reclamation/ on-going Major Development Landscape area.

6.11.2 Nature and Magnitude of Landscape Change before Mitigation in Construction and Operational Phases

During operational phase, the magnitude of the change on the landscape resources without mitigation measures would be similar the construction phase impacts described in **Section 6.11.1** above, except that some open space would be taken up above ground structures permanently. They are described in **Table 6.7** below:

Table 6.7: Affected open space area (m^2) in construction and operational phases

ID No.	Landscape Resources	Approx. Existing Area (m^2)	Approx. area taken by works activity in Construction Phase (m^2)	Approx. area taken by permanent above ground structures in Operational Phase (m^2)	Approx. area to be re-provisioned on site in Operational Phase (m^2)
HIK					
HIK/LR 1.2	Hin Tin Playground	36,400	13,900	3,100	10,800
MCV and EA/EEP at Wong Tai Sin					
MCH/LR 1.1	Ma Chai Hang Road	25,000	13,840	2,065	11,775

ID No.	Landscape Resources	Approx. Existing Area (m^2)	Approx. area taken by works activity in Construction Phase (m^2)	Approx. area taken by permanent above ground structures in Operational Phase (m^2)	Approx. area to be re-provisioned on site in Operational Phase (m^2)
	Playground				
TKW					
TKW/LR 1.2	Sung Wong Toi Playground	5,800	1,135	0	1,135
TKW/LR 1.4	Olympic Garden	7,803	7,803	125	7,678
MTW and Tam Kung Road EEP					
MTW/LR 1.1	Lok Shan Road Playground	520	520	261	259
MTW/LR 1.2	To Kwa Wan Complex Playground	1,010	731	124	607
MTW/LR1.4	Ma Tau Wai Road / To Kwa Wan Road Garden	4,726	4,726	701	4,025
MTW/LR1.6	Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	372	372	102	270
Hung Hom Portal and Works Area					
HUH/LR1.1	Public Open Space at Chatham Road North	2,100	2,100	0	2,100
HUH/LR1.4	Winslow Street Playground	690	690	0	690
Total		**84,421**	**45,601**	**6,478**	**39,123**

The magnitude of change before mitigation measures on **LCAs** that would occur in the operational phase are tabulated in **Table 6.8** and described as below:

6.11.2.1 Hin Keng Station

LCA2.2 – Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)

Upon the completion of HIK, the physical extent of impact will be substantially reduced and be more compatible with the urban fringe landscape context. There would be small magnitude of change on the landscape character due to the loss of open space for HIK, viaduct and embankment section at Hin Keng and the residual effect of loss of trees.

6.11.2.2 Diamond Hill and Kai Tak Stations

LCA2.3 – Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape)

Upon the completion of DHS, the physical extent of impact will be substantially reduced and the compatibility with the urban fringe landscape context is considered fair. There would be small magnitude of change on the landscape character due to the residual effect of loss of trees, greenery within the former Tai Hom Village and amenity roadside planting during construction stage for Station entrances, chillier plant and Ventilation Shaft and DHS.

LCA3.2 – Wong Tai Sin Residential Area (Residential Urban Landscape)

In the operational phases, the physical extent of impact is limited within a very small area and the compatibility with the urban landscape context is considered fair. There would be small magnitude of change on the landscape character due to the residual effect of loss of trees and amenity roadside planting during construction stage for Station Entrance C1.

LCA3.4 – Nga Chi Wan Residential Area (Residential Urban Landscape)

In the operational phases, the physical extent of impact is limited within a very small area and the compatibility with the urban landscape context is considered fair. There would be small magnitude of change on the landscape character due to the residual effect of loss of trees and amenity roadside planting during construction stage.

LCA7.1 – South East Kowloon On-going Development Area (On-going Major Development Landscape)

Upon the completion of KAT, the physical extent of impact will be substantially reduced and the compatibility with the on-going development landscape context is considered fair. There would be small magnitude of change on the landscape character due to the residual effect of loss of trees during construction stage for KAT

6.11.2.3 Ma Tau Wai and To Kwa Wan Stations

LCA1.2 – To Kwa Wan Urban Area (Mixed Urban Landscape)

Upon the completion of MTW, TKW, the physical extent of impact will be substantially reduced and the compatibility with the urban landscape context is considered fair. There would be small magnitude of change on the landscape character due to the loss of open space for station entrances, ventilation shaft structure and the residual effect of loss of trees during construction stage.

LCA7.1 – South East Kowloon On-going Development Area (On-going Major Development Landscape)

Upon the completion of TKW, the physical extent of impact will be substantially reduced and the compatibility with the on-going development landscape context is considered fair. There would be small magnitude of change on the landscape character due to the residual effect of loss of trees during construction stage for TKW

6.11.2.4 Hung Hom

LCA1.3 – Hung Hom Urban Area (Mixed-use Urban Landscape)

In the operational phases, the physical extent of impact will be substantially reduced and the compatibility with the urban landscape context is considered fair. There would be small magnitude of change on the landscape character due to the loss of open space for works site and the residual effect of loss of trees during construction stage.

LCA3.5 – Ho Man Tin Residential Area (Residential Urban Landscape)

In the operational phases, the physical extent of impact will be substantially reduced and the compatibility with the urban landscape context is considered fair. There would be small magnitude of change on the landscape character due to the residual effect of loss of trees and amenity roadside planting during construction stage.

LCA8.1 – Hung Hom Transportation Corridor (Transportation Corridor Landscape)

In the operational phases, the physical extent of impact will be substantially reduced and the compatibility with the transportation corridor landscape context is considered fair. There would be small magnitude of change on the landscape character due to the tunnel portal and the residual effect of loss of trees and amenity roadside planting during construction stage.

6.11.2.5 Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin

LCA3.2 – Wong Tai Sin Residential Area (Residential Urban Landscape)

Upon the completion of MCV and EA/EEA, the physical extent of impact will be substantially reduced and be more compatible with the urban fringe landscape context. There would be

small magnitude of change on the landscape character due to the loss of open space for ventilation shaft and the residual effect of loss of trees during construction stage.

There would be negligible magnitude of change on all the remaining LCAs during operation.

Table 6.8: Nature and Magnitude of Landscape Change during Construction and Operation Phase without Mitigation

ID. No.	Landscape Resource	Physical extend of the impact (Full/Partial/Little/N/A)		Duration of Impacts (Short/Medium/ Long Term/N/A)		Compatibility of Change (Good/ Fair/ Poor/N/A)		Reversibility of Change (Yes/ No/N/A)	Magnitude of Change (Large/ Intermediate/ Small/ Negligible/Not Affected)	
		Const	Oper	Const	Oper	Const	Oper		Const	Oper
Part 1 - Landscape Resources										
LR (HIK)										
HIK/LR1.1	Hin Tin Outdoor Swimming Pool	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR1.2	Hin Tin Playground	Full	Partial	Long	Long	Poor	Fair	Yes	Large	Intermediate
HIK/LR2.1	AFCD N.T.South Animal Management Centre and Shatin Plant Quarantine	Full	Full	Long	Long	Poor	Fair	Yes	Large	Intermediate
HIK/LR2.2	Trees in Sha Tin Water Treatment Works	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR3.1	Che Kung Miu Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR4.1	Vegetation on East Rail Embankments opposite to Hin Keng Playground	Partial	Partial	Long	Long	Poor	Fair	Yes	Intermediate	Intermediate
HIK/LR4.2	Vegetation on slopes opposite to Hin Keng Estate	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR4.3	Vegetation on slopes south of Tai Wai Tunnel	Partial	Partial	Long	Long	Poor	Fair	Yes	Large	Intermediate
HIK/LR5.1	Woodland slopes to the west of MTR track	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR5.2	Woodland on the North side of Sha Tin Water Treatment Works	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR5.3	Trees on slopes adjacent to Shatin Water Treatment Works	Little	Little	Long	Long	Poor	Fair	Yes	Intermediate	Small
HIK/LR5.4	Woodland at Tei Lung Hau	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR5.5	Woodland at Lower Shatin Heights	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR6.1	Podium deck at Hin Keng shopping Mall	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR6.2	Trees in Hin Keng Estate (North)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR6.3	Trees in Hin Keng Estate (South)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR6.4	Trees in Ka Tin Court	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR7.1	Stream beside Sha Tin Water Treatment Works	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HIK/LR7.2	Natural Stream at Tei Lung Hau	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LR (DIH and KAT)										
DIH&KAT/ LR1.2	Muk Lun Street Playground	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR1.3	Choi Hung Road Playground	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR1.4	Trees at open car park area of Nan Lian Garden	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR1.6	Trees at Nan Lian Garden	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR2.1	Trees at Wong Tai Sin Institutional Area near Choi Hung Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected

ID. No.	Landscape Resource	Physical extend of the impact (Full/Partial/Little/N/A)		Duration of Impacts (Short/Medium/ Long Term/N/A)		Compatibility of Change (Good/ Fair/ Poor/N/A)		Reversibility of Change (Yes/ No/N/A)	Magnitude of Change (Large/ Intermediate/ Small/ Negligible/Not Affected)	
		Const	Oper	Const	Oper	Const	Oper		Const	Oper
DIH&KAT/ LR3.1	Street trees along Lung Cheung Road	Partial	Little	Long	Long	Poor	Fair	Yes	Intermediate	Small
DIH&KAT/ LR3.2	Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	Partial	Little	Long	Long	Poor	Fair	Yes	Intermediate	Small
DIH&KAT/ LR3.3	Trees in Bus Terminus at Choi Hung Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR3.4	Trees at junction of Lung Cheung Road and Choi Hung Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR3.5	Trees at junction of Choi Hung Road and Eastern Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR3.6	Trees at junction of Choi Hung Road and Prince Edward Road East	Full	Little	Long	Long	Poor	Fair	Yes	Large	Small
DIH&KAT/ LR3.7	Trees at junction of Eastern Road and Concorde Road East	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR3.8	Trees along Concorde Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR3.9	Trees and vegetation along Prince Edward Road East	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR3.10	Trees around Plaza Hollywood	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR6.3	Trees in Lung Poon Court	Little	Little	Long	Long	Poor	Fair	Yes	Small	Small
DIH&KAT/ LR6.5	Trees in Rhythm Garden	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR6.6	Trees in Choi Hung Estate	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR8.1	Trees in a land lot adjacent to Concorde Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR8.5	Trees in vacant land near Comet Drive	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
DIH&KAT/ LR8.6	Trees in Kai Tak Site	Partial	Little	Long	Long	Fair	Fair	No	Intermediate	Small
DIH&KAT/ LR9.1	Trees in Diamond Hill CDA Site	Partial	Partial	Long	Long	Poor	Poor	No	Large	Large
LR (TKW)										
TKW/ LR1.1	Sung Wong Toi Garden	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
TKW/ LR1.2	Sung Wong Toi Playground	Partial	Little	Long	Medium	Poor	Fair	Yes	Intermediate	Small
TKW/ LR1.3	Fu Ning Street Sitting Out Area	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
TKW/ LR1.4	Olympic Garden	Full	Partial	Long	Long	Poor	Poor	Yes	Large	Intermediate
TKW/ LR2.1	Trees at Hong Kong Aviation Club & Far East Flying Tech. School	Partial	Little	Long	Long	Poor	Fair	Yes	Intermediate	Small
TKW/ LR6.1	Trees at Chun Seen Mei Chuen	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
TKW/ LR8.1	Vegetation grow at Kai Tak Open Space	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LR (MTW and Tam Kong Road EEP)										

ID. No.	Landscape Resource	Physical extend of the impact (Full/Partial/Little/N/A)		Duration of Impacts (Short/Medium/ Long Term/N/A)		Compatibility of Change (Good/ Fair/ Poor/N/A)		Reversibility of Change (Yes/ No/N/A)	Magnitude of Change (Large/ Intermediate/ Small/ Negligible/Not Affected)	
		Const	Oper	Const	Oper	Const	Oper		Const	Oper
MTW/ LR1.1	Lok Shan Road Playground	Full	Partial	Long	Long	Poor	Poor	Yes	Large	Intermediate
MTW/ LR1.2	To Kwa Wan Complex Playground	Full	Partial	Long	Long	Poor	Poor	Yes	Large	Intermediate
MTW/ LR1.4	Ma Tau Wai Road/To Kwa Wan Road Garden	Full	Partial	Long	Long	Poor	Poor	Yes	Large	Small
MTW/ LR1.5	Ma Tau Wai Road Playground	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MTW/ LR1.6	Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	Full	Partial	Long	Long	Poor	Poor	Yes	Large	Intermediate
MTW/ LR2.1	Trees in Tin Hau Temple	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MTW/ LR3.2	Vegetation along Kowloon City Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MTW/ LR3.3	Trees in Parking Lot at Shansi Street	Full	Little	Long	Long	Poor	Fair	Yes	Intermediate	Small
MTW/ LR6.2	Trees in Celestial Height	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LR (Hung Hom)										
HUH/ LR1.1	Public Open Space at Chatham Road North	Full	Little	Long	Medium	Poor	Fair	Yes	Large	Small
HUH/ LR1.2	Trees in undeveloped Open Space at Chatham Road North	Partial	Little	Long	Medium	Poor	Fair	Yes	Intermediate	Small
HUH/ LR1.3	Public Open Space at Chatham Road Intersection	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HUH/ LR1.4	Winslow Street Playground	Full	Little	Long	Long	Poor	Poor	Yes	Large	Small
HUH/ LR3.1	Trees in Area enclosed by Winslow Street and Cheong Tung Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HUH/ LR3.2	Trees in MTR track area north of Hung Hom and around the South Approach Tunnel (SAT)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HUH/ LR4.1	Wooded slope at Chatham Road North	Full	Little	Long	Long	Poor	Fair	Yes	Large	Small
HUH/ LR4.2	Trees on slope above Yan Fung Street	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
HUH/ LR6.1	Yan Fung Street Rest Garden	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LR (MCV and EA/EEA at Wong Tai Sin)										
MCH/ LR1.1	Ma Chai Hang Road Playground	Full	Partial	Long	Long	Poor	Fair	Yes	Large	Intermediate
MCH/ LR1.3	Trees in Sik Sik Yuen's Wong Tai Sin Temple	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR2.1	Trees in Lung Cheung Government Secondary School	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR2.2	Trees in Wong Tai Sin Rank File Married Quarter	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.1	Trees at Lung Cheung Road Interchange	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.2	Trees at Wong Tai Sin Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.3	Trees at Ma Chai Hang Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected

ID. No.	Landscape Resource	Physical extend of the impact (Full/Partial/Little/N/A)		Duration of Impacts (Short/Medium/ Long Term/N/A)		Compatibility of Change (Good/ Fair/ Poor/N/A)		Reversibility of Change (Yes/ No/N/A)	Magnitude of Change (Large/ Intermediate/ Small/ Negligible/Not Affected)	
		Const	Oper	Const	Oper	Const	Oper		Const	Oper
MCH/ LR3.4	Trees at Chuk Yuen Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.5	Trees at Wong Tai Sin Road (west)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.6	Trees at Wong Tai Sin Road (east)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.7	Trees at Sha Tin Pass Road & Fung Tak Road	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR3.9	Trees at Wong Tai Sin Road Open Space Carpark	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.1	Trees in The Western side of Chuk Yuen South Estate	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.2	Trees in Pang Ching Court	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.3	Trees in Chuk Yuen Plaza/ Tsui Chuk Garden	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.4	Trees in Tin Wang Court	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.5	Trees in Tin Ma Court	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.6	Trees in Chuk Yuen South Estate & Podium	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.7	Trees in Upper Wong Tai Sin Estate Ground Level & Podium	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.8	Trees in Fung Wong San Tsuen	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
MCH/ LR6.9	Trees in Chuk Yuen United Village	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LR (Magazine Site at TKO Area 137)										
TKO/ LR8.1	Vegetation at Fat Tong O Reclamation	Little	Little	Short	Long	Fair	N/A	Yes	Small	Small
TKO/ LR5.1	Vegetation on Slopes South of Tin Ha Shan	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
TKO/ LR10.1	Sea at Joss House Bay (Tai Miu Wan)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
Part 2 – Landscape Character Areas										
LCA (HIK)										
LCA2.1	Sha Tin Heights Urban Fringe (Urban Fringe Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA2.2	Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)	Partial	Little	Medium	Long	Poor	Fair	Yes	Intermediate	Small
LCA3.1	Tai Wai South Residential Urban Area (Residential Urban Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA4.1	Sha Tin Hillsides (Woodland Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA4.2	Kowloon Reservoir Valley (Woodland/Reservoir Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA (DIH and KAT)										
LCA2.3	Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape)	Partial	Little	Medium	Long	Fair	Fair	Yes	Intermediate	Small

ID. No.	Landscape Resource	Physical extend of the impact (Full/Partial/Little/N/A)		Duration of Impacts (Short/Medium/ Long Term/N/A)		Compatibility of Change (Good/ Fair/ Poor/N/A)		Reversibility of Change (Yes/ No/N/A)	Magnitude of Change (Large/ Intermediate/ Small/ Negligible/Not Affected)	
		Const	Oper	Const	Oper	Const	Oper		Const	Oper
LCA3.2	Wong Tai Sin Residential Area (Residential Urban Landscape)	Little	Little	Medium	Long	Fair	Fair	Yes	Small	Small
LCA6.1	San Po Kong Industrial Area (Industrial Urban landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA (KAT)										
LCA3.4	Nga Chi Wan Residential Area	Little	Little	Medium	Medium	Fair	Fair	Yes	Intermediate	Small
LCA7.1	South East Kowloon On-going Development (Ongoing Major Development Landscape)	Partial	Little	Long	Long	Fair	Fair	Yes	Intermediate	Small
LCA (TKW)										
LCA7.1	South East Kowloon On-going Development (Ongoing Major Development Landscape)	Partial	Little	Medium	Long	Fair	Fair	Yes	Small	Small
LCA (MTW and TKW)										
LCA1.2	To Kwa Wan Urban Area (Mixed Urban Landscape)	Partial	Little	Medium	Long	Fair	Fair	Yes	Small	Small
LCA2.4	Ho Man Tin Urban Fringe (Urban Fringe Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA (Hung Hom)										
LCA1.3	Hung Hom Urban Area (Mixed-use Urban Landscape)	Partial	Little	Medium	Long	Fair	Fair	Yes	Small	Small
LCA3.5	Ho Man Tin Residential Area (Residential Urban Landscape)	Partial	Little	Medium	Long	Fair	Fair	Yes	Small	Small
LCA8.1	Hung Hom Transportation Corridor (Transportation Corridor Landscape)	Partial	Little	Medium	Long	Fair	Fair	Yes	Small	Small
LCA (MCV and EA/EEA at Wong Tai Sin)										
LCA3.2	Wong Tai Sin Residential Area (Residential Urban Landscape)	Little	Little	Medium	Long	Poor	Fair	Yes	Small	Small
LCA (Magazine Site at TKO Area 137)										
LCA 4.3	Tin Ha Shan Hillside (Coastal Uplands and Hillsides Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA 9.1	Joss House Bay (Tai Miu Wan) (Inshore Water Landscape)	Nil	Nil	N/A	N/A	N/A	N/A	N/A	Not Affected	Not Affected
LCA10.1	Fat Tong O Reclamation (Reclamation/ On Going Major Development Landscape)	Little	Nil	Medium	N/A	Fair	N/A	Yes	Small	Not Affected
Barging Facilities and Storage Areas										
Landscape resources and landscape character will not be affected by barging facilities and storage areas										

6.12 Recommended 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 in the LCSD registry 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.

To mitigate the visual impact caused by the large roof area of the Project, including the at-grade box section at Hin Keng and MCV, aesthetic architecture treatment and green roof have been proposed to these large structures to minimize visual impact and enhance the visual quality to VSRs.

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.

The recommended landscape and visual mitigation measures are described in **Table 6.9 – 6.10** and illustrated in **Figures 6.9.2 to 6.9.8.**

Table 6.9: Proposed landscape and visual mitigation measures in construction phase

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance
CM1	Decorative Hoarding 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	Management of facilities on work sites To provide proper management of the facilities on the sites, give control on the height and disposition/ arrangement of all facilities on the works site to minimize visual impact to adjacent VSRs.	MTR Corporation	MTR Corporation
CM3	Tree Transplanting Trees of high to medium survival rate 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	MTR Corporation	MTR Corporation (Until handover to relevant government departments)

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance
	department's approval, in accordance with ETWB TCW No 3/2006.		

* 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 in operational phase

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance***
OM1	Compensation Tree Planting 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 TCB 3/2006.	MTR Corporation	MTR Corporation/ LCSD (responsible parties for trees are under discussion with government departments)
OM2a	Screen Planting Buffer tree planting including shrub and climber plants shall be incorporated to provide screening to ventilation building, engineering structures and associated facilities.	MTR Corporation	MTR Corporation
OM2b	Landscape Re-instatement 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	Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft/ portal 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. For example, roof greening and vertical greening would be applied where possible subject to technical, operational and maintenance constraints.	MTR Corporation	MTR Corporation

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance***
OM4	Aesthetic design of viaduct and the at-grade box section at Hin Keng Viaduct and the at-grade box section at Hin Keng shall be sensitively designed to minimize visual impact upon adjacent VSRs. To reduce the solidness of the fully enclosed viaduct and the at-grade box structure, chromatic treatment for the viaduct and the at-grade box structure should be used as far as practical. The solid noise enclosure should have neutral colours of non-reflective material with aesthetic treatment that blend into the landscape and do not attract the eye. To mitigate the bulky noise enclosure, roof/vertical greening to be applied where possible subject to technical, operational and maintenance constraints. Foundation planting to be provided adjacent and below viaduct and the at-grade box section, which shall include tree planting where space permits, to minimize the potential adverse landscape and visual impacts.	MTR Corporation	MTR Corporation
OM5	Re-instatement of excavated area 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	Re-provision of public open spaces Every effort should be made so that no public open space would be unnecessarily affected by the Project and if affected, they should be re-provided. Sensitive design and re-provision of the affected Public Open Space (Hin Tin Playground, Ma Tau Wai Road/ To Kwa Wan Road Garden, Sung Wong Toi Playground, Olympic Garden, Lok Shan Road Playground, To Kwa Wan Complex Playground, Ma Chai Hang Road Playground and Hung Hom Winslow Street Playground) incorporating replacement facilities for those provided at present, using materials of quality suitable for long term use and acceptable to relevant Government authority. Relevant government departments including LCSD should be consulted on the design of the re-provisioned public open spaces at the early stage of the design process.	MTR Corporation	LCSD

ID No.	Landscape and Visual Mitigation Measures	Funding*/ Implementation	Management/ Maintenance***
OM7	Aesthetic landscape and architectural treatment for DHS and DIH The above ground structures shall be designed to ensure the element with colour, texture and tonal quality being compatible to the existing urban context. In the unlikely event that the CDA site is not allocated, within 12 months following the commissioning of the railway facilities, the DHS roof shall be temporarily provided with landscape greening treatment such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters. Disturbed area outside of the railway facilities' footprint shall also be temporarily provided with landscape greening treatment such as grass lawn as an interim mitigation measure prior to the future development.	MTR Corporation **	MTR Corporation **
OM8	Roof greening of large built structures 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	Aesthetic design on Noise Barrier 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 maintenance of the interim greening measures will be undertaken by MTR Corporation for the first 12-month establishment period. In the case that the site is still not allocated after the establishment period, MTR Corporation would liaise with relevant government departments to agree on the subsequent maintenance agent of the interim greening measures. MTR Corporation would be responsible for the maintenance of the interim greening measures before any agreement is made.

*** The management and maintenance agencies of mitigation measures have been identified in accordance with ET WBTC 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.

6.12.1 Prediction of Significance of Landscape Impacts

Table 6.8 has outlined the magnitude of the impacts for all the landscape resources and landscape character areas in the vicinity of the project. For those landscape resources and landscape character areas which would undergo significance impacts, they have been identified and shown in **Table 6.11**. All the recommended mitigation measures for both the construction and operational phases are also shown. For those landscape resources and landscape character areas in **Table 6.8** but will not be affected by the Project will not be impacted. Hence, they are not shown in the **Table 6.11**.

6.12.1.1 Construction Phase Landscape Impacts

Residual landscape impacts of substantial significance with implementation of mitigation measure in construction phase are summarized and described below:

Hin Keng Station

- HIK/LR 1.2 – Hin Tin playground

The construction works would affect approximately 550 trees at Hin Tin Playground and would lead to temporary loss of approximately 13,900m^2 public open space. Temporary re-provisioning of open area will be partially compensated at Hin Kwai Lane and at Shek Mun during the construction phase and 90 nos. of the affected trees will also be transplanted. As the extent of impact caused by the construction works is relatively large, the residual impact during construction phase is considered to be substantial.

- HIK/LR 4.3 – Vegetation on slopes south of Tai Wai Tunnel

The construction works would affect approximately 250 trees at the slopes south of Tai Wai Tunnel. As all affected trees are located on slope with poor survival rates, no tree transplanting would be carried out. The residual impact during construction phase is considered to be substantial.

Diamond Hill Station

- DIA&KAT/LR 9.1 – Trees in Diamond Hill CDA site

The construction of the DIH and DHS will occupy the majority of the Diamond Hill CDA site (about 7ha) and would affect approximately 1,110 trees. Approximately 145 nos. of the affected trees with high amenity value and survival rate will be transplanted. Due to the large extent of impact to the existing trees, the residual impact during construction phase is considered to be substantial.

To Kwa Wan Station

- TKW/LR 1.4 – Olympic Garden

The construction works would affect approximately 60 trees at Olympic Garden and would lead to temporary loss of approximately 7,803m^2 public open space of landscape amenity sitting out area. Approximately 10 nos. of the affected trees with high amenity value and survival rate will be transplanted. However, as temporary re-provision of the sitting out facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of To Kwa Wan, the residual impact during construction phase is considered to be substantial.

Ma Tau Wai Station and Tam Kung Road EEP

- MTW/LR 1.1 – Lok Shan Road Playground

The construction works of MTW would take up part of Lok Shan Road Playground lead to temporary loss of approximately 520m^2 of public open space of landscape amenity sitting out area and affect approximately 10 trees. Approximately 5 nos. of the affected trees with high amenity value and survival rate will be transplanted. However, as temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Ma Tau Wai, the residual impact during construction phase is considered to be substantial.

- MTW/LR 1.2 – To Kwa Wan Complex Playground

The construction works of MTW would take up part of To Kwa Wan Complex Playground lead to temporary loss of approximately 731m^2 of public open space of children playground, ball court and sitting out area with one tree affected. As temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Ma Tau Wai, the residual impact during construction phase is considered to be substantial.

- MTW/LR 1.4 – Ma Tau Wai Road/To Kwa Wan Road Garden

The construction works of MTW would take up the whole of Ma Tau Wai Road/To Kwa Wan Road Garden lead to temporary loss of approximately 4726m^2 of public open space of children playground and sitting out area and affect approximately 98 trees. Approximately 45 nos. of the affected trees with high amenity value and survival rate will be transplanted. However, as temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Ma Tau Wai, the residual impact during construction phase is considered to be substantial.

- MTW/LR 1.6 – Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road

The construction works of Tam Kung Road EEP would take up the whole of this sitting out area lead to temporary loss of approximately 372m^2 of public open space area and affect approximately 2 trees. As temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Ma Tau Wai, the residual impact during construction phase is considered to be substantial.

Ho Man Tin Station and Hung Hom Station

Residual landscape impacts of substantial significance on major landscape resources and landscape character areas with mitigation measure in construction phase of HOM and HUH, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively, they are:

LDR-3.2 Slopes adjacent to Chatham Road North

Hung Hom

- HUH/LR 1.1 – Public Open Space at Chatham Road North

The construction works would affect approximately 12 trees at Public Open Space at Chatham Road North and would lead to temporary loss of approximately 2,100m^2 public open space. As temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Hung Hom, the residual impact during construction phase is considered to be substantial.

