13 Landscape and Visual

13.1.1 Introduction

13.1.1.1 This chapter outlines the landscape and visual impact assessment associated with the CBL.

13.1.1.2 The assessment includes:

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

13.1.1.3 The landscape and visual impact assessment follows the criteria and guidelines as stated in Annexes 10 and 18 of the EIAO TM. Colour photographs showing baseline conditions, and photomontages and illustrative materials supporting conclusions are provided and the locations of all key viewpoints shall be clearly mapped. Photomontages at representative locations provide comparison between existing views, proposals on day 1 after completion without mitigation measures, on day 1 after completion with mitigation measures, and in year 10 after completion with mitigation measures in accordance with EIAO Guidance Note No. 8/2010.

13.1.1.4 In accordance with Consultancy Brief Clause 6.24.4, the Working Paper on Landscape and Visual Impact Assessment was circulated in September 2010 to facilitate early resolution of critical issues and preparation of the draft EIA report which is circulated for comment on 28 April 2011 and 12 November 2012 under letter ref. 209506/5.13/SYC/PC/HL-561 and 209506/5.13/SYC/EL/CN-826 respectively. Meeting also undertaken on 14 December 2012 to discuss various comments and issue has been addressed in the EIA report and updated in this chapter.

13.2 Legislation, Standards and Guidelines

13.2.1.1 The methodology for undertaking the landscape and visual impact assessment is in accordance with Annex 10 and 18 of the Technical Memorandum on Environment Impact Assessment Process, the EIAO Guidance Note No. 8/2010 and the EIA Study Brief No. ESB-196/2008. Legislation, standards and guidelines applicable to this assessment are as follows:

- Environmental Impact Assessment Ordinance (Cap.499.S.16) and the Technical Memorandum on Environmental Impact Assessment Process (TM), particularly Annexes 10 and 18;
- Hong Kong Planning Standards and Guidelines (HKPSG) (Ch. 4, 10 & 11)
- EIAO Guidance Note No. 8/2010 on Preparation of Landscape and Visual Impact Assessment under the EIAO;
- WBTC No. 7/2002 - Tree Planting in Public Works;
- ETWB TCW No. 3/2006 – Tree Preservation;
- ETWB TCW No. 29/2004 – Registration of Old and Valuable Trees, and Guidelines for their Preservation;
- ETWB TCW No. 11/2004 – Cyber Manual for Greening;
- ETWB TCW No. 2/2004 – Maintenance of Vegetation and Hard Landscape Features;
- WBTC No. 25/92- Allocation of Space for Urban Street Trees;
- WBTC No. 36/2004- Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS);
- ETWB TCW No. 10/2005- Planting on Footbridges and Flyovers;
- ETWB TCW No. 34/2003 on Community Involvement in Greening Works

- ETWB TCW No. 5/2005 on Protection of natural streams/rivers from adverse impacts arising from construction works
- Town Planning Ordinance and Town Planning (Amendment) Ordinance (Cap.131);
- Country Park Ordinance (Cap. 208)
- Forests and Countryside Ordinance (Cap.96)
- Protection of Endangered Species of Animals And Plants Ordinance (Cap 586)
- Related Statutory Plans, e.g. Outline Zoning Plans;
- Landscape Value Mapping Study in Hong Kong.

13.3 Assessment Methodology

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

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

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

13.3.1.3 The sensitivity of each landscape resource 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 of low valued landscape characteristics highly tolerant to change.

- ***Identification of potential sources of landscape impacts during construction and operation phases.*** These are the various elements of the construction works and operation procedures that would generate landscape impacts.
- ***Identification of the magnitude of change and the classification (rating) of the magnitude of change for all landscape resources and landscape character areas.*** The magnitude of the impact (or magnitude of change) depends on a number of factors including:

scale of development;

- compatibility of the project with the surrounding landscape;
- duration of impacts, i.e. whether it is temporary (short, medium or long term), under construction and operation phases; and
- reversibility of change.

13.3.1.4 The magnitude of landscape impacts is classified as follows:

Large:	The landscape or landscape resource would suffer major change. (beneficial or adverse)
Intermediate:	The landscape or landscape resource would suffer moderate change. (beneficial or adverse)
Small:	The landscape or landscape resource would suffer slight or barely perceptible change. (beneficial or adverse)
Negligible:	The landscape or landscape resource would suffer no discernible change.

- ***Significant threshold of potential landscape impact (before mitigation) during construction and operation.*** By synthesising the magnitude of the various impacts and the sensitivity of the various landscape resources it is possible to categorise impacts in a logical, well-reasoned and consistent fashion. **Table 3.1** shows the

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

Table 3.1 Relationship between Receptor Sensitivity and Impact Magnitude in Defining Impact Significance

Magnitude of Impact (Both beneficial and adverse impact are assessed)	Large	**Moderate**	**Moderate / Substantial**	**Substantial**
	Intermediate	**Slight / Moderate**	**Moderate**	**Moderate / Substantial**
	Small	**Slight**	**Slight / Moderate**	**Moderate**
	Negligible	**Insubstantial**	**Insubstantial**	**Insubstantial**
		Low	Medium	High
		Receptor Sensitivity (of Landscape Resource, Landscape Character Area or VSR)		

- ***Identification of potential landscape mitigation measures.*** Mitigation measures may take the form of
  - adopting alternative design or revisions to the basic engineering or architectural design to prevent and/or minimize adverse impacts;
  - remedial measures such as colour and textural treatment of physical, engineering and 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.

13.3.1.5 A programme for the mitigation measures is provided and discussed in Section 13.7. The agencies responsible for the funding, implementation, and maintenance of the mitigation measures are proposed in Table 7.1 and Table 7.2.

- ***Significant threshold of residual impact after the implementation of the mitigation measures during Construction and Operation: Day 1 and Year 10.*** The level of residual impact is derived from the magnitude of change which the proposed works will cause to the existing landscape resources or landscape character areas and the ability of the LRs and LCAs to tolerate change, i.e. the quality and sensitivity of the LRs and LCAs, taking into account the beneficial effects of the proposed mitigation measures. The significance threshold is derived from the matrix shown in **Table 3.1**.
- ***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 EIAO TM as below:

Beneficial	The proposed works will complement the landscape and visual character of its setting, follow the relevant planning objectives, and improve overall and visual quality.
Acceptable	There will be no significant effects on the landscape, no significant visual effects, and no interference with the key views due to the proposed works.
Acceptable with Mitigation Measures	There will be some adverse effects due to the proposed works, but the adverse effects can be eliminated, reduced or offset to a large extent by the proposed mitigation measures.
Unacceptable	There will be the adverse effects that are considered too excessive and are unable to mitigate practically.
Undetermined	Significant adverse effects are likely, but the extent to which they may occur or may be mitigated cannot be determined from the study. Further detailed study will be required for the specific effects in question.

13.3.1.6 The assessment of visual impacts has involved the following:

- ***Identification of Zones of Visual Influence (ZVIs) during the construction and operation phase of the project.*** This is achieved by site visit and desktop study of topographic maps and photographs, and preparation of cross-section to determine the visibility of the project from various locations.
- ***Identification of Visual Sensitive Receivers (VSRs) within the Zone of Visual Influence (ZVIs) at construction and operation***

phases. These are the people who would reside within, work within, play within, or travel through, the ZVIs.

- ***Assessment of the degree of Sensitivity of the VSRs.*** Factors considered include:
  - the type of VSRs, which is classified according to whether the person is at home, at work, at school, at play, or travelling. Those who view the impact from their homes are considered to be highly sensitive as the attractiveness or otherwise of the outlook from their home will have a substantial effect on their perception of the quality and acceptability of their home environment and their general quality of life. Those who view the impact from their workplace and at school are considered to be only moderately sensitive as the attractiveness or otherwise of the outlook will have a less important, although still material, effect on their perception of their quality of life. The degree to which this applies depends on whether the workplace is industrial, retail or commercial. Those who view the impact whilst taking part in an outdoor leisure activity may display varying sensitivity depending on the type of leisure activity. Those who view the impact whilst 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 number of individuals, value and quality of existing views, the availability and amenity of alternative views, the duration or frequency of view, and the degree of visibility.

13.3.1.7 The sensitivity of VSRs is classified as follows:

High:	The VSRs are highly sensitive to any change in their viewing experience.
Medium:	The VSRs are moderately sensitive to any change in their viewing experience.
Low:	The VSRs are only slightly sensitive to any change in their viewing experience.

- ***Identification of relative numbers of VSRs.*** This is expressed in term of whether there are few, medium or 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 operation procedures that would generate visual impacts.
- ***Assessment of the potential magnitude of visual impacts.*** Factors considered include
  - the compatibility with the surrounding landscape;
  - the duration of the impact;
  - the reversibility of the impact;
  - the scale of the impact and distance of the source of impact from the viewer; and
  - potential blockage of view.

13.3.1.8 The magnitude of visual impacts is classified as follows:

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

- ***Identification of potential visual mitigation measures.*** These may take the form of adopting alternative designs or revisions to the basic engineering and architectural design to prevent and/or minimise adverse impacts, remedial measures such as colour and textural treatment of building features, landscape and visual enhancement and tree planting to screen the roads and associated bridge structures. A programme for the mitigation measures is provided and discussed in **Section 7**. The agencies responsible for the funding, implementation, maintenance of the mitigation measures are identified and their approval-in-principle has been sought.
- ***Prediction of the significance of visual impacts before and after the implementation of the mitigation measures.*** By synthesising the magnitude of the various visual impacts and the sensitivity of the VSRs, and the numbers of VSRs that are affected, it is possible to categorise the degree of significance of the impacts in a logical, well-reasoned and consistent fashion. **Table 3.1** shows the

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

13.3.1.9 The significance of visual impacts is categorised as follows:

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

- ***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 EIAO TM as below.

Beneficial	The proposed works will complement the landscape and visual character of its setting, follow the relevant planning objectives, and improve overall and visual quality.
Acceptable	There will be no significant effects on the landscape, no significant visual effects, and no interference with the key views due to the proposed works.
Acceptable with Mitigation Measures	There will be some adverse effects due to the proposed works, but the adverse effects can be eliminated, reduced or offset to a large extent by the proposed mitigation measures.
Unacceptable	There will be the adverse effects that are considered too excessive and are unable to mitigate practically.
Undetermined	Significant adverse effects are likely, but the extent to which they may occur or may be mitigated cannot be determined from the study. Further detailed study will be required for the specific effects in question.

13.3.1.10 It is assumed that funding, implementation and maintenance agency of the mitigation measures can be satisfactorily resolved according to the principles in ETWB 3/2006. All mitigation measures in this report are practical and achievable within the known parameters of funding, implementation and maintenance agency. The suggested agencies for the funding and implementation (and subsequent maintenance, if applicable) are indicated in Table 7.1 and 7.2. Approval-in-principle to the implementation and maintenance of the proposed mitigation measures is being sought from the appropriate authorities.

13.4 Scope and Content of the Study

13.4.1 Limits of the Study Area

13.4.1.1 The study area for the landscape impact assessment will include all areas within 500m from the works boundary as indicated in Drawing no. 209506/EIA/LV/1101. If landscape resources at distance of about 500m are identified to be affected by the construction and operation of the project, the assessment area will be expanded to include LRs further outside the proposed area. In such case, the extent of the expanded assessment area will be agreed with EPD separately.

13.4.1.2 The area for the visual impact assessment shall be defined by the visual envelope of the Project and associated works during the construction and operation phases. The defined visual envelope is illustrated in Drawing no. 209506/EIA/LV/1101.

13.4.2 Project Description

13.4.2.1 CBL is a dual two-lane carriageway of approximately 1.8 km long across Junk Bay to connect the proposed TKO-LTT in the west and Area 86 developments in the east, mainly on viaduct, and connecting TKO-LTT to Wan Po Road at the south eastern part of TKO. CBL will form a vital alternative route between southeast TKO and Kowloon via TKO-LTT, by-passing TKO town centre. The viaduct section of CBL has a cycle track and a footpath in addition to the road carriageway. The proposed CBL is in relatively close proximity to the proposed Northern Bridge (NB) and Southern Bridge (SB), which will be located at the Eastern Channel of TKO. The project details, implementation programme, alignment options and construction descriptions are discussed in Chapter 1-4 of the draft EIA report, which is submitted for comments on 28 April 2011 and 8 November

2012 under letter ref. 209506/5.13/SYC/PC/HL-561 and 209506/5.13/SYC/CN-822. This assessment will cover the CBL main bridge only.

13.4.2.2 CBL will be a prominent feature seen by the developments around Junk Bay including Area 86 and TKO town centre south, the latter being one of the locations where the next phase of development in TKO will take place. The Feasibility Study for Further Development of Tseung Kwan O concluded that future development would implement a reduced development density and the building profile will be stepped towards the waterfront.

13.4.2.3 Junk Bay is a quiet bay located to the east of Victoria Harbour. In addition to CBL two new footbridges located at the Eastern Channel, Southern Bridge (SB) and Northern Bridge (NB), are being planned. Since CBL is in close proximity to SB and NB, the three bridges could be viewed as a family of bridges and the coherency in their design will greatly enhance the townscape of the area.

13.4.2.4 The design of CBL main bridge was selected out of several alternative design scenarios by competition and public consultation progress. The criterion for the selection was based on aesthetic quality, functional requirements, buildability, operation performance and maintainability, creativity, and environmental impact purpose. The bridge design options are described in chapter 3 of the EIA report. There is an opportunity for the public to design CBL as a feature bridge and a future landmark structure at TKO. The Design Ideas Invitation Event was undertaken in year 2009. Please note for a more detailed description of the public Design Ideas Invitation Event refer to the http://www.cbl-tko.hk/CBL-invitation/eng/

13.4.2.5 Based on the result found from Stage 3 Public Consultation held on 2012, there is good support of the public stakeholders to the CBL project and there are public voices for implementation of the project as quickly as possible.

