

7 LANDSCAPE AND VISUAL IMPACT

7.1 Introduction

7.1.1 This Section outlines the landscape and visual impact assessment associated with two district distributor roads, namely Roads D3A & D4A within the runway precinct of the Kai Tak Development and the associated landscaped deck to the Central Boulevard in accordance with the EIA Study Brief No. ESB- 222/2011.

7.2 Objective of the LVIA

7.2.1 The objective of the LVIA is to undertake baseline survey and analysis in order to identify critical issues, and predict the landscape and visual impacts during the construction and operation phase for the Project in accordance with the Study Brief.

7.3 Environmental Legislation, Standards and Guidelines

7.3.1 The following legislation, standards and guidelines are applicable to the evaluation of visual impacts associated with the construction and operation of the Project:

- Environmental Impact Assessment Ordinance (Cap.499, section 16) and the Technical Memorandum on EIA Process (TM-EIAO), particularly Annexes 3, 10, 11, 18, 20 and 21;
- Hong Kong Planning Standards and Guidelines (HK PSG);
- Town Planning Ordinance (Cap 131);
- Relevant Outline Zoning Plans for existing urban areas;
- RODP (Version E) for Kai Tak Development;
- Forests and Countryside Ordinance (Cap. 96) and its subsidiary legislation the Forestry Regulations;
- Animals And Plants (Protection of Endangered Species) Ordinance (Cap 187);
- WBTC No. 25/1992 - Allocation of Space for Urban Street Trees
- WBTC No. 7/2002 – Tree Planting in Public Works;
- Land Administration Office Instruction (LAOI) Section D-12 – Tree Preservation;
- Environmental Impact Assessment Ordinance Guidance Note (EIAO GN)8/2010;
- ETWB TCW No. 11/2004 – Maintenance of Vegetation and Hard Landscape Features;
- ETWB TCW No. 29/2004 – Registration of Old and Valuable Trees, and Guidelines for their Preservation;
- ETWB TCW No. 36/2004 - Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS);
- ETWB TCW No. 10/2005 - Planting on Footbridges and Flyovers;
- ETWB TC No. 3/2006 – Tree Preservation;
- Study on Landscape Value Mapping of Hong Kong;
- SIL Tech Publication (1991) – Tree Planting and Maintenance in Hong Kong (Standing Interdepartmental Landscape Technical Group)
- DEVB TCW No. 2/2012 Allocation of Space for Quality Greening on Roads

7.4 Scope and Content of the Study

Study Area

- 7.4.1 The methodology and approach adopted in this LVIA is consistent with that adopted in the approved Kai Tak Development Schedule 3 EIA.
- 7.4.2 The area for the landscape impact assessment shall include all area within 100 metres from the project study as indicated in **Figures 7.5.1.1**. The area for the visual impact assessment shall be defined by the visual envelope of the Project and associated works during the construction and operation phases. The predicted primary and secondary Zones of Visual Influence (ZVIs) of the proposed works defining the visual envelopes are illustrated in **Figure 7.5.1.2 & 7.5.2.3**.

Project Description

- 7.4.3 The nature and scope of the Project is described in **Section 2** of this Report. The project elements of relevance to the landscape and visual impact assessment on the Project site include the following: (The location of the Project has been labelled in **Figures 7.5.1.1 & 7.5.2.1**.)
- Two district distributor roads, namely Roads D3A & D4A.
 - The Landscaped Deck which is directly above sections of the roads. (Note: 5 optional layouts of the landscaped deck have been studied in the Urban Planning Review (Ref. 61-05) issued on 15 November 2011. The preferred option is illustrated in **Figure 7.5.2.3**.)
 - The above ground openings and structures associated with the underground Seawater Pump House and Southern Chiller Plant that are located beneath Road D3A.
 - The Taxiway Bridge that will connect to Road D4A. (The potential landscape and visual impacts associated with the Taxiway Bridge are not assessed in this LVIA)
 - The shortened Road L13 (split to Road L13a and Road L13b), provided to serve as the secondary access to the Cruise Terminal Building, the adjacent tourism node & Runway Park and the CLP tunnel and the associated ventilation building
 - A large roundabout introduced between the Metro Park and the Runway Precinct so as to create a district threshold to the Runway Precinct
 - Improved access to the private lots in the runway Precinct provided via mini roundabouts
- 7.4.4 The location plan of the project and the tentative construction programme for the project's adjacent lots has been indicated in **Figure 7.5.2.1**. The existing site photograph is illustrated in **Figure 7.5.2.2**.

7.5 Assessment Methodology

General Approach

- 7.5.1 This section has been structured around the criteria and guidelines as stated in Annexes 10 and 18 of the TM and EIAO Guidance Note No. 8/2010 on “Preparation of Landscape and Visual Impact Assessment under the Environmental Impact Assessment Ordinance” for evaluating and assessing combined landscape and visual impacts of the Project and associated works. In accordance with the EIAO the assessment will take into account the potential impacts of all planned use. Planned use includes the land use in the draft or approved plans prepared under the Town Planning Ordinance (Cap. 131) or any other land use plans published by the Government. A general qualitative appraisal of the landscape and visual impacts using existing available information has been adopted.
- 7.5.2 The Landscape Impact Assessment shall identify, describe and quantify any potential landscape and visual impacts, and evaluate the significance of such impacts on sensitive receivers. Both the landscape and visual assessments shall propose measures to avoid or mitigate landscape and visual impacts.

Assessment Methodology

- 7.5.3 Landscape and visual impacts have been assessed separately for the construction and operation phases.
- 7.5.4 The assessment of **landscape impacts** has involved the following procedures.

- **Identification of the baseline landscape resources (physical and cultural) and landscape characters found within the study area.** This has been achieved by site visit and desktop study of topographical maps, information databases and photographs.
- **Assessment of the degree of sensitivity to change of the landscape resources.** This is influenced by a number of factors including whether the resource/character is common or rare, whether it is considered to be of local, regional, national or global importance, whether there are any statutory or regulatory limitations/ requirements relating to the resource, the quality of the resource/character, the maturity of the resource, and the ability of the resource/character to accommodate change. The sensitivity of each landscape feature and character area is classified as follows:
 - High:** Important landscape or landscape resource of particularly distinctive character or high importance, sensitive to relatively small changes.
 - Medium:** Landscape or landscape resource of moderately valued landscape characteristics reasonably tolerant to change.
 - Low:** Landscape or landscape resource, the nature of which is largely tolerant to change.
- **Identification of potential sources of landscape impacts.** These are the various elements of the construction works and operation procedures that would generate landscape impacts.
- **Identification of the magnitude of landscape impacts.** The magnitude of the impact (or magnitude of change) depends on a number of factors including the physical extent of the impact, the landscape and visual context of the impact, the compatibility of the project with the surrounding landscape; and the time-scale of the impact - i.e. whether it is temporary (short, medium or long term), permanent but

potentially reversible, or permanent and irreversible. Landscape impacts have been quantified wherever possible. The magnitude of landscape impacts is classified as follows:

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

- **Identification of potential landscape mitigation measures.** These may take the form of adopting alternative designs or revisions to the basic engineering and architectural design to prevent and/or minimize adverse impacts; remedial measures such as colour and textural treatment of building features; and compensatory measures such as the implementation of landscape design elements (e.g. tree planting, creation of new open space etc) to compensate for unavoidable adverse impacts and to attempt to generate potentially beneficial long term impacts. A programme for the mitigation measures is provided. The agencies responsible for the funding, implementation, management and maintenance of the mitigation measures are identified.
- **Prediction of the significance of landscape impacts before and after the implementation of the mitigation measures.** By synthesizing the magnitude of the various impacts and the sensitivity of the various landscape resources it is possible to categorise impacts in a logical, well-reasoned and consistent fashion. **Table 7.6.1** shows the rationale for dividing the degree of significance into four thresholds, namely insubstantial, slight, moderate, and substantial, depending on the combination of a negligible-small-intermediate-large magnitude of change and a low-medium-high degree of sensitivity of landscape resource/character. The significant thresholds are defined as follows:

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

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

Table 7.6.1 Relationship between Receptor Sensitivity and Impact Magnitude in Defining Impact Significance

Magnitude of Change	Large	Slight / Moderate	Moderate / Substantial	Substantial
	Intermediate	Slight / Moderate	Moderate	Moderate / Substantial
	Small	Insubstantial / Slight	Slight / Moderate	Slight / Moderate
	Negligible	Insubstantial	Insubstantial	Insubstantial
		Low	Medium	High

**Receptor Sensitivity
 (of Landscape Resource, Landscape Character Area or VSR)**

7.5.5 The assessment of **visual impacts** has involved the following procedures.

- **Identification of the Zones of Visual Influence during the construction and operational phases of the Project.** This is achieved by site visit and desk-top study of topographic maps and photographs, and preparation of cross-sections to determine visibility of the Project from various locations.
- **Identification of the Visually Sensitive Receivers (VSRs) within the ZVIs at construction and operational phases.** These are the people who would reside within, work within, play within, or travel through, the ZVIs.
- **Assessment of the degree of sensitivity to change of the VSRs.** Factors considered include: the type of VSRs, which is classified according to whether the person is at home, at work, at play, or travelling. Those who view the impact from their homes are considered to be highly sensitive as the attractiveness or otherwise of the outlook from their home will have a substantial effect on their perception of the quality and acceptability of their home environment and their general quality of life. Those who view the impact from their workplace are considered to be only moderately sensitive as the attractiveness or otherwise of the outlook will have a less important, although still material, effect on their perception of their quality of life. The degree to which this applies depends on whether the workplace is industrial, retail or commercial. Those who view the impact whilst taking part in an outdoor leisure activity may display varying sensitivity depending on the type of leisure activity. Those who view the impact whilst travelling on a public thoroughfare will also display varying sensitivity depending on the speed of travel.
- Other factors which are considered (as required by EIAO GN 8/2010) include the value and quality of existing views, the availability and amenity of alternative views, the duration or frequency of view, and the degree of visibility. The sensitivity of VSRs is classified as follows:
 - High:** The VSR is highly sensitive to any change in their viewing experience
 - Medium:** The VSR is moderately sensitive to any change in their viewing experience

Low: The VSR is only slightly sensitive to any change in their viewing experience

- **Identification of the relative numbers of VSRs.** This is expressed in terms of whether there are very few, few, many or very many VSRs in any one category of VSR.
- **Identification of potential sources of visual impacts.** These are the various elements of the construction works and operational procedures that would generate visual impacts.
- **Assessment of the potential magnitude of visual impacts.** Factors considered include
 - Duration of the impact;
 - Reversibility of the Impact;
 - Changes in the character of existing views;
 - Distance of the source of impact from the viewer; and
 - Degree of visibility of the impact (partial, full, glimpse).
 - The magnitude of visual impacts is classified as follows:

Large: The VSRs would suffer a major change in their viewing experience;

Intermediate: The VSRs would suffer a moderate change in their viewing experience;

Small: The VSRs would suffer a small change in their viewing experience;

Negligible: The VSRs would suffer no discernible change in their viewing experience.