- HUH/LR 1.2 – Undeveloped Open Space at Chatham Road North

The construction works would affect approximately 80 trees at the undeveloped open space at Chatham Road North. As most of the affected trees are located on slope with poor survival rates, no tree transplanting would be carry out. The residual impact during construction phase is considered to be substantial.

- HUH/LR 1.4 – Winslow Street Playground

The construction works would take up the whole of Winslow Street Playground lead to temporary loss of approximately 690m^2 of public open space and affect approximately 21 trees. As temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Hung Hom, the residual impact during construction phase is considered to be substantial.

- HUH/LR 4.1 – Wooded slopes at Chatham Road North

The construction works would affect approximately 61 trees at the wooded slopes at Chatham Road North. As most of the affected trees are located on slope with poor survival rates, limited tree transplanting would be carried out. The residual impact during construction phase is considered to be substantial.

MCV and EA/ EEA at Wong Tai Sin

- MCH/LR 1.1 – Ma Chai Hang Road Playground

The construction works would affect approximately 135 trees at Ma Chai Hang Road Playground and would lead to temporary loss of approximately 13,840m^2 public open space. Temporary re-provisioning of open area will be partially compensated at Ma Chai Hang 5-a-side football field and children playground during the construction phase and 45 nos. of the affected trees will also be transplanted. As the extent of impact caused by the construction works is relatively large, the residual impact during construction phase is considered to be substantial.

Residual landscape impact of moderate significance during construction is listed below:

Hin Keng Station

- HIK/LR 2.1 – AFCD N.T. South Animal Management Centre and Shatin Plant Quarantine Area

The construction works would affect approximately 30 trees at AFCD N.T. South Animal Management Centre and Shatin Plant Quarantine Area. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

- HIK/LR 4.1 – MTR Embankments opposite to Hin Keng Playground

The construction works would take up a small portion of MTR Embankments opposite to Hin Keng Playground and approximately 460 trees will be affected. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

- HIK/LR 5.3 – Trees on slopes adjacent to Shatin Water Treatment Works

The construction works would take up a small portion of slopes adjacent to Shatin Water Treatment Works and a small number of approximately 26 trees will be affected. The quality of the LR is considered as high with high sensitivity. However the extent of impact is relatively small, the residual impact during construction phase is considered moderate.

- LCA 2.2 – Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)

The construction works is largely situated within this landscape character area. There would be intermediate magnitude of change to this urban fringe landscape character area with the temporary works site, removal of existing trees and construction of above ground station structures. The residual impact during construction phase is considered moderate.

Diamond Hill Station

- DIA&KAT/LR 3.1 – Street trees along Lung Cheung Road

The construction works would take up a small portion of Lung Cheung Road and approximately 30 trees will be affected. About 5 nos. of the affected trees with high amenity value and survival rate will be transplanted. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

- DIA&KAT/LR 3.2 – Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road

The construction works would take up a small portion of Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road and approximately 50 trees will be affected. About 30 nos. of the affected trees with high amenity value and survival rate will be transplanted. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

- DIA&KAT/LR 3.6 – Trees at Junction of Choi Hung Road and Prince Edward Road East

The construction works would affect approximately 30 trees at Junction of Choi Hung Road and Prince Edward Road East. As quality of the LR is consider as medium with low sensitivity, the residual impact during construction phase is considered moderate.

- DIA&KAT/LR 6.3 – Trees in Lung Poon Court

The construction works would affect a small potion of planting area in Lung Poon Court and approximately 5 trees will be affected. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

- LCA 2.3 – Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape)

The construction works is largely situated within this landscape character area. There would be intermediate magnitude of change to this urban fringe landscape character area due to the cut-and-cover construction works, temporary works site, and removal of existing trees. The residual impact during construction phase is considered moderate.

To Kwa Wan Station

- TKW/LR 1.2 – Sung Wong Toi Playground

The construction works of TKW would take up a small portion of Sung Wong Toi Playground lead to temporary loss of approximately 1,135m^2 of public open space of landscape amenity sitting out area and affect approximately 20 trees. Temporary re-provision of the sitting out facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of To Kwa Wan. However, as the temporary loss of open space constitute to only a small portion of Sung Wong Toi Playground, the residual impact during construction phase is considered to be moderate.

- TKW/LR 2.1 – Trees at Hong Kong Aviation Club & Far East Flying Tech. School

The construction works would affect approximately 20 trees at Hong Kong Aviation Club & Far East Flying Tech. School. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

Ma Tau Wai Station

- MTW/LR 3.3 – Tree in Parking Lot at Shansi Street

The construction works of MTW would take up the whole of this area and will affect approximately 46 trees. 1 tree with high amenity value and survival rate will be transplanted. As quality of the LR is consider as medium with medium sensitivity, the residual impact during construction phase is considered moderate.

Ho Man Tin Station and Hung Hom Station

Residual landscape impacts of moderate significance on major landscape resources and landscape character areas with mitigation measure in construction phase of HOM and HUH, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively, they are:

- LDR - 1.2 Yan Fung Street Rest Garden
- LDR - 3.1 Slopes in the area of Chinese Methodist College
- LDR - 3.5 Slopes surrounding Fat Kwong Street Playground

There would be slight or insubstantial significance on all the remaining landscape impacts during construction.

6.12.1.2 Operational Phase Landscape Impacts

Significance of landscape impacts of LRs and LCAs during operational phase are shown in **Table 6.11**. Mitigation measures, as recommended in **Tables 6.9 and 6.10** have been assumed, with the full effect of the soft landscape mitigation measures accomplished by Year 10.

With mitigation measures in place, substantial adverse impacts are not anticipated for the LRs and LCAs. The LRs and LCAs which would experience residual adverse landscape impacts of moderate to slight significance in the operational phase are shown in **Table 6.11** and discussed below.

Hin Keng Station

HIK/LR 1.2 – Hin Tin Playground

The Hin Tin Playground will be affected by the construction of the permanent structure of above ground station, which will occupy a small area currently occupied by the open space. 90 trees affected will be transplanted and 390 felled trees will be compensated with new tree planting within the re-instated open space. As the re-provided vegetation grows and established, the residual impact will be reduced to Moderate from Day 1 and Year 10. The permanent loss of 3,100m^2 of open space will be fully compensated with the re-provision of sitting out area at Shek Mun (3,100m^2).

Diamond Hill Station

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

The construction of the DIH and DHS will occupy the majority of the Diamond Hill CDA site (about 7ha), which currently accommodates a combination of landscape elements with different values including temporary car parks, trees, shrubs etc. To achieve the functional requirements for DIH and DHS the footprint of these facilities cover approximately 3.5 ha and over 1000 trees will be affected. However where possible within the constraints of the site, the existing trees will be retained as far as practicable.

To mitigate the loss of landscape resources, the open areas around the above ground structures will be planted. In addition green roofs are proposed on the DIH entrance/ plant structures near Lung Cheung Road.

Except for the area that would be allocated to railway associated facilities, the remaining part of the CDA site is being actively planned for future usage. The land use of the whole CDA site is being reviewed by the Planning Department. Upon completion of the review, the public will be consulted on the findings. The Diamond Hill CDA site development is anticipated to be implemented following the commissioning of the railway. In the unlikely event the CDA site is not allocated within 12 months following the commissioning of the railway facilities it is proposed that interim greening measures, such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters, are implemented on the roof of DHS (covering approximately 3.5 ha) as landscape and visual mitigation measures. The maintenance of the interim greening measures will be undertaken by MTR Corporation for the first 12-month establishment period. In the case that the site is still not allocated after the establishment period, MTR would liaise with relevant government departments to agree on the subsequent maintenance agent of the interim greening measures. MTR Corporation would be responsible for the maintenance of the interim greening measures before any agreement is made.

Part of the area outside the railway facilities' footprint will be planted with approximately 90 trees as an interim mitigation measure prior to the future development. The planting area will be maintained for an interim period by the Project Proponent prior to handing over to relevant government departments. The future owners/ allocatees would also maintain the planting, although the landscape plan could be further refined during the planning of the future development. It is considered that the impact during the transition period, after completion of DHS and before land allocation, to be moderate and acceptable with such mitigation.

It is anticipated that the future developer would implement typical landscaping measures including tree planting to beautify the deck in an appropriate manner. The landscaping plan

may be refined under the future development. It is considered that the impact during the operational phase to be moderate and acceptable with mitigation (refer to **Figure 6.9.3**).

To Kwa Wan Station

TKW/LR1.4 – Olympic Garden

Olympic Garden will be affected by the construction of the permanent station entrance subways and disable lift facilities. Majority of the affected area during the construction stage will be re-instated with landscape amenity planting and sitting area. About 10 trees affected will be transplanted and 50 felled trees will be compensated with new tree planting within the re-instated open space. With the re-provided vegetation grows and established, the residual impact will be reduced to Slight in Year 10 with the permanent net loss of 125 m^2 of open space.

Ma Tau Wai Station and Tam Kung Road EEP

MTW/LR1.1 – Lok Shan Road Playground

The Lok Shan Road Playground will be affected by the construction of the permanent structure of Entrance A. Part of the playground area not permanently taken up by the station entrance will be re-instated with landscape amenity planting and sitting area. About 5 affected trees of protected species Ailanthus fordii will be transplanted and 5 felled trees will be compensated with new tree planting within the re-instated open space. With the re-provided vegetation grows and established, the residual impact will be reduced to Slight in Year 10 with the permanent net loss of 261m^2 of open space.

MTW/LR1.2 –To Kwa Wan Complex Playground

The To Kwa Wan Complex Playground will be affected by the construction of the permanent structure of ventilation shaft. Part of the playground area not permanently taken up by the ventilation shaft will be re-instated with volley ball court and seating area with amenity plantings. 1 felled tree will be compensated within the re-instated open space. With the re-provided vegetation grows and established, the residual impact will be reduced to Slight in Year 10 with the permanent net loss of 124m^2 of open space.

MTW/LR1.4 – Ma Tau Wai Road/To Kwa Wan Road Garden

The Ma Tau Wai Road/ To Kwa Wan Road Garden will be affected by the construction of the permanent structure of Entrance D with Ventilation shaft. Majority of the affected area during the construction stage will be re-instated with children playground, leisure paths, sitting areas and amenity planting. Approximately 100 trees will be impacted during the construction stage. Affected trees would be transplanted where possible and practicable, which includes 14 nos. specimen trees of Roystonea regia (height 8-12m). As the re-provided vegetation grows and establish, the residual impact will be reduced to Slight in Year 10 with the permanent net loss of 701m^2 of open space.

MTW/LR1.6 – Sitting out area at Junction of Ma Tau Wai Road and Tam Kung Road

The sitting out area at junction of Ma Tau Wai Road and Tam Kung Road will be affected by the construction of the Tam Kung Road EEP. Majority of the affected area during the construction stage will be re-instated with sitting areas and amenity planting. Approximately 2 trees will be impacted during the construction stage. 2 felled trees will be compensated within the re-instated open space. As the re-provided vegetation will grow and establish, the residual impact in Year 10 will be reduced to Slight with the permanent net loss of 102m^2 of open space.

Ho Man Tin Station and Hung Hom Station

Major LRs and LCAs, which would experience residual adverse landscape impacts of moderate to slight significance in the operational phase, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively:

- LDR-1.2 Yan Fung Street Rest Garden (Approximately 5 mature trees at Yan Fung Street Rest Garden for works access)
- LDR-3.2 Slopes adjacent to Chatham Road North (Approximately 2,000m^2 of mature plantation woodland in the Green Belt at Chatham Road North)

MCV and EA/ EEA at Wong Tai Sin

MCH/ LR1.1 – Ma Chai Hang Playground

The Ma Chai Hang Playground will be affected by construction of the permanent structure of MCV, which occupies a small area currently used as open space. The affected area during the construction stage will be re-instated to provide a soccer pitch, chess table, jogging path, children's playground and sitting area. About 45 trees affected will be transplanted, and about 90 felled trees will be compensated within the re-instated open space. With the re-provided vegetation grows and established, the residual impact will be Moderate from Day 1 and Year 10 with the permanent net loss of 2,065m^2 of open space.

6.12.2 Summary of Predicted Residual Landscape Impacts in Construction Phase

Residual landscape impacts in the construction phase are listed in **Table 6.11** and mapped in **Figures 6.8.1 to 6.8.6(a)** and **Figures 6.8.14 to 6.8.19(a)**. Areas which would experience significant landscape impacts are described below:

Hin Keng Station

Construction of HIK would lead to temporary loss of approximately 13,900m^2 public open space (children playground and landscape amenity sitting out area). Temporary reprovisioning of open area will be partially compensated at Hin Kwai Lane and at Shek Mun during the construction phase.

The construction works would affect approximately 1,156 trees at Hin Tin Playground **(HIK/LR1.2),** AFCD N.T. South Animal Management Centre & Shatin Plant Quarantine (**HIK/LR2.1)**, East Rail Embankments opposite to Hin Tin Playground **(HIK/LR4.1),** Vegetation on slopes south of Tai Wai Tunnel (**HIK/LR4.3**) and Trees on slopes adjacent to Shatin Water Treatment Works (**HIK/LR5.3**). One *Melaleuca quinquenervia* (12.5m height, 7.5m spread, 0.81m trunk dia.), one *Ficus microcarpa* (12.8m height, 12.5m spread, 0.97m trunk dia.) and 2 mature *Delonix regia* (13m height, 11.5m spread, 0.72 trunk dia. and 10.5m height, 9.5m spread, 0.52m trunk dia.) will be affected.

Diamond Hill Station

Construction of DIH and DHS would affect approximately 1,225 trees, including street trees along Lung Cheung Road (**DIH & KAT/LR3.1**), at junction of Choi Hung Road and Prince Edward Road East (**DIH & KAT/LR3.6**), amenity areas at Junction of Lung Cheung Road and Po Kong Village Road **(DIH & KAT/LR3.2)**, Trees in Lung Poon Court (**DIH & KAT/LR6.3**), and in Diamond Hill CDA Site (**DIH & KAT/LR9.1**).

Kai Tak Station

Construction of KAT would affect approximately 35 trees in Kai Tak Site (**DIH & KAT/LR8.6**)

To Kwa Wan Station

Construction of TKW would lead to temporary loss of approximately 8,938m^2 of public open space (landscape amenity sitting out area). Temporary re-provision of the sitting out

facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of To Kwa Wan.

The construction works would affect approximately 100 trees in Sung Wong Toi Playground (**TKW/LR1.2**), Olympic Garden (**TKW/LR1.4**) and Hong Kong Aviation Club & Far East Flying Tech. School (**TKW/LR2.1**).

Ma Tau Wai Station and Tam Kung Road EEP

Construction of MTW would lead to temporary loss of approximately 6,133m^2 of public open space (children playground, volley ball court and landscape amenity sitting out area). Temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Ma Tau Wai.

The construction works would affect approximately 157 trees in Lok Shan Road Playground (**MTW/LR1.1**), To Kwa Wan Complex Playground (**MTW/LR1.2**), Ma Tau Wai Road/ To Kwa Wan Road Garden (**MTW/LR1.4**), Sitting out area at junction of Ma Tau Wai Toad and Tam Kung Road **(MTW/LR1.6**) and Parking Lot at Shansi Street (**MTW/LR3.3**). 14 nos. *Roystonea regia* (height 8-12m) and 5 protected species *Ailanthus fordii* will be affected. 2 relatively large trees of *Delonix regia* (9m height, 13m spread, 0.71m trunk dia. and 8m height, 11.5m spread, 0.58m trunk dia.) will be preserved in situ on site.

Hung Hom

There will be temporary loss of approximately 2,790m^2 of public open space (children playground, and landscape amenity sitting out area). Temporary re-provision of the facilities within this neighbourhood is not feasible with the limited open spaces in the congested urban setting of Hung Hom.

The construction works would affect approximately 174 trees at public open space of Chatham Road North (**HUH/LR1.1**), trees in undeveloped open space at Chatham Road North (**HUH/LR1.2**), Winslow Street Playground (**HUH/LR1.4**) and wooded slope at Chatham Road North (**HUH/LR4.1**).

MCV and EA/EEA at Wong Tai Sin

There will be temporary loss of approximately 13,840m^2 of public open space (football field, children playground and landscape amenity sitting out area). Football field will be temporary re-provided in San Po Kong Area East Kai Tak Playground during construction phase.

The construction works will affect approximately 135 trees in Ma Chai Hang Playground (**MCH/ LR1.1**).

Conclusion

In conclusion, approximately 45,601m^2 open space and amenity area and about 3,012 nos. of trees will be temporarily affected by the construction of station, station entrances and ventilation shaft. The total number of trees affected would be subject to further change during the detailed design stage. It should be noted that any tree protection, tree transplanting and compensation tree planting proposals will be submitted to relevant government departments for approval.

After the proposed mitigation measures have been implemented, majority of residual adverse visual impacts in the construction phase would be either moderate or slight.

Number of affected trees and Area of Open Space affected during construction phase is summarized in **Table 6.12 and Table 6.13** respectively**.**

6.12.3 Summary of Predicted Residual Landscape Impacts in Operational Phase

Residual landscape impacts in the operational phase in listed in **Table 6.11** and mapped in **Figures 6.8.7 to 6.8.12** and **Figures 6.8.20 to 6.8.25**.

With the proposed mitigation measures implemented, in operational phase including compensatory tree planting, landscape re-instatement and landscape treatments such as roof greening, most of the residual adverse landscape impact to LRs and LCAs in Day 1 operational phase would be reduced to slight or insubstantial significance. With effect of proposed soft landscape treatment fully realized over 10 years, all residual adverse landscape impact to LRs and LCAs in Year 10 operational phase would be reduced to insubstantial significance. Adverse residual impacts, however, are expected at some areas including Hin Keng Playground (HIK/LR1.2), Diamond Hill CDA Site (DIH & KAT/LR9.1), Olympic Garden (TKW/LR1.4), Lok Shan Road Playground (MTW/LR1.1), To Kwa Wan Complex Playground (MTW/LR1.2), Ma Tau Wai Road/ To Kwa Wan Road Garden (MTW/LR1.4), Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road (MTW/LR1.6) and Ma Chai Hang Playground (MCH/ LR1.1).

Hin Keng Station

Hin Keng Playground (HIK/LR1.2), which will be subject to adverse impact of moderate significance due to permanent loss of 3,100m^2 of public open space of landscape amenity area in this neighbourhood for the construction of HIK.

The proposed HIK taking up part of the existing playground and resulted in reduction in open space. The lost in open space would fully be compensated at the proposed park at Shek Mun (approx 3,100m^2).

Diamond Hill Station and Kai Tak Station

Diamond Hill CDA Site (DIH & KAT/LR9.1), will be subject to adverse impact of moderate significance with the permanently loss of about half of the vegetated area within this LR and disturbance of large number of approximately 1,110 trees, where replanting within the same area is not feasible with the constraints discussed in **Section 6.12.1.2** above.

DHS is a vital element of SCL (TAW-HUH), and avoidance of taking up the space of CDA site is found to be technically not feasible. Investigation has been conducted for using existing train depots such as Tai Wai Depot, Pat Heung Depot, Ho Tung Lau Depot and Kowloon Bay Depot so as to avoid having a new DHS for SCL (TAW-HUH) at Diamond Hill CDA site. However, all the above alternative sites are considered technically not feasible. Summary of the above findings are given in **Section 2.4** of the EIA.

Also, according to the engineering design, the site will require to be excavated irrespective for both semi-underground and fully underground DHS. Keeping the trees on top of DHS untouched is therefore not feasible. In addition, a fully underground DHS will require more vertical ventilation shafts, giving additional engineering and landuse constraints on the Diamond Hill CDA site.

Given the existing profile of the site, the construction of the DHS would require the removal of the rock and spoil above the level of Choi Hung Road. In other words, the impact on the trees is inevitable and mitigation measures are required.

To Kwa Wan Station

Olympic Garden (**TKW/LR1.4**), which will be subject to adverse impact of slight significance due to permanent loss of 125m^2 of public open space of landscape amenity area in this neighbourhood for the construction of station entrance subways and disable lift facilities for TKW. The proposed station entrance subways and disable lift facilities will take up small area of Olympic Garden, and the area of open space will be slightly reduced. Once the construction is completed, the landscape will be redesign at the same location.

Ma Tau Wai Station and Tam Kung Road EEP

Lok Shan Road Playground (**MTW/LR1.1**), will be subject to adverse impact of slight significance due to permanent loss of 261m^2 of public open space of landscape amenity

area in this neighbourhood for the construction of MTW Entrance A. The proposed station entance will take up the northern portion of Lok Shan Road Playground, and the area of open space will be reduced. Once the construction is completed, the landscape will be redesign at the same location.

To Kwa Wan Complex Playground (**MTW/LR1.2**) will be subject to adverse impact of slight significance due to permanent loss of 124m2 of public open space of landscape amenity area in this neighbourhood for the construction of MTW ventilation shaft. The proposed ventilation shaft will take up the north corner of To Kwa Wan Complex Playground, and the area of open space will be partially reduced. Once the construction is completed, the landscape will be redesign at the same location.

Ma Tau Wai Road/ To Kwa Wan Road Garden (**MTW/LR1.4**), which will be subject to adverse impact of slight significance due to permanent loss of 701m^2 of public open space of landscape amenity area in this neighbourhood for the construction of MTW Entrance D with ventilation shaft. The proposed station entrance with ventilation shaft will take up the northwest corner of Ma Tau Wai Road/ To Kwa Wan Road Garden, and the area of open space will be partially reduced. Once the construction is completed, the landscape will be redesign at the same location.

Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road (MTW/LR1.6) will be subject to adverse impact of slight significance due to permanent loss of 102m^2 of public open space of landscape amenity area in this neighbourhood for the construction of Tam Kung Road EEP. The proposed EEP will take up the centre of this Sitting out area, and the area of open space will be partially reduced. Once the construction is completed, the landscape will be redesign at the same location.

The total net loss of open space due to TKW and MTW is 1,313m^2. According to the approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20) currently cover the broad statutory planning framework of the proposed site area for TKW and MTW at To Kwa Wan and Ma Tau Wai, the total open space within the local area is 21.84ha for a planned population of 127,380. The estimated available open space per person within this area is about 1.71m^2. Based on the HKPSG requirement, the minimum standard requirement of local open space is 1m^2 per person. Therefore, the loss, of 1,313m^2 of open space at To Kwa Wan and Ma Tau Wai will have negligible impact to the provision of open space.

MCV and EA/EEA at Wong Tai Sin

Ma Chai Hang Playground (**MCH/ LR1.1**), will be subject to adverse impact of moderate significance due to permanent loss of 2,065m^2 of public open space of landscape amenity area in this neighbourhood for the construction of the permanent structure of Ventilation shaft. The proposed MCV will take up the northwest corner of Ma Chai Hang Recreation Ground, and the area of open space will be reduced. Once the construction is completed, the landscape will be redesign at the same location.

The total net loss of open space due to MCV is 2,065m^2. According to the approved Wang Tau Hom and Tung Tau Outline Zoning Plan (No. S/K8/21) currently cover the broad statutory planning framework of the proposed site area for MCV at Ma Chai Hang, the total open space within the local area is 27.17ha for a planned population of 126,700. The estimated available open space per person within this area is about 2.14m^2. Based on the HKPSG requirement, the minimum standard requirement of local open space is 1m^2 per person. Therefore, the loss, of 2065m^2 of open space at Ma Chai Hang will have negligible impact to the provision of open space.

Compensatory tree planting should 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. The felled trees would be compensated on-site within the reinstated landscape area as much as possible. The remaining trees that cannot be located

on-site would be compensated off-site. Further more sites such as in Ma On Shan and Fo Tan are being explored for tree compensation. The availability of off-site for tree compensation is still subject to discussion and agreement with other government departments.