13.4.3 Review of Planning and Development Control Framework

13.4.3.1 A review of the existing and planned development framework for the proposed works and for the surroundings and the north-eastern part of Hong Kong Island has been considered. It aims at identifying issues for the neighbouring planned land uses, identifying potential resources

and sensitive receivers, and ensuring a high compatibility between the proposed project and the surroundings. A desk-top study has been undertaken of the current planning context of the waterfront portion along the northeast part of the Hong Kong Island, in which the development along the waterfront are the most representative group of VSRS in the study area, as it is closest of the Hong Kong Island VSRS and will have direct view to CBL. It is noticed that the current coastal portion of Chai Wan and Siu Sai Wan are currently occupied by the private residential developments, such as Heng Fa Chuen on top of and adjacent to the MTR depot and Island Resort is Siu Sai Wan.

There are no known planned new development or redevelopment along the waterfront portion of the Chai Wan and Siu Sai Wan that shall result in a new group of VSRS.

13.4.3.2 The Study Area for the Landscape Impact Assessment is covered by:

- Approved Tseung Kwan O Outline Zoning Plan no. S/TKO/20 (27/04/2012).

The zoning within the study area included:

- Other Specificed Uses (OU) – Proposed toll plaza, ventilation building and associated facilities for the Tseung Kwan O – Lam Tin Tunnel in Area 128.
- Other Specificed Uses (OU) – Sport and Recreational Club
- Other Specificed Uses (OU) – Industrial Estate
- Other Specificed Uses (OU) – Sewage Treatment Works
- Open Space (O) - Open Space, including Area 105 and western side of Area 68
- Green Belt (GB) – Green Belt, including Area 103 and Area 128
- Comprehensive Development Area - CDA site in Area 86 is intended to facilitate comprehensive development including a MTR depot, a MTR station, associated property development and supporting community facilities.
- Government, Institution or Community (6) - G/IC(6) A site in Area 77, which is reserved for the development of a sewage pumping station
- Government, Institution or Community (9) - G/IC(9) A site in Area 85 reserved for a new Radio Television Hong Kong broadcasting house and future GIC uses.
- Residential Group E - R(E)
- Recreational (REC) - Recreational developments for the use of general public, development of active and/or passive recreation and tourism/eco-tourism are encouraged.

13.4.3.3 The review of OZP has not only included a review of the plans, but also the Notes which form part of plan and the Explanatory Statements which accompany the plan. Based on the Notes of the OZP para 7.4 (m), the key feature of the new development areas proposed under the urban design framework is the development of Cross Bay Link in the form of a landmark feature bridge.

13.4.3.4 There are natural woodland, scrubland and natural rocky shoreline of high landscape value found within the study boundary. The proposed work will not encroach in any Amenity Area (A), Conservation Area (CA), Green Belt (GB) and Country Park (CP). The CBL will not affect the edge of the Clear Water Bay Country Park (Drawing no. 209506/EIA/LV/1101 & 1102).

13.4.3.5 Study on South East New Territories Development Strategy will be reviewed and considered. It aims to review the overall planning strategy of South East New Territories included Tseung Kwan O district, to ensure the cultural heritage site will not be affected.

Table 4.1 Review of OZP

	Changes of Zoning / Land Uses	Sources of Impact	Potential Landscape and Visual Impact
1	Green Belt in Chiu Keng Wan (approx. 0.25 ha)	Toll Plaza and tunnel portal of TKO-LTT (interface project)	Moderate impact due to loss of Green belt
2	Existing abandoned waterfront area along Wan O Road	CBL	Slight impact due to loss of vegetation

13.4.3.6 The development of CBL in the form of a landmark feature bridge is identified under the “Feasibility Study for Further Development of Tseung Kwan O”, which undertaken by CEDD in 2002 and study completed in 2005, hence, it is considered that the proposed development and associated works are in principle following the planning intentions for the study areas as set out in the OZPs and the Urban Design framework identified in the study. This project, therefore, is in accordance with the planning goals and objectives for the study area.

13.4.3.7 Several recreational facilities were also proposed in the feasibility study, to further enhance the living environment of the TKO residents. These include a riverside park along the Eastern Channel, a waterfront promenade in town centre south, a water sports centre and boating facilities at the TKO Stage I Landfill site, and the construction of more cycle tracks in the new developments. CBL will provide a new cycle track which will be connected to the existing and other planned cycle tracks to form a complete loop in TKO.

13.4.4 Tentative Programme

13.4.4.1 The CBL project is currently targeted for commissioning by 2020. To meet this target the tentative commencement year for the construction of the CBL would be end 2016 and would take approximately 4 years for completion (see chapter 4 for further discussion on construction programme).

13.4.5 Concurrent Projects

13.4.5.1 The potential concurrent projects are identified as follows and their details are briefly discussed in the following section (refer to section 1.9.1 for comprehensive list of concurrent projects).

- TKO-LT Tunnel
- "Government, Institution or Community" ("G/IC") development in Area 85 and Area 86
- Proposed residential development R(E) zone in area 85
- Hong Kong Offshore Wind Farm in Southeastern Waters
- TKO Town Centre South Development
- Northern & Southern Bridges across Eastern Channel
- Cycle tracks and promenade developments around TKO Bay
- industrial development in Tseung Kwan O (TKO) industrial estates in Area 87 should be considered as concurrent projects

Tseung Kwan O – Lam Tin Tunnel (PWP item 823TH)

13.4.5.2 With reference to the Project Profile and the EIA Study Brief (ESB-195/2008) on TKO-LT Tunnel, the project is to construct a dual two-lane highway connecting TKO at Po Yap Road in the east with Trunk Road T2 in Kai Tak Development in the west and Lei Yue Mun Road Underpass. The project involves a 4.8km long highway with about 3km of the highway is in the form of tunnel. The TKO-LT Tunnel will connect CBL to form a new external road link to meet the anticipated

traffic flow in connection with the further population intake and development in TKO New Town. CBL project is to be implemented in parallel with TKO-TL Tunnel Project. Cumulative landscape and visual impact due to the construction works of TKO-LT Tunnel associated with proposed CBL will be assessed.

13.4.5.3 The TKO-LT Tunnel is to be implemented in parallel with the CBL. The works is tentatively scheduled to commence in 2016 and be completed by 2020. The project is anticipated in 2021.

TKO Area 86 Comprehensive Development

13.4.5.4 Area 86 is practically being developed. According to the latest information from MTRCL on 11 May 2009, residential and educational premises are going to be developed in that area. Hence, these residential and educational premises may become sensitive receivers in different construction and operational phases. In addition, the construction in Area 86 will also have cumulative impact on those receivers. Hence, the latest construction schedule, plant inventory and master layout plan will be obtained from the respective engineer of MTRCL before the commencement of the EIA to identify the likely construction impact. A promenade along the Area 86 Development is proposed by MTRC. The cycle track is preliminary designed to 4.5m wide. Construction of the promenade is scheduled to commence in 2017.

Hong Kong Offshore Wind Farm in Southeastern Waters

13.4.5.5 With reference to the Project Profile and the EIA Study Brief (ESB-146/2006), the Project is to construct and operate a wind farm at Southeastern water of Hong Kong. The Project component includes an installation of up to 67 wind turbines, an offshore transformer platform, sub-sea collection and transmission cables, and Research Mast. There will be a landing cable area and proposed cable at the west of Junk Bay connecting the collection cables from the turbines and the CLP existing grid connection programme. The landing point for the south of the Ocean Shores proposed location currently falls within an area zoned “Open Space” (“O”) on the approved Tseung Kwan O Outline Zoning Plan No. S/TKO/20. Subject to the detailed submission of the landing point, it may require planning approval from the Town Planning Board undertaken by the CLP. Since this project is out of scope of CBL assessment boundary, landscape impact arising from the construction work for landing cable and laying of

cable route in Junk Bay to the landscape impact for CBL is not expected. The cumulative landscape impact during construction is unlikely and therefore will not be included in this landscape and visual impact assessment.

Northern & Southern Bridges across Eastern Channel

13.4.5.6 In addition to CBL, a new cycle path cum footbridge and a new footbridge both located at the Eastern Channel, namely existing Northern Bridge (NB) and proposed Southern Bridge (SB) respectively. Since CBL is in close proximity to NB and SB, the three bridges could be viewed as a family of bridges and the coherency in their design will greatly enhance the environment in the area.

It is a recommendation by ACABAS that the aesthetic design, appearance and structural form of CBL are coherent with those of SB and NB. The design of NB is outside this consultancy. NB will be procured with a design and build contractor with construction due to start by end 2009. The reference design, already prepared by HyD, show that NB will be a girder bridge with arch-shaped elevation. SB being located between NB and CBL, the design of SB is approved by ACABAS and the detail information are shown in Appendix 13.2.

Cycle tracks and promenade developments around TKO Bay

13.4.5.7 CEDD is planning to develop a comprehensive cycle track network in new development areas of TKO, including a cycle track loop along the waterfront of Junk Bay and the CBL with its implementation in sections in tandern with the following infrastructure work packages or development. It includes a 5m wide cycle track on Cross Bay Link in approximate 1.8km long on CBL to TKO town side; and at grade section cycle track of TKO-LTT from the CBL interface to Po Yap Road that will carry a cycle track as a continuation form that on CBL; and approximate 1.6km long cycle tracks connecting from TKO Area 65 to Tiu Keng Leng along waterfront at Town Centre South including adjoining footpaths and cycle parking areas with hard and soft landscaping works; and a cycle track cum footbridge across Eastern Channel.

Tseung Kwan O Town Centre South Development

13.4.5.8 A town centre is planned in the central area near Tseung Kwan O Bay. The major facilities being provided there will serve Tseung Kwan O

as well as the Sai Kung hinterland. The land-uses in the Town Centre are systematically arranged in successive layers of housing, major government, institution or community (GIC) facilities, commercial facilities and open space. The layering pattern is superimposed by a cruciform plan of GIC and commercial facilities, in form of a central north-south running GIC/open space spine and a east-west running commercial spine of inter-linked podium structures. A town park and a civic square are planned to the eastern fringe and near the waterfront of the Town Centre respectively.

Tseung Kwan O Town Centre South Development in Area 65 and 66 is currently under construction. The area will be primarily residential and will generate VSRs in large numbers. It is anticipated phases of the development will be in operation between 2017 and 2018.

Future Expansion of the Tseung Kwan O Industrial Estate

13.4.5.9 Tseung Kwan O Industrial Estate is located in Area 87 in the south-eastern part of the New Town. It is mainly intended for industries with new or improved technology and processes which cannot operate in multi-storey factory buildings. Further south, special industries requiring marine access for vessels of deep draught or with potential hazards are planned in Area 137 at Fat Tong O, to take advantage of the deep waterfront and ease of marine access via the Tathong Channel.

13.5 Baseline Study

13.5.1 Physical Landscape Resources

13.5.1.1 The study area includes the region around the Comprehensive Development in Area 86, Industrial Estate in Area 87, sea area where the TKO-LTT created. The proposed alignment of CBL is mainly located on the Junk Bay, surrounded by the waterfront vegetation and extensive reclaimed flatland for future residential development. Small portion of grassland (with tall shrubs) located at shoreline of the surrounding Green Belt are included within the LR assessment. The Project also covers the adjacent water bodies (Drawing no. 209506/EIA/LV/1201).

13.5.1.2 The baseline landscape resources that will be affected during the Construction Phase and Operation Phase, together with their

Sensitivity, are described in Table 5.1. The locations of baseline landscape resources are mapped in Drawing no. 209506/EIA/LV/1201. Photo views illustrating the landscape resources within the study area are illustrated in Drawing no. 209506/EIA/LV/1211-1213. For the ease of reference and co-ordination between text, Tables and figures, each landscape resource is given an identity number.

13.5.2 Landscape Character Areas

13.5.2.1 Landscape character zones have been identified within the Study Area in accordance with the Study on Landscape Value Mapping of Hong Kong. These are described in Table 5.1 and illustrated in Drawing no. 209506/EIA/LV/1301. Photo views illustrating the landscape character areas within the study area are illustrated in Drawing no. 209506/EIA/LV/1311-1312.