- **Identification of potential visual mitigation measures.** These may take the form of adopting alternative designs or revisions to the basic engineering and architectural design to prevent and/or minimize adverse impacts; remedial measures such as colour and textural treatment of building features; and compensatory measures such as the implementation of landscape design measures (e.g. tree planting, creation of new open space etc) to compensate for unavoidable adverse impacts and to attempt to generate potentially beneficial long term impacts. A programme for the mitigation measures is provided. The agencies responsible for the funding, implementation, management and maintenance of the mitigation measures are identified and their approval-in-principle has been sought.
- **Prediction of the significance of visual impacts before and after the implementation of the mitigation measures.** By synthesizing the magnitude of the various visual impacts and the sensitivity of the VSRs, and the numbers of VSRs that are affected, it is possible to categorize the degree of significance of the impacts in a logical, well-reasoned and consistent fashion. **Table 7.6.1** shows the rationale for dividing the degree of significance into four thresholds, namely, insubstantial, slight, moderate and substantial, depending on the combination of a negligible-small-intermediate-large magnitude of change and a low-medium-high degree of sensitivity of VSRs. Consideration is also given to the relative numbers of affected VSRs in predicting the final impact significance - exceptionally low or

high numbers of VSRs may change the result that might otherwise be concluded from **Table 7.6.1**. The significance of the visual impacts is categorized as follows:

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

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

7.5.6 It is assumed that funding, implementation, management and maintenance of the mitigation proposals can be satisfactorily resolved according to the principles in WBTC 14/2002. All mitigation proposals in this report are practical and achievable within the known parameters of funding, implementation, management and maintenance. The suggested agents for the funding and implementation (and subsequent management and maintenance, if applicable) are indicated in **Tables 7.9.2 & 7.9.3**. Approval-in-principle to the implementation, management and maintenance of the proposed mitigation measures has been sought from the appropriate authorities.

7.6 Review of Planning and Development Control Framework

Review of Preliminary Outline Development Plan and Outline Zoning Plan

7.6.1 Planning Department commissioned the Kai Tak Planning Review (KTPR) in July 2004. It was tasked to formulate a Preliminary Outline Development Plan (PODP) for Kai Tak Development (KTD), with 'no reclamation' as the starting point and facilitate public participation in the process. The PODP has served as a basis of formulation of the current statutory Kai Tak OZP.

Review of Major Changes from PODP to RODP

7.6.2 Major changes from the PODP to (Recommended Outline Development Plan) RODP include the following: the width of Central Boulevard along the Runway Precinct is maintained at 32m; the width of footpath of Road L13 along the waterfront facing the development sites is reduced from 10m to 7m and as a result of the above changes, areas of the residential and commercial sites (Sites 4A1 to 3, 4B1 to 5 and 4C1 to 5) have been slightly adjusted. No significant potential impacts have been identified. In general, the proposed changes are beneficial in the landscape and visual perspective.

7.6.3 Changes from the original scheme in shifting the road alignment, i.e. Road D3A & Road D4A and the associated landscaped deck above Road D3A to the Central Boulevard, as well as the maximization of the promenade for public enjoyment should not result in increased adverse landscape and visual impacts.

Review of Planning Study on the Harbour and its Waterfront Areas

- 7.6.4 During the process of seeking funding approval for Advance Work Stage 1 in mid 2009, LegCo members strongly requested the Administration to consider relocating the planned roads away from the promenade to enhance space for public enjoyment along the waterfront. Funding for Advance Works Stage 1 construction was subsequently approved.
- 7.6.5 Concerns were raised in previous consultations with the Harbour Enhancement Committee in 2009 with regard to the appearance of the proposed landscaped deck above Road D3 to be constructed under Advanced Work Stage 2.
- 7.6.6 The Runway Precinct development as a whole needed to be suitably reviewed and revised accordingly so as to relocate Road D3 away from the waterfront promenade. There is a need to update the approved Kai Tak Outline Zoning Plan (OZP) to reflect the proposed changes in Runway Precinct to enable the implementation of Road D3 and the associated landscaped deck.

Tentative Programme

- 7.6.7 Road D3A is a dual 2-lane district distributor road facing Kai Tak Approach Channel serving the Tourism Node, Runway Park and the residential and commercial development sites within the Runway Precinct. TD3, as part of the Road D3 (out of Roads D3A & D4A site boundary), comprising a single 2-lane carriageway with utilities is being constructed under Advance Work Stage 1 to serve the commissioning of the Cruise Terminal in 2013 while the remaining part of the Road D3A together with a landscaped deck above will commence in 2014 and is targeted to be completed in 2016 under Advanced works Stage 2 under CE 35/ 2006 (CE).
- 7.6.8 The concurrent projects within the project site include:
- TD3 is currently under construction and a partial section of the Taxiway Bridge (of the Road D4) is currently under modification and repair. They are scheduled to be completed in 2013 under Advanced Works Stage 1 and the full section is scheduled to be completed in 2016 under Advanced Works Stage 2.
 - The above ground opening of Seawater Pump House and Southern Chiller Plant sitting directly below Road D3A is currently under construction and is scheduled to be completed by first quarter in 2014.
 - The Cruise Terminal Building is currently under construction and is scheduled to be completed in 2013.
 - The Phase 1 Runway Park & Tourism Node is scheduled to be completed in 2013 and 2016 respectively.
 - Construction work of the CLP tunnel and its associated ventilation building are recently completed and will be operating soon.
- 7.6.9 The locations and timings of these concurrent projects are shown on Figure 7.5.2.1.
- 7.6.10 The remaining key planned developments adjacent to the Project site listed below will be completed after the construction of Roads D3A & D4A.
- Waterfront Promenade (to be completed in 2021),
 - Metro Park (to be completed in 2020),
 - Stadium (to be completed in 2019),

- Central Kowloon Route & Road T2 (2019 and 2020 respectively),
- Heliport adjacent to the Cruise Terminal Building (to be completed in 2015),
- The planned residential and commercial use adjacent to both sides of Road D3A (to be completed in 2021).

7.6.11 The locations and timings of these key planned developments are shown on Figure 7.5.2.1.

7.6.12 During the construction period of Roads D3A & D4A between 2014-2016, TD3 will be used for passengers and vehicles for entering from Kwun Tong's Cheung Yip Street towards to Cruise Terminal Building and Stage 1 Runway Park, and vice versa.

7.6.13 Until Roads D3A & D4A are completed in 2016, passengers and vehicles will use the planned Road D4 from Kwun Tong's Cheung Yip Street and will enter Cruise Terminal Building and Stage 1 Runway Park from Kowloon City, Ma Tau Kok and To Kwan Wan areas, by the planned Central Kowloon Route & Road T2.

7.6.14 The location plan of the Project and the tentative construction programme of the Projects' adjacent lots have been indicated in Figure 7.5.2.1. An existing site photograph is illustrated in Figure 7.5.2.2.

7.7 Baseline Study

7.7.1 The study area is located in the runway area of the former Kai Tak Airport which is at the south-eastern part of Kai Tak Development. D3A is about 1.4km long running along the centre of the Runway Precinct and replaces the original southern section of the planned Road D3 that runs along the waterfront of the Runway Precinct. D4A is about 0.1km long and is an extension of the planned Road D4 connecting Road D4 to the proposed Road D3A.

7.7.2 The site is located on reclaimed land there are no natural soils or watercourses is a landscape in transition and has been highly disturbed by ongoing construction works. The edge of the reclamation is linear as it forms the edge of the former runway, the southern end of which sticks out into Victoria Harbour, acting as a breakwater for Kwun Tong typhoon shelter. The former concrete runway has been partly broken up for decontamination. The landform is low-lying and flat. It is highly visible, due to the surrounding rising ground, both from the north in Kowloon and the south on Hong Kong Island. Elevated views from adjacent high rise buildings and low level views from the harbour also contribute to its visibility.

Baseline Landscape Conditions

7.7.3 Landscape Resources (LRs) and Landscape Character Areas (LCAs) identified in the approved Kai Tak Development EIA are used as a basis for the list of LR and LCAs in this LVIA (subject to any updating that is appropriate) and the same LR and LCAs numbering system is adopted, for sake of consistency. However, some additional LR and LCAs are included in this assessment, and some broad groups of LR and LCAs identified in the KTDEIA are refined in this assessment to better enable differentiation of visual impacts incurred by proposed Roads D3A and D4A and the associated landscaped deck.