Summary of compensatory planting for the affected trees and affected open space area during operational phase is given in **Table 6.12** and **Table 6.14** respectively**.**

Table 6.11: Significance of landscape impacts in the construction and operational phases

ID. No.	Landscape Resources/ Landscape Character	Sensitivity (Low, Medium, High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Const	Oper	Const	Oper		Const	Oper	
									Day 1	Year 10
Part 1 – Landscape Resources										
LR (HIK)										
HIK/LR 1.2	Hin Tin Playground	High	Large	Intermediate	Substantial	Substantial	CM1, CM3,OM1, OM2a, OM2b, OM5, OM6	Substantial	Moderate	Moderate
HIK/LR 2.1	AFCD N.T.South Animal Management Centre and Shatin Plant Quarantine	Medium	Large	Intermediate	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM5	Moderate	Slight	Insubstantial
HIK/LR 4.1	MTR Embankments opposite to Hin Keng Playground	Medium	Intermediate	Intermediate	Moderate	Moderate	OM2a, OM2b, OM5, OM1	Moderate	Slight	Insubstantial
HIK/LR 4.3	Vegetation on slopes south of Tai Wai Tunnel	Medium	Large	Intermediate	Substantial	Moderate	OM2a, OM2b, OM5 , OM1	Substantial	Slight	Insubstantial
HIK/LR 5.3	Trees on slopes adjacent to Shatin Water Treatment Works	High	Intermediate	Small	Moderate	Slight	CM3, OM2a, OM2b, OM5 , OM1	Moderate	Slight	Insubstantial
LR (DIH and KAT)										
DIA&KAT/ LR 3.1	Street trees along Lung Cheung Road	Medium	Intermediate	Small	Moderate	Slight	CM3, OM1, OM2a, OM2b, OM5, OM7	Moderate	Slight	Insubstantial
DIA&KAT/ LR 3.2	Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	Medium	Intermediate	Small	Moderate	Slight	CM1, CM3, OM1, OM2a, OM2b, OM5, OM7	Moderate	Slight	Insubstantial
DIA&KAT/L R 3.6	Trees at junction of Choi Hung Road and Prince Edward Road East	Low	Large	Small	Moderate	Slight	OM1, OM2a, OM2b, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/L R6.3	Trees in Lung Poon Court	Medium	Small	Small	Moderate	Slight	OM1, OM2a, OM2b, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT/L R8.6	Trees in Kai Tak Site	Low	Intermediate	Small	Slight	Slight	OM1, OM2a, OM2b, OM5	Slight	Slight	Insubstantial

ID. No.	Landscape Resources/ Landscape Character	Sensitivity (Low, Medium, High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Const	Oper	Const	Oper		Const	Oper	
									Day 1	Year 10
DIA&KAT/LR 9.1	Trees in Diamond Hill CDA Site	High	Large	Large	Substantial	Substantial	CM1, CM3, OM1, OM2, OM5, OM7	Substantial	Moderate	Moderate
LR (TKW)										
TKW/LR 1.2	Sung Wong Toi Playground	High	Intermediate	Small	Moderate	Moderate	CM1, OM1, OM2a, OM2b,OM5,OM6	Moderate	Slight	Insubstantial
TKW/LR 1.4	Olympic Garden	High	Large	Intermediate	Substantial	Moderate	CM1,CM3,OM1, OM2a, OM2b,OM5,OM6	Substantial	Moderate	Slight
TKW/LR 2.1	Trees a Hong Kong Aviation Club & Far East Flying Tech. School	Medium	Intermediate	Small	Moderate	Moderate	OM2a, OM2b, OM5	Moderate	Slight	Insubstantial
LR (MTW and EEP)										
MTW/LR 1.1	Lok Shan Road Playground	High	Large	Intermediate	Substantial	Moderate	CM1, CM3, OM1, OM2a, OM2b, OM5, OM6	Substantial	Moderate	Slight
MTW/LR 1.2	Trees in To Kwa Wan Complex Playground	High	Large	Intermediate	Substantial	Moderate	CM1, OM1, OM2a, OM2b, OM5, OM6	Substantial	Moderate	Slight
MTW/LR 1.4	Ma Tau Wai Road/To Kwa Wan Road Garden	High	Large	Small	Substantial	Moderate	CM1, CM3, OM1, OM2a, OM2b, OM5, OM6	Substantial	Moderate	Slight
MTW/LR 1.6	Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	High	Large	Intermediate	Substantial	Moderate	CM1, OM1, OM2a, OM2b, OM5, OM6	Substantial	Moderate	Slight
MTW/LR 3.3	Trees in Parking Lot at Shansi Street	Medium	Intermediate	Small	Moderate	Slight	CM1, CM3, OM1, OM2a,OM2b,OM5, OM6	Moderate	Slight	Insubstantial
LR (Hung Hom)										
HUH/LR 1.1	Public Open Space at Chatham Road North	High	Large	Small	Substantial	Moderate	CM1, CM3, OM1, OM2a, OM2b, OM5, OM6	Substantial	Slight	Insubstantial
HUH/LR 1.2	Undeveloped Open Space at Chatham Road North	High	Intermediate	Small	Substantial	Moderate	CM1, OM1, OM2a, OM2b, OM5	Substantial	Slight	Insubstantial

ID. No.	Landscape Resources/ Landscape Character	Sensitivity (Low, Medium, High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Const	Oper	Const	Oper		Const	Oper	
									Day 1	Year 10
HUH/LR 1.4	Winslow Street Playground	High	Large	Small	Substantial	Moderate	CM1, CM3, OM1, OM2a, OM2b, OM5, OM6	Substantial	Slight	Insubstantial
HUH/LR 4.1	Wooded slope at Chatham Road North	Medium	Large	Small	Substantial	Moderate	CM3, OM2a, OM2b, OM5, OM1,	Substantial	Slight	Insubstantial
LR (MCV and EA/EEA at Wong Tai Sin)										
MCH/LR 1.1	Ma Chai Hang Road Playground	High	Large	Intermediate	Substantial	Substantial	CM1, CM3, OM1, OM2a, OM2b, OM5,OM6	Substantial	Moderate	Moderate
LR (Magazine Site at TKO Arae 137)										
TKO/LR 8.1	Vegetation at Fat Tong O Reclamation	Low	Small	Small	Slight	Slight	OM5	Slight	Insubstantial	Insubstantial
LR (Barging Facilities and Storage Areas)										
Landscape resources will not be affected by barging facilities and storage areas.										
Part 2 – Landscape Character Areas										
LCA (HIK)										
LCA 2.1	Sha Tin Heights Urban Fringe (Urban Fringe Landscape)	Medium	Negligible	Negligible	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
LCA 2.2	Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape)	Medium	Intermediate	Small	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a,OM2b, OM3,OM4, OM5, OM6, OM8	Moderate	Slight	Insubstantial
LCA 3.1	Tai Wai South Residential Urban Area (Residential Urban Landscape)	Medium	Negligible	Negligible	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
LCA 4.1	Sha Tin Hillsides (Woodland Landscape)	High	Negligible	Negligible	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
LCA 4.2	Kowloon Reservoir Valley (Woodland/Reservoir Landscape)	High	Negligible	Negligible	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

ID. No.	Landscape Resources/ Landscape Character	Sensitivity (Low, Medium, High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Const	Oper	Const	Oper		Const	Oper	
									Day 1	Year 10
LCA (DIH and KAT)										
LCA 2.3	Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape)	Medium	Intermediate	Small	Moderate	Slight	CM1,CM2,CM3, OM1, OM2a,OM2b, OM3,OM5, OM6, OA7	Moderate	Slight	Insubstantial
LCA 3.2	Wong Tai Sin Residential Area (Residential Urban Landscape)	Medium	Small	Small	Slight	Slight	CM2,CM3,OM1, OM2a,OM2b,OM3, OM5	Slight	Insubstantial	Insubstantial
LCA 3.4	Nga Chi Wan Residential Area (Residential Urban Landscape)	Low	Intermediate	Small	Slight	Slight	CM2,CM3, OM1,OM2a,OM2b, OM3,OM5,	Slight	Insubstantial	Insubstantial
LCA 6.1	San Po Kong Industrial Area (Industrial Urban landscape)	Low	Negligible	Negligible	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
LCA 7.1	South East Kowloon On-going Development (Ongoing Major Development Landscape)	Low	Intermediate	Small	Slight	Slight	CM2,CM3 , OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
LCA (MTW, EEP and TKW)										
LCA1.2	To Kwa Wan Urban Area (Mixed Urban Landscape)	Low	Small	Small	Slight	Slight	CM1,CM2,CM3, OM1, OM2a,OM2b, OM3,OM5, OM6	Slight	Insubstantial	Insubstantial
LCA 2.4	Ho Man Tin Urban Fringe (Urban Fringe Landscape)	Medium	Negligible	Negligible	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
LCA 7.1	South East Kowloon On-going Development (Ongoing Major Development Landscape)	Low	Small	Small	Slight	Slight	CM2,CM3, CM5, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
LCA (Hung Hom)										
LCA1.3	Hung Hom Urban Area (Mixed-use Urban Landscape)	Low	Small	Small	Slight	Slight	CM1,CM2,CM3, OM1,OM2a,OM2b,	Slight	Insubstantial	Insubstantial

ID. No.	Landscape Resources/ Landscape Character	Sensitivity (Low, Medium, High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Const	Oper	Const	Oper		Const	Oper	
									Day 1	Year 10
							OM3,OM5,OM6			
LCA 3.5	Ho Man Tin Residential Area (Residential Urban Landscape)	Medium	Small	Small	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM5	Slight	Insubstantial	Insubstantial
LCA 8.1	Hung Hom Transportation Corridor (Transportation Corridor Landscape)	Low	Small	Small	Slight	Slight	CM2,CM3, OM1,OM2a,OM2b, OM3,OM5	Slight	Insubstantial	Insubstantial
LCA (MCV and EA/EEA at Wong Tai Sin)										
LCA 3.2	Wong Tai Sin Residential Area (Residential Urban Landscape)	Medium	Small	Small	Moderate	Slight	CM2,CM3, OM1,OM2a,OM2b, OM3,OM5, OM6	Slight	Insubstantial	Insubstantial
LCA (Magazine Site at TKO Arae 137)										
LCA 10.1	Fat Tong O Reclamation (Reclamation/ On Going Major Development Landscape)	Low	Small	N/A	Slight	N/A	CM2, OM2b, OM5	Slight	N/A	N/A
LCA (Barging Facilities and Storage Areas)										
Landscape character will not be affected by the barging facilities and storage areas.										

Note: All impacts are adverse unless otherwise noted. Only those resources or character areas that are impacted are listed in the table – resources not impacted are not listed.)

Table 6.12: Summary of affected trees

Station/ Landscape Resources	Approximate No. of Trees				
	Retain	Transplant (1)	Fell(1)	Affected (Transplant/ Fell)	Compensatory Planting on-site (2)
Hin Keng Station					
HIK/LR 1.2 Hin Tin Playground	275	90	300	390	**620 (Total DBH = 62m)**
HIK/LR2.1 AFCD N.T. South Animal Management Centre and Shatin Plant Quarantine Area	35	5	25	30	
HIK/LR 4.1 MTR Embankments opposite to Hin Keng Playground	45	0	460(3)	460	
HIK/LR4.3 Vegetation on slopes south of Tai Wai Tunnel	260	0	250(3)	250	
HIK/LR5.3 Trees on slopes adjacent to Shatin Water Treatment Works	175	1	25(3)	26	
Total	**790**	**96**	**325 (Total DBH = 29.84) + 735 trees on slope (Total DBH = 119.66m)**	**1156**	
Diamond Hill Station					
DIH & KAT/LR3.1 Street trees along Lung Cheung Road	260	5	25	30	**123 (Total DBH = 12.3m)**
DIH & KAT/LR3.2 Amenity Areas at Junction of Lung Cheung Road and Po Kong Village Road	150	30	20	50	
DIH & KAT/LR3.6 Trees at Junction of Choi Hung Road and Prince Edward Road East	125	0	30	30	
DIH & KAT/LR6.3 Trees in Lung Poon Court	155	0	5	5	
DIH & KAT/LR9.1 Trees in Diamond Hill CDA site	390	145	965	1,110	
Total	**1080**	**180**	**1,045 (Total DBH = 236.6m)**	**1,225**	
Kai Tak Station					
DIH & KAT/LR8.6 Trees in Kai Tak Site	5	0	35 (Total DBH = 5.6m)	35	56 (Total DBH = 5.6m)
To Kwa Wan Station					
TKW/LR1.2 Sung Wong Toi Playground	90	0	20	20	**90 (Total DBH = 9m)**
TKW/LR1.4 Olympic Garden	10	10	50	60	
TKW/LR2.1 Trees at Hong Kong Aviation Club & Far East Flying Tech. School	30	0	20	20	
Total	**130**	**10**	**90 (Total DBH = 22.5m)**	**100**	
Ma Tau Wai Station and Tam Kung Road EEP					
MTW/LR1.1Lok Shan Road Playground	0	5	5	10	**194 (Total DBH = 19.4m)**
MTW/LR1.2 To Kwa Wan Complex Playground	0	0	1	1	
MTW/LR1.4 Ma Tau Wai Road/To Kwa Wan Road Garden	2	45	53	98	
MTW/LR1.6 Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	0	0	2	2	

Station/ Landscape Resources	Approximate No. of Trees				
	Retain	Transplant (1)	Fell(1)	Affected (Transplant/ Fell)	Compensatory Planting on-site (2)
MTW/LR3.3 Parking Lot at Shansi Street	15	1	45	46	
Total	**17**	**51**	**106 (Total DBH = 33.6m)**	**157**	
Hung Hom					
HUH/LR1.1 Public Open Space at Chatham Road North	38	2	12(3)	14	**187 (Total DBH = 18.7m)**
HUH/LR1.2 Undeveloped Open Space at Chatham Road North	320	0	90(3)	80	
HUH/LR4.1 Wooded slopes at Chatham Road North	15	1	65(3)	66	
HUH/LR1.4 Winslow Street Playground	0	1	20	21	
Total	**370**	**4**	**20 (Total DBH = 7m including) + 167 trees on slope (Total DBH = 31m)**	**191**	
MCV and EA/ EEA at Wong Tai Sin					
MCH/ LR1.1 Ma Chai Hang Playground	365	45	90 (Total DBH = 16.4m)	135	90 (Total DBH = 9m)
TKO Area 137					
TKO/LR 8.1 Fat Tong O Reclamation	15	0	30 (Total DBH = 0.65m)	30	0
All Total	**2772**	**386**	**1741(Total DBH = 352.19m) + 902 trees on slope (Total DBH = 150m)**	**3029**	**1360 (Total DBH = 136m)**

Note:
(1) Exact no. of tree to be felled/ transplanted/ removed to 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 planting ratio exempted for trees at slope (ETWB TCW No. 3/2006). However, tree planting, whips and / or woodland mix on slope will be provided as far as practicable.

Table 6.13: Summary of affected Open Space Area during Construction Phase

Location	Approximate Area of Open Space Affected (m^2)	Temporary Re-provisoning
Hin Tin Playground	13,900 (Temporary)	• Hin Kwai Lane (Temporary - 300m^2) • Open Area at Shek Mun (Temporary -2,575m^2)
Sung Wong Toi Playground	1,135 (Temporary)	-
Olympic Garden	7,803 (Temporary)	-
Lok Shan Road Playground	520 (Temporary)	-
To Kwa Wan Complex Playground	731 (Temporary)	-
To Kwa Wan Road/ Ma Tau Wai Road Garden	4,726 (Temporary)	-

Location	Approximate Area of Open Space Affected (m^2)	Temporary Re-provisoning
Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	372 (Temporary)	-
Public Open Space at Chatham Road North	2,100 (Temporary)	-
Winslow Street Playground	690 (Temporary)	-
Ma Chai Hang Road Playground	13,840 (Temporary)	• Ma Chai Hang 5-a-side football field and children playground (Temporary - 3,950m^2)

Table 6.14: Summary of affected Open Space Area during Operational Phase

Location	Approximately Area of Open Space Affected (m^2)	Permanent Re-provisioning	Approximately Total Net Loss (m2)
Hin Tin Playground	10,800 (Temporary) 3,100 (Permanent)	• Redesign landscape planting at same location (10800m^2) • Reprovision of sitting out area at Shek Mun (3100m^2)	-
Sung Wong Toi Playground	1,135 (Temporary)	• Feature paving and replanting at same location (1,135m^2)	-
Olympic Garden	7,678 (Temporary) 125 (Permanent)	• Sitting out areas, Feature paving and replanting in same location (7,678m^2)	125
Lok Shan Road Playground	259 (Temporary) 261 (Permanent)	• Redesign landscape planting at same location (259 m^2)	261
To Kwa Wan Complex Playground	607 (Temporary) 124 (Permanent)	• Redesign landscape planting at same location (607 m^2)	124
To Kwa Wan Road/ Ma Tau Wai Road Garden	4,025 (Temporary) 701(Permanent)	• Redesign landscape planting at same location (4,025m^2)	701
Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road	270 (Temporary) 102 (Permanent)	• Redesign landscape planting at same location (270 m^2)	102
Public Open Space at Chatham Road North	2,100 (Temporary)	• Redesign landscape planting at same location (2,100 m^2)	-
Winslow Street Playground	690 (Temporary)	• Redesign landscape planting at same location (690m^2)	-
Ma Chai Hang Road Playground	11,775 (Temporary) 2,065 (Permanent)	• Redesign landscape planting at same location (11,775m^2)	2,065

Note: The approximately total net gain / loss is the difference between the total area occupied (temporarily and permanently) and the area re-provided permanently.

6.13 Visual Impact Assessment

6.13.1 Potential Sources of Visual Impacts

Potential sources of landscape and visual impacts have been described in the previous section.

6.13.2 Recommended Visual Mitigation Measures in Construction and Operational Phases

The proposed visual mitigation measures in the construction and operational phases are listed in **Tables 6.9 and 6.10** which indicating the funding, implementation, management and maintenance parties.

The measures listed in above **Tables 6.9 and 6.10** should be adopted from the commencement of construction and should be in place throughout the entire construction period, whereas the operational phase mitigation measures should be incorporated in the detailed design stage and construction stage.

6.13.3 Prediction of Significance of Visual Impacts in Construction phase

An assessment of the potential significance of the visual impacts during the construction and operational phases, before and after mitigation, is briefly described below, and listed in detail in **Table 6.15.**

Residual visual impacts in the construction stage are illustrated in **Figures 6.8.26** to **6.8.48.** VSRs experienced adverse impacts of substantial to slight significance during the construction phase have been identified and discussed below.

Hin Keng Station

The main sources of visual impacts are the loss of existing vegetation greenery due to the site formation and the proposed HIK, noise barriers, viaduct and the at-grade box section leading to Hin Keng portal. The proposed works would create substantial to slight adverse impact on VSRs close to the proposed development boundary in consideration of the duration of impact and change in vision of field during construction and operational phases. The impact would be reduced for VSRs further away from the site.

It is considered that VSRs located in close proximity close to the construction works will receive a substantial to moderate negative visual impact. VSRs at the following locations would be worst affected at the construction stage and are discussed below.

Residents in Hin Keng Estate (South) (HIK/VSR 1.10) will have close view on the viaduct and the at-grade box section during construction. With the removal of trees along the slopes of East Rail Line embankment and south of Tai Wai Tunnel, the visual impact before mitigation is considered to be substantial. The residual impact significance after mitigation is substantial, with the close proximity of this VSR group to the works together with the exterior view playing an important part of their normal life.

Residents at Heng Hau Road (HIK/VSR 1.1) and Hin Keng Estate (North) (HIK/VSR 1.2) will have full views of for the proposed HIK and noise barriers works site. With the removal over 400 trees at Hin Tin Playground and along East Rail Line embankment, the level of visual impact is considered to be substantial to moderate. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Residents at Ka Tin Court (HIK/VSR 1.3) will have partial view of the works site of the proposed viaduct and the at-grade box section leading to Hin Keng portal. The level of visual impact is considered to be moderate. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Workers in Sha Tin Water Treatment Works (HIL/VSR 2.2) will have glimpse views to the works site of the proposed HIK, viaduct and the at-grade box section leading to Hin Keng portal. With the close proximity to the works site and removal of trees within slopes along East Rail Line embankment and at south of Tai Wai Tunnel, the level of visual impact is considered to be moderate. Even with implementation of mitigation measure CM1, the residual impact significance after mitigation will remain as moderate with the close proximity of this VSR to the works site.

Visitors to Hin Tin Playground (HIK/VSR 3.2) will have close full view to the works site for the proposed HIK and noise barriers. With the close proximity to the works site, the level of visual impact is considered to be moderate and the residual impact significance after mitigation is moderate.

Passengers on MTR East Rail Line between Tai Wai Station and Tai Wai Portal (HIK/VSR 4.1) will have full views to the works site of the proposed HIK, noise barriers, viaduct and the at-grade box section leading to Hin Keng portal. As this VSR group is mainly transient in nature, the level of visual impact is considered to be moderate. The residual impact significance after mitigation is also assessed to be moderate.

Moderate to slight negative visual impact will be experienced by the following VSRs located in the distant to the works site:

Residents at Sha Tin Height (HIK/VSR 1.4), Festival City (HIK/VSR 1.5) and Hin Yiu Estate (HIK/VSR 1.9) will have full views of works site for the proposed HIK and noise barriers. With the extensive tree removal at Hin Tin Playground and along East Rail Line embankment, the level of visual impact is considered to be moderate. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is also assessed to be moderate.

Residents of Royal Forest (HIK/VSR 1.6), Woodcrest Hill (HIL/VSR 1.7) and Carado Garden (HIK/VSR 1.8) will have distant partial to glimpse views to the works site for the proposed HIK, noise barriers, viaduct and the at-grade box section leading to Hin Keng portal, and Hin Tin Playground where large number of trees will be removed. The level of visual impact is considered to be slight. Residual impact significance after mitigation is also assessed to be slight.

Students of CUHKAA Thomas Cheung Primary School (HIK/VSR 2.1) will have glimpse views to the works site for the proposed HIK, viaduct and the at-grade box leading to Hin Keng portal. With the limited views to the work site, the level of visual impact before mitigation is considered to be slight. The residual impact significance after mitigation is slight.

Students of Carmel Alison Lam Primary School (HIK/VSR2.3) will have distant open view towards the proposed HIK and Hin Tin Playground, where trees would be removed. The quality of existing views to the greenery of Hin Tin Playground is considered as good, and level of visual impact is assessed to be moderate. The residual impact significance after mitigation is also assessed to be moderate.

Visitors to Hin Keng Outdoor Swimming Pool (HIK/VSR 3.1) will have full view to the works site of the proposed noise barrier at HIK, and level of visual impact is considered to be moderate. The residual impact significance after mitigation is also assessed to be moderate.

Visitors to Che Kung Mui Road Playground (HIK/VSR- 3.3) will have distant glimpse view to the works site for the proposed noise barrier at HIK. The level of visual impact before mitigation is considered to be moderate. With the implementation of mitigation measures CM1 (decorative hoarding) and CM2 (management of facilities on works site), the residual impact significance after mitigation will be reduced to slight.

Diamond Hill Station and Diamond Hill Stabling Sidings

The main sources of visual impacts are the loss of existing vegetation greenery at Diamond Hill CDA site and the proposed DIH and DHS. The proposed works would create substantial to slight adverse impact on VSRs close to or have a higher view over the development boundary in consideration of duration of impact and change in vision of field during construction period, operational phase before land allocation and operational phase after land allocation. The impact would be reduced for VSRs located further away from the site.

The VSRs located close to the construction sites will receive a substantial to moderate negative visual impact, and the following VSRs would be worst affected during construction phase.

Residents in Lung Poon Court (DIH&KAT/VSR 1.1), Rhythm Garden-North (DIH&KAT/VSR 1.2) and Galaxia (DIH&KAT/VSR 1.3) will have a high vantage point over the works site for the proposed DIH and DHS. Large number of trees will be removed along Lung Cheung Road and within Diamond Hill CDA site. These VSRs have open views to the works site and the quality of the exterior view plays an important part of their normal life. The level of visual impact before mitigation is considered to be substantial and the residual impact significance after mitigation is substantial, which is considered unavoidable with close proximity of the VSRs to the works site.

Workers and visitors at Wong King Industrial Building (DIH&KAT/VSR 2.1), Plaza Hollywood (DIH&KAT/VSR 2.2), Hong Kong Sheng Kung Hui Nursing Home (DIH&KAT/VSR 2.3), Light Industrial Development Choi Hung Road (DIH&KAT/VSR 2.5) and students in Canossa Primary School (DIH&KAT/VSR 2.7) will have partial views of the works site for the proposed DIH and DHS where large number of trees along Lung Cheung Road and within Diamond Hill CDA site will be removed. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Pedestrians and passengers travelling along Lung Cheung Road (DIH&KAT/VSR 4.1), at bus terminal at Choi Hung Road (DIH&KAT/VSR 4.2), Choi Hung Road (DIH&KAT/VSR 4.3) and Po Kong Tsuen Road (DIH&KAT/VSR 4.5) will have full to partial view of the works site for the proposed DIH and DHS and the removal of large number of trees along Lung Cheung Road and within Diamond Hill CDA site. These VSRs are mainly transient in nature. With the close proximity to the works site, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Passengers travelling at high speed along Kwun Tong Bypass (DIH&KAT/VSR 4.4) will have distant full view of the works site for the proposed DIH and DHS where large number of trees along Lung Cheung Road and within Diamond Hill CDA site will be removed. As these VSRs are mainly transient in nature along this high-speed carriageway with relatively short duration of views, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Moderate to slight negative visual impact will be experienced by the following VSRs located in the distant to the work site:

Residents in Choi Hung Estate (DIH&KAT/VSR 1.4), Lower Wong Tai Sin Estate (DIH&KAT/VSR 1.5) and Tropicana Garden (DIH&KAT/VSR 1.6) will have partial distant views of the works site for the proposed DIH and DHS where large number of trees will be removed. It is considered that such exterior views are a part of their normal life and the level of visual impact before mitigation is considered to be moderate. The residual impact significance after mitigation is moderate.

Workers in Wong Tai Sin District Headquarters and Divisional Station (DIH&KAT/VSR 2.8), Wong Tai Sin Disciplined Services Quarters at Chun Yan Street (DIH & KAT/VSR 2.16), Hsin Kuang Centre (DIH & KAT/VSR 2.21), Redemption Lutheran Church and Kindergarten

at Muk Lun Street (DIH & KAT/VSR 2.22) and students in Canossa Primary School at Chun Yan Street (DIH & KAT/VSR 2.17) will have partial distant views of the works site for the proposed DIH and DHS, where large number of trees will be removed. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact is considered to be moderate. The residual impact significance after mitigation is moderate.

Workers at Chi Lin Nunnery (DIH&KAT/VSR 2.6) will have only distant glimpse view of the works site for the proposed DIH and DHS. With the large extent of the works site, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Visitors to Nan Lian Garden (DIH&KAT/VSR 3.1) and Choi Hung Road Playground (DIH&KAT/VSR 3.2) will have partial to glimpse views of the works site for the proposed DIH and DHS, where large number of trees will be removed. Un-distractive view is considered an important element to this group of VSR, the level of visual impact before mitigation is assessed to be moderate and the residual impact significance after mitigation is moderate.

Visitors to Fung Tak Park (DIH&KAT/VSR 3.3), Hammer Hill Road Swimming Pool (DIH&KAT/VSR 3.4) and Muk Lun Street Playground (DIH & KAT/VSR 3.5) will have distant partial to glimpse views of the works site for the proposed DIH and DHS, where large number of trees will be removed. The level of visual impact is considered to be moderate. With the implementation of mitigation measures CM1 (Decorative Hoarding) and CM2 (management of facilities on works site), residual impact significance after mitigation will be reduced to slight.

Kai Tak Station

The main sources of visual impacts are the large works site of KAT. The proposed works would create substantial to slight adverse impact on VSRs with high vantage views over the proposed development boundary in consideration of the duration of impact and change in vision of field during construction and operational phases. The impact would be reduced for VSRs located at lower levels or at far distant.

It is considered that VSRs located around the works site with high vantage views over the construction works will receive a substantial to moderate negative visual impact. The following VSRs would be worst affected at the construction phase:

Residents in residential development at Housing Site 1A & 1B within Kai Tak area (DIH&KAT/VSR 1.16) will have full views of the extensive work site for the proposed KAT. The level of visual impact before mitigation is considered to be substantial. These VSRs have close open views over the work site, and the quality of the exterior view plays an important part of their normal life. Despite mitigation measures CM2 (Management of facilities on works site), the residual impact significance after mitigation will remain substantial.

Residents at Rhythm Garden-South (DIH&KAT/VSR 1.17) and future residential development along Prince Edward Road East (DIH&KAT/VSR 1.7) will have full views of the extensive works site for the proposed KAT. The level of visual impact before mitigation is considered to be substantial. These VSRs have close open views over the works site and the quality of the exterior view plays an important part of their normal life. Despite mitigation measures CM2 (Management of facilities on works site), the residual impact significance after mitigation will remain substantial.

Residents at Residential Properties along Sung Wong Toi Road (TKW/VSR 1.3), Richland Garden (DIH&KAT/VSR 1.8), residential block at the junction of Sa Po Road (DIH&KAT/VSR 1.9), Planned R (E) site at King Fuk Street (DIH & KAT/VSR 1.10) and Regal Oriental Hotel in Kowloon City (DIH & KAT/VSR 1.11) will have distant full open views over the extensive work site for the proposed KAT. In consideration that quality of the exterior views play a part of their normal life, the level of visual impact is considered to be moderate. The residual impact significance after mitigation is moderate

Workers in Prince Edward Road East (DIH&KAT/VSR 2.9), light industrial buildings along Prince Edward Road East (DIH&KAT/VSR 2.15), Skyline Tower (DIH&KAT/VSR 2.13), Sino Industrial Plaza (DIH&KAT/VSR 2.14), EMSD Headquarter in Kowloon Bay (DIH & KAT/VSR 2.19) and industrial developments at Sung Wong Toi Road (TKW/VSR 2.3) will have distant full views of the extensive work site for the proposed KAT. The level of visual impact is assessed to be moderate in consideration of large works site. The residual impact significance after mitigation is moderate.

Moderate to slight negative visual impact will be experienced by the following VSRs at lower levels or at far distant to the work site:

Residents at Sky Tower (TKW/VSR 1.1) and Residential developments near Prince Edward Road East (DIH & KAT/VSR 1.12) will have distant partial views of the extensive work site for the proposed KAT. In considered that quality of the exterior views is a part of their normal life, the level of visual impact is assessed to be moderate. The residual impact significance after mitigation is moderate.

Workers in Newport Centre at Ma Tau Kok Road (TKW/VSR 2.5), Sir Robert Black Health Centre at Yuk Kwan Street (DIH & KAT/VSR 2.18) and International Trade & Exhibition Centre (DIH & KAT/VSR 2.20) will have distant full to partial views of the extensive works site for the proposed KAT. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact is considered to be moderate. The residual impact significance after mitigation is moderate.