Table 5.1 Landscape Resources / Landscape Character Areas and Their Sensitivity

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
LR01	Sea Waterbody The sea waterbody, together with the artificial shoreline, is valuable physical resources and is one of the key elements that generates an important landscape and visual identity and character of Junk Bay. It is very sensitive to any reclamation. However, the sea waterbody is of medium rarity of the region and is not under any statutory or regulatory limitations / requirements. The waterbody within the study area is approx. 162 ha. Based on the importance and medium rarity of the sea waterbody and shoreline, the sensitivity of this LR is consider as medium.	Medium
LR02	Landscaped Area and Plantation within High-rise Residential Development in Area 86 (Lohas Park) This is a high-rise residential development. In the CDA plannting, there are approx. 50 no tower for a planned population of approx 58,000. Lohas Park's total site area is approx. 33ha, in which the greening ratio is over 30%. There are 3 phase involved within the Lohas Park, namely, Phase 1 – The Capital, Phase 2 – Le Prime &	Medium

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
	Le Prestige and Phase 3 – the Capital. The club house facilities which are mainly for residents' enjoyment and leisure are barbecue area, ball court, children playground, planting area and seating area for passive and active recreation. The LR02 within the study area is approx. 8.4 ha. Based on the amenity value and quality of these landscape gardens, the sensitivity of this LR is considered as medium.	
LR03	Vegetation along Wan O Road (including promenade, Road D9, Wan O Road) There are approximately 600 trees along this abandoned waterfront area, in which approx. 60% of the species is weedy species *Leucaena leucocephala* 銀合歡. Most of the trees of *Leucaena leucocephala* 銀合歡 are in poor form and health due to dense competition with the trees of the same species. In addition, due to its fast growing habit, the wood of this species is brittle and susceptible to damage by strong wind, therefore many trees of this species was found to have broken or damaged branch(es) and/or trunk(s). Other nearby tree species are also found in poor health condition due to dense competition growing with *Leucaena leucocephala* within the seashore peripheral planting area, most of these trees ranged from poor to fair both in health condition and form of tree. Other species surveyed included *Acacia confuse* 台灣相思, *Archontophoenix alexandrae* 假檳榔, *Ficus virens* 大葉榕, *Khaya senegalensis* 非洲楝, *Livistona chinensis* 蒲葵, they are all commonly planted species used for ornamental purpose or as roadside trees. The LR03 within the study area is approx. 4 ha. Based on the low to medium amenity of trees, the sensitivity of this landscape resource is considered as medium.	Medium
LR04	Plantation within Vacant Land There are several trees at the vacant land in the junction of Wan O Road and Wan Po Road. The LR04 within the study area is approx. 17ha. Dominant species is *Leucaena leucocephala* 銀合歡. There are other common trees such as *Macaranga tanarius* 血桐 and *Melia azedarach* 苦楝. Based on the low to medium amenity of trees, the	low

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
	sensitivity of this landscape resource is considered as low.	
LR05	Plantation within Industrial Building Plantation within the commercial and industrial building site which is approx. 7 ha. These trees are of small to medium size and of low to medium amenity value. Common trees identified such as *Khaya senegalensis* 非洲楝, *Chrysalidocarpus lutescens* 散尾葵, *Lagerstraemia speciosa* 大葉紫薇. Based on the low to medium quality of trees, the sensitivity of this landscape resource is considered as low.	low
LR06	Woodland at Foothill and Hillside The hillside woodland next to Tseung Kwan O Preliminary Sewage Treatment Works is approx. 7 ha, while the woodland at the shore of Chiu Keng Wan is approx 1 ha. The trees are of mature to medium size and of high landscape value. Based on the high to medium value of hillside vegetation, the sensitivity of this landscape resource is considered as high.	High
LR07	Grassland and Scrubland at Hillside The area consists of grassland and scrubland along the O King Road. The area is approx. 0.6 ha within the study area. Dominant Shrub species are Rhodomyrtus tomentosa 崗梹, Lantana camara 馬纓丹 and Rhaphiolepis indica車輪梅. Based on the low to medium value of hillside vegetation, the sensitivity of this landscape resource is considered as medium.	Medium
LR08	Vegetation of clustered newly planted trees and shrubs scattered on Tseung Kwan O Stage II and III Landfill Area The area consist of tall shrubs and hillside plantation. The area is approx. 12.7 ha. The trees are of small to medium size and of low to medium value. Dominant species is Acacia mangium of medium value. There are other common trees such as Acacia auriculaeformis 耳果相思, Acacia confusa 台灣相思 and Casuarina equisetifolia 木麻黃. Based on the low to medium value of hillside vegetation, the sensitivity of this landscape resources is considered as medium.	Medium

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
LR09	Natural Rocky and Sand Shoreline The natural rocky shoreline along the Chiu Keng Wan and till the Lei Yue Mun Point is one of the character of Junk Bay. The LR09 within the study area is approx.0.8ha.	High
LR10	Plantation at Wasteland / Construction Area There are some fragmented grassland / shrubland over the platform above the rocky shore. The LR10 within the study area is approx. 0.9ha.	Low
LR11	Vegetation along the Coastline Adjacent to Lohas Park Road Fragment vegetation on the northern side of Tseng Kwan O Salt Water Pumping Station. Dominant species is Acacia confusa 台灣相思 and Casuarina equisetifolia 木麻黃. The LR11 within the study area is approx. 1ha.	Low
LR12	Roadside Planting Roadside planting along the Wan Po Road and the Lohas Park Road. Dominant species is Acacia confusa 台灣相思, Casuarina equisetifolia 木麻黃, Hibiscus tiliaceus 黃槿, and Khaya senegalensis 非洲楝. The LR12 within the study area is approx. 1.3ha.	Medium
LR13	Seawall Man-made seawall along the Tseung Kwan O Industrial Estate. Since the seawall is not accessible to the public, the space cannot be enjoyed by the public. The LR13 within the study area is approx. 0.1 ha.	Low
LCA01	Junk Bay Coastal Landscape These landscapes consist of areas of inshore water, found around the coastline of Junk Bay, which are enclosed to a significant degree, by landform on three sides. The result is a coastal landscape with a distinct sense of enclosure, characterized by the visual interlock of land and sea. Whilst these landscapes consist predominantly of water, they may also include small islands, occasional vessels, fish farms and marine activities such as waterborne recreational activity. Each Bay Landscape is given its particular	Medium

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
	character by a combination of its physical enclosure, the character of its shoreline (and small islands or rocks offshore) and by any marine activities. Examples of this type of landscape are Cheung Sha in Lantau Island and Tai Long Wan in Sai Kung Junk Bay provides positive and valuable views to adjacent receivers from Eastern District Hong Kong coastline across to Tseung Kwan O New Town South, Chiu Keng Wan, Area 86 Comprehensive development area, adjacent coastal waterfront area and hiker of the country park and the peak Given the urbanized nature of the Junk Bay area, and the artificial shoreline in Area 86, the sensitivity of this area is considered as medium.	
LCA02	Reclamation/Ongoing Major Development Landscape Comprehensive Development in Area 86, approx 27.5ha, consist of on-going residential development (LOHAS Park), future comprehensive development of residential, commercial, recreational open space, school and waterfront public park in reclaimed lowland area. Given the urbanized and reclaimed nature of the Area 86, the sensitivity of this area is considered as low.	Low
LCA03	Tseung Kwan O Industrial Urban Landscape The low or medium rise built-up and on-going Industrial building development in Area 87, which is approx. 25.7 ha. These developments include Tseung kwan O Industrial Estate in Area 87 on the western side of Wan Po Road. Given the urbanized nature of the area and the low to medium amenity value of the vegetation, the sensitivity of this reclaimed area is considered as low.	Low
LCA04	Chiu Keng Wan Coastal Upland and Hillside Landscape Lowland foothill of natural rocky shoreline of Chiu Keng Wan Shan with tall shrubs and vegetation. This scrub area with the natural rocky shoreline area predominantly undeveloped land use. The area is dominated with shrubby grassland and patches of secondary woodland. The site is within the Green Belt area, which create a greenery backdrop to the coastal area in Chiu Keng Wan. Given the undeveloped nature of the rocky shoreline, the sensitivity of this natural area is considered as	High

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
	high.	
LCA05	Tseung Kwan O Landfill Landscape (Stage II and Stage III) The Tseung Kwan O Landfill Stages II and III at Area 105 have been disused and closed in 1994 and are under restoration and is in the succession to the woodland habitat. The surface of the landfills is landscaped with various species of plant, which is approx. 15 ha within the study area. Given the scale of the area and the maturity of vegetation, the sensitivity of this landfill is considered as high.	High
LCA06	Tseung Kwan O Miscellaneous Urban Fringe Landscape The low or medium rise built-up and on-going Industrial building development in Area 85, which is approx. 11.6 ha. These developments include Tseung kwan O Preliminary Sewage Treatment Works in Area 85, and bus depot. Given the urbanized nature of the area and the low amenity value of the vegetation, the sensitivity of this reclaimed area is considered as low.	Low
LCA07	High Junk Peak Coastal Upland and Hillside Landscape The hillside woodland next to Tseung Kwan O Preliminary Sewage Treatment Works is approx. 5.5 ha, and the trees are of mature to medium size and of high landscape value. Based on the maturity of the landscape characters and the quality of hillside vegetation, the sensitivity of this LCA is considered as high.	High
LCA08	Residential Urban Fringe Landscape This is a high-rise residential development of Lohas Park Phase 1 – the Capital and the Loha Park phase 2 – La Splendeur, Le Prime and Le Prestige. This LCA is approx. 8.5ha, in which the greening ratio is over 30%. The manmade landscape includes the landscape garden, residential club house facilities which is mainly for residents' enjoyment and leisure are barbecue area, ball court, children playground, planting area and seating area for passive and active recreation.	Medium

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)
	Based on the amenity value and the rarity of these landscape gardens, the sensitivity of this LCA is considered as medium.	

13.5.3 Tree Survey Methodology

13.5.3.1 To minimize conflicts with existing vegetation, a full tree survey within the CBL main alignment and landing point has been undertaken in February 2010 in accordance with ETWB TCW No. 3/2006, and the Final Tree Survey Report & Tree Removal Application is under Appendix 13.1.

13.5.3.2 Within the designated site boundary, all living trees with a stem diameter over 95mm measured at a point 1.3m above the ground level (hereafter referred to as the DBH) are included in the Tree Survey as defined in the Nature Conservation Practice Note No. 02 (Rev. June 2006) issued by AFCD.

13.5.3.3 This is to allow the fine-tuning of the design for the landscape and ensure that any significant trees would where possible, be protected during both the design and construction periods.

13.5.4 Visual Envelope

13.5.4.1 Visual Envelope of the project is bounded by the ridgeline from High Junk Peak (Tiu Yue Yung) to the east; Mount Parker, Pottinger Peak and Mount Collinson to the south; Lei Yue Mun and Chiu Keng Wan Shan to the west; and the high rise residential development to the north. The ZVI adopts a cut-off at the Tathong Channel as the only potential VSRs beyond this would be on Sung Kong and Waglan Island from which visual impacts would be negligible due to their distant location. The Visual Envelope of the project is illustrated in Drawing no. 209506/EIA/LV/1401.

13.5.5 Visually Sensitive Receivers (VSRs)

13.5.5.1 VSRs are the people who would reside within, work within, play within or travel through within the visual envelope. Within the Visual Envelope, a number of key VSRs have been identified and key VSRs are mapped in Drawing no. 209506/EIA/LV/1402-1405. They are listed, together with their baseline assessment and sensitivity, in Table 5.2. Photo views illustrating the VSRs within the study area are shown in Drawing no. 209506/EIA/LV/1411-1424.

13.5.5.2 **At the Strategic level,** VSRs **include:**

- Visitors of Lei Yue Mun Park and Hong Kong Museum of Coastal Defence (S1)
- Hikers along High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park (S2)
- Travellers along Lei Yue Mun and Tathong Channel(S3)
- Visitors/Hikers along Wilson Trail (near Devil's Peak of Lei Yue Mun (S4)
- Visitors/Hikers at Mount Parker (S5)
- Visitors/Hikers at Pottinger Peak (S6)
- Visitors/Hikers at Mount Collinson (S7)
- Visitors/Hikers at Black Hill (S8)

13.5.5.3 There are no vantage points identified in the Urban Design Guidelines under Hong Kong Planning Standards and Guidelines.

13.5.5.4 **At the district level,** VSR **Groups are identified within the following districts:**

- Heng Fa Chuen Residential Area (D1)
- Island Resort Residential Area and visitor in Siu Sai Wan Promenade and Sports Ground (D2)
- Tseung Kwan O Industrial Estate (D3)
- Logistics Centre and Preliminary Treatment Works and Cargo Handling Basin (D4)

13.5.5.5 **At the local level, VSRs include:**

- Residents or workers in Tsueng Kwan O Comprehensive Development Area 86 (CDA1)
- Workers of Tseung Kwan O Sewage Treatment Works, Bus depot in TKO Area 85 and Tseung Kwan O Stage II and III Landfill area (GIC1)

- Users of Tseung Kwan O Methodist Primary School and Evangel College (GIC2)
- Users of P.O.H. 80th Anniversary Tang Ying Hei College, C.&M. A. Sung Kei secondary School, Yan Chai Hospital Wong Wah San Secondary School and Yan Oi Tong Tin Ka Ping Primary School (GIC3)
- Users of Hong Kong Design Institute Campus (GIC4)
- Users of Creative Secondary School (GIC5)
- Workers at Hong Kong Movie City (GIC9)
- Residents of Bauhinia Garden (R1)
- Residents of Ocean Shores (Phase I to Phase III) (R2)
- Residents of Metro Town (R3)
- Residents of Park Central (R4)
- Residents of The Grandiose and Tseung Kwan O Plaza (R5)
- Residents of Oscar By the Sea (R6)
- Travellers of Wan Po Road (T1)
- Travellers of Tseung Kwan O Station and Public Transport Interchange in the junction of Tong Tak Street and Tong Chun Street (T2)
- Visitor of Junk Bay Chinese Permanent Cemetery (OU1)
- VSR GIC 8 – Planned high-rise residential uses along Shek Kok Road in Area 85. (VSRs in developments planned to be completed before operation of CBL).
- VSR-R7 – Planned Residential area of TKO Area 65, 66 and 67. (VSRs in developments planned to be completed before operation of CBL).
- OU2 – Planned visitor and residents in commercial development with PT1. (VSRs in developments planned to be completed before operation of CBL).

13.5.5.6 **At the local level, planned** VSRs **include:-**

- VSR GIC6 - Planned GIC development of TKO area 67, Area 72 and Area 74. Area 72 is reserved for proposed sub-divisional fire station, ambulance depot, general clinic and police station while part of the Area 74 (i.e. to the west of the HK Design Institute Campus) is planned for an open space with the provision of a sports centre together with a library
- VSR GIC7 – Planned Fire Services Training School cum Driving School, and the proposed private hospital in Area 78
- VSR GIC 8 – Planned high-rise residential uses along Shek Kok Road in Area 85

- VSR O1-Planned "Central Avenue" in Town Centre South near the promenade in open space of TKO Area 68 and the promenade user in the former TKO Stage I Landfill site ,
- VSR O2 - Planned visitors along the waterfront near the Eastern Channel in open space of TKO Area 68
- VSR O3 - Planned visitors at the proposed Open Space in Area 74
- R7 - Planned Residential area of TKO Area 65, 66 and 67
- T3- Planned Travellers of Cross Bay Link and Tseung Kwan O – Lam Tin Tunnel
- OU2 - Planned visitor and residents in commercial development with Public Transport Interchange
- REC1 - Planned recreational users in TKO Stage I Landfill
- I1 - Planned Tseung Kwan O Industrial Estate Extension

13.5.5.7 These VSRs are mapped in Drawing no. 209506/EIA/LV/1401-1405. Baseline viewpoints from Key VSRs at district level illustrating the quality of existing views are shown in Drawing no. 209506/EIA/LV/ 1411-1415. The baseline assessment of VSRs at district level is shown in Table 5.2.