Physical Landscape Resources

7.7.4 There are few existing physical landscape resources within the 100m landscape assessment area. Those that are found are described below.

Topography & Soil

- 7.7.5 The landform comprises flat reclaimed land with no features of topographical interest or value. There is no natural soil material which is of landscape interest and value.

Water bodies adjacent to the runway precinct

- 7.7.6 Water bodies adjacent to the runway precinct including Victoria Harbour, a small portion of Kwun Tong typhoon shelter and To Kwa Wan typhoon shelter are unique public assets and part of Hong Kong's heritage. As harbour reclamation is prohibited under Cap 531, the Protection of the Harbour Ordinance resources is considered to be of high value and sensitivity.

Open Spaces

- 7.7.7 The study area has been occupied by various temporary uses such as office buildings and a temporary golf driving range on the southern section of the runway (now closed). The planned Metro Park, Runway Park and waterfront promenades are considered to be of high value and sensitivity due to their importance as landscape resources within the city.

Existing Trees

- 7.7.8 Detailed Tree Survey data is not currently available as the field work is still on-going. A broad brush tree survey has been previously carried out for the Kai Tak Development, as shown in **Appendix 7.1**. There are more than 6,000 no. trees within the KTD and more than 830 trees near the former runway, of which approximately 450 are within the 100m study boundary. Most of the trees are immature with heights of 2-7 m, spread 1-4 m, trunk diameter 100-250 mm. The amenity value of these trees is considered to be low. Species include *Casuarina equisetifolia*, *Chrysalidocarpus lutescens*, *Eucalyptus citriodora*, *Ficus benjamina*, *Ficus microcarpa*, *Hibiscus tiliaceus* and *Macaranga tanarius*. A small number of trees, approximately 50 in a mixture of the above species, occur on the Project site and will require to be removed for the development of the Project.

Drainage

- 7.7.9 There are no natural drainage features in the study area.

Human Landscape Resources

- 7.7.10 Within the 100m landscape impact study area, no human landscape resources a significant value and sensitivity occur or will be potentially affected by the Project.

Landscape Character Areas

- 7.7.11 The baseline landscape character areas which will be potentially affected by the Project, together with their sensitivity and ability to accommodate changes are described in **Table 7.8.1** and illustrated in **Figure 7.8.2**. Photo views illustrating the landscape character areas within the study area are illustrated in **Figure 7.8.2**.

Summary of Baseline Landscape Resources and Landscape Character Areas

- 7.7.12 The baseline landscape resources (primarily existing trees and planned open spaces) which will be potentially affected by the Project, together with their sensitivity to change and ability to accommodate changes are described in **Table 7.8.1**. The locations of baseline landscape resources are mapped in **Figure 7.8.1**. Photo views illustrating the landscape resources within the study area are illustrated in **Figure 7.8.1**.

Table 7.8.1 Landscape Resources / Landscape Character Areas and Their Sensitivity to Change

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
Baseline Landscape Resources		
LR21	<p>Existing trees along the runway</p> <p>There are more than 830 trees in the Runway Precinct, planted in association with the various temporary uses that have existed since the closure of the former airport. Approximately 450 of these trees are within the study boundary. The trees are mostly immature with heights of 2-7 m, spread 1-4 m, trunk diameter 100-250 mm. The amenity value of these trees is considered as low due to their immaturity and relative ease of replacement. Species include <i>Casuarina equisetifolia</i>, <i>Chrysalidocarpus lutescens</i>, <i>Eucalyptus citriodora</i>, <i>Ficus benjamina</i>, <i>Ficus microcarpa</i>, <i>Hibiscus tiliaceus</i> and <i>Macaranga tanarius</i>. None of which are rare or precious. Thus the sensitivity of this resource is assessed as Low.</p>	Low
LR31B	<p>Water body of the Victoria Harbour adjacent to the Runway Precinct</p> <p>The sensitivity of this resource is assessed as High since the harbour is a recognised and distinctive feature of Hong Kong with value as a tourist attraction and working port. The Harbour forms the centrepiece of Hong Kong and the airport runway provides an historic legacy of former use. The harbour is protected from further reclamation under CAP 531, the Protection of the Harbour Ordinance.</p>	High
Baseline Landscape Character Areas		
LCA01	<p>Former Kai Tak Airport Landscape Character Area this LCA is limited to the 100m landscape assessment area. The sensitivity is assessed as Low given the current derelict condition and the planning intent to redevelop.</p>	Low
LCA08	<p>Kwun Tong Typhoon Shelter Landscape</p> <p>This area is substantially enclosed by coast and offshore breakwater. The sensitivity is assessed as High given the typhoon shelter's physical characteristics, unique local sense of scale and the cultural history.</p>	High
LCA09	<p>To Kwa Wan Typhoon Shelter Landscape</p> <p>This area is substantially enclosed by coast and offshore breakwater. The sensitivity is assessed as High given the typhoon shelter's physical characteristics, unique local sense of scale and the cultural history.</p>	High
LCA11	<p>Victoria Harbour Inshore Water Landscape</p> <p>This is an area of coastal water enclosed to the north by the Kowloon Coast and open to the South. The waterbody is a visual focus of the city and an active leisure and commercial marine area. Its value is recognized by Cap 531, the Protection of the Harbour Ordinance. For these reasons its sensitivity is high.</p>	High

Zone of Visual Influence (ZVI)

7.7.13 The proposed options under consideration for Roads D3A & D4A and the associated landscaped deck are of substantial size and might potentially be seen over a wide area. However, the fact that Roads D3A and D4A will be bounded by the planned tall residential and commercial developments in the Runway Precinct means that the views to Roads D3A and D4A from outside the Runway Precinct will generally be limited to partial glimpses through the spaces between the planned developments. The ZVI is therefore subdivided into 2 components:

- Primary Zone of Visual Influence (PZVI) within the Runway Precinct where the Project will provide a substantial contribution to views experienced by VSRs who will experience a largely unobstructed view of Road D3A, Road D4A and the associated landscaped deck ;
- Secondary Zone of Visual Influence (SZVI) located outside the Runway Precinct where the Project will be visible to VSRs over the tops of intervening urban areas and provide a relatively small to negligible contribution to views experienced by those VSRs.

7.7.14 The Primary and Secondary ZVIs are shown on **Figures 7.5.1.2**. The Primary & Secondary ZVIs during Construction Phase and on Day 1 & by Year 10 Operation Phases are shown on **Figures 7.5.1.2 & 7.5.1.3** respectively.

Potential Key Visually Sensitive Receivers (VSRs)

7.7.15 Within the ZVI for the construction and operation phases, a number of key Visually Sensitive Receivers (VSRs) have been identified. These VSRs are mapped in **Figures 7.8.3** and **7.8.4.1 & 7.8.4.2**. 'Local' VSRs within the Primary ZVI are listed in **Table 7.8.2b**. 'Strategic' and 'District' VSRs within the Secondary ZVI are listed in **Table 7.8.2a**. They are listed, together with their sensitivity, in **Tables 7.8.2a & 7.8.2b**. Photo views illustrating the key VSRs at local level are illustrated in **Figure 7.8.4.3**.

7.7.16 VSRs identified in the approved Kai Tak Development EIA are used as a basis for the list of VSRs, and the same VSR numbering system is adopted, for sake of consistency. However, some additional VSRs are included in this assessment, and some broad groups of VSRs identified in the KTDEIA are refined in this assessment to better enable differentiation of visual impacts incurred by proposed Roads D3A and D4A and the associated landscaped deck.

7.7.17 Roads D3A and D4A will be constructed before most of the planned KTD Development. The VSRs during the construction phase will therefore be quite different during the operation phase and this is reflected in the assessment.