Students in Cognitio College (DIH&KAT/VSR 2.10) and Lee Kau Yan Memorial School (DIH&KAT/VSR 2.11) have distant partial views of the extensive work site for the proposed KAT. The level of visual impact is considered to be moderate. With the implementation of mitigation measures CM2 (Management of facilities on works site), the residual impact significance after mitigation will be reduced to slight.

Workers at EMSD Workshops along To Kwa Wan Road (TKW/VSR 2.4) will have distant open view towards the extensive work site for the proposed KAT. The workshops are not currently used, the duration and frequency of the view is considered to be short and rare. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Visitors to Shek Ku Lung Road Playground (DIH & KAT/VSR 3.6) will have distant open view towards the extensive work site for the proposed KAT. As a un-distractive view is considered an important element to this group of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Pedestrians and passengers along Kwun Tong Bypass (DIH&KAT/VSR 4.4) and Prince Edward Road East (DIH&KAT/VSR 4.6) will have full views of the extensive work site for the proposed KAT. As these VSRs are mainly transient in nature from a relatively lower viewing angle, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

To Kwa Wan Station

The main sources of visual impacts are the large extensive work site for the proposed TKW and the construction of station entrances with ventilation shafts. The proposed works would create substantial to slight adverse impact on VSRs with high vantage views over the proposed development boundary in consideration of duration of impact and change in vision of field during construction and operational phases. The impact would be reduced for VSRs at lower levels or at far distant.

It is considered that VSRs located around the work site with high vantage views over the construction works will receive a substantial to moderate negative visual impact. The following VSRs would be worst affected at the construction stage:

Residents along Sung Wong Toi Road (TKW/VSR 1.3), Prince Edward East Road (TKW/VSR 1.6) and Residential development near Prince Edward Road East (DIH & KAT/VSR 1.12) will have open to partial views of the extensive work site for the proposed TKW and the construction of station entrances with ventilation shafts. The level of visual impact before mitigation is considered to be substantial to moderate. Mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on Works site) can reduce visual impact at ground level. However, some VSRs at upper levels will able to see the works site and have close views over work site, which is considered unavoidable. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Residents at Sky Tower (TKW/VSR 1.1) will have open views of the extensive work site for the proposed TKW and the construction of station entrances with ventilation shafts. The level of visual impact before mitigation is considered to be substantial to moderate. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Visitors to Sung Wong Toi Playground (TKW/VSR 3.2) located directly opposite the future station and Argyle Street Park Playground (TKW/VSR 3.3) will have close full to partial views of the extensive work site for the proposed TKW and the construction of ventilation shafts B & C. The level of visual impact before mitigation is considered to be moderate. Even with the mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site), the residual impact significance after mitigation will remain as moderate, with the close proximity of VSRs to the works.

Moderate to slight negative visual impact will be experienced by the following VSRs at lower levels or at far distant to the work site:

Residents at Grand Waterfront (TKW/VSR 1.5) will have distant open to partial views of the extensive work site for the proposed TKW and the construction of station entrances with ventilation shafts. The level of visual impact before mitigation is considered to be moderate due to their far distant view. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Residents in mid-rise residential blocks along Ma Tau Chung Road (TKW/VSR 1.2) and residential blocks along the junction of Ma Tau Chung Road and Fu Ning Street (TKW/VSR 1.4) will have distant full view of the work site for the proposed TKW. Mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site) can reduce some of the visual impact. With long distant views, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Workers at Ma Tau Chung Fire Station (TKW/VSR 2.1), Hong Kong Society for the Protection of Children (TKW/VSR 2.2), industrial developments at Sung Wong Toi Road (TKW/VSR 2.3), Newport Centre at Ma Tau Kok Road (TKW/VSR 2.5) and Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road (TKW/VSR 2.6) will have full view of the work site for the proposed TKW. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Workers at EMSD Workshops along To Kwa Wan Road (TKW/VSR 2.4) will have full distant view of the work site for the proposed TKW. As the workshops are not used, the duration and frequency of the view is considered to be short and rare. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Visitors to Sung Wong Toi Garden (TKW/VSR 3.1) will have partial view of the work site for the proposed TKW. The level of visual impact is considered to be moderate. With the implementation of mitigation measures CM1 (Decorative Hoarding) and CM2 (Management

of facilities on works site), the visual impact can be reduced, and the residual impact significance after mitigation is slight.

Pedestrians and passengers along Sung Wong Toi Road (TKW/VSR 4.1) and Olympic Avenue (TKW/VSR 4.2) will have close full views of the extensive work site for the proposed TKW. Mitigation measures CM1 and CM2 can reduce the visual impact. As these VSRs are mainly transient in nature from a relatively lower viewing angle, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Pedestrians and passengers of Prince Edward Road East (DIH & KAT/VSR 4.6) will have close full views of the extensive work site for the proposed TKW. As these VSRs are mainly transient in nature from a relatively lower viewing angle, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Ma Tau Wai Station and Tam Kung Road EEP

The main sources of visual impacts are the loss of existing vegetation greenery at Ma Tau Wai Road/ To Kwa Wan Road Garden and the proposed MTW and work site along Ma Tau Wai Road. The proposed works would create substantial to slight adverse impact on VSRs close to the proposed development boundary in consideration of duration of impact and change in vision of field during construction and operational phases. The impact would be reduced for VSRs further away from the site.

It is considered that high sensitivity VSRs located close to the construction works will receive a substantial to moderate negative visual impact. The following VSRs would be worst affected at the construction stage:

Residents at the junction of To Kwa Wan Road (MTW/VSR 1.1), along Ma Tau Wai Road (MTW/VSR 1.4), along Lok Shan Road (MTW/VSR 1.7), along Shansi Street (MTW/VSR 1.8), junction of Lok Shan Road and Pau Chung Street (MTW/VSR 1.12), junction of To Kwa Wan Road and Chi Kiang Street (MTW/VSR 1.13), Residential developments at the junction of To Kwa Wan Road and Shek Tong Street (MTW/VSR 1.14) and Residential development at Kiang Hsi Street (MTW/VSR 1.15) will have full close views of the work site for the proposed MTW along Ma Tau Wai Road, the demolition of Ma Tau Wai Road/ To Kwa Wan Road Garden, Lok Shan Road Playground, Kwa Wan Complex Playground and the construction of Entrance A & D with Ventilation Shafts. The level of visual impact before mitigation is considered to be substantial. Mitigation measures CM1 and CM2 can help to reduce some of the visual impact at ground level. However, some VSRs at upper levels will still be able to see the work site, which is unavoidable. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Students of SKH Good Shepherd Primary School (MTW/VSR 2.6) and Workers at To Kwa Wan Market and Government Offices (MTW/VSR 2.2) in close proximity will have close full views of the work site for the proposed MTW, demolition of Lok Shan Road Playground, Kwa Wan Complex Playground and the construction of Entrance A and Ventilation Shaft. Due to close proximity of the works to these groups of VSR the level of visual impact before mitigation is considered to be substantial. Mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site) can reduce some of the visual impact at ground level. However, some VSRs at upper levels will still be able to see the work site, which is considered unavoidable. As the visual outlooks plays a less important role for these groups of VSR, the residual impact significance after mitigation is assessed to be moderate.

Residents in mid-rise residential blocks along Ma Tau Wai Road (MTW/VSR 1.11) will have full view of the works site for the construction of Tam Kung Road EEP occupying the existing small sitting out area at junction of Ma Tau Wai Road and Tam Kung Road and for the proposed MTW. Mitigation measures CM1 (Decorative Hoarding) and CM2

(Management of facilities on works site) can reduce some of the visual impact at ground level. However, some VSRs at upper levels will still be able to see the work site, which is unavoidable. Due to close proximity of the works to these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Moderate to slight negative visual impact will be felt by the following less sensitive VSRs or VSRs located in the distant to the work site:

Residents in high-rise residential blocks of Majestic Park (MTW/VSR 1.2), 18 Farm Road (MTW/VSR 1.3) and Ma Tau Wai Estate (MTW/VSR 1.10) will have full to partial views of the works site for the construction of Tam Kung Road EEP occupying the existing small sitting out area at junction of Ma Tau Wai Road and Tam Kung Road. The level of visual impact is considered to be moderate. Some VSRs at upper levels will still be able to see the work site, which is unavoidable. Mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site) can reduce some of the visual impact at ground level. As the proposed EEP in relatively small in scale, the residual impact significance after mitigation is assessed to be slight.

Residents at Lok Oi Lau (MTW/VSR 1.6) will have only partial view of the work site for the proposed MTW along Lok Shan Road and the construction of Entrance A with Ventilation Shaft. The level of visual impact before mitigation is considered to be moderate. With the implementation of mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site), the visual impact can be reduced at ground level. However, some VSRs at upper levels will still be able to see the work site, which is unavoidable. The residual impact significance after mitigation is slight.

Students of primary schools at the junction of Ma Tau Wai Road and Sheung Heung Road (MTW/VSR 2.1), workers at Wearbest Building (MTW/VSR 2.4) and I-Feng Mansion (MTW/VSR 2.5) will have close full to partial views of the work site for the proposed MTW, the demolition of Lok Shan Road Playground, Kwa Wan Complex Playground and the construction of Entrance A with Ventilation Shaft. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Workers at Car Workshop at junction of Ma Tau Wai Road and Kowloon City Road (MTW/VSR 2.3) will have close view of the work site for the proposed MTW along Ma Tau Wai Road. Mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site) can help in reducing the visual impact. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Visitors to Ko Shan Road Park (MTW/VSR 3.2) will have partial view of the work site for the proposed MTW along Ma Tau Wai Road, the demolition of Ma Tau Wai Road/ To Kwa Wan Road Garden and the construction of Entrance D with Ventilation Shaft. As a un-distractive view is considered an important element to this VSR group, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Visitors to Ma Tau Wai Road Playground (MTW/VSR 3.5) will have close view of the work site for the construction of Tam Kung Road EEP occupying the existing small sitting out area at junction of Ma Tau Wai Road and Tam Kung Road. Mitigation measures CM1 and CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Pedestrians and passengers along Ma Tau Wai Road (MTW/VSR 4.1), Lok Shan Road (MTW/VSR 4.2), Kiang Su Street (MTW/VSR 4.3) and Chi Kiang Street (MTW/VSR 4.4) will have full view of the work site for the proposed MTW and the construction of station

entrances and ventilation shafts. Mitigation measures CM1 (Decorative Hoarding) and CM2 (Management of facilities on works site) can reduce the visual impact. As these VSRs are mainly transient in nature, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate to slight.

Ho Man Tin Station and Hung Hom Station

An assessment of the potential significance of the visual impacts for the HOM and HUH, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively. It has been identified that a total of 25 VSRs with high sensitivity will potentially be affected by HOM and HUH. 22 VSRs would receive substantial to slight adverse impacts during construction phase, and they are listed as below:

Ho Man Tin Station

- R1 Residents of towers on the west of Nathan Road
- R4 Residents on the south side of Chatham Road North
- R5 Residents grouped at Wuhu Street and Gillies Avenue
- R6 Residents at Ka Wai Chuen
- R8 Residents at Tsing Chau Street
- R9 Future Residents of HK PolyU Planned Student Dormitory.
- R10 Residents with surrounding views at Valley Road
- R12 Residents of Ko Shan Road
- L3 Member and Visitors of India Club and YMCA
- L4 Member and Visitors of Club de Recreio
- L6 Visitors of Chinese Civil Servants Recreation Club and Philipino Club

Hung Hom Station

- CDA1 Future Development at Winslow Street
- O1 King's Park Sport Ground
- O2 King's Park Service Reservoir Playground
- R01 Oi Man Estate
- R02 Parc Palais
- R03 Wylie Court
- R05 Metropolis Residence
- R06 Harbour Place
- R07 Royal Peninsula
- R08 Medium Rise Central Hung Hom Residence
- R09 Yee Fu and Wai King Building

Relevant information of VSRs has been extracted from SCL (MKK -HUH) EIA Report and shown in **Appendix 6.5**.

Hung Hom

The main sources of visual impacts are the views to the works site of the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. The proposed works would create substantial to slight adverse impact on VSRs close to the proposed development boundary in consideration of duration of impact and

change in vision of field during construction and operational phases. The impact would be reduced for VSRs are locating further away from the site.

VSRs located close to the site with open view to the construction works will receive substantial to moderate negative visual impact. The following VSRs would be worst affected at the construction stage:

Residents at residential building block along Winslow Street (HUH/VSR 1.1) at close proximity will have full view of the work site for the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. Level of visual impact before mitigation is considered to be substantial. Mitigation measures CM1 and CM2 can reduce some of the visual impact at ground level. However, some VSRs at upper levels will still be able to see the work site, which is unavoidable. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

Workers in China Travel Hip Kee Godown (HUH/VSR 2.3) at close proximity will have full view of the work site on the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Passengers on MTR (HUH/VSR 4.1) will have close view of the work site for the proposed tunnel portal (north approach). These VSRs are mainly transient in nature. With the close proximity to the work site, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Pedestrians and passengers along Winslow Street (HUH/VSR 4.2), footbridge besides MTR track (HUH/VSR 4.3) and Chatham Road South (HUH/VSR 4.5) and Cheong Wan Road (HUH/VSR 4.6) will have full to partial close views of the work site for the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. These VSRs are mainly transient in nature. With the close proximity to the work site, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Moderate to slight negative visual impact will be experienced by the following VSRs located in the distant or with only partial to glimpse views to the works site:

Residents at residential building block along Valley Road (HUH/VSR 1.2) will only have distant partial view of the temporary works site for the proposed tunnel portal (north approach). The level of visual impact before mitigation is considered to be moderate. Due to the view of this VSR is mainly from high level, even with mitigation measures CM1 and CM2, the residual impact significance after mitigation will remain as moderate.

Students of Lee Shau Kee Building at the Hong Kong Polytechnic University (HUH/VSR 2.2) will have distant partial view of the work site for the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. The level of visual impact before mitigation is considered to be moderate. The view of this VSR is mainly at high level, the residual impact significance after mitigation will remain as moderate, even with mitigation measures CM1 and CM2.

Visitors at Kowloon Public Mortuary (HUH/VSR 2.1) will have partial view of the works site for the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. The visual outlooks play a less important role for these groups of VSR. The residual level of visual impact is considered to be moderate. The lower level VSRs could be mitigated by CM1 (decorative hoarding) and CM2 (management of facilities on works site), and the impact significance after mitigation is assessed to be slight.

Students and Workers at HKPU Student Hotel (HUH/VSR 2.4) will only have distant glimpse view of the temporary work site for the proposed tunnel portal (north approach) for the

above ground section of the SCL (TAW-HUH). The level of visual impact before mitigation is considered to be slight. Due to the view of this VSR is mainly from high level, even with mitigation measures CM1 and CM2, the residual impact significance after mitigation will remain as slight.

Visitors to Yan Fung Street Park (HUH/VSR 3.2) and King's Park Service Reservoir Playground (HUH/VSR 3.3) will have distant glimpse view of the temporary work site for the proposed tunnel portal (north approach) for the above ground section of the SCL (TAW-HUH). Level of visual impact before mitigation is considered to be slight and the impact significance after mitigation is slight.

Pedestrians and passengers along Hong Chong Road (HUH/VSR 4.4) will have distant view of the work site for the proposed tunnel portal (north approach) and the demolition of Winslow Street Playground as a temporary works site. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Residents at Harbourfront Horizon Hotel (BP4/VSR 1.1), Harbour Plaza Metropolis Hotel (BP4/VSR 1.3) and Nikko Hotel (BP4/VSR 1.6) will have distant partial to glimpse view of the work site for the proposed tunnel portal (south approach) for the above ground section of the SCL (TAW-HUH). Level of visual impact before mitigation is considered to be moderate. The proposed work site is relatively small and confine to the extent of the aboveground portal, the residual impact significance after mitigation is assessed to be slight.

Visitors to The Hong Kong Coliseum (BP4/VSR 2.3) will have close view of the work site for the proposed tunnel portal (south approach). Level of visual impact before mitigation is considered to be moderate. Mitigation measures CM1 and CM2 can reduce visual impact. Due to the proposed work site is relatively small and confine to the extent of the aboveground portal, the residual impact significance after mitigation is assessed to be slight.

Workers in Fire Services Headquarters Building (BP4/VSR 2.4) and Chinachem Golden Plaza (BP4/VSR 2.5) will have distant partial to glimpse view of the work site on the proposed tunnel portal (south approach). Level of visual impact before mitigation is considered to be moderate. The proposed work site is relatively small and confine to the extent of the aboveground portal, the residual impact significance after mitigation is assessed to be slight.

Ma Chai Hang Ventilation Building and Emergency Access/ Emergency Escape Access at Wong Tai Sin

The main sources of visual impacts are the loss of existing vegetation greenery due to site formation at of Ma Chai Hang Recreation Ground for the proposed MCV and the work site for the proposed EA/EEA at Wong Tai Sin. The proposed works would create substantial to slight adverse impact on VSRs close to the proposed development boundary in considering the duration of impact and change in vision of field during construction and operation phase. The impact would be reduced for VSRs locating further away from the site.

High sensitivity VSRs located close to the MCV will receive a substantial negative visual impact. The following VSRs would be worst affected at the construction stage:

Residents in Chuk Garden (MCH/VSR 1.2), Wang King House/ Wang Yuen House (MCH/VSR 1.3), Fu Yuen House/ Kwai Yuen House/ Wing Yuen House (MCH/VSR 1.4) and Chung Hong House/ Chung On House (MCH/VSR 1.5) will have full views of the work site for the proposed MCV and the demolition of Ma Chai Hang Recreation Ground as works site. The level of visual impact before mitigation is considered to be substantial and the residual impact significance after mitigation is substantial, which is unavoidable due to the close proximity to the works.

Moderate to slight negative visual impact will be felt by less sensitive VSRs or VSRs located in the distant to the proposed MCV includes the followings:

Residents in Pang Ching Court (MCH/VSR 1.1) will have partial view of the works site for the proposed MCV and the demolition of Ma Chai Hang Recreation Ground as works site. The level of visual impact before mitigation is considered to be moderate. The view of this VSR is mainly from high level, which could not be effectively mitigated by mitigation measures CM1 and CM2. The residual impact significance after mitigation will remain as moderate.

Residential in New Building Block (Wing Sin House) at Phase 3 of Upper Wong Tai Sin Estate (MCH/VSR 1.6), Chuk Yuen South Estate (MCH/VSR 1.7), Chui Yuen House of Chuk Yuen South Estate (MCH/VSR 1.8), Fung Wong San Tsuen (MCH/VSR 1.9), Hsin Kuang Centre (MCH/VSR 1.10), Chuk Yuen United Village (MCH/VSR 1.12) and Wong Tai Sin Rank & File Married Quarters (MCH/VSR 1.13), Tropicana Gardens (MCH/VSR 1.14) and Upper Wong Tai Sin Estate (MCH/VSR 1.11) will have full to partial views of the proposed temporary work site along Wong Tai Sin Road and work site for the proposed EA/EEA at Wong Tai Sin. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Students of Price Memorial Catholic Primary School (MCH/VSR 2.1) and Baptist Rainbow Primary School (MCH/VSR 2.2) will have full to partial views of the work site for the proposed MCV and the demolition of Ma Chai Hang Recreation Ground as works site. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be substantial to moderate and the residual impact significance after mitigation is moderate.

Students of Lung Cheung Government Secondary School (MCH/VSR 2.3) will have full views of the proposed temporary work site along Wong Tai Sin Road. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Students of Our Lady's Kindergarten (MCH/VSR 2.4) will have full views of the work site for the proposed EA/EEA at Wong Tai Sin. As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Visitors at Wong Tai Sin Road Playground (MCH/VSR 3.1) will have full views of the proposed temporary work site along Wong Tai Sin Road. The level of visual impact before mitigation is considered to be moderate. Even with mitigation measures CM1 and CM2, the residual impact significance after mitigation will remain as moderate with the close proximity of these VSRs to the works.

Visitors at Sik Sik Yuen's Wong Tai Sin Temple (MCH/VSR3.3) will have partial views of the proposed temporary work site along Wong Tai Sin Road and work site for the proposed EA/EEA at Wong Tai Sin. As a un-distractive view is considered an important element to this group of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Pedestrians and passengers travelling along Chuk Yuen Road and Ma Chai Hang Road (MCH/VSR 4.1) and on the footbridge across Chuk Yuen Road (MCH/VSR 4.2) will have full to partial views of the work site for the proposed MCV and the demolition of Ma Chai Hang Recreation Ground as works site. As the number of pedestrians on these locations are considered to be many and the quality of their existing views to the mature tree greenery along Chuk Yuen Road and Ma Chai Hang Road is considered to be good, thus the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is moderate.

Pedestrians and passengers travelling along the long staircase between Tsui Chuk Garden and Chuk Yuen Road (MCH/VSR 4.3) will have glimpse views of the work site for the proposed MCV and the demolition of Ma Chai Hang Recreation Ground as works site. As

these VSRs are mainly transient in nature, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Pedestrian along Wong Tai Sin Road (west) (MCH/VSR 4.4) and the pathway connection between Chuk Yuen South Estate & Wong Tai Sin Road (west) (MCH/VSR 4.7) will have full views of the proposed temporary work site along Wong Tai Sin Road. As these VSRs are mainly transient in nature, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Pedestrian and passenger along Wong Tai Sin Road (east) (MCH/VSR 4.5), Fung Tak Road & Sha Tin Pass Road (MCH/VSR 4.6), Pedestrian stair and Pedestrian footbridge across Wong Tai Sin Road (east) (MCH/VSR 4.8) will have full views of the proposed temporary work site along Wong Tai Sin Road and the work site for the proposed EA/EEA at Wong Tai Sin. As these VSRs are mainly transient in nature, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Magazine Site at TKO Area 137

Visitors to the High Junk peak Country Trail (MZ1/VSR 3.1), hikers to the west of Tin Ha Shan (MZ1/VSR 3.2), visitors to water of Joss House Bay area (MZ1/VSR 4.1) and Lei Yue Mun area (MZ1/VSR 4.2) will have long distant glimpse views of the proposed Magazine Site for explosive storage at the existing TKO Landfill area. The level of visual impact before mitigation is considered to be insubstantial as the proposed works area is relatively small, compare to the extensive landfill site, which will also be fairly compatible with the existing landfill visual context. With the long distant views and the temporary nature of the works, mitigation measures such as tree screen planting are considered not applicable and the residual impact significance is considered to be insubstantial.

Barging Facility at Kai Tak

Residents in future development at Kai Hing Road (BP2/VSR 1.1) will have full view towards the temporary Kai Tak barging facility. The level of visual impact before mitigation is considered to be moderate. Even with mitigation measure CM2, the residual impact significance after mitigation will remain moderate, as these VSRs have open views to the works area.

Workers in commercial and industrial developments along Hoi Bun Road (BP2/VSR 2.1, MegaBox Building (BP2/VSR 2.2), Kowloon Bay Transfer Station (BP2/VSR 2.3), Kowloon Bay Vehicle Servicing Station (BP2/VSR 2.4), Commercial & industrial development at Kai Hing Road (BP2/VSR 2.5), Commercial & industrial development at Kai Fuk Road (BP2/VSR 2.6) and Public Works Central Laboratory Building (BP2/VSR 2.7) will have partial and distant glimpse views of the temporary Kai Tak barging facility. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Visitors to Hoi Bun Road Park (BP2/VSR 3.1) will have distant partial view towards the temporary Kai Tak barging facility. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Travelers on Victoria Harbour (BP2/VSR 4.1) and passengers along Kwun Tong Bypass (BP2/VSR 4.2) will distant glimpse views of the temporary Kai Tak barging facility. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Barging Facility at Freight Pier, Hung Hom

Residents in Harbourfront Horizon Hotel (BP4/VSR 1.1), Shangri-la Hotel (BP4/VSR 1.2), Harbour Plaza Metropolis Hotel (BP4/VSR 1.3), Grand Standford Hotel (BP4/VSR 1.5), Harbourview Horizon (BP4/VSR 1.4) and Nikko Hotel (BP4/VSR 1.6) will have full view of

the Freight Pier barging facility. The proposed works site is an existing work pier, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Workers and Visitors at Tsim Sha Tsui Centre (BP4/VSR 2.1), Empire Centre (BP4/VSR 2.2), Hong Kong Coliseum (BP4/VSR 2.3), Fire Services Headquarters Building (BP4/VSR 2.4) and Chinachem Golden Plaza (BP/VSR 2.5) will have open to partial view of the proposed Freight Pier Barging Facility. The proposed works site is an existing work pier, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Visitors to the Tsim Sha Tsui Promenade (BP4/VSR 3.1) will have full view of the proposed Freight Pier Barging Facility. Mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Traveller on Victoria Harbour (BP4/VSR 4.1) will have full view of the proposed Freight Pier Barging Facility. Mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is slight.

Works Area (Storage) at Shek Mun

Residents in City One Shatin (SM/VSR 1.1) and Shek Mun Estate (SM/VSR 1.3) will have full view towards the temporary works area (storage) at On Muk Street and opposite side of Shek Mun Estate. The level of visual impact before mitigation is considered to be moderate. Even with mitigation measure CM2, the residual impact significance after mitigation will remain moderate, as these VSRs have open views to the works area and the quality of the exterior view plays an important part of their normal life.

Residents in Ravana Garden (SM/VSR 1.2) will have partial view towards the temporary works area (storage) at On Muk Street and distant partial view towards the temporary works area (storage) at opposite side of Shek Mun Estate, which is currently used as a storage site. Mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Workers in Ever Gain Centre and Ever Gain Plaza (SM/VSR 2.1), Chiaphua Centre (SM/VSR 2.10), PCCW Building (SM/VSR 2.11) and Goldion Centre (SM/VSR 2.12) will have full view towards the temporary works area (storage). As the visual outlooks plays a less important role for these groups of VSR and mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Workers in Shatin Industry Centre (SM/VSR 2.9) and students of International Christian School/ Hong Kong Baptist University Affiliate School Wong Kam Fai Secondary and Primary School (SM/VSR 2.7), will have full to partial view towards the temporary works area (storage). As the visual outlooks plays a less important role for these groups of VSR, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Visitors at Siu Lek Yuen Road Playground-North (SM/VSR 3.1), Star Seafood Floating Restaurant (SM/VSR 3.2), Siu Lek Yuen Road Playground – South (SM/VSR 3.3) and Siu Lek Yuen Road Grass Bowling Ground (SM/VSR 3.5) will have full to partial view towards the temporary works area (storage). The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Pedestrians and passengers along Tai Chung Kiu Road (SM/VSR 4.1), at Shek Mun Station (SM/VSR 4.2), Siu Lek Yuen Road - North (SM/VSR 4.3), On Ming Street (SM/VSR 4.4) and On Muk Street (SM/VSR 4.5) will have Partial to glimpse view towards the temporary works

area (storage). As the views of these VSRs are mainly transient in nature and mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is insubstantial.

Works Area (Storage) at Ma On Shan

Due to closeness, residents in The Further residential development along Hang Chi Street (MOS/VSR 1.10) will have full view towards the temporary works area (storage). The level of visual impact before mitigation is considered to be substantial. Mitigation measure CM2 can reduce visual impact. As the exterior view plays an important part of their normal life for this VSR group, the residual impact significance after mitigation is assessed to be moderate.

With closeness of the works area, residents in Mountain Shore (MOS/VSR 1.2), and Sausalito (MOS/VSR 1.3) will have full view towards the temporary works area (storage). The level of visual impact before mitigation is considered to be moderate. Even with mitigation measures CM2, the residual impact significance after mitigation will remain moderate, these VSRs have open views to the works area and the quality of the exterior view plays an important part of their normal life.