13.5.5.8 Some of the VSRs only have partial view to the proposed CBL works as their views are blocked by the residential blocks along the Chui Ling Road. Some of the VSRs at the higher-level have open full sea view to the Junk Bay.

13.5.5.9 The type of VSRs 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 generally have low sensitivity.

13.5.5.10 The sensitivity of the VSRs shall also be determined by numbers of the individuals within the VSR category, the quality of existing views, availability of alternative views, amenity of alternative views, degree of visibility, duration of view and frequency of view.

13.5.6 Visual Resources

13.5.6.1 The ridgeline of the High Junk Peak (Tiu Yue Yung), Miu Tsai Tun, Sheung Yeung Shan provides a dramatic natural backdrop to the Tseung Kwan O, which forms the valuable natural visual resources as viewed from Tseung Kwan O Town center. The backdrop of the Junk Bay is the 615-hectare Clearwater Bay Country Park which takes in a wide rugged terrain in the Southeastern New Territories. The green backdrop boundaries extend southwards from Hang Hau to the undulating mountain range that screens Joss House Bay, and continue eastwards to the hillocks around Lung Ha Wan. Surrounding hillsides of Tiu Yue Yung and the Chiu Keng Wan Shan create a nice picturesque scene and the long distance views to the Tathong channel is visually pleasing.

13.5.6.2 Tathong Channel and Lei Yue Mun is a unique public asset and natural visual resource of Tseung Kwan O, providing an open seascape along the south coast of Tseung Kwan O.

13.5.6.3 The visual amenity of the Junk Bay variable. The western portion of the Junk Bay is characterised by the Chiu Keng Wan Shan, Devil's Peak and Lei Yuen Mun Point. The Northern and Eastern Portion of Junk Bay, however, suffers from the large scale urban development and infrastructure of the Tseung Kwan O New Town. These introduce incoherent colours, patterns and rhythms into views. Besides, these visual qualities are being gradually degraded by the incoherent visual features such as landfill, Tseung Kwan O depot and incoherent residential development in Area 86. For this reason, any infrastructure development on the eastern portion of Junk Bay will not likely to have a significant impact on the visual system.

13.5.6.4 The western portion of Junk Bay is almost undeveloped in which the only development is Tseung Kwan O Chinese Permanent Cemetery, and is characterised by the visual interfaces between Chiu Keng Wan Shan ridgelines with sky and between seashore and sea. For this reason, any infrastructure development on the western portion of Junk

Bay will likely to have a significant impact on visual character and its visual sensitivity is therefore high.

Table 5.2 Visual Sensitive Receivers (VSRs), Their Sensitivity, and Their Magnitude of Change

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Amenity of Alternative Views (Good/ Fair/ Poor)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)	
									Construction	Operation
	VSRs at Strategic Level									
S1	Visitors of Lei Yue Mun Holiday Village and Lei Yue Mun Park, and Hong Kong Museum of Coastal Defence	Many	Good	Yes	Good	Full	Long	Frequent	Medium	Medium
S2	Hikers along High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park	Few	Good	Yes	Good	Full	Short	Occasional	Low	Low
S3	Travellers along Lei Yue Mun and Tathong Channel	Medium	Good	Yes	Good	Full	Short	Occasional	Low	Low
S4	Visitors/hikers along Wilson Trail (near Devil's Peak of Lei Yue Mun)	Medium	Good	Yes	Good	Full	Short	Occasional	Low	Low
S5	Visitors/Hikers at Mount Parker	Few	Good	Yes	Good	Full	Short	Occasional	Low	Low
S6	Visitors/Hikers at Pottinger Peak	Few	Good	Yes	Good	Full	Short	Occasional	Low	Low
S7	Visitors/Hikers at Mount Collinson	Few	Good	Yes	Good	Full	Short	Occasional	Low	Low
S8	Visitors/Hikers at Black Hill	Few	Good	Yes	Good	Full	Short	Occasional	Low	Low
	VSR Groups at District Level									

VSR Type & ID.	Key VSR	Number of Individuals (Many/ Medium/ Few/)	Quality of Existing View (Good/ Fair/ Poor)	Availability of Alternative Views (Yes/ No)	Amenity of Alternative Views (Good/ Fair/ Poor)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)	
									Construction	Operation
D1	Heng Fa Chuen Residential Area	Many	Good	Yes	Good	Full	Long	Frequent	High	High
D2	Island Resort Residential Area and visitor in Siu Sai Wan Promenade and Sports Ground	Many	Good	Yes	Good	Full	Long	Frequent	High	High
D3	Tseung Kwan O Industrial Estate	Many	Fair	Yes	Good	Partial	Long	Occasional	Low	Low
D4	Logistics Centre and Preliminary Treatments works and Cargo Handling Basin	Many	Good	Yes	Good	Full	Medium	Occasional	Medium	Medium
	VSRs at Local Level									
CDA1	Residents or workers in Tsueng Kwan O Comprehensive Development Area 86	Many	Good	Yes	Good	Full	Long	Frequent	High	High
GIC1	Workers of Tseung Kwan O Sewage Treatment Works, Bus depot in TKO Area 85 and Tseung Kwan O Stage II and III Landfill area	Few	Fair	Yes	Good	Partial	Short	Occasional	Low	Low
GIC2	Users of Tseung Kwan O Methodist Primary School and Evangel College	Medium	Fair	Yes	Good	Full	Short	Occasional	Low	Low
GIC3	Users of P.O.H. 80th	Many	Fair	Yes	Good	Glimpse	Short	Occasional	Low	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)	Amenity of Alternative Views (Good/ Fair/ Poor)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)	
									Construction	Operation
	Anniversary Tang Ying Hei College, C.&M. A. Sung Kei secondary School, Yan Chai Hospital Wong Wah San Secondary School and Yan Oi Tong Tin Ka Ping Primary School									
GIC4	Users of Hong Kong Design Institute Campus	Many	Fair	Yes	Good	Partial	Short	Occasional	Low	Low
GIC5	Users of Creative Secondary School	Medium	Fair	Yes	Good	Partial	Short	Occasional	Low	Low
GIC9	Workers at Hong Kong Movie City	Many	Good	Yes	Good	Full	Medium	Occasional	Medium	Medium
R1	Residents of Bauhinia Garden	Many	Good	Yes	Good	Full	Long	Frequent	Medium	Medium
R2	Residents of Ocean Shores (Phase I to Phase III)	Many	Good	Yes	Good	Full	Long	Frequent	High	High
R3	Residents of Metro Town	Many	Fair	Yes	Good	Partial	Long	Frequent	Medium	Medium
R4	Residents of Park Central	Many	Fair	Yes	Good	Full	Long	Frequent	Medium	Medium
R5	Residents of The Grandiose and Tseung Kwan O Plaza	Many	Fair	Yes	Good	Full	Long	Frequent	Medium	Medium
R6	Residents of Oscar By the Sea	Many	Fair	Yes	Good	Full	Long	Frequent	Medium	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)	Amenity of Alternative Views (Good/ Fair/ Poor)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)	
									Construction	Operation
T1	Travellers of Wan Po Road	Many	Fair	Yes	Good	Partial	Short	Occasional	Low	Low
T2	Travellers of Tseung Kwan O Station and Public Transport Interchange in the junction of Tong Tak Street and Tong Chun Street	Many	Fair	Yes	Good	Partial	short	Occasional	Low	Low
OU1	Visitor of Junk Bay Chinese Permanent Cemetery	Medium	Good	Yes	Good	Full	Short	Rare	Low	Low
	Planned VSRs									
GIC6	Planned GIC development of TKO area 67, Area 72 and Area 74	Many	Fair	Yes	Good	Partial	Medium	Occasional	-	Medium
GIC7	Planned Fire Services Training School cum Driving School, and the proposed private hospital in Area 78	Medium	Fair	Yes	Good	Partial	Medium	Occasional	-	Medium
GIC8	Planned high-rise residential uses along Shek Kok Road	Medium	Fair	Yes	Good	Partial	Medium	Occasional	Medium	Medium
O1	Planned “Central Avenue” in Town Centre South near the	Medium	Good	Yes	Good	Full	Medium	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)	Amenity of Alternative Views (Good/ Fair/ Poor)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)	
									Construction	Operation
	promenade in open space of TKO Area 68 and the promenade user in the former TKO Stage I Landfill site (O1)									
O2	Planned visitors along the waterfront near the Eastern Channel in open space of TKO Area 68	Medium	Good	Yes	Good	Partial	Medium	Occasional	-	High
O3	Planned visitors at the proposed Open Space in Area 74	Medium	Fair	Yes	Good	Partial	Medium	Occasional	-	Low
R7	Planned Residential area of TKO Area 65, 66 and 68	Many	Fair	Yes	Good	Full	Medium	Frequent	High	High
T3	Planned Travelers of Cross Bay Link and Tseung Kwan O – Lam Tin Tunnel	Many	Fair	Yes	Good	Full	Short	Occasional	-	Low
OU2	Planned visitor and residents in commercial development with Public Transport Interchange	Many	Fair	Yes	Good	Partial	Short	Occasional	Medium	Medium
REC1	Planned recreational users in TKO Stage I Landfill	Medium	Fair	Yes	Good	Partial	Short	Occasional	-	Medium
I 1	Planned Tseung Kwan	Medium	Fair	Yes	Good	Full	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)	Amenity of Alternative Views (Good/ Fair/ Poor)	Degree of Visibility (Full/ Partial/ Glimpse)	Duration of View (Long/ Medium/ Short)	Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low, Medium, High)	
									Construction	Operation
	O Industrial Estate Extension									

* C = commercial, CA = conservation area or countryside conservation area, CDA = comprehensive development area, C/R = commercial / residential, GIC = government/institution/community, I = industrial, O = open space, OU = other specific use, R = residential, T = transport related.
* VSR type & ID S1, S2, S3, S4, S5, S6, S7, S8, D1, D2, D3, D4, CDA1, GIC1, GIC2, GIC3, GIC4, GIC5, GIC9, R1, R2, R3, R4, R5, R6, T1, T2, OU1, GIC6, GIC7, GIC8, O1, O2, O3, R7, T3, OU2, REC1 and I1 do not represent for the landuse zone.
* VSRs (GIC8, R7 and OU2) in developments planned to be completed before operation of CBL.

Table 5.3 Magnitude of Impacts on Visual Sensitive Recievers (VSRs) during Construction and Operation

VSR Type & ID.	Key VSR	Blockage of View (Full/ Partial/ Glimpse/ Nil)	Approximate Closest Viewing Distance(m) to Proposed CBL	Scale of Development (Large/ Medium/ Small)	Compatibility with Surrounding Landscape (Good /Fair /Poor)	Reversibility of Change (Reversible/ Irreversible)	Duration of Impact (Temporary [Short/Medium term], Permanent [Long])		Magnitude of impacts (Large / Intermediate/small/negligible)	
							Construction	Operation	Construction	Operation
VSRs at Strategic Level										
S1	Visitors of Lei Yue Mun Holiday Village and Lei Yue Mun Park, and Hong Kong Museum of Coastal Defence	Glimpse	2000	Medium	Fair	Irreversible	Medium	Long	Small	Small
S2	Hikers along High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park	Nil	2000	Medium	Good	Irreversible	Medium	Long	Small	Small
S3	Travellers along Lei Yue Mun and Tathong Channel	Partial	1600	Medium	Fair	Irreversible	Medium	Long	Small	Small
S4	Visitors/hikers along Wilson Trail (near Devil's Peak of Lei Yue Mun)	Glimpse	1000	Medium	Fair	Irreversible	Medium	Long	Small	Small
S5	Visitors/Hikers at Mount Parker	Nil	4500	Small	Good	Irreversible	Medium	Long	Small	Small
S6	Visitors/Hikers at Pottinger Peak	Nil	4300	Small	Good	Irreversible	Medium	Long	Small	Small
S7	Visitors/Hikers at Mount Collinson	Nil	5000	Small	Good	Irreversible	Medium	Long	Small	Small
S8	Visitors/Hikers at Black Hill	Glimpse	2300	Small	Good	Irreversible	Medium	Long	Small	Small
VSR Groups at District Level										

VSR Type & ID.	Key VSR	Blockage of View (Full/ Partial/ Glimpse/ Nil)	Approximate Closest Viewing Distance(m) to Proposed CBL	Scale of Development (Large/ Medium/ Small)	Compatibility with Surrounding Landscape (Good /Fair /Poor)	Reversibility of Change (Reversible/ Irreversible)	Duration of Impact (Temporary [Short/Medium term], Permanent [Long])		Magnitude of impacts (Large / Intermediate/small/negligible)	
							Construction	Operation	Construction	Operation
D1	Heng Fa Chuen Residential Area	Nil	2400	Medium	Fair	Irreversible	Medium	Long	Small	Small
D2	Island Resort Residential Area and visitor in Siu Sai Wan Promenade and Sports Ground	Nil	2800	Medium	Fair	Irreversible	Medium	Long	Small	Small
D3	Tseung Kwan O Industrial Estate	Partial	1500	Medium	Fair	Irreversible	Medium	Long	Small	Small
D4	Logistics Centre and Preliminary Treatment Works and Cargo Handling Basin	Partial	2400	Large	Good	Irreversible	Medium	Long	Small	Small
VSRs at Local Level										
CDA1	Residents or workers in Tsueng Kwan O Comprehensive Development Area 86	Nil	10m	Large	Good	Irreversible	Medium	Long	Large	Large
GIC1	Workers of Tseung Kwan O Sewage Treatment Works, Bus depot in TKO Area 85 and Tseung Kwan O Stage II and III Landfill area	Partial	20m	Medium	Good	Irreversible	Medium	Long	Intermediate	Intermediate
GIC2	Users of Tseung Kwan O Methodist Primary School and Evangel College	Partial	750m	Medium	Good	Irreversible	Medium	Long	Intermediate	Small

