

10. Landscape and Visual Impact

10.1 Introduction

This section presents the landscape and visual impact assessment (LVIA) associated with the WKCD development conducted in accordance with the requirements of *Annexes 10 and 18 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM)*; the *EIAO Guidance Note No. 8/2010 – Preparation of Landscape and Visual Impact Assessment*, and the requirements stated in Section 3.4.12 and Appendix H of the EIA Study Brief (No. ESB-237/2011).

The purpose of this LVIA is to:

- Define the existing landscape and visual quality of the Assessment Area;
- Identify key landscape and visual resources as well as landscape and visually sensitive receivers (VSRs);
- Identify and evaluate the potential landscape and visual impacts associated with the Project during both construction and operation phases;
- Define significance and magnitude of the landscape and visual impacts before and after mitigation;
- Propose mitigation measures to reduce the impacts on the existing landscape character and visual quality; and
- Describe the implementation, maintenance and management of these recommended mitigation measures.

10.2 Landscape and Visual Legislations, Standards and Guidelines

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

- *Environmental Impact Assessment Ordinance (Cap. 499, Section 16)*;
- *EIAO Guidance Note No. 8/2010: Preparation of Landscape and Visual Impact Assessment under the Environmental Impact Assessment Ordinance*;
- *West Kowloon Cultural District Authority Ordinance - Chapter 601*
- *Protection of the Harbour Ordinance – Chapter 531*
- *Hong Kong Planning Standards and Guidelines - Chapter 4 and 10*;
- *Approved South West Kowloon Outline Zoning Plan No. S/K20/28 gazetted on 08/01/2013*;
- *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2 gazetted on 08/01/2013*;
- *Landscape Value Mapping Study in Hong Kong*;
- *WBTC No. 7/2002 – Tree Planting in Public Works*;
- *WBTC No. 14/2002 – Management and Maintenance of Natural Vegetation and Landscape Works, and Tree Preservation*;
- *ETWB TCW No. 11/2004 on Cyber Manual for Greening*;

- *ETWB TCW No. 3/2006 – Tree Preservation;*
- *ETWB TCW No. 2/2004 – Maintenance of Vegetation and Hard Landscape Features;*
- *ETWB TCW No. 29/2004 – Registration of Old and Valuable Trees, and Guidelines for their Preservation*
- *Planning Study on the Harbour and its Waterfront Areas (February 2003);*
- *Environmental Impact Assessment Study Brief No. ESB-197/2008 – Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail link (XRL) (November 2008);*
- *Environmental Impact Assessment Study Brief No. ESB-202/2009 – Road Works at West Kowloon (April 2009);*
- *Environmental Impact Assessment of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (May 2009)*
- *Environmental Impact Assessment of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Environmental Impact Assessment Report Executive Summary (May 2009);*
- *Greening Master Plan for Mong Kok and Yau Ma Tei; and*
- *Greening Master Plan for Tsim Sha Tsui.*

10.2.1 Review of Relevant Guidelines on Landscape Strategies and Frameworks, and Urban Design

The WKCD falls within the overall planning context of Victoria Harbour. This section provides a review of the relevant guidelines on landscape strategies and frameworks as well as urban design concepts for the Assessment Area, in particular the design guidelines and strategies in relation to Victoria Harbour, waterfront sites and any relevant information on landscape and visual aspects of the proposed WKCD development.

10.2.1.1 A Review of Hong Kong Planning Standards and Guidelines – Urban Design Guidelines (August 2006) and Planning Study on the Harbour and its Waterfront Areas (February 2003)

Victoria Harbour is a valuable public asset and a natural heritage of the people of Hong Kong. The *Hong Kong Planning Standards and Guidelines – Urban Design Guidelines* (August 2006) and *Planning Study on the Harbour and its Waterfront Areas* (February 2003) share the same vision of making Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong, and making it a harbour for the people and of life. The urban design goals for waterfront sites aim to:

1. Enhance the scenic views of the Harbour and maintain visual access to the harbour-front;
2. Enhance the Harbour as a unique attraction for the people of Hong Kong and tourists; and
3. Create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links.

In addition to the urban design goals stated above, various issues are required to be taken into design considerations for waterfront sites, including functional diversity; building height and building form; vehicular and pedestrian circulation; and landscaping and open space provision.

The urban design guidelines and the planning study mentioned above suggested that the urban design principles should aim to provide visual interest and diversity to the waterfront; provide continuous waterfront

promenade for public enjoyment; provide convenient pedestrian access; and protect the Harbour as Hong Kong's valuable asset.

10.2.1.2 A Review of Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2

In addition to stating the planning intention of the zone where the WKCD site is located, *the Explanatory Statement for Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2* provides some important considerations on architectural design, building height and preservations of views and vista for the WKCD development, which are in line with the urban design guidelines stated in *Hong Kong Planning Standards and Guidelines*.