Residents in Kam Tai Court (MOS/VSR 1.1), La Costa (MOS/VSR 1.4) and Ocean View (MOS/VSR 1.5) will have full distant view towards the temporary works area (storage). Mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Workers and Visitors in Kam Tai Shopping Centre (MOS/VSR 2.1) will have glimpse view towards the temporary works area (storage). As the visual outlooks plays a less important role for these groups of VSR and mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Visitors on Bicycle track along Man on Shan (MOS/VSR 3.1) will have full view towards the temporary works area (storage). As these VSRs are mainly transient in nature, the level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Passengers of Ma On Shan Road (MOS/VSR 4.1) and on MTR track along Ma On Shan Line (MOS/VSR 4.2) will have partial view towards the temporary works area (storage). As the views of these VSRs are mainly transient in nature and mitigation measure CM2 can reduce the visual impact, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is insubstantial.

Work Area (Storage) at Pak Tin

Residents in Mei Lam Estate (TW/VSR 1.1), Tai Wai New Village (TW/VSR 1.6) and Future Residents at Mei Tin Estate Phase 4 (TW/VSR 1.7) will have full to partial view towards the temporary works area (storage). The level of visual impact before mitigation is considered to be moderate. Even with mitigation measures CM2, the residual impact significance after mitigation will remain moderate, these VSRs have open views to the works area and the quality of the exterior view plays an important part of their normal life.

Residents in May Shing Court (TW/VSR 1.2), Park View Garden (TW/VSR 1.3), Granville Garden (TW/VSR 1.4) and Mei Tin Estate (TW/VSR 1.5) will have partial distant view towards the temporary works area (storage). Mitigation measure CM2 can reduce the visual impact. The level of visual impact before mitigation is considered to be moderate and the residual impact significance after mitigation is slight.

Pedestrians and passengers along Mei Tin Road (TW/VSR 4.1) and Heung Fan Liu Street (TW/VSR 4.2) will have full view towards the temporary works area (storage). As the views of these VSRs are mainly transient in nature and mitigation measure CM2 can reduce the

visual impact, the level of visual impact before mitigation is considered to be slight and the residual impact significance after mitigation is insubstantial.

Noise Cover at Mei Tin Road

Residents in Festival City (Residents above Tai Wai Depot) (MT/VSR 1.1) and Pedestrians along footbridge of Hung Mui Kuk Road will have full view towards the noise cover at Mei Tin Road. Due to the small scale of the works with view against the existing MOL railway, the magnitude of change in view is considered negligible, thus the level of visual impact before mitigation is considered to be negligible. No mitigation measure is required for such VSRs.

Residents in Holford Garden (MT/VSR 1.2), Grandeur Garden (MT/VSR 1.5), Grandway Garden (MT/VSR 1.6), Sun Chui Estate (MT/VSR 1.7) and Golden Lion Garden Phase 2 (MT/VSR 1.8) will have distant partial distant view towards the noise cover at Mei Tin Road. Due to the small scale of the works with view against the existing MOL railway, the magnitude of change in view is considered negligible, thus the level of visual impact before mitigation is considered to be Negligible. No mitigation measure is required for such VSRs.

Residents in Park View Garden (MT/VSR 1.3) and May Shing Court (MT/VSR 1.4) will have glimpse distant view towards the noise cover at Mei Tin Road. Due to the small scale of the works with view against the existing MOL railway, the magnitude of change in view is considered negligible, thus the level of visual impact before mitigation is considered to be Negligible. No mitigation measure is required for such VSRs.

Pedestrians and passengers along Mei Tin Road (MT/VSR 4.1), Hung Mui Kuk Road (MT/VSR 4.2) and Pedestrian Footbridge of Hung Mui Kuk Road (MT/VSR 4.3) will have partial to full view towards the noise cover near Mei Tin Road. Due to the small scale of the works with view against the existing MOL railway, the magnitude of change in view is considered negligible, thus the level of visual impact before mitigation is considered to be Negligible. No mitigation measure is required for such VSRs.

6.13.4 Prediction of Significance of Visual Impacts in Operational Phase

Residual visual impacts in the operational phase after mitigation in Day 1 and Year 10 are listed in **Table 6.15** and indicated in **Figures 6.8.42 to 6.8.49.** With the incorporation of mitigation measures identified in **Tables 6.9 and 6.10**, full effect of the soft landscape mitigation measures would be realized after Year 10. Photomontage viewpoints and photomontages of the proposed development before and after mitigation in various stages are illustrated in **Figures 6.10.1 to 6.10.8** and **Figures 6.11.1 to 6.11.44** respectively.

With all visual mitigation measures fully implemented and have matured over 10 years; there would be no residual adverse visual impacts of any significance, with the exception of the impact on DHS, viaduct and the at-grade box section at Hin Keng. Descriptions of the mitigated visual impacts and details of relevant proposed mitigation measures are provided in **Section 6.13.5**.

Hin Keng Station

Impact shall arise from the above ground structures of elevated HIK, noise barriers, viaduct and the at-grade box section leading to Hin Keng portal. In operational phase, the level of visual impact before mitigation will be substantial to slight, and the residual impact significance after mitigation is moderate to insubstantial. With the full effect of landscape and visual mitigation measures, the impact on most of the VSRs would be improved to insubstantial significance except for VSRs at Hin Keng Estate (South) (HIK/VSR1.10), which will be subject to adverse visual impact of moderate significance in Day 1 to Year 10 during operational phase.

Residents in Hin Keng Estate (South) (HIK/VSR1.10) in close proximity to the viaduct and the at-grade box section leading to Hin Keng portal will subject to adverse visual impact of substantial significance in operational phase. Resident at the lower floors facing the west

direction will have direct view of the viaduct and the at-grade box section at close distance. With the incorporation of the proposed mitigation measure of landscape treatment including roof greening together with green treatment of climber plants along walls of the built structures, the bulk of the viaduct and the at-grade box section would be soften visually to blend with the surrounding greenery background. With the close distant and the size of the viaduct and the at-grade box section, which will also partially block the existing views to the vegetated rail embankment slopes behind, the residual visual impact is predicted to be moderate in Day 1 and Year 10 during operational phase.

The following VSRs with open view or located close to the above ground structures would be worst affected at the operation stage:

Residents at Ka Tin Court (HIK/VSR 1.3) will have view partial view of elevated HIK and viaduct leading to Hin Keng portal and will subject to adverse visual impact of moderate significance in operational phase. With the incorporation of the proposed mitigation measure of landscape treatment including compensatory replanting, roof greening together with green treatment of climber plants along walls of the built structures, the bulk of the HIK would be soften visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, however, the level of impact will be reduced to insubstantial significance.

Residents at Heng Hau Road (HIK/VSR 1.1), Hin Keng Estate (North) (HIK/VSR 1.2), Sha Tin Height (HIL/VSR 1.4), Festival City (HIK/VSR 1.5), Hin Yiu Estate (HIK/VSR 1.9) and Visitors to Hin Tin Playground (HIK/VSR 3.2), with close views to the elevated HIK will experience adverse visual impact of moderate significance in operational phase with the loss of visual greenery. With the incorporation of the proposed mitigation measure of landscape treatment including compensatory replanting, roof greening together with green treatment of climber plants along walls of the built structures, the bulk of the HIK would be soften visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, however, the level of impact will be reduced to insubstantial significance.

Visitors to Hin Keng Outdoor Swimming Pool (HIK/VSR 3.1) in close proximity to the noise barriers along the existing rail embankment will subject to adverse visual impact of moderate significance at operational phase. With the proposed mitigation measures of transparent type barriers, the bulkiness of these noise structures will be visually reduced. Together with the incorporation of the proposed tree screen planting, the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, however, the level of impact will be reduced to insubstantial significance.

The following VSRs will experience some smaller degree of adverse visual impact in the operational phase:

Residents at Royal Forest (HIK/VSR 1.6), Woodcrest Hill (HIL/VSR 1.7) and Carado Garden (HIK/VSR 1.8) with only distant partial to glimpse views to the proposed above ground structure will experience adverse visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented and have matured over 10, the level of impact will be reduced to insubstantial significance.

Students of Carmel Alison Lam Primary School (HIK/VSR2.3) with only distant view to the proposed above ground structure will experience adverse visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented and have matured over 10, the level of impact will be reduced to insubstantial significance.

Workers at Water Treatment Works (HIK/VSR 2.2) with only glimpse view to the viaduct and the at-grade box section will experience adverse visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented and have matured over 10, the level of impact will be reduced to insubstantial significance.

Visitors to Che Kung Mui Road Playground (HIK/VSR- 3.3) with only glimpse view to the proposed noise barriers will experience adverse visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented and have matured over 10, the level of impact will be reduced to insubstantial significance.

Passengers on MTR East Rail Line between Tai Wai Station and Hin Keng portal (HIK/VSR 4.1) will experience adverse visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented and have matured over 10, the level of impact will be reduced to insubstantial significance.

Students of CUHKAA Thomas Cheung Primary School (HIK/VSR 2.1) will experience visual impact of insubstantial significance in Day 1 operational phase with mitigation measures, due to limited distant views to the viaduct and the at-grade box section.

Hin Keng Station - Photomontage (Figures 6.11.1 to 6.11.8)

Photomontages have been prepared from vantage points at key residential VSRs including HIK/VSR1.1 (Residents at Heng Hau Road) and HIK/VSR1.10 (Hin Keng Estate (South)). The VSRs are located near the source and worse visual impact scenario is expected. As shown in the photomontages (**Figure 6.11.1, 6.11.2, 6.11.4 and 6.11.5**), with the proposed roof greening to the station, viaduct and the at-grade box section together buffer tree planting and green treatment of climber plants along boundary of these built structures, the bulk of the building would be soften visually. Compare to a canopy type roof, the selected solid type roof can integrate a large green roof area that would also be extended to cover the entire roof area of the viaduct and the at-grade box section to minimize the visual impact and enhance the visual quality to these VSRs.

The proposed green roofing to the HIK and tunnel box from HIK towards Hin Keng portal offers attractive view to surrounding overlooking buildings. This is of great importance in urban/ rural interface Hin Keng area. Photomontages of HIK/PM4 in **Figure 6.11.4** demonstrates that the green roof above tunnel portal (Day 1 with mitigation and Year 10 with Mitigation) blend with the surrounding greenery background, giving visual green space continuity throughout the area. The grey concrete slabs of enclosure do not match with the surrounding green areas as shown in photomontage on Day 1 without Mitigation.

Automatic irrigation system and self-sustained planting works, such as hardly and native plant species, are recommended to minimize maintenance works of the extensive green roof, and to ensure long-term establishment. To reduce the overall visual bulkiness of the viaduct and the at-grade box section from views at lower level, vertical greening is also applied over the grey colour concrete surface of the viaduct and the at-grade box section. Wall surfaces will be clad with a layer of metal wire mesh. Hence, climbers and hanging vines can be grown over the façade and hence minimize the visibility of building mass behind to provide a greening effect to complement with the surrounding natural environment within the Hin Keng neighborhood.

To mitigate the impact on the viaduct and the at-grade box structure in particular the areas around the supporting columns along the center of the viaduct, where landscape treatment is not feasible with poor sunlight, aesthetic treatment such as ceramic tiles of natural colour will be adopted to provide visual relief and interest to the visual receptor at ground level. To the south of Hin Keng Estate, portion of the at-grade box will be in the form of a cut-&-cover tunnel leading to the portal at Lion Rock Tunnel. The disturbed slope area generated by the cut-&-cover tunnel will be reinstated with tree and shrub planting to merge and blend in with the surrounding vegetated slopes area.

For the proposed noise barriers between HIK and the existing Tai Wai Station, photomontages have been prepared at vantage points HIK/VSR 1.2 (Hin Keng Estate (North)) and HIK/VSR 1.4 (Sha Tin Height). These representative VSRs have been selected, as they are located near the source with worse visual impact. As shown in the photomontages (**Figure 6.11.6 to 6.11.8)**, with the proposed transparent type barriers, the

bulkiness of these noise structures are visually reduced. Together with the incorporation of the proposed tree screen planting, the residual impact from the noise barriers is considered as acceptable with the proposed mitigation measures.

Diamond Hill Station and Diamond Hill Stabling Sidings

Impact shall arise from the proposed DIH and DHS, which include station entrances, ventilation shafts and plant rooms. With the removal of over 1000 trees along Lung Cheung Road and Diamond Hill CDA site, VSRs within this location would mostly receive substantial to moderate impact after mitigation in construction phase. The level of visual impact at operation phase before mitigation will be mostly moderate to slight, and the residual impact significance after mitigation is mostly slight to insubstantial. With landscape and visual mitigations take place after 10 years, most impact would be insubstantial significance during operation phase except for VSRs at close proximity with a high vantage point to the DHS such as Lung Poon Court (DIH&KAT/VSR 1.1), Rhythm Garden – North (DIH&KAT/VSR 1.2), Galaxia (DIH&KAT/VSR 1.3) and workers/visitors at Hong Kong Sheng Kung Hui Nursing Home (DIH&KAT/VSR 2.3) which will be subject to adverse visual impact of moderate significance in Day 1 to Year 10 operational phase.

Residents in Lung Poon Court (DIH&KAT/VSR 1.1), Rhythm Garden – North (DIH&KAT/VSR 1.2) and Galaxia (DIH&KAT/VSR 1.3) and workers/ visitors at Hong Kong Sheng Kung Hui Nursing Home (DIH&KAT/VSR 2.3) at close proximity with a high vantage point to the DHS will subject to adverse visual impact of substantial to moderate significance at operational phase before mitigation. With the incorporation of the proposed mitigation measure of aesthetic landscape and architectural treatment to the station entrances, plant rooms, ventilation shaft and planting along the boundary of these built structures, the bulk of the building would be softened visually.

As discussed in **Section 6.12.1.2**, the former Tai Hom village CDA site is planned for development, which is anticipated to be allocated after railway commissioning. It is anticipated that the future developer would implement typical landscaping measures to beautify the deck above DHS in an appropriate manner. In the unlikely event that the CDA site is not allocated within 12 months following the commissioning of the railway facilities, the DHS roof shall be temporarily provided with landscape greening treatment such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters. The maintenance of the interim greening measures will be undertaken by MTR Corporation for the first 12-month establishment period. In the case that the site is still not allocated after the establishment period, MTR Corporation would liaise with relevant government departments to agree on the subsequent maintenance agent of the interim greening measures. MTR Corporation would be responsible for the maintenance of the interim greening, measures before any agreement if made. Similiarly, to maintain flexibility for the future allocatee of the site, the roof of the DHS East Ventilation Vent Shaft and Plant Rooms above the roof of DHS will not be landscaped. As the worst case scenario, same interim greening measures as mentioned above will be implemented on this roof area.

Part of the area outside of the railway facilities' footprint will also be planted as an interim mitigation measure prior to the future development. The planting area will be maintained for an interim period by the Project Proponent prior to handing over to the relevant government departments. The future owners/ allocatees would maintain the planting in the long term, although the landscape plan could be further refined during the planning of the future development. It is considered that the impact during the transition period, after completion of DHS and before land allocation, to be moderate and acceptable with such mitigation.

It is anticipated that the future developer would implement typical landscaping measures including tree planting to beautify the deck in an appropriate manner. The landscaping plan shall be refined under the future development. It is considered that the impact during the operational phase to be moderate and acceptable with mitigation.

Other VSRs in the following locations located close to the above ground structures as listed below would be worst affected at the operation stage:

Workers at Wong King Industrial Building (DIH&KAT/VSR 2.1), Plaza Hollywood (DIH&KAT/VSR 2.2), Light Industrial Development Choi Hung Road (DIH&KAT/VSR 2.5) and Students of Canossa Primary School (DIH&KAT/VSR 2.7) at close proximity to the proposed DIH and DHS will experience adverse visual impact of moderate to slight significance at operational phase before mitigation in the event that the future developer is not allocated upon completion of the railway facilities. With mitigation measures including interim greening measures such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters for visual greenery on the topside of DHS, aesthetic landscape and architectural treatment to station entrances, plant rooms, ventilation shaft and buffer tree planting along boundary of these built structures, the bulk of the building would be softened visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to insubstantial significance.

Residents in the Future CDA Development (DIH&KAT/VSR 1.14) above the proposed DHS will have open view to the completed DIH and DHS rooftop. Upon completion of the future CDA Development, appropriate landscape works are expected to be provided on the remaining area of the DHS rooftop, thus together with the proposed mitigation, the level of visual impact significance is expected to be slight at operational phase. With mitigation measures fully implemented and have matured over 10 years, the level of impact will be reduced to insubstantial significance.

The following VSRs will experience some smaller degree of adverse visual impact at the start of the operational phase:

Pedestrians and passengers travelling along Lung Cheung Road (DIH&KAT/VSR 4.1), at bus terminal at Choi Hung Road (DIH&KAT/VSR 4.2), Choi Hung Road (DIH&KAT/VSR 4.3), Kwun Tong Bypass (DIH&KAT/VSR 4.4) and Po Kong Village Road (DIH&KAT/VSR 4.5) at close proximity, due to they are mainly transient in nature, will experience adverse visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented and have matured over 10 years, the level of impact will be reduced to insubstantial significance.

Residents in Choi Hung Estate (DIH&KAT/VSR 1.4) with only distant partial view to the proposed DIH and DHS will experience adverse visual impact of moderate significance at operational phase before mitigation. With mitigation measures implemented the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to insubstantial significance.

Residents in Lower Wong Tai Sin Estate (DIH&KAT/VSR 1.5) and Tropicana Garden (DIH&KAT/VSR 1.6) with only distant partial view will experience adverse visual impact of moderate significance at operational phase before mitigation. With mitigation measures fully implemented and due to limited views to the DIH and DHS, the level of impact will be insubstantial significance in Day 1 and Year 10.

Workers at Wong Tai Sin Disciplined Services Quarters at Chun Yan Street (DIH & KAT/VSR 2.16), Hsin Kuang Centre (DIH & KAT/VSR 2.21), Students of Canossa Primary School at Chun Yan Street (DIH & KAT/VSR 2.17), Redemption Lutheran Church and Kindergarten at Muk Lun Street (DIH & KAT/VSR 2.22) will experience adverse visual impact of moderate to slight significance at operational phase before mitigation. With mitigation measures fully implemented and due to limited views to the DIH and DHS, the level of impact will be insubstantial significance in Day 1 and Year 10.

Workers at Chi Lin Nunnery (DIH&KAT/VSR 2.6), Wong Tai Sin District Headquarters and Divisional Station (DIH&KAT/VSR 2.8), Visitors to Nan Lian Garden (DIH&KAT/VSR 3.1), Choi Hung Road Playground (DIH&KAT/VSR 3.2), Fung Tak Park (DIH&KAT/VSR 3.3),

Hammer Hill Road Swimming Pool (DIH&KAT/VSR 3.4) and Muk Lun Street Playground (DIH & KAT/VSR 3.5) due to limited views to the DIH and DHS will experience visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented, the level of impact will be insubstantial significance in Day 1 and Year 10.

Diamond Hill Station and Diamond Hill Stabling Sidings - Photomontage (Figures 6.11.11 to 6.11.17)

Photomontages have been prepared for vantage points at key VSRs including DIH&KAT/VSR 1.3 (Galaxia), DIH&KAT/VSR 2.3 (Hong Kong Sheng Kung Hui Nursing Home), with views along Lung Cheung Road and Choi Hung Road. These representative VSRs have been selected as they are located near the source and worst visual impact is expected. Whilst the type of interim greening measures to be incorporated on the roof of DHS is yet to be determined, the pot plants shown on the photomontage are to indicatively illustrate the effects of the proposed mitigation. As shown in the photomontages (**Figures 6.11.11 to 6.11.17**) as a worst case scenario, i.e. in the unlikely event that the CDA site is not allocated within 12 months following the commissioning of the railway facilities, the DHS roof shall be temporarily provided with landscape greening treatment such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters as landscape and visual mitigation measures. Part of the area outside of the railway facilities' footprint will also be planted together with aesthetic landscape and architectural treatment to station entrances, plant rooms, ventilation shaft and planting along boundary of these built structures, the bulk of the building would be soften visually. Upon the completion of the development of the CDA site with anticipated typical landscaping measures to beautify this open area in an appropriate manner, the residual impact from aboveground structures of DIH and DHS is considered as acceptable with proposed mitigation measures.

Kai Tak Station

Visual impacts would arise from the above ground station entrances and ventilation shafts of KAT. With the extensive work site area of KAT, surrounding VSRs would receive substantial to moderate impact after mitigation in construction phase. In operational phase, the visibility of the KAT will be substantially reduced, with the relatively large KTD site in place. The level of visual impact at operational phase before mitigation will be moderate to slight and the residual impact significance after mitigation is slight to insubstantial. With effect of landscape and visual mitigation measures fully realized, the impacts would be reduced to insubstantial significance during operation phase.

The following VSRs located around the Kai Tak site with high vantage views over the above ground station entrances and ventilation shafts of KAT would be worst affected at the operational phase:

Residents at Sky Tower (TKW/VSR 1.1), Rhythm Garden-South (DIH&KAT/VSR 1.17), future residential development along Prince Edward Road East (DIH&KAT/VSR 1.7), Richland Garden (DIH&KAT/VSR 1.8), residential block at the junction of Sa Po Road (DIH&KAT/VSR 1.9), Planned R (E) site at King Fuk Street (DIH & KAT/VSR 1.10), Regal Oriental Hotel in Kowloon City (DIH & KAT/VSR 1.11) Prince Edward Road East (DIH & KAT/VSR 1.12) and Residential development at Housing Site 1A & 1B (DIH&KAT 1.16) with a higher vantage view to the KAT will subject to adverse visual impact of moderate significance at operational phase. With mitigation measures including aesthetic landscape and architectural treatment to station entrances and ventilation shaft and screen tree planting along boundary of these built structures, the bulk of the building would be soften visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, however, the level of impact will be reduced to insubstantial significance. It should also be noted that views of these VSRs toward the KAT would be blocked by the future development blocks of KTD.

Future Residential and CDA development in Kai Tak (DIH&KAT 1.13 and TKW/VSR 1.7) and Future Commercial and Residential development in Kai Tak City Centre (DIH & KAT/VSR 1.15 and DIH & KAT/VSR 2.23) and Future Station Square Open Space (DIH & KAT/VSR 3.7) in close proximity to the proposed above ground station entrances and ventilation shafts of KAT will experience adverse visual impact of moderate to slight significance in operational phase. With the incorporation of mitigation measures including aesthetic landscape and architectural treatment to station entrances and ventilation shaft and screen tree planting along boundary of these built structures, the bulk of the building would be soften visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, however, the level of impact will be reduced to insubstantial significance.

The following VSRs at far distant will experience some smaller degree of adverse visual impact at the start of the operational stage:

Residents at Residential Properties along Sung Wong Toi Road (TKW/VSR 1.3) at far distant to the KAT will experience adverse visual impact of slight significance at operational phase. With mitigation measures the residual impact significance after mitigation is considered to be slight. When the mitigation measures are fully implemented in Year 10, the level of impact will be slight to insubstantial significance. It should also be noted that views of this VSR toward the KAT would be blocked by the future development blocks of KTD.

Workers along Prince Edward Road East (DIH&KAT/VSR 2.9), light industrial buildings along Prince Edward Road East (DIH&KAT/VSR 2.15), students of Cognitio College (DIH&KAT/VSR 2.10), Lee Kau Yan Memorial School (DIH&KAT/VSR 2.11), Sung Wong Toi Road (TKW/VSR 2.3), EMSD Workshops along To Kwa Wan Road (TKW/VSR 2.4), Newport Centre at Ma Tau Kok Road (TKW/VSR 2.5), Skyline Tower (DIH&KAT/VSR 2.13) and Sino Industrial Plaza (DIH&KAT/VSR 2.14), Sir Robert Black Health Centre at Yuk Kwan Street (DIH & KAT/VSR 2.18), EMSD Headquarter in Kowloon Bay (DIH & KAT/VSR 2.19) and International Trade & Exhibition Centre (DIH & KAT/VSR 2.20) at far distant to the KAT will experience adverse visual impact of slight significance in operational phase. With mitigation measures, the residual impact significance after mitigation will be reduced to insubstantial. When the full effect of mitigation measures are realized over 10 years, the level of impact will be reduced to insubstantial significance. It should also be noted that views of these VSRs toward the KAT would be blocked by the future development blocks of KTD.

Visitors to Shek Ku Lung Road Playground (DIH & KAT/VSR 3.6) due to limited views to the KAT will experience visual impact of slight significance in operational phase. With the mitigation measures fully implemented, the level of impact will be reduced to insubstantial significance in Year 10. It should also be noted that views of this VSR toward the KAT would be blocked by the future development blocks of KTD.

Pedestrians and passengers along Kwun Tong Bypass (DIH&KAT/VSR 4.4) and Prince Edward Road East (DIH&KAT/VSR 4.6) are mainly transient in nature, and they will experience adverse visual impact of slight significance in operational phase. With the mitigation measures fully implemented, the level of impact will be reduced from insubstantial significance in Day 1 and Year 10. It should also be noted that views of these VSRs toward the KAT would be blocked by the future development blocks of KTD.

Kai Tak Station – Photomontage (Figures 6.11.21 to 6.11.24)

The existing VSRs are located at a distance from KAT. To get a clear picture of KAT, viewpoint of photomontages has been selected for future visitors of Kai Tak Development Area. As shown in the photomontages, with the proposed aesthetic architectural and landscape design treatment together with screen tree planting and vertical greening along boundary of these built structures, the bulk of these entrances and ventilation shafts would

be soften visually. Residual impact from station entrances and ventilation shafts are considered as acceptable with proposed mitigation measures.

The KAT main entrance and station ventilation shafts will be intergraded with the possible future retail facilities and EFTS (Elevated Environmentally Friendly Transport System) terminal Station/ platform within Kai Tak City Centre Station Square with the completion of KTD. An architectural roof to integrate the station facilities and commercial facilities at the Kai Tak Station will also be provided.

To Kwa Wan Station

Visual impacts would arise from the above ground station entrances and ventilation shafts of TKW. VSRs of this location would receive moderate to slight impact after mitigation in construction phase. The level of visual impact at operational phase before mitigation will be moderate to slight and the residual impact significance after mitigation is slight to insubstantial. With effect of landscape and visual mitigations fully visualized, impact would be reduced to insubstantial significance during operational phase.

It is considered that the following VSRs located close or with high vantage views over the above ground station entrances and ventilation shafts of TKW would be worst affected in the operational phase:

Residents at Sky Tower (TKW/VSR 1.1), mid-rise residential blocks along Ma Tau Chung Road (TKW/VSR 1.2), residential blocks along Sung Wong Toi Road (TKW/VSR 1.3), residential blocks along the junction of Ma Tau Chung Road and Fu Ning Street (TKW/VSR 1.4), Residents in Grand Waterfront (TKW/VSR 1.5), residential buildings along Prince Edward East Road (TKW/VSR 1.6) and residential development near Prince Edward Road East (DIH & KAT/VSR 1.12) with close or a higher vantage view to the TKW will subject to adverse visual impact of moderate significance in operational phase. With mitigation measures including aesthetic landscape and architectural treatment to station entrances and ventilation shaft and screen tree planting along boundary of these built structures, the bulk of the building would be soften visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be further reduced to insubstantial significance. It should also be noted that views of VSRs at residential development near Prince Edward Road East (DIH & KAT/VSR 1.12) toward the TKW would be blocked by the future development blocks of KTD.