VSR Type & ID.	Key VSR	Blockage of View (Full/ Partial/ Glimpse/ Nil)	Approximate Closest Viewing Distance(m) to Proposed CBL	Scale of Development (Large/ Medium/ Small)	Compatibility with Surrounding Landscape (Good /Fair /Poor)	Reversibility of Change (Reversible/ Irreversible)	Duration of Impact (Temporary [Short/Medium term], Permanent [Long])		Magnitude of impacts (Large / Intermediate/small/negligible)	
							Construction	Operation	Construction	Operation
GIC3	Users of P.O.H. 80th Anniversary Tang Ying Hei College, C.&M. A. Sung Kei secondary School, Yan Chai Hospital Wong Wah San Secondary School and Yan Oi Tong Tin Ka Ping Primary School	Partial	1000m	Medium	Good	Irreversible	Medium	Long	Small	Negligible
GIC4	Users of Hong Kong Design Institute Campus	Partial	800m	Medium	Good	Irreversible	Medium	Long	Intermediate	Small
GIC5	Users of Creative Secondary School	Glimpse	1050m	Medium	Good	Irreversible	Medium	Long	Small	Small
GIC9	Workers at Hong Kong Movie City	Partial	700m	Large	Fair	Irreversible	Medium	Long	Intermediate	Small
R1	Residents of Bauhinia Garden	Partial	850m	Medium	Good	Irreversible	Medium	Long	Large	Intemediate
R2	Residents of Ocean Shores (Phase I to Phase III)	Nil	550m	Large	Good	Irreversible	Medium	Long	Large	Large
R3	Residents of Metro Town	Partial	800m	Medium	Good	Irreversible	Medium	Long	Large	Intemediate
R4	Residents of Park Central	Partial	900m	Medium	Good	Irreversible	Medium	Long	Large	Small
R5	Residents of The Grandiose and Tseung Kwan O Plaza	Partial	1000m	Large	Good	Irreversible	Medium	Long	Large	Small

VSR Type & ID.	Key VSR	Blockage of View (Full/ Partial/ Glimpse/ Nil)	Approximate Closest Viewing Distance(m) to Proposed CBL	Scale of Development (Large/ Medium/ Small)	Compatibility with Surrounding Landscape (Good /Fair /Poor)	Reversibility of Change (Reversible/ Irreversible)	Duration of Impact (Temporary [Short/Medium term], Permanent [Long])		Magnitude of impacts (Large / Intermediate/small/negligible)	
							Construction	Operation	Construction	Operation
R6	Residents of Oscar By the Sea	Nil	1000m	Large	Good	Irreversible	Medium	Long	Large	Intermediate
T1	Travellers of Wan Po Road	Partial	350m	Small	Good	Irreversible	Medium	Long	Intermediate	Intermediate
T2	Travellers of Tseung Kwan O Station and Public Transport Interchange in the junction of Tong Tak Street and Tong Chun Street	Nil	900m	Small	Good	Irreversible	Medium	Long	Intermediate	Intermediate
OU1	Visitor of Junk Bay Chinese Permanent Cemetery	Partial	500m	Medium	Good	Irreversible	Medium	Long	Intermediate	Intermediate
Planned VSRs										
GIC6	Planned GIC development of TKO area 67, Area 72 and Area 74	Partial	650m	Medium	Good	Irreversible	Medium	Long	-	Intermediate
GIC7	Planned Fire Services Training School cum Driving School, and the proposed private hospital in Area 78	Partial	1100m	Medium	Good	Irreversible	Medium	Long	-	Intermediate
GIC8	Planned high-rise residential uses along Shek Kok Road in Area 85	Partial	350m	Medium	Good	Irreversible	Medium	Long	Intermediate	Intermediate

VSR Type & ID.	Key VSR	Blockage of View (Full/ Partial/ Glimpse/ Nil)	Approximate Closest Viewing Distance(m) to Proposed CBL	Scale of Development (Large/ Medium/ Small)	Compatibility with Surrounding Landscape (Good /Fair /Poor)	Reversibility of Change (Reversible/ Irreversible)	Duration of Impact (Temporary [Short/Medium term], Permanent [Long])		Magnitude of impacts (Large / Intermediate/small/negligible)	
							Construction	Operation	Construction	Operation
O1	Planned "Central Avenue" in Town Centre South near the promenade in open space of TKO Area 68 and the promenade user in the former TKO Stage I Landfill site (O1)	Nil	500m	Medium	Good	Irreversible	Medium	Long	-	Large
O2	Planned visitors along the waterfront near the Eastern Channel in open space of TKO Area 68	Partial	700m	Medium	Good	Irreversible	Medium	Long	-	Intermediate
O3	Planned visitors at the proposed Open Space in Area 74	Partial	850m	Small	Good	Irreversible	Medium	Long	-	Small
R7	Planned Residential area of TKO Area 65, 66 and 68	Nil	600m	Large	Fair	Irreversible	Medium	Long	Intermediate	Large
T3	Planned Travellers of Cross Bay Link and Tseung Kwan O – Lam Tin Tunnel	Nil	10m	Large	Good	Irreversible	Medium	Long	-	Large

VSR Type & ID.	Key VSR	Blockage of View (Full/ Partial/ Glimpse/ Nil)	Approximate Closest Viewing Distance(m) to Proposed CBL	Scale of Development (Large/ Medium/ Small)	Compatibility with Surrounding Landscape (Good /Fair /Poor)	Reversibility of Change (Reversible/ Irreversible)	Duration of Impact (Temporary [Short/Medium term], Permanent [Long])		Magnitude of impacts (Large / Intermediate/small/negligible)	
							Construction	Operation	Construction	Operation
OU2	Planned visitor and residents in commercial development with Public Transport Interchange	Partial	950m	Medium	Good	Irreversible	Medium	Long	Intermediate	Intermediate
REC1	Planned recreational users in TKO Stage I Landfill	Nil	350m	Large	Good	Irreversible	Medium	Long	-	Large
I 1	Planned Tseung Kwan O Industrial Estate Extension	Partial	100m	Large	Good	Irreversible	Medium	Long	-	Large

* VSRs (GIC8, R7 and OU2) in developments planned to be completed before operation of CBL.

13.6 Landscape Impact Assessment

13.6.1 Potential Sources of Impacts

- The nature and scope of works are described in chapter 1-4. Sources of impacts of CBL during the construction phase are described below while the impacts of these potential sources on each LRs and LCAs are provided in Table 6.1.

Direct Impacts:

- A dual 2-lane carriageway of approximately 1.8 km long across Junk Bay, mainly on viaduct, with the associated slip roads and junction improvements;
- Associated civil, structural, marine, ship impact protection, geotechnical, landscape, fire services installation, lighting (including road lighting and architectural lighting), traffic control and surveillance system, signing, traffic aids, electrical & mechanical, and environmental protection and mitigation works, and other related works;
- Cycle track and footpath along Wan O Road
- Road D9, approach viaduct and noise mitigation measures, namely noise barrier or noise enclosure
- Piers of CBL

Indirect Impacts:

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

13.6.2 **Prediction of Significance of Landscape Impacts**

- The magnitude of the impacts, before implementation of mitigation measures, on the landscape resources and landscape character areas that would occur in the construction phase and operation phase are described below and tabulated in Table 6.1.

Table 6.1 Landscape Impacts of the Proposed Works during Construction Phase

Id No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of impact (Construction)	Magnitude of impact (Operation)
Landscape Resources					
LR01	Sea Waterbody	• 10 No. approach piers • 2 No. main bridge piers	• Approx. 0.05% (800 sq.m. out of 1,621,900 sq.m.) sea water body will be lost due to the construction of piers for CBL bridge	small	small
LR02	Landscaped Area and Plantation within High-rise Residential Development in Area 86 (Lohas Park)	• none	• N.A.	Negligible	Negligible
LR03	Vegetation along Wan O Road (including promenade, Road D9, Wan O Road)	• Road D9, approach viaduct and noise mitigation measures, namely noise barrier or noise enclosure • Cycle track and footpath along Wan O Road	Approximately 308 no. of trees will be affected, of which approximately 58 no. are proposed to be transplanted, and approximately 250 no. trees are proposed to be felled (including 190 no. Leucaena leucocephala and 60 no. common trees).	Large	Large
LR04	Plantation within Vacant Land	• none	• N.A.	Negligible	Negligible
LR05	Plantation within Industrial Building	• none	• N.A.	Negligible	Negligible
LR06	Woodland at Foothill and Hillside	• none	• N.A.	Negligible	Negligible

Id No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of impact (Construction)	Magnitude of impact (Operation)
LR07	Grassland and Scrubland at Hillside	• none	• N.A.	Negligible	Negligible
LR08	Vegetation of clustered newly planted trees and shrubs scattered on Tseung Kwan O Stage II and III Landfill Area	• none	• N.A.	Negligible	Negligible
LR09	Natural Rocky and Sand Shoreline	• none	• N.A.	Negligible	Negligible
LR10	Plantation at Wasteland / Construction Area	• none	• N.A.	Negligible	Negligible
LR11	Vegetation along the Coastline Adjacent to Lohas Park Road	• none	• N.A.	Negligible	Negligible
LR12	Roadside Planting	• none	• N.A.	Negligible	Negligible
LR13	Seawall	• none	• N.A.	Negligible	Negligible
Landscape Character Area					
LCA01	Junk Bay Coastal Landscape	• Piers of the CBL	• Approx. 0.05% of Sea water body will be lost due to the construction of piers for CBL bridge	small	small

Id No.	Landscape Resources/ Landscape Character Areas	Source of Impact	Description of Impacts	Magnitude of impact (Construction)	Magnitude of impact (Operation)
LCA02	Reclamation/Ongoing Major Development Landscape	• Road D9, approach viaduct and noise mitigation measures, namely noise barrier or noise enclosure • Cycle track and footpath along Wan O Road	• Approximately 308 no. of trees will be affected, of which approximately 58 no. are proposed to be transplanted, and approximately 250 no. trees are proposed to be felled (including 190 no. Leucaena leucocephala and 60 no. common trees)	small	small
LCA03	Tseung Kwan O Industrial Urban Landscape	• none	• N.A.	Negligible	Negligible
LCA04	Chiu Keng Wan Coastal Upland and Hillside Landscape	• none	• N.A.	Negligible	Negligible
LCA05	Tseung Kwan O Landfill Landscape (Stage II and Stage III)	• none	• N.A.	Negligible	Negligible
LCA06	Tseung Kwan O Miscellaneous Urban Fringe Landscape	• none	• N.A.	Negligible	Negligible
LCA07	High Junk Peak Coastal Upland and Hillside Landscape	• none	• N.A.	Negligible	Negligible
LCA08	Residential Urban Fringe Landscape	• none	• N.A.	Negligible	Negligible

13.6.2.1 Tree Survey plan and tree assessment schedule for the areas where study has been completed are shown in Appendix 13.1.

13.7 Mitigation Measures

13.7.1.1 The previous sections have identified the potential landscape and visual impacts due to the CBL. A series of mitigation measures have been formulated in order to alleviate some of the effects of these impacts where possible, while some mitigation measures are targeted to provide the potential landscape visual enhancement.

13.7.1.2 The proposed landscape and visual mitigation measures for the CBL are listed in Table 7.1 and 7.2. Generally, all mitigation measures are to be implemented as early as possible and many of these mitigation measures perform multiple functions.

Table 7.1 Construction Phase Mitigation Measures for Cross Bay Link

ID No.	Construction Phase Mitigation Measures	Funding Agency	Implementation Agency
CM01	The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape, and the reliance on off-site construction	CEDD	CEDD
CM02	Reduction of construction period to practical minimum.	CEDD	CEDD
CM03	Topsoil, where identified, should be stripped and stored for re-use in the construction of the soft landscape works, where the soil material meets acceptable criteria and where practical. The Contract Specification shall include storage and reuse of topsoil as appropriate.	CEDD	CEDD
CM04	Existing trees on boundary of the Project Area shall be carefully protected during construction. Detailed Tree Protection Specification shall be provided in the Contract Specification. Under this specification, the Contractor shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking any works adjacent to all retained trees, including trees in contractor's works areas. (Tree	CEDD	CEDD

ID No.	Construction Phase Mitigation Measures	Funding Agency	Implementation Agency
	protection measures will be detailed at Tree Removal Application stage).		
CM05	Trees unavoidably affected by the works shall be transplanted where practical. Trees should be transplanted straight to their final receptor site and not held in a temporary nursery. A detailed Tree Transplanting Specification shall be provided in the Contract Specification, if applicable. Sufficient time for necessary tree root and crown preparation periods shall be allowed in the project programme.	CEDD	CEDD
CM06	Advance screen planting to proposed roads and associated structures.	CEDD	CEDD
CM07	Hydroseeding or sheeting of soil stockpiles with visually unobtrusive material (in earth tone).	CEDD	CEDD
CM08	Screening of construction works by hoardings/noise barriers around works area in visually unobtrusive colours, to screen Works.	CEDD	CEDD
CM09	Control night-time lighting and glare by hooding all lights.	CEDD	CEDD
CM10	Ensure no run-off into water body adjacent to the Project Area.	CEDD	CEDD
CM11	Avoidance of excessive height and bulk of buildings and structures, namely, use of longer span pier design to reduce the number of piers	CEDD	CEDD

Table 7.2 Operation Phase Mitigation Measures for Cross Bay Link

ID No.	Operation Phase Mitigation Measures	Funding Agency	Implementation Agency	Maintenance/ Management Agency
OM1	Compensatory tree planting for all felled trees shall be provided to the satisfaction of relevant Government departments. Required numbers and locations of compensatory trees shall be determined and agreed separately with Government during the Tree Felling Application process under ETWBTC 3/2006.	CEDD	CEDD	CEDD/ LCSD
OM2	A continuous belt of screen planting along the roads. Planting of the belt of trees shall be carried out as advance works ahead of other site formation and building works.	CEDD	CEDD	CEDD/LCSD
OM3	Maximise soft landscape of the site, Where space permits, roadside berms /slope treatment works should be created.	CEDD	CEDD	CEDD/LCSD
OM4	During detailed design, refine structure layout to create a planting strips along the roads to enhance greenery.	CEDD	CEDD	CEDD/LCSD
OM5	Use appropriate (visually unobtrusive and non-reflective) building structural materials and colours, and aesthetic design in built structures.	CEDD	CEDD	CEDD

ID No.	Operation Phase Mitigation Measures	Funding Agency	Implementation Agency	Maintenance/ Management Agency
OM6	Streetscape elements (e.g. paving, signage, street furniture, railing etc.) shall be sensitively designed in a manner that responds to the local context, and minimises potential negative landscape and visual impacts. Lighting units should be directional and minimise unnecessary light spill.	CEDD	CEDD	CEDD
OM7	Avoidance of excessive height and bulk of buildings and structures	CEDD	CEDD	CEDD

13.7.1.3 An indicative list of species appropriate for mitigation planting is provided in Table 7.3.

Table 7.3 Operation Phase Mitigation Measures for CBL

Compensatory Tree Species Botanical Name	Chinese Common Name	Size
Callistemon viminalis	串錢柳	Heavy Standard tree
Cassia surattensis	黃槐	Heavy Standard tree
Celtis sinensis	朴樹	Heavy Standard tree
Cinnamomum camphora	樟	Heavy Standard tree
Crateva unilocularis	魚木	Heavy Standard tree
Hibiscus tiliaceus	黃槿	Heavy Standard tree
Lagerstroemia speciosa	紫薇	Heavy Standard tree
Sapium discolor	山烏桕	Heavy Standard tree
Terminalia mantaly	細葉欖仁	Heavy Standard tree
Livistona chinensis	蒲葵	Heavy Standard tree

13.7.1.4 The master landscape plans show the preliminary soft landscape treatment to the CBL are shown in Drawing no. 209506/EIA/LA/1801-1803. The Photomontages of the proposed

project without and with mitigation measures at Day 1 and Year 10, illustrating the appearance of the proposed works, and the locations of viewpoints, are shown in Drawing no. 209506/EIA/LA/1700-1709.