Table 7.8.2 VSRs and their sensitivity

VSR Type & ID.	Key VSR	Number of Individuals (Many/Medium/Few/)	Quality of Existing View (Good/Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
Table 7.8.2a Key Groups of Visually Sensitive Receivers (VSRs) in Secondary ZVI at Strategic Level and District Level (from approved Kai Tak EIA)									
VSRs at Strategic Level									
S1	Quarry Bay Park	Many	Good	Yes	3000m	Full	Short	Occasional	Low
S2	Hong Kong Convention & Exhibition Centre New Wing	Many	Good	Yes	4500m	Partial	Short	Occasional	Low
S3	The Peak	Many	Good	Yes	7500m	Full	Short	Occasional	Low
S4	Cultural Complex	Many	Good	Yes	4000m	Glimpse	Short	Occasional	Low
S5	Lion Rock	Medium	Good	Yes	4500m	Full	Short	Occasional	Low
S6	Kowloon Peak	Medium	Good	Yes	3500m	Full	Short	Occasional	Low
S7	Devil's Peak	Medium	Good	Yes	5000m	Full	Short	Occasional	Low
S8	Mount Parker	Medium	Good	Yes	5000m	Full	Short	Occasional	Low
S9	Mount Cameron	Medium	Good	Yes	6500m	Full	Short	Occasional	Low
S10	North Point Pier	Many	Good	Yes	2000m	Full	Short	Occasional	Low
S11	Lei Yue Mun Gap	Medium	Good	Yes	4500m	Full	Short	Occasional	Low
S12	Planned observation deck proposed in the 102-storey building to be built in Kowloon Station	Medium	Good	Yes	4500m	Partial	Short	Occasional	Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/Medium/Few/)	Quality of Existing View (Good/Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
VSR Groups at District Level									
D1a	Yau Tong Residential Area	Many	Fair	Yes	2000m	Glimpse	Long	Frequent	Low
D1b	Kwun Tong Residential Area	Many	Fair	Yes	2500m	Glimpse	Long	Frequent	Low
D1d	Sau Mau Ping Residential Area	Many	Fair	Yes	3500m	Glimpse	Long	Frequent	Low
D1e	Ngau Tau Kok Residential Area	Many	Fair	Yes	2000m	Glimpse	Long	Frequent	Low
D1g	Yau Tong Bay Industrial Area	Many	Fair	Yes	3500m	Partial	Medium	Occasional	Low
D2a	Hung Hom Residential Area	Many	Fair	Yes	2500m	Glimpse	Long	Frequent	Low
D2c	Ho Man Tin Residential Area	Many	Good	Yes	2500m	Glimpse	Long	Frequent	Low
D2e	Kowloon Tong Residential Area	Many	Good	Yes	4500m	Glimpse	Long	Frequent	Low
D3a	Wong Tai Sin Residential Area	Many	Good	Yes	3000m	Glimpse	Long	Frequent	Low
D3b	Tse Wan Shan Residential Area	Many	Good	Yes	4000m	Glimpse	Long	Frequent	Low
D3c	Diamond Hill and Ngau Chi Wan Residential Area	Many	Good	Yes	3000m	Glimpse	Long	Frequent	Low
D4	Tsim Sha Tsui Commercial Area	Many	Good	Yes	3000m	Glimpse	Medium	Occasional	Low
D5a	Residential Area at the Peak	Many	Good	Yes	7000m	Full	Long	Frequent	Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/Medium/Few/)	Quality of Existing View (Good/Fair/Poor)	Availability of Alternative Views (Yes/No)	Average Distance between VSRS and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/Medium/Short)	Frequency of View (Frequent/Occasional/Rare)	Sensitivity (Low, Medium, High)
D5b	Central Commercial Area	Many	Good	Yes	6000m	Partial	Medium	Occasional	Low
D6a	Residential Area at Happy Valley	Many	Good	Yes	5000m	Full	Long	Frequent	Low
D6b	Wan Chai Commercial Area	Many	Good	Yes	5000m	Partial	Medium	Occasional	Low
D6c	Causeway Bay Residential Area	Many	Good	Yes	4500m	Full	Long	Frequent	Low
D7a	Residential Area at Braemar Hill North Point	Many	Good	Yes	3000m	Full	Long	Frequent	Low
D7b	North Point Residential Area	Many	Good	Yes	3000m	Full	Long	Frequent	Low
D7c	North Point Commercial Area	Many	Good	Yes	2500m	Full	Medium	Occasional	Low
D7d	Quarry Bay Residential Area	Many	Good	Yes	3000m	Full	Long	Frequent	Low
D7e	Visitors at Lei Yue Mun Park and Lei Yu Mun Holiday Village	Many	Good	Yes	5000m	Partial	Short	Occasional	Low
D7f	Residential Area at Shau Kei Wan	Many	Fair	Yes	4500m	Partial	Long	Frequent	Low
D8a	Residential Area at Tai Wo Ping	Many	Fair	Yes	5000m	Glimpse	Short	Occasional	Low
D8b	Lung Cheung Road Lookout	Medium	Good	Yes	4500m	Full	Short	Occasional	Low
D9	Victoria Harbour	Many	Good	Yes	1000m	Full	Medium	Occasional	Medium

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
D10	Residential Area in Kai Tak North Apron	Many	Fair	Yes	2000m	Full	Long	Frequent	Low
D11	Residential Area in To Kwa Wan	Medium	Fair	Yes	2000m	Full	Long	Frequent	Low
Table 7.8.2b Key Groups of Local Visually Sensitive Receivers (VSRs) in Primary ZVI									
VSRs at Local Level									
R14	Laguna Verde, Whampoa Garden and Harbourfront Landmark	Few	Fair	Yes	1500m	Partial	Long	Frequent	High
R16	Grand Waterfront (same planned use under KTD)	Medium	Fair	Yes	150m	Full	Long	Frequent	High
R17	Wylers Gardens	Medium	Fair	Yes	150m	Partial	Long	Frequent	High
R18	Existing Low-rise Residential Development adjacent to waterfront (planned residential use under KTD)	Medium	Fair	No	100m	Partial	Long	Frequent	High
R26	Existing vacant site (planned Residential Development in Runway Precinct)	Many	Good	Yes	50m	Full	Long	Frequent	Current: N/A Planned: High
C4	Newport Centre (planned residential use under KTD)	Medium	Fair	Yes	100m	Partial	Medium	Occasional	Current: Medium Planned: High

VSR Type & ID.	Key VSR	Number of Individuals (Many/Medium/Few/)	Quality of Existing View (Good/Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
C5	Existing vacant site (planned Hotel Development in Runway Precinct)	Medium	Good	Yes	50m	Full	Long	Frequent	Current: N/A Planned: High
GIC9	Mixed GIC Use	Few	Fair	No	700m	Glimpse	Short	Occasional	Current: Low Planned: N/A
GIC12	Existing vacant site (planned GIC use under KTD)	Medium	Fair	No	500m	Glimpse	Medium	Occasional	Current: Low Planned: High
GIC14	Holy Carpenter Primary School and Oblate Father's Primary School (same planned use under KTD)	Medium	Fair	No	1200m	Partial	Medium	Occasional	Medium
GIC15	To Kwa Wan Motor Vehicle Inspection Centre and cargo working area along Long Yuet Street (planned open space under KTD)	Current: Few Planned: Medium	Fair	No	1200m	Partial/ Glimpse	Medium	Occasional	Current:Low Planned: High
GIC18	EMSD Workshops (planned sewage pumping station and open space under KTD)	Current: Few Planned: Medium	Fair	No	1500m	Partial/ Glimpse	Short	Occasional	Current: Low Planned: High
GIC22	Kowloon City Ferry Pier and bus terminal (planned ventilation shafts and waterfront promenade under KTD)	Current: Few Planned: Many	Fair	No	1500m	Partial/ Glimpse	Short	Occasional	Current: Low Planned: Medium
GIC24A	Existing vacant site (planned GIC Uses (Hospital & Fire	Current: Few Planned:	Fair	No	700m	Full	Medium	Occasional	Current: N/A Planned: High

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
	Station) Facilities)	Medium							
GIC24B	Existing vacant site (planned GIC Uses (Hospital) Facilities)	Current: Few Planned: Medium	Fair	No	500m	Full	Medium	Occasional	Current: N/A Planned: High
I5A	Industrial/ Office Developments and Godowns at Cheung Yip Street (planned commercial use at Kai Hing Road under KTD)	Current: Few Planned: Medium	Fair	No	500m	Partial	Medium	Occasional	Current : Medium Planned N/A :
I5B	Industrial/ Office Developments and Godowns at Cheung Yip Street (planned residential use at Kai Hing Road under KTD)	Current: Few Planned: Medium	Fair	No	500m	Partial	Medium	Occasional	Current : Medium Planned N/A
OU2	Business and Industrial Developments in Kowloon Bay (planned commercial use in operation stage)	Current: Few Planned: Few	Fair	No	1200m	Partial	Medium	Occasional	Current: Low Planned: N/A
OU4	Business and Industrial Developments in Hunghom (planned commercial use in operation stage)	Medium	Fair	No	1500m	Partial	Short	Occasional	Current: Low Planned: High
OU5B	Business and Industrial Developments in Kwun Tong between Wai Yip Street and Hoi Bun Road (planned commercial use in operation stage)	Medium	Fair	Yes	800m	Partial	Medium	Occasional	Current: Low Planned: N/A

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
OU6	Hong Kong International Trade and Exhibition Centre (same planned use under KTD)	Current: Few Planned: Few	Fair	No	1200m	Partial	Medium	Occasional	Current: Low Planned: N/A
OU9	Existing vacant site (planned Public Infrastructure Facilities Site)	Current: Few Planned: Few	Fair	No	1000m	Partial/ Glimpse	Short	Occasional	Current: N/A Planned: Low
OU10	Existing vacant site (planned Stadium)	Current: Few Planned: Many	Fair	No	1000m	Partial	Short	Occasional	Current: N/A Planned: Medium
OU11	Existing vacant site (planned Tourism Node)	Current: Few Planned: Many	Good	Yes	500m	Partial	Long	Occasional	Current: N/A Planned: High
OU12	Existing vacant site (planned Cruise Terminal in Runway Precinct)	Current: Few Planned: Many	Good	Yes	50m	Partial	Long	Occasional	Current: N/A Planned: High
O7	Visitors at King Wan Street Playground (same planned use under KTD)	Medium	Fair	No	1200m	Partial	Short	Occasional	High
O13	Visitors at Hoi Sham Park (same planned use under KTD)	Medium	Fair	No	1200m	Partial	Short	Occasional	High
O14	Visitors at Hoi Bun Road Park	Medium	Fair	No	700m	Partial	Short	Occasional	Current: High Planned: N/A
O17	Visitors at Hunghom waterfront, Tai Wan Shan	Medium	Fair	Yes	1500m	Partial	Short	Occasional	High

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)
	Park and Tai Wan Shan Swimming Pool								
O19	Existing vacant site (planned Metro Park in Runway Precinct)	Current: Few Planned: Many	Good	Yes	50m	Partial	Long	Occasional	Current: N/A Planned: High
O20	Existing vacant site (planned Waterfront promenade)	Current: Few Planned: Many	Good	Yes	50m	Full	Long	Occasional	Current: N/A Planned: High
O21	Existing vacant site (planned Runway Park DOS)	Current: Few Planned: Many	Fair	Yes	100m	Partial	Long	Occasional	Current: N/A Planned: High
O24	Promenade along Ma Tau Kok (same planned use under KTD)	Current: Few Planned: Many	Good	Yes	1000m	Full	Long	Occasional	Current: N/A Planned: High
T3	Motorists on Kwun Tong Bypass	Many	Good	Yes	700m	Glimpse	Short	Occasional	Current: Low Planned: N/A
T4	Travelers of Harbour Traffic	Many	Good	Yes	200m	Glimpse	Medium	Occasional	Medium
T16	Motorists / Pedestrians on Planned Taxiway Bridge	Medium	Fair	Yes	200m	Glimpse	Short	Occasional	Current: Low Planned: Medium
T18	Motorists / Pedestrians on Planned Central Kowloon Route 6	Medium	Good	Yes	1000m	Glimpse	Short	Occasional	Current: Low Planned: Low