Future Residential and CDA development in Kai Tak (TKW/VSR 1.7) and visitors to Future Sung Wong Toi Playground (TKW/VSR 3.4) at close proximity to the proposed above ground station entrances and ventilation shafts of TKW will experience adverse visual impact of moderate to slight significance in operational phase. With mitigation measures including aesthetic landscape and architectural treatment to station entrances and ventilation shaft, the bulk of the building would be soften visually and the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be further reduced to insubstantial significance.

The following VSRs will experience some smaller degree of adverse visual impact at the start of the operational phase:

Workers at Ma Tau Chung Fire Station (TKW/VSR 2.1), Hong Kong Society for the Protection of Children (TKW/VSR 2.2), industrial developments at Sung Wong Toi Road (TKW/VSR 2.3), EMSD Workshops along To Kwa Wan Road (TKW/VSR 2.4), Newport Centre at Ma Tau Kok Road (TKW/VSR 2.5), Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road (TKW/VSR 2.6) and Future Commercial / Office development in Kai Tak (TKW/VSR 2.7) have limited views to the TKW. They will experience visual impact of slight significance in operational phase. With mitigation measures fully implemented, the level of impact will be reduced from slight to insubstantial significance in Day 1 and Year 10.

Visitors to Sung Wong Toi Garden (TKW/VSR 3.1), Sung Wong Toi Playground (TKW/VSR 3.2) and Argyle Street Park Playground (TKW/VSR 3.3) have limited view blocked by existing trees to the station entrances with ventilation shafts of TKW. They will experience visual impact of slight significance in operational phase. With mitigation measures fully implemented, the level of impact will be reduced from slight to insubstantial significance in Day 1 and Year 10.

Pedestrians and passengers along Sung Wong Toi Road (TKW/VSR 4.1), Olympic Avenue (TKW/VSR 4.2) and Prince Edward Road East (TKW/VSR 4.6) are mainly transient in nature. They will experience adverse visual impact of slight significance in operational phase. With mitigation measures fully implemented, the level of impact will be insubstantial significance in Day 1 and Year 10.

To Kwa Wan Station – Photomontage (Figures 6.11.25 and 6.11.27)

Photomontages have been prepared at vantage points TKW/VSR 3.2 (Sung Wong Toi Playground) directly opposite to the station and closely views of future visitors to the Kai Tak Development Area. These representative VSRs have been selected as they are located near the source and worse visual impact is expected. As shown in the photomontages, with the proposed aesthetic architectural and landscape design, the bulk of these buildings would be soften visually. Residual impact from aboveground structures of TKW is considered as acceptable with proposed mitigation measures. Upon completion of future Sung Wong Toi Park with appropriate landscaping works, view to TKW will be further enhanced.

In addition, the station entrances and ventilation shafts have been planned to allow flexibility for the future Sung Wong Toi Park and commercial development to build on top of the Station. With the completion of KTD, the aboveground structures of TKW will be well intergraded with the future Sung Wong Toi Park.

Ma Tau Wai Station and Tam Kung Road EEP

Impact would arise from Station Entrance A, ventilation shafts and Station Entrance D with ventilation shafts of MTW. VSRs of this location would receive moderate to slight impact after mitigation in construction phase. The level of visual impact in operational phase before mitigation will be moderate to slight, and the residual impact significance after mitigation is slight to insubstantial. With full effect of landscape and visual mitigation measures, most of the impacts would be reduced to insubstantial significance during operational phase except for high sensitive VSRs such as Residential Building at junction of To Kwa Wan Road and Chi Kiang Street (MTW/VSR 1.13) and Residential Building at the junction of Lok Shan Road and Pau Chung Street (MTW/VSR 1.12). These VSRs are located at close proximity to Station Entrance A, ventilation shafts and/ or Station Entrance D with ventilation shafts, which will be subject to adverse visual impact of slight significance in Day 1 to Year 10 operational phase.

Residents at the junction of To Kwa Wan Road and Chi Kiang Street (MTW/VSR 1.13) will have close view of Station Entrance D with ventilation shaft of MTW and will experience adverse visual impact of moderate significance in operational phase before mitigation. With the reinstatement of Ma Tau Wai Road/ To Kwa Wan Road Garden together with mitigation measures including aesthetic architectural and landscape design treatment such as screen tree planting along boundary of the built structures, the bulk of Station Entrance D with ventilation shaft would be soften visually. With their close proximity, the residual visual impact is predicted to be slight in Day 1 and Year 10.

Residents at the junction of Lok Shan Road and Pau Chung Street (MTW/VSR 1.12) will have close view of Station Entrance A and ventilation shaft of MTW and will experience adverse visual impact of moderate significance at operational phase before mitigation. With mitigation measures including aesthetic architectural and landscape design treatment such as vertical greening and tree replanting, the bulk of the built structures would be soften

visually. With their close proximity, the residual visual impact is predicted to be slight in Day 1 and Year 10.

The following VSRs located close to the above ground station entrances and ventilation shafts of MTW would be worst affected at the operation stage:

Residents at the junction of To Kwa Wan Road (MTW/VSR 1.1), along Ma Tau Wai Road (MTW/VSR 1.4), along Shansi Street (MTW/VSR 1.8), residential developments at the junction of To Kwa Wan Road and Shek Tong Street (MTW/VSR 1.14), residential development at Kiang Hsi Street (MTW/VSR 1.15), Workers at Wearbest Building (MTW/VSR 2.4), I-Feng Mansion (MTW/VSR 2.5), visitors to Ko Shan Road Park (MTW/VSR 3.2) and Ma Tau Wai Road/ To Kwa Wan Road Garden (MTW/VSR 3.4), located at close proximity to Station Entrance D with ventilation shaft of MTW will experience adverse visual impact of moderate significance at operational phase. With the reinstatement of Ma Tau Wai Road/ To Kwa Wan Road Garden together with mitigation measures including aesthetic architectural and landscape design treatment such as screen tree planting along boundary of the built structures, the bulk of Station Entrance D with ventilation shaft would be soften visually and the residual impact significance after mitigation will be reduced to slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be further reduced to insubstantial significance.

Residents along Ma Tau Wai Road (MTW/VSR 1.4), Workers at To Kwa Wan Market and Government Offices (MTW/VSR 2.2), students of SKH Good Shepherd Primary School (MTW/VSR 2.6) and visitors to the reprovisioned To Kwa Wan Complex (MTW/VSR 3.3), located at close proximity to Station Entrance A and ventilation shaft of MTW will experience adverse visual impact of moderate significance at operational phase. With mitigation measures including aesthetic architectural and landscape design treatment such as vertical greening and tree replanting, the bulk of the built structures would be soften visually, and the residual impact significance after mitigation will be reduced to slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be further reduced to insubstantial significance.

Residents in high-rise residential blocks of Majestic Park (MTW/VSR 1.2), 18 Farm Road (MTW/VSR 1.3), along Ma Tau Wai Road (MTW/VSR 1.11) and Visitors to Ma Tau Wai Road Playground (MTW/VSR 3.5) at close proximity the Tam Kung Road EEP will experience adverse visual impact of moderate significance in operational phase. With mitigation measures including aesthetic architectural and landscape design treatment such as screen tree planting along boundary of the built structures, the bulk of Station Entrance A and ventilation shaft would be soften visually, the residual impact significance after mitigation will be reduced to slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be further reduced to insubstantial significance.

The following VSRs will experience some smaller degree of adverse visual impact in the operational phase:

Pedestrians and passengers along Ma Tau Wai Road (MTW/VSR 4.1), Lok Shan Road (MTW/VSR 4.2), Kiang Su Street (MTW/VSR 4.3) and Chi Kiang Street (MTW/VSR 4.4) are mainly transient in nature. They will experience adverse visual impact of slight significance at operational phase. With mitigation measures fully implemented, the level of impact will be insubstantial significance in Day 1 and Year 10.

Residents at Lok Oi Lau (MTW/VSR 1.6), Lok Shan Road (MTW/VSR 1.7), Ma Tau Wai Estate (MTW/VSR 1.10), Students of primary schools at the junction of Ma Tau Wai Road and Sheung Heung Road (MTW/VSR 2.1) and workers at Car Workshop at junction of Ma Tau Wai Road and Kowloon City Road (MTW/VSR 2.3) will experience visual impact of insubstantial significance at operational phase before mitigation and in operational phase, as they will have limited view to the station entrances and ventilation shafts of MTW.

Ma Tau Wai Station – Photomontage (Figures 6.11.31 to 6.11.34)

Photomontages have been prepared at vantage points along Lok Shan Road and Ma Tau Wai Road. These representative VSRs have been selected as they are located near the source and worse visual impact is expected. As shown in the photomontages, with the proposed aesthetic architectural and landscape design treatment together with screen tree planting along boundary of these built structures, the bulk of these entrances would be soften visually. Residual impact from MTW Entrance A and D with ventilation shafts is considered as acceptable with proposed mitigation measures.

Ho Man Tin Station and Hung Hom Station

Major high sensitivity VSRs experienced adverse impacts of moderate to slight significance during the operational phase of HOM and HUH after mitigation in Day 1 and Year 10, have been identified in the approved KTE EIA Report (AEIAR 154/2010) and SCL (MKK-HUH) EIA Report respectively, and they are summarized as below.

Due to the scale and the extent of proposed project, it is likely to significantly alter the visual context of area. There will be significant to moderate adverse residual visual impact on the adjacent VSRs at high level during the construction phase. The visual impact will be reduced to moderate to slight during operation phase with mitigation measures. During year 10 of operation phase, there would still be moderate residual impact on VSRs close to the proposed permanent aboveground structures or VSRs at high level, including R4 (Residents on the south side of Chatham Road North), R9 (Future Residents of HK PolyU Planned Student Dormitory) and R10 (Residents with surrounding views at Valley Road).

The following VSRs will experience residual visual impact of sight to insubstantial significance during Year 10 of operation phase:

- R1 Residents of towers on the west of Nathan Road
- R5 Residents grouped at Wuhu Street and Gillies Avenue
- R6 Residents at Ka Wai Chuen
- R8 Residents at Tsing Chau Street
- R12 Residents of Ko Shan Road
- R18 Future residents of property development above HOM Station
- R19 Future residents of Valley Road Estate development site
- L3 Member and Visitors of India Club and YMCA
- L4 Member and Visitors of Club de Recreio
- L6 Visitors of Chinese Civil Servants Recreation Club and Philipino Club
- CDA1 Future Development at Winslow Street
- O1 King’s Park Sport Ground
- O2 King’s Park Service Reservoir Playground
- R01 Oi Man Estate
- R02 Parc Palais
- R03 Wylie Court
- R04 Property Development at further Ho Man Tin Station
- R05 Metropolis Residence
- R07 Royal Peninsula

Hung Hom

Impact would arise from the proposed aboveground portal trough (north and south approach). The north approach aboveground trough is located within existing railway lines area near the HUH. VSRs within this location would receive moderate to slight impact after mitigation in construction phase. The level of visual impact at operation phase before mitigation will be moderate to slight mainly due to the loss of tree vegetation in Winslow Street Playground and the residual impact significance after mitigation is slight to insubstantial operational phase. The south approach is located underneath the existing Hong Kong Coliseum with a small aboveground portion located within SCL (MKK-HUH) works area near the HUH. VSRs within this location would receive slight impact after mitigation in construction phase. The aboveground portion of the trough is relatively small in comparison to the aboveground ventilation shafts of SCL (MKK-HUH), the level of visual impact in operational phase before mitigation will be slight and the residual impact significance after mitigation is insubstantial operational phase.

The following VSRs would be worst affected in the operational stage with the disturbance to Winslow Street Playground:

Residents at residential building block along Winslow Street (HUH/VSR 1.1), Visitors to the Future Re-provided Winslow Street Playground (HUH/VSR 3.1) and Workers in China Travel Hip Kee Godown (HUH/VSR 2.3) in close proximity to Winslow Street Playground will experience adverse visual impact of moderate to slight significance at operational phase before mitigation. With mitigation measures replanting and reinstatement of Winslow Street Playground, the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 Years, the level of impact will be further reduced to insubstantial significance.

The following VSRs will experience some smaller degree of adverse visual impact at the start of the operational phase:

Residents at residential building block along Valley Road (HUH/VSR 1.2), Visitors at Kowloon Public Mortuary (HUH/VSR 2.1), students of Lee Shau Kee Building at the Hong Kong Polytechnic University (HUH/VSR 2.2), HKPU Student Hotel (HUH/VSR 2.4), Visitors to Yan Fung Street Park (HUH/VSR 3.2) and King's Park Service Reservoir Playground (HUH/VSR 3.3), Passengers on MTR (HUH/VSR 4.1), pedestrians and passengers along Winslow Street (HUH/VSR 4.2), footbridge besides MTR track (HUH/VSR 4.3), Hong Chong Road (HUH/VSR 4.4), Chatham Road South (HUH/VSR 4.5) and Cheong Wan Road (HUH/VSR 4.6) will experience visual impact of slight significance at operational phase before mitigation and substantial in Day 1 operational phase, with the limited view to the tunnel portal near HUH(north approach).

Residents at Harbourfront Horizon Hotel (BP4/VSR 1.1), Harbour Plaza Metropolis Hotel (BP4/VSR 1.3), Nikko Hotel (BP4/VSR 1.6), visitors to The Hong Kong Coliseum (BP4/VSR 2.3) and Workers in Fire Services Headquarters Building (BP4/VSR 2.4) and Chinachem Golden Plaza (BP4/VSR 2.5) will experience visual impact of slight significance at operational phase before mitigation and insubstantial in Day 1 operational phase, with limited view to the relatively small aboveground tunnel portal (south approach).

Hung Hom Portal – Photomontage (Figures 6.11.35 to 6.11.36)

Photomontages have been prepared for vantage points at key VSRs including BP4/VSR 1.3 (Harbour Plaza Metropolis Hotel) and BP4/VSR 2.3 (The Hong Kong Coliseum). These representative VSRs have been selected, as they are located near the source and with a high vantage view to the low level aboveground portal trough structure. As shown in the photomontages, fair concrete finishing is proposed on the vertical walls of the portal trough and vertical greening for the cooling tower. Residual impact from the proposed aboveground portal trough is considered as acceptable with proposed mitigation measures.

Ma Chai Hang Ventilation Building and Emergency Access/ Emergency Escape Access at Wong Tai Sin

Impact would arise from the proposed MCV located within Ma Chai Hang Recreation Ground and EA/EEA at Wong Tai Sin. VSRs within this location would receive mostly substantial to slight impact after mitigation in construction phase. The level of visual impact at operational phase before mitigation will be substantial to slight and the residual impact significance after mitigation is moderate to insubstantial. With full effect of landscape and visual mitigations, most impact would be reduced to insubstantial significance during operational phase except for VSRs in close proximity with a higher vantage view to the MCV and EA/EEA such as Wang King House/ Wang Yuen House (MCH/VSR 1.3), Chung Hong House/ Chung On House (MCH/VSR 1.5), Students of Price Memorial Catholic Primary School (MCH/VSR 2.1), visitors to the future re-provided Ma Chai Hang Road Playground (MCH/VSR 3.4), Chui Yuen House of Chuk Yuen South Estate (MCH/VSR 1.8), Fung Wong San Tsuen (MCH/VSR 1.9), Hsin Kuang Centre (MCH/VSR 1.10), Wong Tai Sin Rank & File Married Quarters (MCH/VSR 1.13) and Tropicana Gardens (MCH/VSR 1.14). These VSRs will have direct open view to the MCV. To enhance the visual appearance of the MCV and EA/EEA, landscape treatment tree screen planting and roof greening are proposed as mitigation measures. With the full effect of mitigation measures of aesthetic landscape and architectural treatment, the level of impact will be reduced to slight significance.

Residents in Wang King House/ Wang Yuen House (MCH/VSR 1.3), Chung Hong House/ Chung On House (MCH/VSR 1.5), students of Price Memorial Catholic Primary School (MCH/VSR 2.1) and Visitors to future re-provided Ma Chai Hang Road Playground (MCH/VSR 3.4) at close proximity to the MCV will subject to adverse visual impact of substantial to moderate significance at operational phase before mitigation. With the incorporation of the proposed mitigation measure of aesthetic landscape and architectural treatment including roof greening together, screen planting with green treatment of climber plants along walls of the built structures, the bulk of MCV would be soften visually to blend with the surrounding greenery background and the residual impact significance after mitigation is considered to be moderate to slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to slight significance.

Residents in Chui Yuen House of Chuk Yuen South Estate (MCH/VSR 1.8), Fung Wong San Tsuen (MCH/VSR 1.9), Hsin Kuang Centre (MCH/VSR 1.10), Wong Tai Sin Rank & File Married Quarters (MCH/VSR 1.13) and Tropicana Gardens (MCH/VSR 1.14) at close proximity, overlooking the EA/EEA at Wong Tai Sin to the EA/EEA will subject to adverse visual impact of moderate significance at operational phase before mitigation. With the incorporation of the proposed mitigation measure of aesthetic landscape and architectural treatment including roof greening, green treatment of climber plants along walls of the built structures together with decorative vertical pattern in shades of natural earth tone colours to further reduce the building mass, the bulk of EA/EEA would be soften visually to blend with the surrounding context and the residual impact significance after mitigation is considered to be slight in Day 1and Year 10.

The following VSRs have direct views to the MCV and EA/EEA at Wong Tai Sin would be worst affected in the operational phase:

Residents in Pang Ching Court (MCH/VSR 1.1), Tsui Chuk Garden (MCH/VSR 1.2), Fu Yuen House/ Kwai Yuen House/ Wing Yuen House (MCH/VSR 1.4), New Building Block (Wing Sin House) at Phase 3 of Upper Wong Tai Sin Estate (MCH/VSR 1.6) and Students of Baptist Rainbow Primary School (MCH/VSR 2.2) with distant views to the MCV will subject to adverse visual impact of moderate significance at operational phase before mitigation. With the incorporation of the proposed mitigation measure of aesthetic landscape and architectural treatment including roof greening together, screen planting with green treatment of climber plants along walls of the built structures the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to insubstantial significance.

Residents in Upper Wong Tai Sin Estate (MCH/VSR 1.11) and Chuk Yuen United Village (MCH/VSR 1.12) with only distant or low level views to the EA/EEA will subject to adverse visual impact of moderate significance at operational phase before mitigation. With the incorporation of the proposed mitigation measure of aesthetic landscape and architectural treatment including roof greening, green treatment of climber plants along walls of the built structures together with decorative vertical pattern in shades of natural earth tone colours to further reduce the building mass the residual impact significance after mitigation is considered to be slight. With the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to insubstantial significance.

The following VSRs will experience some smaller degree of adverse visual impact at the start of the operational phase:

Students of Our Lady's Kindergarten (MCH/VSR 2.4) and Visitors to Sik Sik Yuen's Wong Tai Sin Temple (MCH/VSR3.3) due to limited views to the EA/EEA at Wong Tai Sin will experience visual impact of slight significance at operational phase before mitigation. With mitigation measures fully implemented, the level of impact will be slight to insubstantial significance in Day 1 and Year 10.

Pedestrians and passengers travelling along Chuk Yuen Road and Ma Chai Hang Road (MCH/VSR 4.1), on the footbridge across Chuk Yuen Road (MCH/VSR 4.2), along the long staircase between Tsui Chuk Garden and Chuk Yuen Road (MCH/VSR 4.3), Wong Tai Sin Road (east) (MCH/VSR 4.5), Fung Tak Road & Sha Tin Pass Road (MCH/VSR 4.6) and pedestrian footbridge across Wong Tai Sin Road (east) (MCH/VSR 4.8). The views to the MCV and EA/EEA are transient in nature, and they will experience adverse visual impact of slight to insubstantial significance at operational phase before mitigation. With mitigation measures fully implemented, the level of impact will be insubstantial significance in Day 1 and Year 10.

There is no permanent work structure within the temporary work site area along Wong Tai Sin Road, residual impact is considered not applicable for residents in Chuk Yuen South Estate (MCH/VSR 1.7), students of Lung Cheung Government Secondary School (MCH/VSR 2.3), visitors at the Wong Tai Sin Road Playground (MCH/VSR 3.1), pedestrians and passengers along Wong Tai Sin Road (west) (MCH/VSR 4.4) and on the pathway connection between Chuk Yuen South Estate & Wong Tai Sin Road (west) (MCH/VSR 4.7).

Ma Chai Hang Ventilation Building – Photomontage (Figures 6.11.37 to 6.11.39)

Photomontages have been prepared from vantage points with close by views of VSRs at MCH/VSR 2.1 (Price Memorial Catholic Primary School), MCH/VSR 1.4 (Fu Yuen House/ Kwai Yuen House/Wing Yuen House) and at the future re-provided Ma Chai Hang Recreation Ground. These representative VSRs have been selected as they are located near the source and worse visual impact is expected. With the proposed roof greening of the MCV together buffer tree planting and green treatment of climber plants along boundary of these built structures, the bulk of the building would be soften visually. For better and more interesting visual effects, decorative vertical pattern in shades of natural earth tone colours are used for the building elevation to further reduce the building mass. Residual impact from MCV is considered as acceptable with proposed mitigation measures.

The proposed green roofing to the MCV offers attractive view to surrounding overlooking buildings. This is of great importance in urban environment of Ma Chai Hang where views of roofs are associated with grey concrete slabs. The green roof above MCV will blend with the surrounding green background, giving visual green space continuity throughout the area. The grey concrete slabs of MCV without aesthetic landscape treatment do not match with the surrounding green areas.

Emergency Access/Emergency Escape Access at Wong Tai Sin – Photomontage (Figures 6.11.41 to 6.11.42)

Photomontages have been prepared from vantage points with close by views of VSRs at MCH/VSR 1.8 (Chuk Yuen South Estate) and views along Fung Tak Road. These representative VSRs have been selected as they are located near the source and worse visual impact is expected. With the proposed roof greening to the building together with vertical drooping plants and climber plants along boundary of the built structures, the bulk of the building would be soften visually. Residual impact from EA/EEA at Wong Tai Sin is considered as acceptable with proposed mitigation measures.

Magazine Site at TKO Area 137

Residual impact is not applicable for VSR within this area, as there is no permanent work structure proposed within this magazine site.

Barging Facility at Kai Tak

Residual impact is considered not applicable for VSR within this area, as there is no permanent work structure proposed within this barging facility.

Barging Facility at Freight Pier Hung Hom

Residual impact is considered not applicable for VSR within this area, as there is no permanent work structure proposed within this barging facility.

Works Area (Storage) at Shek Mun

Residual impact is considered no applicable for VSR within this area, as there is no permanent work structure proposed within this temporary works area.

Works Area (Storage) at Ma On Shan

Residual impact is considered not applicable for VSR within this area, as there is no permanent work structure proposed within this temporary works area.

Work Area (Storage) at Pak Tin

Residual impact is considered not applicable for VSR within this area, as there is no permanent work structure proposed within this temporary works area.

Mei Tin Road Noise Cover

Impact would arise from the proposed Noise Cover located on the top of Ma On Shan Railway line at Tai Wai. However, most of the VSRs within this location would receive insubstantial visual impact in the operation phase as the development scale of the proposed noise cover is small. Since the existing view towards such railway was poor, therefore, the proposed structure shall be considered as a benefit, no mitigation measure is required. Due to the scale of the proposed structure is small and the VSRs are far away from the proposed structure, the residual impact significance is considered to be insubstantial in Day 1and Year 10.

Mei Tin Road Noise Cover – Photomontage (Figures 6.11.43 to 6.11.44)

Photomontages have been prepared from vantage points with close by views of VSRs at MT/VSR1.1 (Festival City Residents above Tai Wai Depot) and MT/VSR 4.3 (Pedestrian Footbridge of Hung Mui Kuk Road) towards the existing MOL. These representative VSRs have been selected, as they are located near the source. The noise cover is proposed to reduce the noise to the residents of Festival City from the future SCL operation. Since the proposed noise cover is small in scale, the visual impact created is considered insubstantial. No mitigation measure is required. However, for visual appearance, the use of non-reflective material and aesthetic treatment to the cover surface is recommended.