13.7.1.5 The potential significance of landscape impacts during the construction and operation phases are tabulated in Table 7.4. All impacts are adverse unless otherwise stated.

Table 7.4 Significance threshold of residual impact before and after mitigation: Operation Day 1 and Year 10 (Note: All impacts are Adverse unless otherwise noted as Beneficial).

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)	Magnitude of Change (Negligible, Small, Intermediate, Large)*		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation		Construction	Operation	
									DAY 1	YEAR 10
	Existing Landscape Resources									
LR01	Sea Waterbody	Medium	small	small	Slight	Slight	CM1, CM2, CM10	Slight	Slight	Slight
LR02	Landscaped Area and Plantation within High-rise Residential Development in Area 86 (Lohas Park)	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM6, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR03	Vegetation along Wan O Road (including promenade, Road D9, Wan O Road)	Medium	Large	Large	Moderate	Moderate	CM1 to CM6, OM1 to OM4	Slight	Slight	Insubstantial
LR04	Plantation within Vacant Land	low	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR05	Plantation within Industrial Building	low	Negligible	Negligible	Insubstantial	Insubstantial	Not required	Insubstantial	Insubstantial	Insubstantial

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)	Magnitude of Change (Negligible, Small, Intermediate, Large)*		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation		Construction	Operation	
									DAY 1	YEAR 10
LR06	Woodland at Foothill and Hillside	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR07	Grassland and Scrubland at Hillside	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR08	Vegetation of clustered newly planted trees and shrubs scattered on Tseung Kwan O Stage II and III Landfill Area	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR09	Natural Rocky and Sand Shoreline	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR10	Plantation at Wasteland / Construction Area	Low	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR11	Vegetation along the Coastline Adjacent to Lohas Park Road	Low	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
LR12	Roadside Planting	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)	Magnitude of Change (Negligible, Small, Intermediate, Large)*		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation		Construction	Operation	
									DAY 1	YEAR 10
LR13	Seawall	Low	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM5, OM1 to OM4	Insubstantial	Insubstantial	Insubstantial
	Existing Landscape Character Areas									
LCA01	Junk Bay Coastal Landscape	Medium	small	small	Slight	Slight	CM1 to CM7, CM11, OM1 to OM4, OM7	Slight	Slight	Slight
LCA02	Reclamation/Ongoing Major Development Landscape	Low	small	small	Slight	Slight	CM1 to CM7, CM11, OM1 to OM4, OM7	Slight	Slight	Insubstantial
LCA03	Tseung Kwan O Industrial Urban Landscape	Low	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM7, CM11, OM1 to OM4, OM7	Insubstantial	Insubstantial	Insubstantial
LCA04	Chiu Keng Wan Coastal Upland and Hillside Landscape	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM7, CM11, OM1 to OM4, OM7	Insubstantial	Insubstantial	Insubstantial
LCA05	Tseung Kwan O Landfill Landscape (Stage II and Stage III)	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM7, CM11, OM1 to OM4, OM7	Insubstantial	Insubstantial	Insubstantial

ID. No.	Landscape Resources / Landscape Characters	Sensitivity (Low, Medium, High)	Magnitude of Change (Negligible, Small, Intermediate, Large)*		Impact Significance Threshold BEFORE Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation		Construction	Operation	
									DAY 1	YEAR 10
LCA06	Tseung Kwan O Miscellaneous Urban Fringe Landscape	Low	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM7, CM11, OM1 to OM4, OM7	Insubstantial	Insubstantial	Insubstantial
LCA07	High Junk Peak Coastal Upland and Hillside Landscape	High	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM7, CM11, OM1 to OM4, OM7	Insubstantial	Insubstantial	Insubstantial
LCA08	Residential Urban Fringe Landscape	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1 to CM7, CM11, OM1 to OM4, OM7	Insubstantial	Insubstantial	Insubstantial

*The magnitude of change for construction stage and operation stage is the same unless stated otherwise

13.8 Visual Impact Assessment

13.8.1 Potential Sources of Visual Impacts

13.8.1.1 The sources of visual impacts due to the Project would create varying levels of visual impact during the construction and operation phases. Potential impacts would result from the elements stated in Section 6.1.

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

13.8.2.1 The magnitude of the impacts, before implementation of mitigation measures, on the VSRs that would occur in the construction and operation phase are described below and tabulated in Table 5.2. All impacts are adverse unless otherwise stated. The residual impact significant threshold during construction, Day 1 operation, and Year 10 operation phase are tabulated in Table 8.1.

13.8.2.2 During the construction phase, the unmitigated visual impacts are adverse in nature and mainly include blockage of views to the landscape resources, degrading of visual quality of existing views and visual incompatibility of the construction works with the surroundings. For most of the VSRs in strategic and district levels, the magnitude of impacts is considered to be small or negligible for the distance between the VSRs and the CBL developments is long and the degree of visibility remains low.

13.8.2.3 For VSRs at local level, the magnitude of impacts in construction phase varies with visual sensitivity. In general, the closer the VSRs to the development, the larger the magnitude of visual impacts as there will be higher potential that views from these VSRs will be fully/partially blocked by the construction activities.

13.8.2.4 The magnitude of impacts is also considered to be large for the residential developments along the Po Yap Road, namely, Residents of Park Central (R4), Residents of The Grandiose and Tseung Kwan O Plaza (R5) and Residents of Ocean Shores (Phase I to Phase III) (R2), as there will be direct adverse impacts.

13.8.2.5 During the operation phase, the nature of unmitigated visual impacts could be adverse. Adverse impacts will be resulted from the blockage

of views to the landscape resources and permanent loss of panoramic seaviews. The magnitude of adverse visual impacts is large for the highly sensitive VSRs located in close proximity to TKO Area 65, 66, and 68 where the proposed CBL will induce blockage of views and permanent loss of panoramic seaviews that some of these VSRs would enjoy.

13.8.2.6 The major source of visual impacts will be the approach viaduct and the navigation bridge from the Wan Po Road to connect to the TKO-LTT at Chiu Keng Wan. Mitigation measures will include aesthetic design such as the use of visually unobtrusive colours and avoidance of excessive height and bulk of structures. Due to the high sensitivity of the VSRs located in close proximity to TKO Area 65, 66, and 68 itself, the impact significant threshold before mitigation will be moderate. With the implementation of mitigation measures, it will still suffer from slight visual impact of the CBL.

13.8.2.7 During the night time, lighting provisions on the connecting roads and the lighting glare emitted by vehicles will cause adverse impact. Therefore, the lighting design of the main bridge will be designed to minimize the glare at night.

13.8.2.8 In general, magnitude of adverse impacts will be reduced as the distance between VSRs and the developments increases. Whilst the VSRs at strategic and district levels are not that sensitive to changes in visual context induced by the developments, the magnitude of impacts will remain small or negligible.

Table 8.1 Significance of Visual Impacts in the Construction and Operation Phases (Note: All impacts are adverse unless otherwise noted with beneficial)

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
VSRs at Strategic Level											
S1	Visitors of Lei Yue Mun Holiday Village and Lei Yue Mun Park, and Hong Kong Museum of Coastal Defence	Small	Small	Medium	Medium	Slight/ Moderate	Slight/ Moderate	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Slight
S2	Hikers along High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Insubstantial
S3	Travellers along Lei Yue Mun and Tathong Channel	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Slight
S4	Visitors/hikers along Wilson Trail (near Devil's Peak of Lei Yue Mun)	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Slight
S5	Visitors/Hikers at Mount Parker	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Insubstantial
S6	Visitors/Hikers at Pottinger Peak	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Insubstantial

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
S7	Visitors/Hikers at Mount Collinson	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Insubstantial
S8	Visitors/Hikers at Black Hill	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Insubstantial
VSRs at District Level											
D1	Heng Fa Chuen Residential Area	Small	Small	High	High	Moderate	Moderate	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Slight
D2	Island Resort Residential Area and visitor in Siu Sai Wan Promenade and Sports Ground	Small	Small	High	High	Moderate	Moderate	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Slight
D3	Tseung Kwan O Industrial Estate	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Insubstantial
D4	Logistics Centre and Preliminary Treatments Works and Cargo Handling Basin	Small	Small	Medium	Medium	Slight/ Moderate	Slight/ Moderate	CM1, CM2, CM8, CM9, CM11, OM5 to OM7	Slight	Slight	Slight
VSRs at Local Level											
CDA1	Residents or workers in Tsueng Kwan O Comprehensive Development Area 86	Large	Large	High	High	Substantial	Substantial	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Moderate	Moderate	Moderate

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
GIC1	Workers of Tseung Kwan O Sewage Treatment Works, Bus depot in TKO Area 85 and Tseung Kwan O Stage II and III Landfill area	Intermediate	Intermediate	Low	Low	Slight/ Moderate	Slight/ Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight
GIC2	Users of Tseung Kwan O Methodist Primary School and Evangel College	Intermediate	Small	Low	Low	Slight / Moderate	Slight	CM1, CM2, CM6 to CM8, CM11, OM2 to OM7	Slight	Slight	Slight
GIC3	Users of P.O.H. 80th Anniversary Tang Ying Hei College, C.&M. A. Sung Kei secondary School, Yan Chai Hospital Wong Wah San Secondary School and Yan Oi Tong Tin Ka Ping Primary School	Small	Negligible	Low	Low	Slight	Insubstantial	CM1, CM2, CM8, CM11, OM5 to OM7	Slight	Slight	Slight
GIC4	Users of Hong Kong Design Institute Campus	Intermediate	Small	Low	Low	Slight / Moderate	Slight	CM1, CM2, CM6 to CM8, CM11, OM2 to OM7	Slight	Slight	Slight
GIC5	Users of Creative Secondary School	Small	Small	Low	Low	Slight	Slight	CM1, CM2, CM6 to CM8, CM11, OM2 to OM7	Slight	Slight	Slight
R1	Residents of Bauhania Garden	Large	Intermediate	Medium	Medium	Moderate / Substantial	Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
GIC9	Workers at Hong Kong Movie City	Intermediate	Small	Medium	Medium	Moderate	Slight/ Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight
R2	Residents of Ocean Shores (Phase I to Phase III)	Large	Large	High	High	Substantial	Substantial	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Moderate	Moderate	Moderate
R3	Residents of Metro Town	Large	Intemediate	Medium	Medium	Moderate/ Substantial	Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight
R4	Residents of Park Central	Large	Small	Medium	Medium	Moderate/ Substantial	Slight/ Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight
R5	Residents of The Grandiose and Tseung Kwan O Plaza	Large	Small	Medium	Medium	Moderate/ Substantial	Slight/ Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight
R6	Residents of Oscar By the Sea	Large	Intermediate	Medium	Medium	Moderate/ Substantial	Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Slight
T1	Travellers of Wan Po Road	Intermediate	Intermediate	Low	Low	Slight / Moderate	Slight / Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Insubstantial
T2	Travellers of Tseung Kwan O Station and Public Transport Interchange in the junction of Tong Tak Street and Tong Chun Street	Intermediate	Intermediate	Low	Low	Slight / Moderate	Slight / Moderate	CM1, CM2, CM6 to CM9, CM11, OM2 to OM7	Slight	Slight	Insubstantial

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
OU1	Visitor of Junk Bay Chinese Permanent Cemetery	Intermediate	Intermediate	Low	Low	Slight / Moderate	Slight / Moderate	CM1, CM2, CM6 to CM8, CM11, OM2 to OM7	Slight	Slight	Slight
Planned VSRs											
GIC6	Planned GIC development of TKO area 67, Area 72 and Area 74	-	Intermediate	-	Medium	-	Moderate	OM2 to OM7	-	Slight	Slight
GIC7	Planned Fire Services Training School cum Driving School, and the proposed private hospital in Area 78	-	Intermediate	-	Medium	-	Moderate	OM2 to OM7	-	Slight	Slight
GIC8	Planned high-rise residential uses along Shek Kok Road in Area 85	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	OM2 to OM7	Slight	Slight	Slight
O1	Planned visitors at the proposed "Central Avenue" in Town Centre South near the promenade in open space of TKO Area 68 and the promenade user in the former TKO Stage I Landfill site.	-	Large	-	High	-	Substantial	OM2 to OM7	-	Moderate	Moderate
O2	Planned visitors along the waterfront near the Eastern Channel in open space of TKO Area 68	-	Intermediate	-	High	-	Moderate/ Substantial	OM2 to OM7	-	Moderate	Moderate

VSR Type & ID.	Key Visually Sensitive Receiver (VSR)	Magnitude of Impact (Negligible, Small, Intermediate, Large)		Receptor Sensitivity (Low, Medium, High)		Impact Significance Threshold Before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold After Mitigation (Insubstantial, Slight, Moderate, Substantial)		
									Construction	Operation	
		Construction	Operation	Construction	Operation	Construction	Operation			DAY 1	YEAR 10
O3	Planned visitors at the proposed Open Space in Area 74	-	Small	-	Low	-	Slight	OM2 to OM7	-	Slight	Slight
R7	Planned Residential area of TKO Area 65, 66 and 68	Intermediate	Large	High	High	Moderate/ Substantial	Substantial	OM2 to OM7	Moderate	Moderate	Moderate
T3	Planned Travellers of Cross Bay Link and Tseung Kwan O – Lam Tin Tunnel	-	Large	-	Low	-	Moderate	OM2 to OM7	-	Insubstantial	Insubstantial
OU2	Planned visitor and residents in commercial development with Public Transport Interchange	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	OM2 to OM7	Moderate	Slight	Slight
REC1	Planned recreational users in TKO Stage I Landfill	-	Large	-	Medium	-	Moderate / Substantial	OM2 to OM7	-	Slight	Slight
I 1	Planned Tseung Kwan O Industrial Estate Extension	-	Large	-	Low	-	Moderate	OM2 to OM7	-	Slight	Insubstantial
				-					-		

* C = commercial, CA = conservation area or countryside conservation area, CDA = comprehensive development area, C/R = commercial / residential, GIC = government/institution/community, I = industrial, O = open space, OU = other specific use, R = residential, T = transport related.