VSR Type & ID.	Key VSR	Number of Individuals (Many/Medium/Few/)	Quality of Existing View (Good/Fair/Poor)	Availability of Alternative Views (Yes/No)	Average Distance between VSRs and Impact Source (m)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/Medium/Short)	Frequency of View (Frequent/Occasional/Rare)	Sensitivity (Low, Medium, High)
T19	Motorists / Pedestrians on Planned L16	Medium	Fair	Yes	1500m	Glimpse	Short	Occasional	Current: Low Planned: Low
T20	Tourists / Motorists / Pedestrians on Planned L16	Many	-	No	0m	Full	Medium	Frequent	Current: n/a Planned: High

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

7.8 Landscape Impact Assessment

Potential Sources of Impacts

7.8.1 The nature and scope of the works have been described in **Section 7.4** above. Sources of landscape and visual impacts during Construction Phase are as follows:

- Remaining site clearance works (if any) involving the removal of the temporary office buildings and recreational facilities such as the golf driving range, as well as the removal of existing trees and shrub planting;
- Construction traffic;
- Temporary Traffic Management activities including rerouting of traffic lanes due to the construction of adjacent sites and the construction of TD3;
- Relocation or re-provision of existing infrastructure and the laying down of utilities including water, drainage, power and waste;
- Presence of construction machinery, construction of the temporary parking areas, on-site accommodation offices & structures and working areas, importation and storage of equipment and materials;
- Haulage off-site of excavated materials;
- Construction of the Roads D3A & D4A and the associated landscaped deck;
- Night lighting & welding;
- Dust during dry weather.

7.8.2 The sources of landscape and visual impacts of the Project during the Operation Phase would be:

- Above ground Seawater Pump House & Southern Chillier Plant underneath the landscaped deck
- Operation of the partial section taxiway bridge of Road D4
- Operation of Road L13a and Road L13b connecting to the Cruise Terminal Building and its adjacent tourism node and Runway Park
- Landscaped deck over Roads D3A & D4A

Nature and Magnitude of Landscape Impacts before Mitigation in Construction Phase

7.8.3 The magnitude of the impacts, before implementation of the mitigation measures on the landscape resources and the landscape character areas that would occur in construction phase are tabulated below in **Table 7.9.1**. All impacts are adverse unless otherwise stated.

Table 7.9.1 Magnitude of Landscape Impacts

ID. No.	Landscape Resources/ Landscape Character Areas	Potential Source of Impact	Magnitude of Changes
LR21	<p>Existing trees along the runway</p> <p>There are more than 830 trees along runway, planted in association with the various temporary uses that have existed since the closure of the former airport. Approximately 450 of these trees are within the study boundary. The trees are mostly immature with heights of 2-7 m, spread 1-4 m, trunk diameter 100-250 mm.. The amenity value of these trees is considered as low due to their immaturity and relative ease of replacement. Species include <i>Casuarina equisetifolia</i>, <i>Chrysalidocarpus lutescens</i>, <i>Eucalyptus citriodora</i>, <i>Ficus benjamina</i>, <i>Ficus microcarpa</i>, <i>Hibiscus tiliaceus</i> and <i>Macaranga tanarius</i>. None of which are rare or precious. A few of these trees (approximately 50), are located within the project site.</p>	Construction work of roads.	Small
LR31B	<p>Water body of the Victoria Harbour adjacent to the Runway Precinct</p> <p>The harbour is a recognised and distinctive feature of Hong Kong with value as a tourist attraction and working port. The Harbour forms the centrepiece of Hong Kong and the airport runway provides an historic legacy of former use. The harbour is protected from further reclamation under CAP 531, the Protection of the Harbour Ordinance.</p>	Construction work, collection, transportation & disposal of materials, wastes and workers adjacent to the runway's coastal edge and through the water bodies of Victoria Harbour. Run off & disposal of waste irreversibly dropping into adjacent water bodies	Negligible
LCA01	Former Kai Tak Airport Landscape Character Area this LCA is limited to the 100m landscape assessment area.	Construction work and temporary transportation & material storage for the Project.	Intermediate

ID. No.	Landscape Resources/ Landscape Character Areas	Potential Source of Impact	Magnitude of Changes
LCA08	Kwun Tong Typhoon Shelter Landscape This area is substantially enclosed by coast and offshore breakwater.	Run off & disposal of waste irreversibly dropping into adjacent water bodies	Small
LCA09	To Kwa Wan Typhoon Shelter Landscape	Run off & disposal of waste irreversibly dropping into adjacent water bodies	Small
LCA11	Victoria Harbour Inshore Water Landscape This is an area of coastal water enclosed to the north by the Kowloon Coast and open to the South. The waterbody is a visual focus of the city and an active leisure and commercial marine area. Its value is recognized by Cap 531, the Protection of the Harbour Ordinance.	Run off & disposal of waste irreversibly dropping into adjacent water bodies	Small

Nature and Magnitude of Landscape Impacts Before Mitigation in Operation Phase

7.8.4 The magnitude of the impacts, before implementation of mitigation measures, on the landscape resources and landscape character areas that will occur in the operation phase are the same as the permanent and irreversible impacts described above for the construction phase. They are tabulated in **Table 7.9.4**. All impacts are adverse unless otherwise stated.

Landscape and Visual Mitigation Measures in Construction and Operation Phases

7.8.5 Landscape & visual mitigation measures are ways of amending or improving the design or construction of a development in order to eliminate or reduce landscape and visual impacts. The proposed landscape and visual mitigation measures for potential impacts generated during the construction and operation phases are described below in **Tables 7.9.2 and 7.9.3**, together with the associated funding, implementation, management and maintenance agencies.

Table 7.9.2 Landscape and Visual Mitigation Measure during the Construction Phase

ID No.	Landscape and Visual Mitigation Measure	Funding Agency	Implementation Agency
CM1	The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.	CEDD	CEDD (via Contractor)
CM2	Control of night-time lighting and glare by hooding all lights	CEDD	CEDD (via Contractor)
CM3	Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.	CEDD	CEDD (via Contractor)

ID No.	Landscape and Visual Mitigation Measure	Funding Agency	Implementation Agency
CM4	Reduction of construction period to practical minimum.	CEDD	CEDD (via Contractor)
CM5	Limitation of / Ensuring no run-off into surrounding landscape and adjacent water sea areas	CEDD	CEDD (via Contractor)
CM6	Temporary or advance landscape should be provided along the temporary access roads to the Cruise Terminal until such time as road D3 is open.	CEDD	CEDD (via Contractor)

Table 7.9.3 Landscape and Visual Mitigation Measure during the Operation Phase

ID No.	Landscape and Visual Mitigation Measure	Funding Agency	Implementation Agency	Management Agency	Maintenance Agency*
OM1	All above ground structures shall be sensitively designed in a manner as regard to the form, material and finishes and respond to the existing and planned urban context.	CEDD	CEDD (via Contractor)	Initiating Department	Initiating Department
OM2	Streetscape elements shall be sensitively designed in a manner that responds to the existing and planned urban context.	CEDD	CEDD (via Contractor)	HyD	HyD
OM3	Attractive soft landscape in areas adjoining any visible structures such as tall buffer screen tree / shrub / climber planting, vertical green and roof greening where appropriate should be incorporated so as to provide a visual softening and greening effect and soften hard engineering structures and facilities.	CEDD	CEDD (via Contractor)	LCSD	LCSD
OM4	Structure, ornamental tree / shrub / climber planting should be provided along roadside amenity strips to enhance the townscape quality, where space is available.	CEDD	CEDD (via Contractor)	LCSD	LCSD
OM5	Appropriate design of street lighting to avoid glare and light pollution to surrounding areas.	CEDD	CEDD (via Contractor)	HyD	HyD
OM6	Avoidance of excessive height and bulk of the associated landscaped deck to the central boulevard	CEDD	CEDD (via Contractor)	Initiating Department	Initiating Department

ID No.	Landscape and Visual Mitigation Measure	Funding Agency	Implementation Agency	Management Agency	Maintenance Agency*
OM7	Elegant engineering design, sensitive architectural and chromatic treatment and generous planting of the associated landscaped deck to the central boulevard. The form, colour and surface detailing of these structures should be carefully considered to reduce their apparent height and bulk (visual weight).	CEDD	CEDD (via Contractor)	Initiating Department	Initiating Department
OM8	Sensitive design of noise barriers & enclosures with greening (screen planting/ climbers/ green roofs) and chromatic measures	CEDD	CEDD (via Contractor)	HyD	HyD
OM9	Compensatory tree planting for felled trees	CEDD	CEDD (via Contractor)	HyD	HyD

*Management and Maintenance Agencies are identified as per WBTC 14/2002

7.8.6 Proposed mitigation measures are illustrated on the conceptual landscape plan in **Figure 7.5.2.3** and the associated sections are shown in **Figures 7.5.2.4.** and **7.5.2.5.**

Programme of Implementation of Landscape and Visual Mitigation Measures

7.8.7 The Construction Phase measures listed above shall be adopted from the commencement of construction and shall be in place throughout the entire construction period. The Operation Phase measures listed above shall be adopted during the detailed design, and be built as part of the construction works so that they are in place at the date of commissioning of the project. However, it should be noted that the full effect of the soft landscape mitigation measures would not be appreciated for several years until planting is mature.