Table 6.15: Significance of visual impacts in the construction and operational phases

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
Hin Keng Station													
HIK/VSR 1.1	Residential along Keng Hau Road	Full	50-200m	Intermediate	Intermediate	High	High	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 1.2	Hin Keng Estate (North)	Full	10-100m	Large	Intermediate	High	High	Substantial	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 1.3	Ka Tin Court	Partial	30-300m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 1.4	Sha Tin Height	Full	50-600m	Intermediate	Small	High	High	Moderate	Moderate	CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 1.5	Festival City (Residents above Tai Wai Depot)	Full	50-500m	Intermediate	Intermediate	High	High	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 1.6	Royal Forest	Glimpse	300m	Small	Small	Medium	Medium	Slight	Slight	CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Slight	Slight	Insubstantial
HIK/VSR 1.7	Woodcrest Hill	Glimpse	250m	Small	Small	Medium	Medium	Slight	Slight	CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Slight	Slight	Insubstantial
HIK/VSR 1.8	Carado Garden	Partial	250m	Small	Small	Medium	Medium	Slight	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Slight	Slight	Insubstantial
HIK/VSR	Hin Yiu Estate	Full	150 m	Intermediate	Intermediate	High	High	Moderate	Moderate	CM1, CM2, OM1, OM2a,	Moderate	Slight	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
1.9										OM2b, OM3, OM4, OM5, OM6, OM8, OM9			
HIK/VSR 1.10	Hin Keng Estate (South)	Full	0-50m	Large	Large	High	High	Substantial	Substantial	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Substantial	Moderate	Moderate
HIK/VSR 2.1	CUHKAA Thomas Cheung Primary School	Glimpse	30-300m	Intermediate	Small	Low	Low	Slight	Insubstantial	CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8	Slight	Insubstantial	Insubstantial
HIK/VSR 2.2	Sha Tin Water Treatment Works	Glimpse	0m	Large	Small	Low	Low	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8	Moderate	Slight	Insubstantial
HIK/VSR 2.3	Carmel Alison Lam Primary School	Full	120 m	Large	Small	Medium	Medium	Moderate	Slight	CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 3.1	Hin Keng Outdoor Swimming Pool	Full	25-300m	Large	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM9	Moderate	Slight	Insubstantial
HIK/VSR 3.2	Hin Tin Playground	Full	0-300m	Large	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial
HIK/VSR 3.3	Che Kung Mui Road Playground	Glimpse	250m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM9	Slight	Slight	Insubstantial
HIK/VSR 4.1	Passengers on MTR between Tai Wai Station and Tai Wai Portal	Full	10m	Large	Small	Low	Low	Moderate	Slight	CM1, CM2, OM1, OM2a, OM2b, OM3, OM4, OM5, OM6, OM8, OM9	Moderate	Slight	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
Notes: CM1 = Decorative Hoarding ; CM2 = Management of facilities on work sites ; OM1 = Compensation Tree Planting ; OM2a = Screen Planting ; OM2b = Landscape Re-instatement ; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal ; OM4 = Aesthetic design of Viaduct and The at-grade Box Section at Hin Keng ; OM5 = Re-instatement of excavated area ; OM6 = Re-provision of public open spaces; OM8 = Roof greening of large built structure; OM9 = Aesthetic design of Noise Barrier													
Diamond Hill Station and Diamond Hill Stabling Sidings													
DIH&KAT /VSR 1.1	Lung Poon Court	Full	10-70m	Intermediate	Intermediate	High	High	Substantial	Substantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Substantial	Moderate	Moderate
DIH&KAT /VSR 1.2	Rhythm Garden - North	Partial	10-50m	Intermediate	Intermediate	High	High	Substantial	Substantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Substantial	Moderate	Moderate
DIH&KAT /VSR 1.3	Galaxia	Full	120m	Intermediate	Intermediate	High	High	Substantial	Substantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Substantial	Moderate	Moderate
DIH&KAT /VSR 1.4	Choi Hung Estate	Partial	200m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 1.5	Lower Wong Tai Sin Estate	Partial	250m	Small	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 1.6	Tropicana Garden	Partial	250m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 1.14	Future CDA Development	Full	0m	N/A	Small	N/A	High	N/A	Slight	OM1, OM2a, OM2b, OM3, OM5, OM7	N/A	Slight	Insubstantial
DIH&KAT /VSR 2.1	Wong King Industrial Building	Partial	50m	Intermediate	Intermediate	Low	Low	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5,	Moderate	Slight	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
										OM7			
DIH&KAT /VSR 2.2	Plaza Hollywood	Partial	10-70m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 2.3	Hong Kong Sheng Kong Hui Nursing home	Partial	25m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Moderate	Moderate
DIH&KAT /VSR 2.5	Light Industry Development along Choi Hung Road	Partial	20m	Intermediate	Intermediate	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 2.6	Chi Lin Nunnery	Glimpse	100-250m	Intermediate	Small	Low	Low	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 2.7	Canossa Primary School (San Po Kong)	Partial	50m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 2.8	Wong Tai Sin District Headquarters and Divisional Station	Partial	100m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 2.22	Redemption Lutheran Church and Kindergarten at Muk Lun Street	Partial	150 m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 2.16	Wong Tai Sin Disciplined Services Quarters at Chun Yan Street	Partial	200 m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 2.17	Canossa Primary School at Chun Yan Street	Partial	70 m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5,	Moderate	Slight	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
										OM7			
DIH&KAT /VSR 2.21	Hsin Kuang Centre	Partial	250 m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 3.1	Nan Lian Garden	Glimpse	100-150m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 3.2	Choi Hung Road Playground	Partial	100m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 3.3	Fung Tak Park	Glimpse	100-200m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 3.4	Hammer Hill Road Swimming Pool	Glimpse	300m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Insubstantial	Insubstantial
DIH & KAT/VSR 3.5	Muk Lun Street Playground	Partial	150 m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 4.1	Pedestrians and Passengers of Lung Cheung Road	Full	10m	Intermediate	Intermediate	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT /VSR 4.2	Bus terminal at Choi Hung Road	Partial	10m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
DIH&KAT	Pedestrians and Passengers of Choi Hung	Full	10m	Intermediate	Intermediate	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5,	Moderate	Slight	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
/VSR 4.3	Road									OM7			
DIH&KAT /VSR 4.4	Passengers on Kwun Tong Bypass	Full	10-70m	Intermediate	Small	Low	Low	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Slight	Slight	Insubstantial
DIH&KAT /VSR 4.5	Pedestrians and Passengers of Po Kong Tsuen Road	Partial	30m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM7	Moderate	Slight	Insubstantial
Notes: CM1 = Decorative Hoarding; CM2 = Management of facilities on work sites; CM3 = Tree Transplanting; OM1 = Compensation Tree Planting; OM2a = Screen Planting; OM2b = Landscape Re-instatement; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal; OM5 = Re-instatement of excavated area; OM7: Aesthetic landscape and architectural treatment on DHS													
Kai Tak Station													
DIH&KAT /VSR 1.7	Future residential development along Prince Edward Road East	Full	300m	Intermediate	Small	High	High	Substantial	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Substantial	Slight	Insubstantial
DIH&KAT /VSR 1.8	Richland Gardens	Full	500m	Intermediate	Small	High	High	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT /VSR 1.9	Residential building at the junction of Sa Po Road and Carpenter Road	Full	500m	Intermediate	Small	High	High	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR 1.10	Planned R(E) site at King Fuk Street	Full	300-400m	Small	Small	High	High	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR 1.11	Regal Oriental Hotel in Kowloon City	Full	100-600m	Small	Small	High	High	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR 1.12	Residential developments near Prince Edward Road East	Partial	100-800m	Intermediate	Small	High	High	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial

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				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
DIH & KAT/VSR 1.13	Future residential development in Kai Tak	Full	10–100m	N/A	Intermediate	N/A	High	N/A	Moderate	OM1, OM2a, OM2b, OM3, OM5	N/A	Slight	Insubstantial
DIH & KAT/VSR 1.15	Future commercial & residential development in Kai Tak City Centre	Full	10–100m	N/A	Intermediate	N/A	High	N/A	Moderate	OM1, OM2a, OM2b, OM3, OM5	N/A	Slight	Insubstantial
DIH & KAT/VSR 1.16	Residential development at Housing Site 1A & 1B	Full	100–200m	Intermediate	Intermediate	High	High	Substantial	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Substantial	Slight	Insubstantial
DIH&KAT /VSR 1.17	Rhythm Garden - South	Full	10-400m	Large	Small	High	High	Substantial	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5,	Substantial	Slight	Insubstantial
DIH&KAT /VSR 2.15	Light industrial buildings along Prince Edward Road East	Full	300m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 2.9	Commercial buildings along Prince Edward Road East	Full	300m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Insubstantial	Insubstantial
DIH&KAT /VSR 2.10	Cognitio College	Partial	300m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 2.11	Lee Kau Yan Memorial School	Partial	200-400m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 2.13	Skyline Tower	Full	700m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH&KAT /VSR 2.14	Sino Industrial Plaza	Full	700m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR	Sir Robert Black Health Centre at Yuk Kwan	Partial	400m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a,	Moderate	Slight	Insubstantial

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				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
2.18	Street									OM2b, OM3, OM5			
DIH & KAT/VSR 2.19	EMSD Headquarter in Kowloon Bay	Full	600m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR 2.20	International Trade & Exhibition Centre	Full	700 -800m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR 2.23	Future Commercial & residential Development in Kai Tak City Centre	Full	10m–300m	N/A	Small	N/A	High	N/A	Moderate	OM1, OM2a, OM2b, OM3, OM5	N/A	Slight	Insubstantial
DIH & KAT/VSR 3.6	Shek Ku Lung Road Playground	Partial	500m	Small	Small	High	High	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
DIH & KAT/VSR 3.7	Future Station Square Open Space	Full	10m - 100m	N/A	Small	N/A	High	N/A	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	N/A	Slight	Insubstantial
DIH&KAT /VSR 4.4	Passengers on Kwun Tong Bypass	Full	10-400m	Intermediate	Small	Low	Low	Slight	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 4.6	Pedestrians and Passengers of Prince Edward Road East	Full	10-300m	Intermediate	Small	Low	Low	Slight	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
TKW/VSR 1.1	Sky Tower	Partial	1000m	Small	Small	High	High	Moderate	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
TKW/VSR 1.3	Residential Properties along Sung Wong Toi Road	Full	1000m	Small	Small	High	High	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
TKW/VSR 1.7	Future Residential and CDA development in Kai Tak	Full	10m - 100m	N/A	Small	N/A	High	N/A	Moderate	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	N/A	Slight	Insubstantial
TKW/VSR 2.3	Industrial developments at Sung Wong Toi Road	Full	1000m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a,	Moderate	Slight	Insubstantial

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				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
										OM2b, OM3, OM5			
TKW/VSR 2.4	EMSD Workshops along To Kwa Wan Road	Full	1000m	Small	Small	Low	Low	Slight	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Slight	Slight	Insubstantial
TKW/VSR 2.5	Newport Centre at Ma Tau Kok Road	Partial	1000m	Small	Small	Medium	Medium	Moderate	Slight	CM2, CM3, OM1, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
Notes: CM2 = Management of facilities on work sites; CM3 = Tree Transplanting; OM1 = Compensation Tree PLANTING; OM2a = Screen Planting; OM2b = Landscape Re-instatement; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal; OM5 = Re-instatement of excavated area;													
To Kwa Wan Station													
TKW/VSR 1.1	Sky Tower	Full	150-200m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 1.2	Residential Properties along Ma Tau Chung Road	Full	100-300m	Small	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Slight	Insubstantial
TKW/VSR 1.3	Residential Properties along Sung Wong Toi Road	Full	10-200m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 1.4	Residential buildings along the junction of Ma Tau Chung Road and Fu Ning Street	Full	100-200m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Slight	Insubstantial
TKW/VSR 1.5	Grand Waterfront	Full	500-700m	Small	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 1.6	Residential development along Prince Edward Road East	Full	10-200m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial

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				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
TKW/VSR 1.7	Future Residential and CDA development in Kai Tak	Full	10m - 300m	N/A	Small	N/A	High	N/A	Moderate	OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Insubstantial
DIH & KAT/VSR 1.12	Residential developments near Prince Edward Road East	Partial	20m - 200m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 2.1	Ma Tau Chung Fire Station	Full	120-200m	Small	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
TKW/VSR 2.2	Hong Kong Society for the Protection of Children	Full	120-200m	Small	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
TKW/VSR 2.3	Industrial developments at Sung Wong Toi Road	Full	150-400m	Small	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 2.4	EMSD Workshops along To Kwa Wan Road	Full	400-500m	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Slight	Insubstantial
TKW/VSR 2.5	Newport Centre at Ma Tau Kok Road	Full	500- 600m	Small	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 2.6	Bradbury Centre and Holy Trinity Church at Ma Tau Chung Road	Partial	100m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 2.7	Future Commercial / Office development in Kai Tak	Full	10m - 50m	N/A	Small	N/A	Medium	N/A	Slight	OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Insubstantial

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				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
TKW/VSR 3.1	Sung Wong Toi Garden	Partial	30-50m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
TKW/VSR 3.2	Sung Wong Toi Playground	Full	0-50m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
TKW/VSR 3.3	Argyle Street Park Playground	Partial	0-50m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
TKW/VSR 3.4	Future Sung Wong Toi Playground	Full	10m - 50m	N/A	Small	N/A	High	N/A	Slight	OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Insubstantial
TKW/VSR 4.1	Pedestrians and passengers on Sung Wong Toi Road	Full	10-200m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
TKW/VSR 4.2	Pedestrians and passengers on Olympic Avenue	Full	10-200m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
DIH&KAT /VSR 4.6	Pedestrians and Passengers of Prince Edward Road East	Full	20m-200m	Intermediate	Small	Low	Low	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
Notes: CM1 = Decorative Hoarding; CM2 = Management of facilities on work sites; CM3 = Tree Transplanting; OM1 = Compensation Tree Planting; OM2a = Screen Planting; OM2b = Landscape Re-instatement; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal; OM5 = Re-instatement of excavated area; OM6 = Re-provision of public open spaces													
Ma Tau Wai Station and Tam Kung Road EEP													
MTW/VSR 1.1	Residential buildings at the junction of To Kwa Wan Road	Full	20-50m	Intermediate	Intermediate	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial

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				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
MTW/VSR 1.2	Majestic Park	Full	50 - 250m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Slight	Insubstantial
MTW/VSR 1.3	18 Farm Road	Full	50 - 230m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Slight	Insubstantial
MTW/VSR 1.4	Residential building along Ma Tau Wai Road	Full	10-50m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 1.6	Lok Oi Lau Block 1	Partial	50-80m	Intermediate	Negligible	High	High	Moderate	Insubstantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
MTW/VSR 1.7	Residential buildings along Lok Shan Road	Full	10-20m	Intermediate	Negligible	High	High	Substantial	Insubstantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
MTW/VSR 1.8	Residential building along Shansi Street	Full	10-250m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 1.10	Ma Tau Wai Estate	Partial	100 - 450m	Intermediate	Negligible	High	High	Moderate	Insubstantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
MTW/VSR 1.11	Residential buildings along Ma Tau Wai Road	Full	5-300m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 1.12	Residential buildings at junction of Lok Shan Road and Pau Chung	Partial	15-20m	Intermediate	Intermediate	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Slight

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
	Street												
MTW/VSR 1.13	Residential buildings at junction of To Kwa Wan Road and Chi Kiang Street	Full	5-20m	Intermediate	Intermediate	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Slight
MTW/VSR 1.14	Residential developments at the junction of To Kwa Wan Road and Shek Tong Street	Full	5 - 20m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 1.15	Residential development at Kiang Hsi Street	Full	5 - 20m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 2.1	Primary Schools at junction of Ma Tau Wai Road and Sheung Heung Road	Partial	5-10m	Intermediate	Negligible	Medium	Medium	Moderate	Insubstantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
MTW/VSR 2.2	To Kwa Wan Market and Government Offices	Full	5-30m	Large	Intermediate	Medium	Medium	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 2.3	Car Workshop at junction of MA Tau Wai Road and Kowloon City Road	Full	5-50m	Intermediate	Negligible	Medium	Medium	Moderate	Insubstantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
MTW / VSR 2.4	Wearbest Building	Full	5 - 50m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW / VSR 2.5	I-Feng Mansion	Partial	15 - 50m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
MTW/VSR 2.6	SKH Good Shepherd Primary School	Full	5m	Large	Intermediate	Medium	Medium	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 3.2	Ko Shan Road Park	Partial	5-180m	Intermediate	Small	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
MTW/VSR 3.3	Reprovisioned To Kwa Wan Complex Playground	Full	5-10m	N/A	Intermediate	N/A	Medium	N/A	Moderate	OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Insubstantial
MTW/VSR 3.4	Ma Tau Wai Road/To Kwa Wan Road Garden	Full	0-5m	N/A	Intermediate	N/A	Medium	N/A	Moderate	OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Insubstantial
MTW/VSR 3.5	Ma Tau Wai Road Playground	Full	50 - 250m	Intermediate	Small	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Slight	Insubstantial
MTW/VSR 4.1	Pedestrians and Passengers on Ma Tau Wai Road	Full	5-50m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
MTW/VSR 4.2	Pedestrians and Passengers on Lok Shan Road	Full	0-5m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
MTW/VSR 4.3	Pedestrians and Passengers on Kiang Su Street	Full	0-5m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
MTW/VSR 4.4	Pedestrians and Passengers on Chi Kiang Street	Full	0-5m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
Notes: CM1 = Decorative Hoarding; CM2 = Management of facilities on work sites; CM3 = Tree Transplanting; OM1 = Compensation Tree PLANTING; OM2a = Screen Planting; OM2b = Landscape Re-instatement; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal; OM5 = Re-instatement of excavated area; OM6 = Re-provision of public open spaces													
Hung Hom Area													
HUH/VSR 1.1	Residential buildings along Winslow Street	Full	0-5m	Intermediate	Intermediate	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
HUH/VSR 1.2	Residential buildings along Valley Road	Partial	120m	Intermediate	Intermediate	High	High	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
HUH/VSR 2.1	Kowloon Public Mortuary	Partial	10-50m	Intermediate	Intermediate	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
HUH/VSR 2.2	Lee Shau Kee Building at Hong Kong Polytechnic University	Partial	150-200m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
HUH/VSR 2.3	China Travel Hip Kee Godown	Full	10m - 50m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Slight	Insubstantial
HUH/VSR 2.4	HKPU Student Hotel	Glimpse	150- 200m	Intermediate	Small	Medium	Medium	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
HUH/VSR 3.1	Future Re-provided Winslow Street Playground	Glimpse	150m	N/A	Small	N/A	Medium	N/A	Slight	OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Insubstantial
HUH/VSR 3.2	Yan Fung Street Playground	Glimpse	100m	Small	Small	Medium	Medium	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
HUH/VSR 3.3	King's Park Service Reservoir Playground	Glimpse	200m	Small	Small	Medium	Medium	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
HUH/VSR 4.1	Passengers of MTR Rail track	Partial	0-50m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
HUH/VSR 4.2	Pedestrian along Winslow Street	Full	0-5m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
HUH/VSR 4.3	Pedestrian on footbridge besides MTR Rail track	Partial	5-10m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
HUH/VSR 4.4	Passengers along Hong Chong Road	Partial	5-20m	Intermediate	Small	Low	Low	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
HUH/VSR 4.5	Passengers along Chatham Road South	Full	0-20m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
HUH/VSR 4.6	Pedestrians along Choeng Wan Road	Full	0m -20m	Intermediate	Small	Low	Low	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
BP4/VSR 1.1	Harbourfront Horizon Hotel	Glimpse	200–300m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM3, OM5	Slight	Insubstantial	Insubstantial
BP4/VSR 1.3	Harbour Plaza Metropolis Hotel	Partial	150–250m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM3, OM5	Slight	Insubstantial	Insubstantial
BP4/VSR	Nikko Hotel	Partial	100m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM3, OM5	Slight	Insubstantial	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
1.6													
BP4/VSR 2.3	The Hong Kong Coliseum	Partial	10–100m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM3, OM5	Slight	Insubstantial	Insubstantial
BP4/VSR 2.4	Fire Services Headquarters Building	Partial	100m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM3, OM5	Slight	Insubstantial	Insubstantial
BP4/VSR 2.5	Chinachem Golden Plaza	Glimpse	150–200m	Intermediate	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM3, OM5	Slight	Insubstantial	Insubstantial
Notes: CM1 = Decorative Hoarding; CM2 = Management of facilities on work sites; CM3 = Tree Transplanting; OM1 = Compensation Tree Planting; OM2a = Screen Planting; OM2b = Landscape Re-instatement; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal; OM5 = Re-instatement of excavated area; OM6 = Re-provision of public open spaces													
Ma Chai Hang Ventilation Building and Emergency Access/Emergency Escape Access at Wong Tai Sin													
MCH/VSR 1.1	Pang Ching Court	Partial	150-250m	Small	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Moderate	Slight	Insubstantial
MCH/VSR 1.2	Tsui Chuk Garden	Full	100-150m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Substantial	Slight	Insubstantial
MCH/VSR 1.3	Wang King House/ Wang Yuen House (Tin Wang Court)	Full	50m	Intermediate	Intermediate	High	High	Substantial	Substantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Substantial	Moderate	Slight
MCH/VSR 1.4	Fu Yuen House/Kwai Yuen House/Wing Yuen House (The Western of Chuk Yuen South Estate)	Full	50-150m	Intermediate	Small	High	High	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Substantial	Slight	Insubstantial
MCH/VSR 1.5	Chung Hong House/ Chung On House (Tin Ma Court)	Full	30-100m	Intermediate	Intermediate	High	High	Substantial	Substantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Substantial	Moderate	Slight

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
MCH/VSR 1.6	New Building Block (Wing Sin House) at Phase 3 of Upper Wong Tai Sin Estate	Full	0- 400m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Moderate	Slight	Insubstantial
MCH/VSR 1.7	Chuk Yuen South Estate	Partial	100 – 200m	Small	N/A	High	N/A	Moderate	N/A	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	N/A	N/A
MCH/VSR 1.8	Chui Yuen House (Chuk Yuen South Estate)	Full	0- 10m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Slight
MCH/VSR 1.9	Fung Wong San Tsuen	Full	50m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Slight
MCH/VSR 1.10	Hsin Kuang Centre	Full	100m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Slight
MCH/VSR 1.11	Upper Wong Tai Sin Estate	Full	0 - 250m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5, OM8	Moderate	Slight	Insubstantial
MCH/VSR 1.12	Chuk Yuen United Village	Partial	20m	Small	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
MCH/VSR 1.13	Wong Tai Sin Rank & File Married Quarters	Full	20m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Slight
MCH/VSR 1.14	Tropicana Gardens	Full	100m	Intermediate	Small	High	High	Moderate	Moderate	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Slight
MCH/VSR 2.1	Price Memorial Catholic Primary School	Partial	30-100m	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Moderate	Slight	Slight
MCH/VSR 2.2	Baptist Rainbow Primary School	Full	50-150m	Intermediate	Small	Medium	Medium	Substantial	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Moderate	Slight	Insubstantial
MCH/VSR	Lung Cheung	Full	20m	Small	N/A	Medium	N/A	Moderate	N/A	CM1, CM2, CM3	Moderate	N/A	N/A

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
2.3	Government Secondary School												
MCH/VSR 2.4	Our Lady's Kindergarten	Full	50m	Small	Small	Medium	Medium	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
MCH/VSR 3.1	Wong Tai Sin Road Playground	Full	0 - 10m	Small	N/A	Medium	N/A	Moderate	N/A	CM1, CM2, CM3	Moderate	N/A	N/A
MCH/VSR 3.3	Sik Sik Yuen's Wong Tai Sin Tample	Partial	0 - 10m	Small	Small	Medium	N/A	Moderate	Slight	CM1, CM2, OM2a, OM2b, OM3, OM5	Moderate	Slight	Insubstantial
MCH/VSR 3.4	Future Re-provided Ma Chai Hang Road Playground	Full	0m- 10m	N/A	Large	Medium	Medium	N/A	Moderate	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	N/A	Slight	Slight
MCH/VSR 4.1	Pedestrians and passenger on Chuk Yuen Road and Ma Chai Hang Road	Full	0-10m	Small	Small	Medium	Medium	Moderate	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Moderate	Insubstantial	Insubstantial
MCH/VSR 4.2	Pedestrian on the footbridge across Chuk Yuen Road	Partial	150-250m	Small	Negligible	Medium	Medium	Moderate	Insubstantial	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6, OM8	Moderate	Insubstantial	Insubstantial
MCH/VSR 4.3	Pedestrian on the staircase connection between Tsui Chuk Garden and Chuk Yuen Road	Glimpse	60-150m	Intermediate	Small	Low	Low	Slight	Slight	CM1, CM2, CM3, OM1, OM2a, OM2b, OM3, OM5, OM6	Slight	Insubstantial	Insubstantial
MCH/VSR 4.4	Pedestrian at Wong Tai Sin Road (west)	Full	0-10m	Small	N/A	Low	N/A	Slight	N/A	CM1, CM2, CM3	Slight	N/A	N/A
MCH/VSR 4.5	Pedestrian at Wong Tai Sin Road (east)	Full	0- 10m	Small	Small	Low	Low	Slight	Slight	CM1, CM2, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
MCH/VSR 4.6	Pedestrian at Fung Tak Road & Sha Tin Pass Road	Full	0- 10m	Small	Small	Low	Low	Slight	Slight	CM1, CM2, OM2a, OM2b, OM3, OM5, OM8	Slight	Insubstantial	Insubstantial
MCH/VSR 4.7	Pedestrian on the Pathway connection between Chuk Yuen South Estate & Wong Tai Sin Road (west)	Full	0- 10m	Small	N/A	Low	N/A	Slight	N/A	CM1, CM2, CM3	Slight	N/A	N/A
MCH/VSR 4.8	Pedestrian Footbridge across Wong Tai Sin Road (east)	Full	0- 10m	Small	Negligible	Low	Low	Slight	Insubstantial	CM1, CM2, OM2a, OM2b, OM3, OM5	Slight	Insubstantial	Insubstantial
Notes: CM1 = Decorative Hoarding; CM2 = Management of facilities on work sites; CM3 = Tree Transplanting; OM1 = Compensation Tree Planting; OM2a = Screen Planting; OM2b = Landscape Re-instatement; OM3 = Aesthetic landscape and architectural treatment on Station / Entrance / ventilation shaft / portal; OM5 = Re-instatement of excavated area; OM6 = Re-provision of public open spaces; OM8 = Roof greening of large built structure													
Magazine Site at TKO Area 137													
MZ1/VSR 3.1	Visitors to the High Junk Peak Country Trail	Glimpse	500m	Negligible	N/A	Medium	N/A	Insubstantial	N/A	-	Insubstantial	N/A	N/A
MZ1/VSR 3.2	Hikers to the west of Tin Ha Shan	Partial	500m	Negligible	N/A	Medium	N/A	Insubstantial	N/A	-	Insubstantial	N/A	N/A
MZ1/VSR 4.1	Visitors to the water of Joss House Bay (Tai Miu Wan) area	Glimpse	500m	Negligible	N/A	Low	N/A	Insubstantial	N/A	-	Insubstantial	N/A	N/A
MZ1/VSR 4.2	Visitors to the water of Lei Yue Mun area	Glimpse	500m	Negligible	N/A	Low	N/A	Insubstantial	N/A		Insubstantial	N/A	N/A
Barging Facility at Kai Tak													
BP2/VSR 1.1	Future residential development at Kai Hing Road	Full	800-1200m	Small	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
BP2/VSR 2.1	Commercial and industrial developments along Hoi Bun Road	Glimpse	700-1000m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 2.2	MegaBox Building	Partial	600- 700m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 2.3	Kowloon Bay Transfer Station	Partial	700-1000m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 2.4	Kowloon Bay Vehicle Servicing Station	Partial	600-1000m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 2.5	Commercial and industrial developments at Kai Hing Road	Partial	800-1200m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 2.6	Commercial and industrial developments at Kai Fuk Road	Partial	600 - 800m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 2.7	Public Works Central Laboratory Building	Full	700 - 1100m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 3.1	Hoi Bun Road Park	Partial	1200-1600m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP2/VSR 4.1	Travellers on Victoria Harbour	Partial	100-200m	Small	N/A	Low	N/A	Slight	N/A	CM2,	Slight	N/A	N/A
BP2/VSR 4.2	Passengers along Kwun Tong Bypass	Partial	500-1000m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
Notes: CM2 = Management of facilities on work sites; OM5 = Re-instatement of excavated area													
Barging Facility at Freight Pier, Hung Hom													
BP4/VSR 1.1	Harbourfront Horizon Hotel	Full	15-200m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 1.2	Shangri-la Hotel	Full	500- 600m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 1.3	Harbour Plaza Metropolis Hotel	Full	250- 300m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
BP4/VSR 1.5	Grand Standford Hotel	Full	250- 300m	Small	N/A	Medium	N/A	Slight	N/A	CM2,	Slight	N/A	N/A
BP4/VSR 1.6	Nikko Hotel	Full	250- 300m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 1.4	Harbourview Horizon	Full	400- 500m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 2.1	Tsim Sha Tsui Centre	Full	400- 500m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 2.2	Empire Centre	Full	250- 300m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 2.3	The Hong Kong Coliseum	Full	150- 200m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 2.4	Fire Services Headquarters Building	Partial	250- 300m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 2.5	Chinachem Golden Plaza	Full	250- 300m	Small	N/A	Medium	N/A	Slight	N/A	CM2	Slight	N/A	N/A
BP4/VSR 3.1	Tsim Sha Tsui Promenade	Full	250-300m	Small	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
BP4/VSR 4.1	Travellers on Victoria Harbour	Full	10 - 300m	Small	N/A	Low	N/A	Slight	N/A	CM2	Slight	N/A	N/A
Notes: CM2 = Management of facilities on work sites													
Work Area (Storage) at Shek Mun													
SM/VSR 1.1	City One Shatin	Full	150m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A
SM/VSR 1.2	Ravana Garden	Partial	100m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 1.3	Shek Mun Estate	Full	30m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2,	Moderate	N/A	N/A
SM/VSR 2.1	Ever Gain Centre and Ever Gain plaza	Full	30m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 2.7	Students of International Christian School/ Hong	Partial	200m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
	Kong Baptist University Affiliate School Wong Kam Fai Secondary and Primary School												
SM/VSR 2.9	Shatin Industry School	Full	300m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 2.10	Chiaphua Centre	Full	200m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 2.11	PCCW Building	Full	200m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 2.12	Goldion Centre	Full	250m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 3.1	Siu Lek Yuen Road Playground (North)	Full	70m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 3.2	Star Seafood Floating Restaurant	Partial	200m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 3.3	Siu Lek Yuen Road Playground (South)	Partial	70m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 3.5	Liu Lek Yuen Road Grass Bowling Ground	Partial	200m	Intermediate	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
SM/VSR 4.1	Pedestrians and passengers along Tai Chung Kiu Road and Chap Wai Kon Street	Partial	250m	Intermediate	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
SM/VSR 4.2	Shek Mun Station	Partial	200m	Small	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
SM/VSR 4.3	Pedestrians and passengers along Siu	Glimpse	120m	Small	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
	Lek Yuen Road (North)												
SM/VSR 4.4	Pedestrians and passengers along On Ming Street	Partial	10m	Small	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
SM/VSR 4.5	Pedestrians and passengers along On Muk Street	Partial	10m	Intermediate	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
Notes: CM2 = Management of facilities on work sites													
Work Area (Storage) at Ma On Shan													
MOS/VSR 1.1	Kam Tai Court	Full	250m	Small	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
MOS/VSR 1.2	Mountain shore	Full	200m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A
MOS/VSR 1.3	Sausafito	Full	200m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A
MOS/VSR 1.4	La Costa	Full	250m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
MOS/VSR 1.5	Ocean View	Full	250m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
MOS/VSR 1.10	Future residential development along Hang Chi Street	Full	70 m	Large	N/A	High	N/A	Substantial	N/A	CM2	Moderate	N/A	N/A
MOS/VSR 2.1	Kam Tai Shopping Centre	Glimpse	200m	Small	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
MOS/VSR 3.1	Bicycle track along Ma On Shan	Full	0 - 20 m	Large	N/A	Medium	N/A	Moderate	N/A	CM2	Slight	N/A	N/A

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
MOS/VSR 4.1	Ma On Shan Road	Partial	0 - 30 m	Intermediate	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
MOS/VSR 4.2	Passengers on MTR track along Ma On Shan Line	Partial	100m -150 m	Intermediate	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
Notes: CM2 = Management of facilities on work sites													
Work Area (Storage) at Pak Tin													
TW/VSR 1.1	Mei Lam Estate	Full	50 - 150m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A
TW/VSR 1.2	May Shing Court	Partial	150 - 200m	Small	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
TW/VSR 1.3	Park View Garden	Partial	100 -120m	Small	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
TW/VSR 1.4	Granville Garden	Partial	150 -200m	Small	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
TW/VSR 1.5	Mei Tin Estate	Partial	200 -250m	Small	N/A	High	N/A	Moderate	N/A	CM2	Slight	N/A	N/A
TW/VSR 1.6	Tai Wai New Village	Partial	50 -70m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A
TW/VSR 1.7	Future Residents at Mei Tin Estate Phase 4	Full	25 - 125 m	Intermediate	N/A	High	N/A	Moderate	N/A	CM2	Moderate	N/A	N/A
TW/VSR 4.1	Mei Tin Road	Full	0 -15m	Intermediate	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
TW/VSR 4.2	Heung Fan Liu Street	Full	0 - 15m	Intermediate	N/A	Low	N/A	Slight	N/A	CM2	Insubstantial	N/A	N/A
Notes: CM2 = Management of facilities on work sites													
Noise Cover at Mei Tin Road													
MT/VSR 1.1	Festival City (Residents above Tai Wai Depot)	Full	5 - 40m	Negligible	Negligible	High	High	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 1.2	Holford Garden	Partial	100 - 200m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 1.3	Park View Garden	Glimpse	800-850m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 1.4	May Shing Court	Glimpse	750-800m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 1.5	Grandeur Garden	Partial	200 -250m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial

VSR Type & ID	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, partial, glimpse)	Minimum distance between VSR & Source(s) of Impact	Magnitude of Change in View before Mitigation (N/A, negligible, small, intermediate, large)		Receptor Sensitivity (N/A, Low, medium, High)		Impact significance threshold before mitigation (N/A, insubstantial, slight, moderate, substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (N/A, insubstantial, slight, moderate, substantial)		
				Const	Oper	Const	Oper	Const	Oper		Const	Oper	
												Day 1	Year 10
MT/VSR 1.6	Grandway garden	Partial	150 - 200m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 1.7	Sun Chui Estate	Partial	250 - 300m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 1.8	Golden Lion Garden Phase 2	Partial	550– 650m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 4.1	Mei Tin Road	Partial	20 - 500m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 4.2	Hung Mui Kuk Road	Partial	20 - 500m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial
MT/VSR 4.3	Pedestrian footbridge of Hung Mui Kuk Road	Full	20 - 30m	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	Mitigation not required	Insubstantial	Insubstantial	Insubstantial

(Note: All impacts adverse unless otherwise noted. Only those VSRs that are impacted are listed in the table – VSRs not impacted are not listed.