13.9 Residual Impacts

13.9.1 Residual Impacts

13.9.1.1 The major existing / planned concurrent projects are listed below (refer to chapter 1 for detail description):-

Table 9.1 Programme of Concurrent projects with CBL

Project	Start	End	Remarks
Tseung Kwan O – Lam Tin Tunnel	2016	2020	To be constructed concurrently with marine works of CBL
Area 86 Development		2020	A promenade along the Area 86 Development is proposed by MTRC as shown on drawing no. 209506/EIA/LV/1101. The cycle track is preliminarily designed to 4.5m wide. Construction of the promenade is scheduled to complete in 2019
Tseung Kwan O further development – Infrastructure works at Town Centre South and Tiu Keng Leng, Tseung Kwan O	Late 2009	Early 2012	PWP item 715CL This project comprises construction of roads, removal of preloading material, realignment of box culvert, raising of existing seawall level and ancillary works including footpaths, cycle tracks, drainage works, water works and landscaping works etc.
Infrastructure Works for TKO Stage 1 Landfill Site (Phase 1)	2009	2012	PWP item 743CL This project is to provide necessary infrastructure works for supporting the recreational development at TKO Stage I Landfill site, including improvement of the linkage between the Landfill site and adjacent areas. Major works of this project comprises construction of: ▪ an approximately 2km long footpath and an approximately 1.6km long cycle track at the landfill toe and in Town Centre South. ▪ an approximately 140m long bridge, namely Northern Bridge, for pedestrians and cyclists across the eastern channel, with approximately 335m long approach roads and

Project	Start	End	Remarks
			a lift ▪ an approximately 1km long grasscrete paved access along the landfill toe, landscaping works and walking trails and associated slope, drainage and ancillary works.
Cycle Tracks and Associated Facilities along Waterfront at Town Centre South, Tseung Kwan O	End 2010	2012	PWP item 270RS The project comprises mainly the construction of about 1.6km cycle tracks connecting from TKO Area 65 to Tiu Keng Leng along waterfront at Town Centre South including adjoining footpaths and cycle parking areas with hard and soft landscaping works

13.9.2 Prediction of Significance of Landscape Impacts

13.9.2.1 The potential significance of the landscape impacts during the construction and operation phases, before and after mitigation, is provided in Table 7.4. This assessment follows the proposed methodology and assumes that the appropriate design measures incorporated in the development layout and the mitigation measures identified in Tables 7.1 and 7.2 would be implemented and that the full effect of the soft landscape mitigation measures would be realized after 10 years. Cumulative impact during construction phase and operation phase of CBL and all concurrent projects within the assessment area on landscape resources and landscape character areas are described below.

13.9.3 Residual Landscape Impact in Construction Phase

13.9.3.1 Based on the tree survey report on CBL, approximately 308 no. of trees will be affected, of which approximately 58 no. are proposed to be transplanted, and approximately 250 no. trees are proposed to be felled (including 190 no. *Leucaena leucocephala* and 60 no. common trees). Due to construction of the CBL, it is unavoidably considered to remove the affected trees.

13.9.3.2 Trees surveyed within the proposed works boundary are primarily common species. There are no LCSD Champion Trees, Registered Old and Valuable Trees nor trees that meet the criteria for Important

Trees (ITs) as listed in ETWBTC(W) 3/2006. There are no tree species listed under Forests and Countryside Ordinance (Cap. 96); and Protection of Endangered Species of Animals and Plants Ordinance(Cap. 586).

13.9.3.3 In accordance with ETWB TC(W) No. 3/2006, the proposed compensatory planting proposal should be of a ratio not less than 1:1 in terms of quality and quantity within the site. For the proposed trees to be felled, heavy standard trees with trunk diameter from 75mm to 150mm (as specified in the Clause 3.15 of General Specification of Civil Engineering Works 2006) will be adopted for compensatory planting. It is expected approx. 67 heavy standard sized trees shall be planted as compensatory tree planting within the site boundary of the proposed works.

13.9.3.4 Cumulative impact on existing trees is summarized in Table 9.2, and final tree removal report is under Appendix 13.1.

Table 9.2 Cumulative Impact on Existing Trees

Landscape Resources	Source of Impact	Residual Impact on Trees in Construction Phase
LR03	Vegetation along Wan O Road (including promenade, Road D9, Wan O Road)	approximately 308 no. of trees will be affected, of which approximately 58 no. are proposed to be transplanted, and approximately 250 no. trees are proposed to be felled (including 190 no. Leucaena leucocephala and 60 no. common trees)

13.9.3.5 There will be permanently loss of 800 sq.m. seawater body, which accounts for 0.05% of the sea water body in the study area, in Junk Bay due to the construction of CBL 10 no. approach piers and 2 no. main bridge piers. The landscape impacts on Seawater body (LR01) can only be slightly mitigated by minimizing area and construction period. Due to the abundance of sea water, therefore, it is considered that the landscape impacts on LR01 are slight with the implementation of mitigation measures.

13.9.3.6 There will be no impact on existing open space, stream course, SSSI, Green Belt area in Chiu Keng Wan Shan and Clear Water Bay Country Park due to the construction of CBL.

13.9.3.7 The residual impact on other LRs and LCAs will be mostly insubstantial, except on LR03, LCA01 and LCA02 will be slight.

13.9.3.8 The overall residual impact on all LR and LCA are considered as acceptable with implementation of mitigation measures.

13.9.4 Residual Landscape Impact in Operation Phase

13.9.4.1 Residual impact on landscape resources and landscape character areas are shown in Table 7.4 and mapped in Drawing no. 209506/EIA/LV/1611 and 1621.

13.9.4.2 In compensation for the lost of vegetation and affected trees, approx 67 new trees will be planted as Compensatory planting. Detailed tree preservation, transplanting and felling including compensatory planting proposals shall be submitted to relevant government departments for approval in accordance with ETWB 3/2006 in Detail Design Stage.

13.9.4.3 LCA01 – There will be some impact on Junk Bay Coastal Landscape due to the operation of CBL and the lost of visual identity and character of Junk Bay. It is considered that the residual impact on this LCA is slight.

13.9.4.4 LCA02 - There will be slight impact on Reclamation / Ongoing Major Development Landscape due to the operation of CBL. However, with the proposed mitigation measures including the aesthetic design of the built structures and soft landscape treatment works, it is considered that the residual impact on this LCA is insubstantial.

13.9.4.5 LCA03 – Tseung Kwan O Industrial Urban Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL.

13.9.4.6 LCA04 – Chiu Keng Wan Coastal Upland and Hillside Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL. However, this LCA will definitely be affected by the interface project : TKO-LTT.

13.9.4.7 LCA05 – Tseung Kwan O Landfill Landscape (Stage II and Stage III) will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.9.4.8 LCA06 – Tseung Kwan O Miscellaneous Urban Fringe Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.9.4.9 LCA07 – High Junk Peak Coastal Upland and Hillside Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.9.4.10 LCA08 – Residential Urban Fringe Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.9.4.11 LR01 – there is expected to be some minor impact upon the sea waterbody in Junk Bay. The sea water body will be lost due to the construction of the piers for CBL bridge. It is considered that the residual impact is expected to be slight.

13.9.4.12 LR2 – there is expected to be negligible impact upon the Landscaped Area and Plantation within High-rise residential development in CDA 86 (LOHAS Park). It is considered that the residual impact is expected to be insubstantial.

13.9.4.13 LR3 – approximately 308 no. of trees will be affected, of which approximately 58 no. are proposed to be transplanted, and approximately 250 no. trees are proposed to be felled (including 190 no. Leucaena leucocephala and 60 no. common trees). Proposed compensatory planting is proposed to comepsate for the loss. It is considered that the residual impact is expected to be insubstantial.

13.9.4.14 LR4 – there is expected to be negligible impact upon the Plantation within Vacant land (LR4). It is considered that the residual impact is expected to be insubstantial.

13.9.4.15 LR5 – there is expected to be negligible impact upon Plantation within Industrial Building (LR5). It is considered that the residual impact is expected to be insubstantial.

13.9.4.16 LR6 – there is expected to be negligible impact upon Woodland at Foothill and Hillside. It is considered that the residual impact is expected to be insubstantial.

13.9.4.17 LR7 – there is expected to be negligible impact upon Grassland and Scrubland at Hillside in Chiu Keng Wan. It is considered that the residual impact is expected to be insubstantial.

13.9.4.18 LR8 – there is expected to be negligible impact upon Vegetation of clustered newly planted trees and shrubs scattered on Tseung Kwan O Stage II and III Landfill Area. It is considered that the residual impact is expected to be insubstantial.

13.9.4.19 LR9 – there is expected to be negligible impact upon Nature Rocky and Sand Shoreline in Chiu Keng Wan. It is considered that the residual impact is expected to be insubstantial.

13.9.4.20 LR10 – there is expected to be negligible impact upon Plantation at Wasteland / Construction Area in Chiu Keng Wan. It is considered that the residual impact is expected to be insubstantial.

13.9.4.21 LR11 – there is expected to be negligible impact upon Vegetation along the Coastline Adjacent to Lohas Park Road. It is considered that the residual impact is expected to be insubstantial.

13.9.4.22 LR12 – there is expected to be negligible impact upon Roadside Planting in Lohas Park Road. It is considered that the residual impact is expected to be insubstantial.

13.9.4.23 LR13 – there is expected to be negligible impact upon Seawall in Tseung Kwan O Industrial Estate. It is considered that the residual impact is expected to be insubstantial.

13.9.4.24 Therefore, the overall cumulative residual impacts on existing trees are considered acceptable with mitigation measures.

13.9.5 Residual Visual Impact in Construction Phase

13.9.5.1 Given the distance and location of the VSRs at strategic and district levels are generally far away from the development, the adverse residual impacts are expected to be slight or insubstantial with the implementation of appropriate mitigation measures.

13.9.5.2 Hikers along High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park (S2), Visitors/Hikers at Mount Parker (S5), Visitors/Hikers at Pottinger Peak (S6), Visitors/Hikers at Mount

Collinson (S7) and Visitors/Hikers at Black Hill (S8) will have intermittent and direct views to the construction works of CBL. The distance and topography means that the views will be rare. They will also look down onto the Junk Bay that has already been significantly developed with high-rise residential blocks. There is expected to be small magnitude of change after mitigation with residual impact significance being slight.

13.9.5.3 At local level, VSRs abutting the project boundary of CBL will be subject to moderate residual visual impacts during the construction phase. With the implementation of appropriate mitigation measures like incorporation of decorative hoarding, the residual visual impacts will be lowered to slight level. For residents in Tseung Kwan O CDA (CDA1) and Residents of Ocean Shores (Phase I to Phase III), the residual impacts are still considered to be moderate given their high sensitivity, close proximity to the source of impacts and the Road D9 noise barrier effect on their perception of the visual quality.

13.9.5.4 Other local VSRs further away will only have partial or glimpse views to CBL. Therefore, the residual impacts will be slight after implementation of mitigation measures.

For Planned VSRs, Planned Residential area of TKO Area 65, 66 and 68 (R7) and Planned visitor and residents in commercial development with Public Transport Interchange (OU2), the residual impacts are considered to be moderate during its close and direct views towards the structure of the CBL.

13.9.6 Residual Visual Impact in Operation Phase

13.9.6.1 Residual impact on VSRs are shown in Table 8.1 and mapped in Drawing no. 209506/EIA/LV/1631 and 1633.

13.9.6.2 For VSRs at district levels, the direct sea view from Island Resort Residential Area and Visitors in Siu Sai Wan Promenade and Sports Ground (D2), and Heng Fa Chuen Residential Area (D1) and Logistics Centre and Preliminary Treatments Works and Cargo Handling Basin (D4) will be changed from open seaview to partial blockage by CBL. Given the long distance, the residual visual impact is considered as slight with the implementation of the appropriate mitigation measures. Workers in the TKO Industrial Estate (D3) will have intermittent and distant views of the CBL, hence the residual visual impact during operation phase is insubstantial.