Prediction of Significance of Landscape Impacts

7.8.8 The potential significance of the landscape impacts during the construction and operation phases, before and after mitigation, are provided below in **Tables 7.9.4.1 and 7.9.4.2** mapped in **Figures 7.8.1 & 7.8.2.** This assessment follows the methodology outlined in Section 7.6 above and assumes that the appropriate mitigation measures identified in **Table 7.9.4** will be implemented, and that the full effect of the soft landscape mitigation measures will be realised after ten years.

Construction Phase

7.8.9 In the Construction Phase, the existing Landscape Resources and Landscape Character Areas are not greatly impacted by Roads D3A and D4A and therefore all residual landscape impacts on Landscape Resources and Landscape Character Areas are **insubstantial** during the Construction Phase except existing trees along the runway (LR21) for **slight residual landscape impact after mitigation.**

Operation Phase

7.8.10 In the Operation Phase, the existing Landscape Resources and Landscape Character Areas are not impacted by Roads D3A and D4A and therefore all residual landscape impacts on

Landscape Resources and Landscape Character Areas are **insubstantial** on Day 1 and Year 10 of the Operation Phase.

Table 7.9.4 Significance of Landscape Impacts in Construction and Operation Phases

(Note: All impacts adverse unless otherwise noted)

Table 7.9.4	Landscape Resource / 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)		
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
										DAY 1	YEAR 10
Part 1 – Physical Landscape Resources (Topography, Vegetation, Soil, Open Space, Special Features, etc)											
LR21	Existing tree along the runway	Low	Low	Small	Small	Slight	Slight	OM9	Slight	Insubstantial	Insubstantial
LR31B	Waterbody of the Victoria Harbour adjacent to the Runway Precinct	High	High	Negligible	Negligible	Insubstantial	Insubstantial	CM5	Insubstantial	Insubstantial	Insubstantial

Table 7.9.4	Landscape Resource / 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)		
		Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
										DAY 1	YEAR 10
Part 2 – Landscape Character Areas											
LCA01	Former Kai Tak Airport Landscape Character Area	Low	Low	Intermediate	Intermediate	Slight	Slight	CM1-6 OM1-9	Insubstantial	Insubstantial	Insubstantial
LCA08	Kwun Tong Typhoon Shelter Landscape	High	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1-6, OM1-9	Insubstantial	Insubstantial	Insubstantial
LCA09	To Kwa Wan Typhoon Shelter Landscape	High	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1-6, OM1-9	Insubstantial	Insubstantial	Insubstantial
LCA11	Victoria Harbour Inshore Water Landscape	High	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1-6, OM1-9	Insubstantial	Insubstantial	Insubstantial

7.9 Visual Impact Assessment

Potential Sources of Visual Impacts

- 7.9.1 The sources of visual impacts of the project during Construction and Operation Phases have been described in **Section 7.8**.

Landscape and Visual Mitigation Measures

- 7.9.2 The proposed landscape and visual mitigation measures for impacts caused during the construction and operation phases are described previously in **Tables 7.9.2 & 7.9.3**, together with the associated funding, implementation, management and maintenance agencies, and the proposed implementation programme.

Prediction of Significance of Visual Impacts

- 7.9.3 An assessment of the potential significance of the visual impacts during the construction and operation phases, before and after mitigation, is briefly described, and listed in detail in **Table 7.10.1**. This follows the methodology outlined in Section 7.6 above and assumes that the appropriate mitigation measures identified in **Tables 7.9.2 & 7.9.3** would be implemented, and that the full effect of the soft landscape mitigation measures would be realised after ten years.

Construction Phase

- 7.9.4 The construction works for Roads D3A and D4A will take place within the Runway Precinct of the KTD, which is currently a compromised landscape with a series of construction sites, temporary uses and vacant land with no positive landscape or urban design attributes, as may be seen from the existing site photographs.
- 7.9.5 Since Roads D3A and D4A will be built before the planned residential and commercial developments on either side of the roads, the road construction activities will be potentially widely visible by VSRs at strategic and district levels within the Secondary Zone of Visual Influence as depicted in **Figure 7.5.1.2**.
- 7.9.6 The VSRs at the strategic and district levels are located considerable distances from the planned construction works and the magnitude of visual change experienced by these VSRs will be negligible, and accordingly the level of significance of visual impact upon these VSRs is considered to be insubstantial. The only exception is VSRs within Victoria Harbour (D9) who may draw closer to the site and may thus experience adverse impacts of slight significance.
- 7.9.7 Within the Primary Zone of Visual Influence (**Figure 7.5.1.2**) the VSRs at the local level primarily comprise those VSRs located in the vicinity of the Victoria Harbour waterfronts at Ma Tau Wai, To Kwa Wan, Kowloon bay, Ngau Tau Kok and Kwun Tong. These VSRs are predicted to experience a relatively small magnitude of change to their views, since as explained above, the road construction works will take place within the Runway Precinct which is already a compromised landscape of a series of construction sites, temporary uses and vacant land with no positive landscape or urban design attributes. Therefore the significance of the visual impacts upon local VSRs before mitigation is predicted to be slight or insubstantial, depending on the VSR's sensitivity and distance from the works. With the implementation of appropriate construction stage mitigation measures like incorporation of decorative hoarding and temporary or advance landscape works, the residual visual impacts may be reduced slightly but will not be removed or lowered to a different threshold level and will remain adverse impacts of slight or insubstantial significance.

Operation Phase

- 7.9.8 In the Operation Phase, the presence of the Planned Residential and Commercial Developments on either side of Roads D3A and D4A will screen the roads from VSRs located in Ngau Tau Kok and Kwun Tong. Only the west end of Road D3A and the north end of Road D4A will be visible to VSRs located near the waterfronts of Ma Tau Kok, To Kwa Wan, and Kowloon Bay. This means the Operation Phase Primary ZVI is considerably smaller than the Construction Phase Primary ZVI as seen in **Figures 7.8.4.1 and 7.8.4.2**. Furthermore, the planned Metro Park will tend to screen views to the west end of Road D3A from VSRs located in To Kwa Wan.
- 7.9.9 Consequently the magnitude of visual change experience by VSRs outside KTD will be generally small or negligible and the significance of visual impacts on these VSRs is predicted to be slight or insignificant.
- 7.9.10 On the other hand, the planned VSRs within the Runway Precinct will be located right next to the roads and will potentially experience much larger changes in their views due to the requirement for noise mitigation measures that are designed to protect the planned residential developments and which take the form of the landscaped deck.
- 7.9.11 The landscaped deck is a major structure and has the potential to be an eyesore for VSRs in particular the planned Residential Development in Runway Precinct (R26) and the planned Hotel Development in Runway Precinct (C5) which are immediately adjacent to the roads. The predicted magnitude of change in view experienced by VSRs within the Runway Precinct resulting from the landscaped deck is large and the impact significance before mitigation would be substantial. Besides, VSRs in existing vacant sites including the planned GIC uses of Hospital Facilities (GIC24B), the planned Tourism Node (OU11), the planned Cruise Terminal (OU12), the planned Metro Park (O19) and the planned Waterfront promenade (O20) which are close to the roads are predicted to suffer intermediate magnitude of change in view and the impact significance before mitigation would be moderate. However, it is predicted that after the implementation of the extensive recommended mitigation measures, including aesthetically pleasing design with regard to the form, material and finishes to all above ground structures, sensitive streetscape design to be incorporated along all new roads to reflect the new urban development of Kai Tak, attractive soft landscape in areas adjoining any visible softening and greening effect and soften hard engineering structures and facilities, structure, the ornamental tree/ shrub/ climber planting along roadside amenity strips to enhance the townscape quality, appropriate design of street lighting to avoid glare and light pollution to surrounding areas, sensitive design of noise barrier & enclosures with greening (screen planting/ climbers/ green roofs), the residual impacts of VSRs R26 and C5 will be reduced to adverse impacts of moderate significance at Day 1, reducing to slight at Year 10 whilst the residual impacts of VSRs GIC24B, OU11, OU12, O19 and O20 will be reduced to adverse impacts of slight significance at Day 1, reducing to insubstantial at Year 10. On the other hand, Tourists, Motorists and Pedestrians of Road D3/D4 (T20) who would travel alongside or underneath the landscape deck would experience large magnitude visual impact from the deck and noise barriers which would result in adverse impact of substantial significance before mitigation reducing to moderate significance after mitigation.

Cumulative Impact of Concurrent Projects and Planned Developments

- 7.9.12 As described in Section 7.6 and mapped in Figure 7.5.2.1 there are a number of concurrent projects and planned developments being undertaken in the KTD. It is considered that the cumulative impact of these concurrent projects and planned developments in the KTD upon surrounding VSRs will not be increased as result of the construction and operation of Roads D3A and D4A. This is because the concurrent projects and planned developments in the KTD effectively surround Roads D3A and D4A and therefore screen them from views from VSRs located outside KTD.

Photomontages

7.9.13 A total of 5 viewpoints from VSRs at district and local levels are selected for the preparation of photomontages to demonstrate the changes in visual outlook that will result from the project, and to demonstrate the effectiveness of the key mitigation measures introduced to reduce visual impacts of above-ground structures. Viewpoints are selected to provide examples for representative VSRs at different location around the project site. For each viewpoint, the photomontages illustrate the project works for the four scenarios listed below:

- Existing Condition;
- Day 1 without Mitigation Measures;
- Day 1 with Mitigation Measures;
- Year 10 with Mitigation Measures;

The approach in selecting the viewpoint of the representative VSRs and the residual impacts on the VSRs are assessed and summarized as below.