6.14 Cumulative Impact

A number of major developments and concurrent projects have been planned within the study area SCL (TAW-HUH), namely In-Situ Reprovisioning of Sha Tin Water Treatment Works at HIK; CDA Development at DIH and DHS; Tsz Wan Shan Pedestrian Link, Ex-San Po Kong Flatted Factory and Kai Tak Development at KAT and TKW; Central Kowloon Route at MTW; SCL (MKK-HUH) and SCL (HUH-ADM), KTE, HKPU Student Hostel (Phase 3) at Hong Hom, which will result in irreversible change in visual context to these areas. Cumulative impacts from these projects have been taken into account and included in the baseline condition of this EIA Study.

6.14.1 Hin Keng Station

In-Situ Reprovisioning of Sha Tin Water Treatment Works

According to the Project Profile submitted by WSD, the construction of the re-provisioning work would tentatively commence in mid 2012 for completion in 2016. Hence, this would be concurrent with the proposed SCL construction. According to the Project Profile, demolition of building structures, excavation work and the cut-back of man-made slope within the site would be short-term visual disturbance during the construction phase. The future layout would also be developed to well integrate the reprovisioning works into the existing natural landscape and the inclusion of attracting landscaping features, and would therefore not materially alter the baseline landscape conditions. Hence it is considered that the cumulative impacts during both construction and operational phases would be insignificant after the implementation of mitigation measures. Nevertheless, this reprovisioning work is a separate Designated Project and an EIA is being conducted. The respective project would implement all necessary mitigation measures to fulfill the EIAO requirements.

6.14.2 Diamond Hill Station and Diamond Hill Stabling Sidings

Tsz Wan Shan Pedestrian Link

The construction of Tsz Wan Shan Pedestrian Link as a connection to DIH will generally be concurrent with the construction of DIH. In comparison to the extensive works of DIH and DHS, the construction of the walkway system is considered to be relatively minor, the project is expected to contribute slight visual impact to the adjacent VSRs during construction

CDA Development at Diamond Hill

Based on the available information, site works for Diamond Hill CDA Development will not commence until completion of DIH and DHS. Cumulative visual impact is therefore not expected during construction phase of DIH and DHS.

VSRs in close proximity, having a higher vantage view to the DHS, will be subject to adverse visual impact of moderate significance with interim greening measures in the form of hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters for visual greenery of the site in the unlikely event that the site is not allocated within 12 months following the commissioning of the railway. As the former Tai Hom Village site including the topside of the DHS is to be handed over to DLO, only the temporary landscape treatment will be conducted for the site. In the unlikely event that the CDA site is not allocated within 12 months following the commissioning of the railway facilities, interim greening measures would be adopted. These interim greening measures will be undertaken by the MTRC.

However it is anticipated that the CDA site would be implemented following the commissioning of the railway. Upon the completion of the CDA development, the visual context of the topside of DHS will be transformed into a new comprehensive development for residential/ commercial uses with recreational open spaces. Major source of visual impact on the adjacent VSRs will be the tall building blocks of CDA development, which will block the views and reduce the visual openness at ground level.

Appropriate mitigation works of landscaping with tree and shrub planting are expected for the recreational open spaces of the CDA development and podium area to enhance the visual quality of the area. During operation phase before land allocation, interim greening measures such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters for visual greenery on the topside of DHS as well as planting in the surrounding area have been proposed to reduce the impact. During operational phase after land allocation, it is anticipated that the future developer would implement typical landscaping measures including tree planting to beautify the deck in an appropriate manner. The landscaping plan would be refined with future development.

6.14.3 Kai Tak Station

Kai Tak Development

Construction of Housing Authority Development Sites 1A & 1B within Kai Tak Development, 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 SCL (TAW-HUH) project is expected to contribute moderate visual 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 area will be extensive and is expected to contribute substantial visual impact to the adjacent VSRs during construction phase.

In operational 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 operational 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.

Central Kowloon Route

The construction of the Central Kowloon Route, which is a dual-3 lane tunnel, is anticipated to commence construction in 2015 for completion by 2020. The proposed temporary and permanent works for CKR will be far away from the nearest works sites and proposed permanent structures of the Project. 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.

Ex-San Po Kong Flatted Factory

The residential development at Ex-San Po Kong Flatted Factory site along Prince Edward Road is expected to be completed by year 2016/2017 prior to the completion of KAT. In compare to the extensive works of KAT, the construction site of the residential development is considered to be relatively small; the development is expected to contribute slight visual impact to the adjacent VSRs during construction.

6.14.4 To Kwa Wan Station

Kai Tak Development

At operational phase Visual impacts would arise from the above ground station entrances and ventilation shafts of TKW. The level of visual impact at operational phase before mitigation will be moderate to slight and the residual impact significance after mitigation is slight to insubstantial. With effect of landscape and visual mitigations fully realized after 10 years, impact would be reduced to insubstantial significance during operational phase.

Upon the completion of the future Sung Wong Toi Park, the visual context of the area around TKW will be transformed into a new park open space under the Kai Tak Development Plan. Tree and shrub planting will be provided for the future Sung Wong Toi Park to enhance the visual quality of the area around TKW entrances and ventilation shafts.

6.14.5 Ma Tau Wai Station

Central Kowloon Route

The construction of the Central Kowloon Route, which is a dual-3 lane tunnel, is anticipated to commence construction in 2015 for completion by 2020. The cut-&-cover tunnel between To Kwa Wan Road and Kowloon City Ferry Pier may overlap with the construction of MTW and the above ground works are expected to contribute moderate visual impact to the adjacent VSRs during construction.

6.14.6 Ho Man Tin Station

The project primarily has Landscape and Visual Impacts resulting from areas of excavation for HOM during the construction phase. Operational phase residual impacts are focused mainly on the permanent loss of landscape resources, particularly in terms of the tree covered slopes at HOM (LDR-3.2).

The following permanent net loss of landscape resources is anticipated:

- Approximately 5 mature trees at Yan Fung Street Rest Garden for works access;
- Approximately 2,000m^2 of mature plantation woodland in the Green Belt at Chatham Road North;
- Approximately 3,500m^2 of bare slopes at Yan Fung Street; and
- Approximately 20,000m^2 of terraced land at Ho Man Tin site formation.

In total, 5 Landscape Character Areas were recorded of which only 1 demonstrate any likelihood of adverse impact during construction (LCA-06/ Moderate). With operational phase mitigation measures introduced, any adverse impacts to Landscape Character Areas are negligible.

A total of 20 VSRs were recorded of which 3 demonstrate potentially Significant or Moderate/ Significant Adverse impacts during the construction phase. Once operational phase mitigation measures are introduced, only 6 VSRs demonstrate any measurable adverse impact, none more than Moderate Adverse. In summary:

- No Significant Adverse Residual Impacts to Landscape Character or VSRs are generated by the Project; and
- The only area where Moderate / Significant Adverse impacts to Landscape Resources will endure after Year 10 is for the localized area at LDR-3.2.

6.14.7 Hung Hom Station

The proposed projects in Hung Hom 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 areas, incorporation of aesthetic external designs and landscape treatments of proposed structures, which include HUH Cooling Tower, 22 nos. of Ventilation Shafts, Hung Hom and Ho Man Tin Noise Mitigation Structures, and Traction Power Feeder Station.

The proposed project located within the existing railway transport corridor network. Elements proposed under the project will not conflict with the planned land use of the area

and alter the planned continuous waterfront promenade proposed under the Hung Hom District Study. 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.

Approximate 25 existing trees will be affected by the proposed works, of which approximate 20 trees will be transplanted and approximate 5 trees will be felled. Many of the affected trees are of heavy standard to mature size. None of these are Registered Old and Valuable Trees. There are neither rare species nor endangered species but only common species. Under the proposed scheme for the project, compensation for felled trees in ratio of 1:1 or more will be planted in the reinstated roadside amenity areas around Hong Kong Coliseum.

The proposed road works, located in an area with character dominant by railway development, is compatible with the existing landscape settings. Under the project, there will be inevitably slight residual impact on LCA01 – Hung Hom Mixed Modern Comprehensive Urban Development LCA and there will be moderate residual impact on LCA06 – Hung Hom Transportation Corridor LCA due to the significant change in the character of the areas by the erection of large Noise Mitigation Structures during construction phase. With the aesthetic chromatic design to blend in the Structures with the adjacent landscape character, there will still be moderate residual impact in Year 10 during operation.

Due to the scale and the extent of proposed project, it is likely to significantly alter the visual context of area. There will be moderate to slight adverse residual visual impact on the adjacent VSRs at high level during the construction phase. The visual impact will be reduced to slight during operation phase with mitigation measures. There will be moderate adverse visual impact on the Travellers on MTR East Line during the construction phase and operation phase due to the permanent blockage of lateral views by the Noise Mitigation Structures along the railway corridor.

As a whole, overall, it is considered that the residual landscape and visual impacts of the proposed project is considered acceptable with mitigation measures implemented during construction and operation phase.

6.14.8 Hung Hom

Shatin to Central - Mong Kok East to Hung Hom Section

The SCL (MKK-HUH) is anticipated to commence in mid 2012 and the major civil works would be completed by 2016 whilst all the works will be completed in 2018. Since the extensive works are around the existing HUH including the construction of permanent above ground structures, which will also affect some existing trees and landscape area within the vicinity, the project is expected to contribute moderate visual and landscape impact to the adjacent VSRs and LRs during both construction and operation stage.

Shatin to Central – Hung Hom to Admiralty Section

The SCL (HUH-ADM) is scheduled to commence in 2013 and completed in 2020. The works at the Hung Hom area will involve demolition of the existing MTR Freight Operations Building at south of HUH to facilitate the construction of the ventilation shafts, smoke extraction facilities and the associated works. The project is expected to contribute moderate visual impact to the adjacent VSRs during construction.

Kwun Tong Line Extension and Associated EPIW

According to the approved EIA Report (AEIAR 154/2010), construction works of KTE and associated EPIW would be scheduled to commence in early 2011 for completion in 2015. The construction of HOM including a new Chatham Road Footbridge would affect extensive area of vegetated slopes above Chatham Road North including modification of the existing slopes. Therefore, the project is expected to contribute substantial landscape and visual impact to the adjacent VSRs and LRs during both construction and operation phase.

HKPU Student Hostel (Phase 3) at Hong Hom

HKPU Student Hostel (Phase 3) at the junction of Fat Kwong Street and Chatham Road North is expected to be completed by 2012. Compared to the extensive works at HUH are, the construction site of the residential hostel development is considered to be relatively small. Therefore, the development is expected to contribute slight visual impact to the adjacent VSRs during construction.

6.15 Conclusions

Landscape and visual mitigation measures have been identified for both the construction and operation phases. Roof greening on station, tunnel box, ventilation building and EA/ EEA has been recommended to minimize the visual impact and enhance the visual quality to the VSRs.

Construction Phase

During the construction phase, with the implementation of mitigation measures, the residual landscape impacts on LRs would be moderate to insubstantial, with the exception to HIK/LR 1.2 – Hin Tin playground, HIK/LR 4.3 – Vegetation on slopes south of Tai Wai Tunnel, DIA&KAT/LR 9.1 – Trees in Diamond Hill CDA site, TKW/LR 1.4 – Olympic Garden, MTW/LR 1.1 – Lok Shan Road Playground, MTW/LR 1.2 – To Kwa Wan Complex Playground, MTW/LR 1.4 – Ma Tau Wai Road/To Kwa Wan Road Garden, MTW/LR 1.6 – Sitting out area at junction of Ma Tau Wai Road and Tam Kung Road, HUH/LR 1.1 – Public Open Space at Chatham Road North, HUH/LR 1.2 – Undeveloped Open Space at Chatham Road North, HUH/LR 1.4 – Winslow Street Playground, HUH/LR 4.1 – Wooded slopes at Chatham Road North and MCH/LR 1.1 – Ma Chai Hang Road Playground, which will be subject to substantial adverse visual impact due to the loss of trees and public open spaces along the project alignment. About 3,029 trees will be affected by the Project, of which about 386 trees will require transplantation. However, these impacts are considered to be temporary in nature during construction phase. Tree affected will be compensated on-site as far as practicable and the affected open space will be re-provided.

During the construction phase, with the implementation of mitigation measures, the residual landscape impacts on LCAs would be insubstantial, with the exception to LCA2.2 – Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape) and LCA2.3 – Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape), which will be subject to moderate adverse impact due to the large extent of temporary works site, removal of existing trees and construction of above ground station structures. However, these impacts are considered to be temporary in nature during construction phase, as most of the excavated area during construction will be reinstated and affected trees will be compensated on-site as far as practicable.

In consideration of duration of impacts which is considered to be temporary in nature during construction phase, and mitigation measures will be implemented to protect the VSRs, the overall visual impacts are acceptable, with moderate and insubstantial visual impacts. Some VSRs, however, are subject to short-term substantial residual impacts, which is unavoidable due to their close proximity and direct views to the work sites. They are Hin Keng Estate (South) (HIK/VSR 1.10), Lung Poon Court (DIH&KAT/VSR 1.1), Galaxia (DIH&KAT /VSR 1.3), Rhythm Garden-North (DIH/KAT/VSR 1.2), Future residential development along Prince Edward Road East (DIH&KAT/VSR 1.7), Residential development at Housing Site 1A&1B (DIH&KAT/VSR 1.16), Rhythm Garden-South (DIH&KAT/VSR 1.17), Tsui Chuk Garden (MCH/VSR 1.2), Wang King House/ Wang Yuen House (MCH/VSR 1.3), Fu Yuen House/ Kwai Yuen House/ Wing Yuen House (MCH/VSR 1.4) and Chung Hong House/ Chung On House (MCH/VSR 1.5), and they will be affected by the site formation works and removal of trees along the project alignment.

Operational Phase

In the operational phase, after the mitigation measures have been implemented and effect of tree planting has been fully realized over 10 years, the residual landscape impacts on LRs and LCAs would be reduced from slight to insubstantial, with the exception to the

following LRs, which are considered to be of moderate adverse impact significance. The total number of trees affected and loss of open spaces is summarized in **Table 6.16.**

- Hin Keng Playground (HIK/LR1.2) which will be subject to adverse impact of moderate significance due to permanent loss of 3,100m^2 of public open space of landscape amenity area for the construction of HIK. The proposed HIK taking up a small area of the existing playground and resulted in reduction in open space. The lost of open space would fully be compensated within in the nearby vicinity at the proposed park at Shek Mun (approx 3,100m^2).
- Diamond Hill CDA Site (DIH & KAT/LR9.1) will be subject to adverse impact of moderate significance with the permanent loss of about half of the vegetated area within this LR and disturbance of a large number of trees. To mitigate the loss of landscape resources, the open areas around the above ground structures will be planted. In addition green roofs are proposed on the DIH entrance/ plant structures near Lung Cheung Road. The Diamond Hill CDA Site is planned for development, which is anticipated to be implemented following commissioning of the railway. In the unlikely event the site is not allocated within 12 months following the commissioning of the railway facilities, it is proposed that interim greening measures, such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters (covering approximately 3.5 ha), are implemented on the roof of DHS as landscape and visual mitigation measures. Planting will be provided within part of the area before land allocation as an interim mitigation measure. The planting area will be maintained for an interim period by the Project Proponent prior to handing over to the relevant government departments. It is considered that the impact during the transition period, after completion of DHS and before land allocation, to be moderate and acceptable with such mitigation measures. The future owners/ allocatees would maintain the green open areas, although the landscape plan could be further refined during the planning of the future development. It is anticipated that the future developer would implement typical landscaping measures including tree planting to beautify the deck in an appropriate manner. It is considered that the impact during the operational phase in the long term after land allocation to be moderate and acceptable with mitigation.
- Ma Chai Hang Playground (MCH/LR1.1) will be subject to adverse impact of moderate significance with the permanent loss of 2,065m^2 of public open space of landscape amenity area taken up by the permanent structure of MCV. The proposed MCV will take up the northwest corner of Ma Chai Hang Recreation Ground, and the area of open space will be reduced. Once the construction is completed, the remaining area of 10,590m^2 will be reprovided at the same location.

  In the operational phase the physical extent of impact on LCAs will be substantially reduced compare to the extensive temporary work site and be more compatible with the landscape context. The magnitude of change on the landscape character would be reduced to small and the residual landscape impacts is considered to be insubstantial, with the exception to LCA2.2 – Pak Shek Urban Fringe (Mixed-use Urban Fringe Landscape) and LCA2.3 – Diamond Hill Urban Fringe (Mixed-use Urban Fringe Landscape), which will be subject to slight adverse impact due to the residual effect of loss of trees, greenery. However, with the full effect of mitigation measures realized over 10 years, the level of impact is expected to be reduced to insubstantial significance.

  In terms of impacts to public open space, there will be a total net loss of 3,378m^2 open space in the operational phase (1,313m^2 at To Kwa Wan and Ma Tau Wai To Kwa Wan and Ma Tau Wai and 2065m^2 of open space at Ma Chai Hang).
- The total net loss of open space due TKW and MTW is 1,313m^2. However, according to the approved Ma Tau Kok Outline Zoning Plan (No. S/K10/20) currently cover the broad statutory planning framework of the proposed site area for TKW and MTW at To

Kwa Wan and Ma Tau Wai, the total open space within the local area is 21.84ha for a planned population of 127,380. The estimated available open space per person within this area is about 1.71m^2. Based on the HKPSG requirement, the minimum standard requirement of local open space is 1m^2 per person. Therefore, the loss, of 1,313m^2 (approx. 0.13 ha) of open space at To Kwa Wan and Ma Tau Wai will have negligible impact to the provision of open space.

- The total net loss of open space due MCV is 2,065m^2. According to the approved Wang Tau Hom and Tung Tau Outline Zoning Plan (No. S/K8/21) currently cover the broad statutory planning framework of the proposed site area for MCV at Ma Chai Hang, the total open space within the local area is 27.17ha for a planned population of 126,700. The estimated available open space per person within this area is about 2.14m^2. Based on the HKPSG requirement, the minimum standard requirement of local open space is 1m^2 per person. Therefore, the loss, of 2065m^2 (approx. 0.2 ha) of open space at Ma Chai Hang will have negligible impact to the provision of open space.

Upon the implementation of mitigation measures and tree planting has matured over 10 years; it is considered that the residual visual impacts would be insubstantial in the operational phase. The following VSRs, however, will be impacted and mitigation measures are required.

- Residents in Hin Keng Estate (South) (HIK/VSR1.10), due to its close proximity to the proposed viaduct tunnel box and the at-grade box section at Hing Keng will be subject to adverse visual impact. With the incorporation of the proposed mitigation measure of landscape treatment including roof greening together with green treatment of climber plants along walls of the built structures, the bulk of the viaduct and the at-grade box section would be soften visually. With the close proximity and the size of the viaduct and the at-grade box section, which will also partially block the existing views to the vegetated rail embankment slopes behind, the residual visual impact is predicted to be moderate in Day 1 and Year 10.

- Residents in Lung Poon Court (DIH&KAT/VSR 1.1), Rhythm Garden-North (DIH&KAT/VSR 1.2), Galaxia (DIH&KAT/VSR 1.3) and workers at Hong Kong Sheng Kung Hui Nursing Home (DIH&KAT/VSR 2.3) at close proximity with a high vantage point to the large topside of the proposed DHS will be subject to adverse visual impact. With the incorporation of the proposed mitigation measures including interim greening measures such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters for visual greenery on the topside of DHS, aesthetic landscape and architectural treatment to the station entrances, plant rooms, ventilation shaft and planting along boundary of these built structures, the bulk of the building would be softened visually. The Diamond Hill CDA site is planned for development, which is anticipated to have been allocated upon commissioning of the railway. In the unlikely event the site is not allocated within 12 months upon commissioning, it is proposed that the above mentioned interim greening measures, such as hydroseeding or planting over a thin soil base or importation of temporary pots and removable planters, be implemented on the roof of DHS as landscape and visual mitigation measures. This mitigation will provide visual relief to the surrounding VSRs at high level, and will improve views on the otherwise unmitigated bare concrete roof of the DHS. It is anticipated that the future developer would implement typical landscaping measures to beautify the deck in an appropriate manner when the land is allocated. Although the land allocation process is still yet to be completed, planting will be provided within some of the areas around the railway facilities as interim mitigation measures. The planting area will be maintained by the Project Proponent prior to handing over to the relevant government departments. The future owners/ allocatees would maintain the greenery in these areas could be further refined subject to future development. With the implementation of the above mitigation measure and upon the completion of the landscaping measures implemented by the future developer, the

level of visual impacts to the above VSRs is considered to be moderate in Day 1 to Year 10.

- Residents at the junction of To Kwa Wan Road and Chi Kiang Street (MTW/VSR 1.13) and at the junction of Lok Shan Road and Pau Chung Street (MTW/VSR 1.12) will have close views of Station Entrance A and ventilation shaft and Station Entrance D with ventilation shaft of MTW. With mitigation measures including aesthetic architectural and landscape design treatment such as vertical greening and tree replanting and screen planting along boundary of the built structures, the bulk of these aboveground structures would be soften visually and partial screened. With their close proximity, the residual visual impact is predicted to be slight in Day 1 and Year 1
- Residents in Wang King House/ Wang Yuen House (MCH/VSR 1.3), Chung Hong House/ Chung On House (MCH/VSR 1.5), Students of Price Memorial Catholic Primary School (MCH/VSR 2.1), workers/ visitors at Hong Kong Sheng Kung Hui Nursing Home (DIH&KAT/VSR 2.3) and visitors to the future Re-provided Ma Chai Hang Road Playground (MCH/VSR 3.4), due to its close proximity to the proposed MCV will be subject to moderate to slight adverse visual impact, with the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to slight significance.
- Residents in Chui Yuen House (MCH/VSR 1.8), Fung Wong San Tsuen (MCH/VSR 1.9), Hsin Kuang Centre (MCH/VSR 1.10), Wong Tai Sin Rank & File Married Quarters (MCH/VSR 1.13), Tropicana Gardens (MCH/VSR 1.14), due to its close proximity to the proposed EA/EEA at Wong Tai Sin will be subject to moderate to slight adverse visual impact, with the full effect of mitigation measures realized over 10 years, the level of impact will be reduced to slight significance.

Overall, it is considered that the landscape and visual impacts in the construction and operation phase are acceptable with mitigation measures.

Table 6.16: Total number of trees and area of open spaces affected

	No. of Trees Affected					Net Loss of open space (m2)
	Retain	Transplant (1)	Fell(1)	Affected (Transplant/ Fell)	Compensatory Planting on-site (2)	
Hin Keng	790	96	1,060 (325 + 735 trees on slope)	1156	620	-
Diamond Hill	1080	180	1,045	1,225	123	-
Kai Tak	5	0	35	35	56	-
To Kwa Wan	130	10	90	100	90	125
Ma Tau Wai and Tam Kung Road EEP	17	51	106	157	194	1,188
Hung Hom	370	4	187 (20 + 167 trees on slope)	191	187	-
MCV and EA/EEA at Wong Tai Sin	365	45	90	135	90	2,065
TKO Area 137	15	0	30	30	0	-
Total	**2772**	**386**	**1741(Total DBH = 352.19m) + 902 trees on slope (Total DBH = 150m)**	**3029**	**1360 (Total DBH = 136m)**	**3,378**

Note: (1) Exact no. of tree to be felled/ transplanted/ removed to be determined during tree removal application.

(2) Fell trees would be compensated on-site within the landscape area as far as practicable. Compensatory trees that cannot be located on-site would be compensated off-site if feasible.