13.9.6.3 For VSRs at strategic levels, the view from Lei Yue Mun Holiday Village and Lei Yue Mun Park, and Hong Kong Museum of Coastal Defence (S1), Lei Yue Mun and Tathong Channel (S3) and Wilson Trail (near Devil's Peak of Lei Yue Mun) (S4) will be changed from open seaview to partial blockage by the CBL. However, as S1, S3 and S4 will have alternative view and sightseeing, it is considered that the residual visual impacts during operation phase are slight.

13.9.6.4 Viewpoint along the High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park (S2) and along Black Hill (S8) is approximately 1500m and 2000m respectively from the CBL. The existing Junk Bay will be slightly blocked by the CBL, while the open seaview across the Tathong Channel will not be affected, hence the residual visual impact during operation phase is insubstantial.

13.9.6.5 Visitors/Hikers at Mount Parker (S5), at Pottinger Peak (S6), and at Mount Collinson (S7) are approximately 4500m from the CBL. Visitors will look down onto the Junk Bay that has already been significantly developed with residential blocks, hence the residual visual impact during operation phase is insubstantial.

13.9.6.6 At local level, for VSRs in close proximity to CBL, including residents or workers in Tsueng Kwan O Comprehensive Development Area 86 (CDA1), Residents of Bauhinia Garden (R1), Residents of Ocean Shores (Phase I to Phase III) (R2), Residents of Metro Town (R3), Residents of Park Central (R4), Residents of The Grandiose and Tseung Kwan O Plaza (R5), Residents of Oscar By the Sea (R6) , the residual impacts are expected to be from moderate to slight. There will inevitably be permanent loss of open seaview in Junk Bay and obstruction of existing bay view, even with the implementation of mitigation measures.

13.9.6.7 For the commercial development with PTI along Po Yap Road (OU 2), recreational users in TKO Stage I Landfill (REC 1), proposed "Central Avenue" in Town Centre South near the promenade in open space of TKO Area 68 and the promenade user in the former TKO Stage I Landfill site (O1), along the waterfront near the Eastern Channel in open space of TKO Area 68 (O2), and proposed Open Space in Area 74 (O3), the residual impacts are expected to be slight after the implementation of mitigation measures. There will inevitably be permanent loss of open panoramic seaview, obstruction of existing views and reduction of depth of view, even with the implementation

of mitigation measures. In particular, the visual impact of the pier structure cannot be softened because soft landscape treatment cannot be installed over there. Its visual impact can only be slightly minimized by aesthetic design such as the use of visually unobtrusive colours and avoidance of excessive height and bulk of structures.

13.9.6.8 Photomontages showing visual impact on representative VSRs due to the development and the view point plans are shown in Drawing no. 209506/EIA/LV/1700 to 209506/EIA/LV/1709. Their residual impacts are assessed and summarized as below:-

13.9.6.9 Viewpoint from Residents of Park Central (R4) is approximately 1100m from the CBL (Drawing no. 209506/EIA/LV/1701). The existing open seaview will be partially blocked by the proposed CBL, TKO-LTT. With the implementation of mitigation measures, including aesthetic treatment to the engineering structures, the residual visual impact is considered as slight.

13.9.6.10 Viewpoint along Wilson Trail (S4) (near Devil's Peak of Lei Yue Mun) is approximately 1000m from the CBL (Drawing no. 209506/EIA/LV/1702). The existing open seaview will be partially blocked by the proposed CBL, TKO-LTT. Since the VSR will only have alternative view and only occasional view towards the Junk Bay, the residual visual impact is considered as slight.

13.9.6.11 Viewpoint from Planned Travellers of CBL and TKO-LTT (T3) is shown in Drawing no. 209506/EIA/LV/1703. With the implementation of shrub planting and aesthetic treatment, the residual visual impact is considered as insubstantial.

13.9.6.12 Viewpoint from Tsueng Kwan O Comprehensive Development Area 86 (CDA1) is approximately 100m from CBL (Drawing no. 209506/EIA/LV/1704), and the viewpoint from Planned VSRs in the TKO Area 65, 66, 68 (R 7) is directly facing towards the proposed CBL. The existing Junk Bay seascape will be obstructed by the CBL, Road D9 approach viaduct and associated noise mitigation measures. The proposed mitigation measures and aesthetic design will be incorporated to all developments, and associated facilities; however, due to the close proximity to the CBL, the residual visual impact is considered as moderate.

13.9.6.13 Viewpoint along High Junk Peak (Tiu Yue Yung) in Clear Water Bay Country Park (S2) is approximately 2000m from the CBL (Drawing no. 209506/EIA/LV/1705). The existing open seaview will be partially blocked by the proposed CBL, TKO-LTT. Since the VSR will only have alternative view and only occasional view towards the Junk Bay, the residual visual impact is considered as insubstantial.

13.9.6.14 Viewpoint from Residents of Heng Fa Chuen Residential Area (D1) and Island Resort Residential Area and visitor in Siu Sai Wan Promenade and Sports Ground (D2) are approximately 3000m from the CBL (Drawing no. 209506/EIA/LV/1706 & 1707 series). The existing open seaview will be partially blocked by the proposed CBL, TKO-LTT. With the implementation of mitigation measures, including aesthetic treatment to the engineering structures, the residual visual impact is considered as slight.

13.9.6.15 Workers in the Creative Secondary School (GIC5) will have intermittent views to the CBL, which will mostly screened by the residential development of Oscar By the Sea on its western side, therefore, the residual impact are considered as slight.

13.9.6.16 Workers in the Tseung Kwan O Methodist Primary School and Evangel College (GIC2), P.O.H. 80th Anniversary Tang Ying Hei College, C.&M. A. Sung Kei Secondary School, Yan Chai Hospital Wong Wah San Secondary School and Yan Oi Tong Tin Ka Ping Primary School (GIC3), Hong Kong Design Institute Campus (GIC4), and Planned GIC development of TKO area 67, Area 72 and Area 74 (GIC6) will have intermittent views to the CBL which will be mostly screened by the residential development in Area 65, 66 and 68, thus, the residual development are considered as slight.

Travellers of Wan Po Road (T1) and travellers of TKO station and PT1 in the junction of Tong Tak Street and Tong Chun Street (T2) will have intermittent views to the CBL. Views from the TKO station will more likely be dominated by residential development in Area 65, 66 and 68, while views from the Wan Po Road will be dominated by the high-density residential development in Area 86. Therefore, the residual visual impact is considered as insubstantial; workers in the Tseung Kwan O Sewage Treatment Works, Bus depot in TKO Area 85 and Tseung Kwan O Stage II and III Landfill area (GIC1), Planned high-rise residential uses along Shek Kok Road in Area 85 (GIC8), Planned Fire Services Training School cum Driving School, and the

proposed private hospital and Area 78 (GIC7), and workers at Hong Kong Movie City (GIC9) will have intermittent views to the CBL. Views will be blocked by the high-density residential development in Area 86 and therefore, the residual impact are considered as insubstantial.

Workers in the TKO Industrial Estate Extension will have intermittent and direct view of the CBL. Therefore, the residual impact is considered as insubstantial.

Workers in the planned high-rise residential uses along Shek Kok Road in Area 85 (GIC8), and workers at Hong Kong Movie City (GIC9) will have intermittent views to the CBL. Views will be locked by the high-density residential development in Area 86 and therefore, the residual impact are considered as insubstantial.

Visitor and residents in commercial development in PT1 (OU2) will have intermittent views to the CBL. However, views towards CBL will be blocked and are likely be dominated by the residential development on its southern side. Therefore, the residual visual impact is considered as slight.

Visitors of Junk Bay Chinese Permanent Cemetery (OU1) will have direct and close view to CBL and Junk Bay. However, majority of visitors walk in this area during Ching Ming Festival and Chung Yeung Festival only. Therefore the residual visual impact is considered as slight.

13.10 Conclusion

13.10.1.1 The proposed development and associated works follow in principle the planning intentions from the approved Tseung Kwan O – Outline Zoning Plan (S/TKO/20). However, the scale of CBL together with concurrent projects, namely, TKO-LTT will inevitably result in some landscape and visual impacts.

13.10.1.2 Based on the tree survey report on CBL, approximately 308 no. of trees will be affected (LR3), of which approximately 58 no. are proposed to be transplanted, and approximately 250 no. trees are proposed to be felled (including 190 no. Leucaena leucocephala and 60 no. common trees). Due to construction of the CBL, it is unavoidably considered to remove the affected trees. Affected trees

with high to medium amenity value and medium survival rate are proposed to be transplanted. Trees surveyed within the proposed works boundary are primarily common species. There are no LCSD Champion Trees, Registered Old and Valuable Trees and Protected Species under Cap 586 Protection of Endangered Species of Animals and Plants Ordinance. It is expected approx. 67 heavy standard sized trees shall be planted as compensatory tree planting. The overall residual impact on trees is considered as acceptable with mitigation measures.

13.10.1.3 There is expected to be some minor impact upon the sea waterbody in Junk Bay (LR1). The sea water body will be permanent lost due to the construction of the piers for CBL bridge. Residual impacts after 10 years of operation are expected to be slight.

13.10.1.4 There is expected to be negligible impact upon the Landscaped Area and Plantation within High-rise residential development in CDA 86 (LOHAS Park) (LR2). It is considered that the residual impact is expected to be insubstantial.

13.10.1.5 There is expected to be negligible impact upon the Plantation within Vacant land (LR4), It is considered that the residual impact is expected to be insubstantial after year 10.

13.10.1.6 There is expected to be negligible impact upon Plantation within Industrial Building (LR5). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.7 There is expected to be negligible impact upon Woodland at Foothill and Hillside (LR6). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.8 There is expected to be negligible impact upon Grassland and Scrubland at Hillside in Chiu Keng Wan (LR7). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.9 There is expected to be negligible impact upon Vegetation of clustered newly planted trees and shrubs scattered on Tseung Kwan O Stage II and III Landfill Area (LR8). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.10 There is expected to be negligible impact upon Nature Rocky and Sand Shoreline in Chiu Keng Wan (LR9) and Plantation at Wasteland / Construction Area in Chiu Keng Wan (LR10). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.11 There is expected to be negligible impact upon Vegetation along the Coastline Adjacent to Lohas Park Road (LR11). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.12 There is expected to be negligible impact upon Roadside Planting in Lohas Park Road (LR12). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.13 There is expected to be negligible impact upon Seawall in Tseung Kwan O Industrial Estate (LR13). Residual impact after Year 10 is expected to be insubstantial.

13.10.1.14 With the proposed mitigation measures including the compensatory planting and aesthetic treatments, the Junk Bay Coastal Landscape (LCA 1) will still suffer from slight landscape impact during construction and operation due to the artificial engineering structure which is incompatible with the natural Junk Bay character.

13.10.1.15 LCA2 - There will be slight impact on Reclamation / ongoing major development landscape due to the operation of CBL. However, with the proposed mitigation measures including the aesthetic design of the built structures and soft landscape treatment works, it is considered that the residual impact on this LCA is insubstantial.

13.10.1.16 LCA3 – Tseung Kwan O Industrial Urban Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL.

13.10.1.17 LCA4 – Chiu Keng Wan Coastal Upland and Hillside Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL. However, this LCA will definitely be affected by the interface project : TKO-LTT.

13.10.1.18 LCA5 – Tseung Kwan O Landfill Landscape (Stage II and III) will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.10.1.19 LCA6 – Tseung Kwan O Miscellaneous Urban Fringe Landscapewill be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.10.1.20 LCA7 – High Junk Peak Coastal Upland and Hillside Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.10.1.21 LCA8 – Residential Urban Fringe Landscape will be subject to insubstantial impact as this LCA is relatively far away from the CBL and will not be affected.

13.10.1.22 Lei Yue Mun and Tathong Channel are a unique public asset and natural visual resources as viewed from Shau Kei Wan, Heng Fa Chuen and Siu Sai Wan, providing an open seascape along the Junk Bay. The proposed CBL, particularly the pier structure will induce partial blockage of views and permanent loss of open seascape view. Residents in TKO Area 86 (CDA1) will have direct, short range views to the new road which is immediately adjacent to or very close to several receivers. The cumulative visual impacts can only be slightly mitigated by minimizing area, avoidance of excessive height and bulk of buildings and structures and construction period. Therefore, the VSRs (CDA1) located in close proximity to CBL will still suffer from moderate residual visual impact of the CBL and TKO LTT.

13.10.1.23 The Planned proposed “Central Avenue” user in Town Centre South near the promenade in open space of TKO Area 68 and the promenade user in the former TKO Stage I Landfill site (O1), the Planned waterfront near the Eastern Channel in open space of TKO Area 68 (O2), and Planned Residential area of TKO Area 65, 66 and 68 (R7) will have direct and close range views to the CBL and TKO-LTT. The cumulative visual impacts can only be mitigated by using visually unobtrusive building material and refinement of engineering design. Screening planting/amenity planting in the open space itself is expected to have minor screening effect to these views because the CBL are elevated. Therefore, the VSRs (O1, O2 and R7) will still suffer from moderate residual visual impact of the CBL and TKO-LTT.

The proposed Open Space in Area 74 (O3), and Planned recreational users in TKO Stage I Landfill (REC1), the residual impact would be

slight due to screening/amenity planting along the waterfront promenade will be fully established and is expected to have screening effect on the CBL and TKO-LTT. Residents of Ocean Shores (R2) will have direct, close views to the new CBL and TKO-LTT which is immediately adjacent or very close to the VSRs. Mitigation in the form of screening planting, refinement of structure and architectural design of road structures will help in reducing these visual impacts. However, the VSRs will still be subject to the partial blockage of views and permanent loss of open seaview. Therefore, the VSRs (R2) will still suffer from moderate residual visual impact of CBL and TKO-LTT.

13.10.1.24 The landscape and visual impact assessment has been conducted according to the criteria and guidelines for evaluating and assessing impacts as stated in Annex 10 and 18 of the TM-EIAO, it is considered that the identified residual impacts, taking account of both importance and degree of compliance, will be acceptable with mitigation measures.