Photomontage 01 from VSR R16 to Roads D3A & D4A along the Runway (Figures 7.10.1 to 7.10.2)

7.9.14 This viewpoint from the Grand Waterfront development (R16) was selected as representative of views from potential sensitive residential VSR groups along the Ma Tau Kok waterfront. The photograph was taken from the Sky Garden of Grand Waterfront at an elevation of approximately 110mpd which gives the widest panoramic view for residential VSRs. Although the existing open view will be blocked by future residential and commercial development at the Runway Precinct, extensive greening along the future continuous waterfront promenade along the Runway Precinct and the Metro Park will form new visual resources and enhance the visual amenity. Since, it is a distant view, the residual visual impact is considered as Insubstantial. Photomontage 02 from VSR O24 to the Runway (Figure 7.10.3)

7.9.15 This viewpoint from the existing Ma Tau Kok waterfront is selected as representative of views from the potential sensitive recreational and occupational VSR groups along the Ma Tau Kok promenade. This viewpoint is also representative of VSR groups C4, GIC15, GIC22, O7, O13, R17 and R18. This viewpoint presents the worst case scenario as it is one of the closest of the Ma Tau Kok, To Kwa Kwan and Whampoa VSRs. The photograph was taken on the waterfront promenade at an elevation of approximately 5mpd and faces the future Roads D3A & D4A along the Runway Precinct which includes iconic hotel development, cruise terminal and Runway Park with lush planting. A series of residential and hotel belts are seen further away within Runway Precinct. With design measures incorporated in the development scheme, new skyline to reinforce the urban identity of the new waterfront will be created. Since, it is a distant view, the residual visual impact is considered as Insubstantial.

Photomontage 03 from VSR OU2 to the Runway (Figures 7.10.4 to 7.10.5)

7.9.16 This is a representative viewpoint for the occupational VSR group in Kwun Tong that currently has open views towards Kai Tak that will eventually be blocked by development on the South Apron. During the Construction Phase, these VSRs will have direct panoramic views across the Kwun Tong Typhoon Shelter and Roads D3A & D4A and the adjacent sites within the Runway Precinct. With mitigation measures incorporated in the development scheme, new skyline of the planned GIC uses under KTD to reinforce the urban identity of the new waterfront will be created. The residual impact viewing towards to the Runway is considered as slight.

Photomontage 04 from an aerial view to Road D3A (Figure 7.10.6)

7.9.17 This viewpoint from an aerial view was selected as representative of views from the highly sensitive (planned) residential and occupational VSR groups within the Runway Precinct. It is one of the worst case scenarios overlooking future road works within the Runway Precinct. The photograph was taken at an elevation of approximately 20mpd which is representative of

the view that will be experienced by planned residents and workers in the upper floors of the future residential and hotel developments. With design measures incorporated in the development scheme, the new landscaped deck together with the greening will form new landscape resources that hide the road underneath and enhance the visual amenity. The residual impact viewing towards to the Runway is considered as slight.

Photomontage 05 from VSR T20 close up view to the future Road D3A work site (Figure 7.10.7)

- 7.9.18 This viewpoint from a close up view was selected as representative of views from the highly sensitive (planned) tourists, motorists and pedestrians VSRs (T20) within the Runway Precinct. It is the worst case scenario looking at future road works within the Runway Precinct. The photograph was taken from ground level which is representative of the view that will be experienced by planned traveller and visitors in driving and walking in the future Road D3A. With design measures incorporated in the development scheme, the residual impact viewing towards to the Runway is considered as moderate.

**Table 7.10.1 Significance of Visual Impacts in the Construction and Operation Phases
 (Note: All impacts adverse unless otherwise noted)**

VSRs at Strategic Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											Construction	Operation	
												DAY 1	YEAR 10
S1	Quarry Bay Park	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S2	Hong Kong Convention & Exhibition Centre New Wing	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S3	The Peak	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S4	Cultural Complex	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S5	Lion Rock	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S6	Kowloon Peak	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at Strategic Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	Construction
VSR Type & ID.											Construction	Operation	
												DAY 1	YEAR 10
S7	Devil's Peak	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S8	Mount Parker	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S9	Mount Cameron	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S10	North Point Pier	Full	Full	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
S11	Lei Yue Mun Gap	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at Strategic Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
VSR Type & ID.		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
S12	Planned observation deck proposed in the 102-storey building to be built in Kowloon Station	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at District Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
VSR Type		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10

& ID.		Constructi on	Operation	Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
D1a	Yau Tong Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D1b	Kwun Tong Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D1d	Sau Mau Ping Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D1e	Ngau Tau Kok Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D1g	Yau Tong Bay Industrial Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D2a	Hung Hom Residential Area	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D2c	Ho Man Tin Residential Area	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D2e	Kowloon Tong Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at District Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
VSR Type & ID.													DAY 1
D3a	Wong Tai Sin Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D3b	Tse Wan Shan Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D3c	Diamond Hill and Ngau Chi Wan Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D4	Tsim Sha Tsui Commercial Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D5a	Residential Area at the Peak	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at District Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
VSR Type & ID.											Construction	Operation	
												DAY 1	YEAR 10
D5b	Central Commercial Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D6a	Residential Area at Happy Valley	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D6b	Wan Chai Commercial Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D6c	Causeway Bay Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D7a	Residential Area at Braemar Hill North Point	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at District Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
VSR Type & ID.													DAY 1
D7b	North Point Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D7c	North Point Commercial Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D7d	Quarry Bay Residential Area	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D7e	Visitors at Lei Yue Mun Park and Lei Yu Mun Holiday Village	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D7f	Residential Area at Shau Kei Wan	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at District Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
VSR Type & ID.											Construction	Operation	
												DAY 1	YEAR 10
D8a	Residential Area at Tai Wo Ping	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D8b	Lung Cheung Road Lookout	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D9	Victoria Harbour	Glimpse	Glimpse	Small	Negligible	Medium	Medium	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial
D10	Residential Area in Kai Tak North Apron	Partial	Partial	Small	Small	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
D11	Residential Area in To Kwa Wan	Partial	Partial	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at Local Level														
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mmed Mitig ation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)			
		VSR Type & ID.	Construction	Operation	Construction	Operation	Construction	Operation	Construction		Operation	Constructi on	Operation	
			DAY 1	YEAR 10										
R14	Laguna Verde, Whampoa Garden and Harbourfront Landmark	Full	Glimpse	Small	Negligible	High	High	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial	
R16	Grand Waterfront (same planned use under KTD)	Full	Glimpse	Small	Negligible	High	High	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial	
R17	Wyer Garden	Partial	Glimpse	Small	Negligible	High	High	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial	

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mitig ation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Construction	Operation	DAY 1
		Construction	Operation	Construction	Operation								
R18	Existing low-rise Residential Development adjacent to waterfront (planned residential use under KTD)	Full	Glimpse	Small	Negligible	High	High	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial
R26	Existing vacant site (planned Residential Development in Runway Precinct)	N/A	Full	N/A	Large	N/A	High	N/A	Substantial	CM1-6, OM 1-9	N/A	Moderate	Slight

VSRs at Local Level													
Table 7.10.1 VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
C4	Newport Centre (planned residential use under KTD)	Full	Glimpse	Small	Negligible	Medium	High	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial
C5	Existing vacant site (planned Hotel Development in Runway Precinct)	N/A	Full	N/A	Large	N/A	High	N/A	Substantial	OM 1-9	N/A	Moderate	Slight
GIC9	Mixed GIC Use	Partial	N/A	Small	N/A	Low	N/A	Slight	N/A	N/A	Slight	N/A	N/A
GIC12	Existing vacant site (planned mixed GIC Use under KTD)	Full	Glimpse	Small	Negligible	Low	High	Slight	Insubstantial	N/A	Slight	Insubstantial	Insubstantial

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mit igation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Constructi on	Operation	
												DAY 1	YEAR 10
VSR Type & ID.		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation				
GIC14	Holy Carpenter Primary School and Oblate Father's Primary School (same planned use under KTD)	Partial	Glimpse	Small	Negligible	Medium	Medium	Slight	Insubstantial	N/A	Slight	Insubst antial	Insubst antial

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mitig ation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Construction	Operation	DAY 1
		Construction	Operation	Construction	Operation								
GIC15	To Kwa Wan Motor Vehicle Inspection Centre and cargo working area along Long Yuet Street (planned open space under KTD)	Partial	Glimpse	Small	Negligible	Low	High	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at Local Level													
Table 7.10.1 VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
GIC18	EMSD Workshops (planned sewage pumping station and open space under KTD)	Partial	Glimpse	Small	Negligible	Low	High	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
GIC22	Kowloon City Ferry Pier and bus terminal (planned ventilation shafts and waterfront promenade under KTD)	Partial	Glimpse	Small	Negligible	Low	Medium	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Construction	Operation	DAY 1
		Construction	Operation	Construction	Operation	Construction	Operation						
GIC24A	Existing vacant site (planned GIC Uses (Hospital and Fire Station) Facilities)	Full	NIL	Intermediate	N/A	High	N/A	Moderate	N/A	CM1-6, OM 1-9	Slight	N/A	N/A
GIC24B	Existing vacant site (planned GIC Uses (Hospital) Facilities)	NIL	Full	N/A	Intermediate	N/A	High	N/A	Moderate	N/A	N/A	Slight	Insubstantial

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Construction	Operation	DAY 1
		Construction	Operation	Construction	Operation	Construction	Operation						
I5A	Industrial/ Office Developments and Godowns at Cheung Yip Street (planned commercial use at Kai Hing Road under KTD)	Partial	N/A	Small	N/A	Low	N/A	Insubstantial	N/A	N/A	Insubstantial	N/A	N/A

VSRs at Local Level													
Table 7.10.1 VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
I5B	Industrial/ Office Developments and Godowns at Cheung Yip Street (planned residential use at Kai Hing Road under KTD)	Partial	N/A	Small	N/A	Low	N/A	Insubstantial	N/A	N/A	Insubstantial	N/A	N/A
OU2	Business and Industrial Developments in Kowloon Bay (planned commercial use in operation stage)	Full	NIL	Small	N/A	Low	N/A	Slight	N/A	N/A	Slight	N/A	N/A

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mit igation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Construction	Operation	DAY 1
		Construction	Operation	Construction	Operation	Construction	Operation						
OU4	Business and Industrial Developments in Hunghom (planned commercial use in operation stage)	Full	Partial	Small	Negligible	Low	High	Slight	Insubstantial	N/A	Slight	Insubstantial	Insubstantial
OU5B	Business and Industrial Developments in Kwun Tong between Wai Yip Street and Hoi Bun Road (planned commercial use)	Partial	NIL	Negligible	N/A	Low	N/A	Insubstantial	N/A	N/A	Insubstantial	N/A	N/A

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mit igation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Construction	Operation	DAY 1
		Construction	Operation	Construction	Operation								
OU6	Hong Kong International Trade and Exhibition Centre (same planned use under KTD)	Partial	NIL	Negligible	N/A	Low	N/A	Insubstantial	N/A	N/A	Insubstantial	N/A	N/A
OU9	Existing vacant site (planned Public Infrastructure Facilities Site)	N/A	Glimpse	N/A	Negligible	N/A	Low	N/A	Insubstantial	N/A	N/A	Insubstantial	Insubstantial
OU10	Existing vacant site (planned Stadium)	NIL	Glimpse	N/A	Negligible	N/A	Medium	N/A	Insubstantial	N/A	N/A	Insubstantial	Insubstantial

VSRs at Local Level															
Table 7.10.1 VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)				
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	Construction	Operation	
														DAY 1	YEAR 10
OU11	Existing vacant site (planned Tourism Node)	NIL	Partial	N/A	Intermediate	N/A	High	N/A	Moderate	CM1-6, OM1-9	N/A	Slight	Insubstantial		
OU12	Existing vacant site (planned Cruise Terminal in Runway Precinct)	NIL	Partial	N/A	Intermediate	N/A	High	N/A	Moderate	CM1-6, OM1-9	N/A	Slight	Insubstantial		
O7	Visitors at King Wan Street Playground (same planned use under KTD)	Glimpse	Glimpse	Negligible	Negligible	High	High	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial		

VSRs at Local Level													
Table 7.10.1 VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
O13	Visitors at Hoi Sham Park (same planned use under KTD)	Glimpse	Glimpse	Negligible	Negligible	High	High	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial
O14	Visitors at Hoi Bun Road Park	Glimpse	N/A	Negligible	N/A	High	N/A	Insubstantial	N/A	N/A	Insubstantial	N/A	N/A
O17	Visitors at Hunghom waterfront, Tai Wan Shan Park, Tai Wan Shan Swimming Pool	Partial	Glimpse	Negligible	Negligible	High	High	Insubstantial	Insubstantial	N/A	Insubstantial	Insubstantial	Insubstantial

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mit igation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
											Constructi on	Operation	
												DAY 1	YEAR 10
VSR Type & ID.		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation				
O19	Existing vacant site (planned Metro Park in Runway Precinct)	NIL	Partial	N/A	Intermediate	N/A	High	N/A	Moderate	OM1-9	N/A	Slight	Insubstantial
O20	Existing vacant site (planned Waterfront promenade)	NIL	Partial	N/A	Intermediate	N/A	High	N/A	Moderate	OM1-9	N/A	Slight	Insubstantial
O21	Existing vacant site (Planned Runway Park DOS)	Partial	N/A	Small	N/A	High	N/A	Moderate	N/A	CM1-6,	Slight	N/A	N/A

VSRs at Local Level													
Table 7.10.1 VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Reco mme nded Mit igation Meas ures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
O24	Promenade along Ma Tau Kok (same planned use under KTD)	NIL	Glimpse	N/A	Negligible	N/A	High	N/A	Insubstantial	N/A	N/A	Insubstantial	Insubstantial
T3	Motorists on Kwun Tong Bypass	Glimpse	Nil	Negligible	N/A	Low	N/A	Insubstantial	N/A	N/A	Insubstantial	N/A	N/A
T4	Travellers of Harbour Traffic	Glimpse	Glimpse	Small	Negligible	Medium	Medium	Slight	Insubstantial	CM1-6, OM 1-9	Slight	Insubstantial	Insubstantial
T16	Motorists / Pedestrians on Planned Taxiway Bridge	Partial	Nil	Small	N/A	Low	N/A	Slight	N/A	CM1-6	Slight	N/A	N/A

VSRs at Local Level													
Table 7.10.1	Key Visually Sensitive Receiver (VSR)	Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse)		Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												DAY 1	YEAR 10
T18	Motorists / Pedestrians on Planned Central Kowloon Route 6	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	CM1-6	Insubstantial	Insubstantial	Insubstantial
T19	Motorists / Pedestrians on Planned L16	Glimpse	Glimpse	Negligible	Negligible	Low	Low	Insubstantial	Insubstantial	CM1-6	Insubstantial	Insubstantial	Insubstantial
T20	Tourists/ Motorists / Pedestrians on Road D3/D4	-	Full	-	Large	-	High	-	Substantial	OM1-9	-	Moderate	Moderate

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

7.10 Conclusions

Summary of Landscape and Visual Mitigation Measures

7.10.1 Construction Phase mitigation measures will comprise the following (described in detail in **Table 7.9.2**):

- CM1 - Minimized construction area and contractor's temporary works areas
- CM2 - Control of night-time lighting and glare by hooding all lights
- CM3 - Erection of decorative mesh screens or construction hoardings
- CM4 - Reduction of construction period to practical minimum
- CM5 - Ensuring no run-off into surrounding landscape and adjacent water sea areas
- CM6- Temporary or advance landscape should be provided along the temporary access roads to the Cruise Terminal until such time as road D3 is open

7.10.2 Operation Phase mitigation measures will comprise the following (described in detail in **Table 7.9.3**):

- OM1 - Sensitive design of the above ground structure
- OM2 - Sensitive design of the streetscape elements
- OM3 - Attractive softscape design
- OM4 - Effective roadside planting design
- OM5 - Appropriate design of street lighting to avoid glare and light pollution to surrounding areas.
- OM6 - Avoidance of excessive height and bulk of the associated landscaped deck to the central boulevard
- OM7 - Elegant and sensitive engineering and architectural design with chromatic treatment and planting of the associated landscaped deck
- OM8 - Sensitive design of noise barriers & enclosures with greening
- OM9 – Compensatory tree planting for felled trees

Summary of Predicted Landscape and Visual Impacts in the Construction Phase

7.10.3 Residual landscape impacts in the Construction Phase are listed in **Tables 7.9.4** and mapped in **Figures 7.8.1 & 7.8.2**. Residual visual impacts in the Construction Phase are listed **Table 7.10.1** and mapped in **Figures 7.8.3 & 7.8.4.1**.

7.10.4 In the Construction Phase, the existing Landscape Resources and Landscape Character Areas are not greatly impacted by Roads D3A and D4A and therefore all residual landscape impacts on Landscape Resources and Landscape Character Areas are **insubstantial** during the Construction Phase except existing trees along the runway (LR21) for **slight residual landscape impact after mitigation**.

7.10.5 During the Construction Phase the VSRs in the waterfront areas overlooking the Runway Precinct are predicted to experience a relatively small magnitude of change to their views, since the road construction works will take place within the Runway Precinct which is already a compromised landscape containing a series of construction sites, temporary uses and vacant land with no positive landscape or urban design attributes. Therefore the significance of the visual impacts upon VSRs is predicted to be slight or insubstantial after mitigation.

Summary of Predicted Landscape and Visual Impacts in the Operation Phase

7.10.6 Residual landscape impacts in the Operation Phase are listed in **Tables 7.9.4** and the location of the VSRs are mapped in **Figures 7.8.1 & 7.8.2**. Residual visual impacts in the Operation Phase are listed in **Table 7.10.1** and the location of the VSRs is mapped in **Figures 7.8.3 & 7.8.4.2**.

7.10.7 In the Operation Phase, the existing Landscape Resources and Landscape Character Areas are not impacted by Roads D3A and D4A and therefore all residual landscape impacts on Landscape Resources and Landscape Character Areas are **insubstantial** on Day 1 and Year 10 of the Operation Phase.

7.10.8 During the Operation Phase the presence of the Planned Residential and Commercial Developments on either side of Roads D3A and D4A will screen the roads from VSRs located outside the Runway Precinct, and these latter VSRs will thus experience slight or insubstantial impacts.

7.10.9 On the other hand, the planned VSRs (T20, R26 and C5) within the Runway Precinct locating right next to the roads will experience much larger changes in their views due to the presence of the landscaped deck. The most significantly affected will be the tourists, motorists and pedestrians at ground level (T20) who will be underneath or directly alongside the deck and noise barriers and thus will experience impacts of moderate significance after mitigation (Day 1 and Year 10). The planned hotel and residential developments (C5 and R26) will have higher views looking down on the landscape deck and will experience adverse impacts of moderate significance on Day 1 reducing to slight significance at Year 10. VSRs GIC 24B, OU11, OU12, O19 and O20 are not immediately adjacent to the project site and thus their view of the project will be largely screened by the intervening residential and commercial developments and thus they will experience adverse impacts of slight significance at Day 1 and reducing to insubstantial at Year 10 of the Operation Phase when the landscape mitigation measures have matured.

Conclusion

7.10.10 Overall, it is considered that, in the terms of Annex 10 of the EIAO TM, the landscape and visual impacts are **acceptable with mitigation measures**.