Preservation of Public Views

In particular, the building height profile of the proposed WKCD development is based on the following urban design principles and these will be used for determination of VSRs for the Visual Impacts Assessment.

- i. Preservation of public views from Sun Yat Sen Memorial Park towards the Kowloon Peak, Tsz Wan Shan and Lion Rock ridgelines to maintain a 20% building-free zone below the ridgelines;
- ii. Preservation of public views from the Star Ferry Pier at the Central Waterfront towards the Lion Rock ridgeline to maintain a 20% building-free zone below the ridgeline; and
- iii. Preservation of an open vista and green corridor from the G/IC heritage sites consisting of the declared monuments of Hong Kong Observatory and former Kowloon British School (now Antiquities and Monuments Office), the grade II St. Andrew's Church, through Kowloon Park and along the WKCD waterfront promenade towards the western Victoria Harbour.

Provision of Open Space

There is a requirement for the provision of open space for public use in the WKCD which shall not be less than 23 hectares. It should be provided in various forms and at different levels on or above ground, including a landscaped waterfront promenade of not less than 20 metres in width, piazza areas of not less than 3 hectares and terrace gardens of not more than 5 ha. Furthermore, according to Figure 4 "Proposed Public Open Space Plan" of the WKCD Development Plan, at-grade open space should be not less than 15 hectares. Accordingly, this will be good design feature of the proposed WKCD development.

Minimum Area of Green Coverage

There is a requirement for the provision of minimum green coverage of 30% and 60% for the whole WKCD and the Park respectively. Every effort will be endeavoured to increase the overall green coverage within WKCD at the design stage. Extensive tree planting will be provided within the Park, along the waterfront promenade, the Avenue and pedestrian walkways.

Based on these requirements and the Development Plan for the WKCD, it is anticipated that the proposed WKCD development and associated works will meet the objectives of the *Hong Kong Planning Standards and Guidelines – Chapter 11 Urban Design Guidelines*, the *Planning Study on the Harbour and its Waterfront Areas* and *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*.

Urban Design Principles in Response to Its Waterfront Location

In response to its waterfront location, the urban design principles for the WKCD are as follows.

- i. Avoidance of unduly tall buildings with wall effect and enhancement of visual permeability from the harbour by lowering of building height at waterfront locations.
- ii. Introduction of variation in building height for coherent building height profile across the WKCD to create a dynamic skyline respectful of Kowloon's ridgeline.

"WKCD will be composed of buildings of different scales and types, varying building heights and selective signature arts and cultural facilities, which will parade a dynamic and exciting waterfront for Hong Kong. The overall height profile starts from the west with the rolling mounds of the Park and the U-shape hotel and commercial development in the background, and continues with the M+ marking the high point of the profile. It then graduates towards the east following the Kowloon ridgeline towards the Xiqu Centre to mark the gateway to WKCD from the neighbouring areas.

A stepped height profile towards the waterfront allows existing developments and new buildings in the WKCD to share the view of the Victoria Harbour, and creates an interesting scene from the opposite side of the harbour."

- iii. Introduction of visual relief to soften the building masses clustering around the Kowloon Station.
- iv. Introduction of non-building areas (NBAs) of different widths in various zones to serve primarily as pedestrian ways and help facilitate air ventilation and improve visual permeability.

10.2.1.3 Review of Greening Master Plan

By considering the character and needs of an area, Greening Master Plan (GMP) seeks to define the overall greening framework of the area and identify suitable locations for planting. Currently, there is no GMP designated for the WKCD, but there are GMPs for neighbouring districts including Tsim Sha Tsui, Yau Ma Tei and Mong Kok. The greening theme for Tsim Sha Tsui district is "Jade Necklace", whilst "Green Kaleidoscope; Coastal Scenery; Parkland" is the greening theme for Yau Ma Tei and Mong Kok districts.

In comparison to Tsim Sha Tsui, Yau Ma Tei and Mong Kok districts where are more developed residential and/or commercial areas, the WKCD is a new waterfront cultural district aiming to provide for the public's enjoyment. Some of the design constraints that are imposed on those existing developed areas may not impose on the WKCD greenfield site. The greatest opportunity is that the greening theme/ landscape design framework could be incorporated at the same time as the development of detailed Master Plan of the WKCD. A suitable greening theme, therefore, could be determined for the WKCD development in response to its prominent use, its waterfront location and the design intention of the Master Plan.

10.2.1.4 Land Use Zoning and Planning Intentions

In order to have a better understanding of the envisaged future landscape and visual characters/context of the site, the zoning and the planning intentions of the WKCD and the surrounding areas such as the concurrent project West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), have been examined. The zoning of the site and the surrounding areas of the WKCD is shown in **Figure 10.6**.

Outline Zoning Plan for the WKCD and its Planning Intentions

The site has since been gazetted as the "West Kowloon Cultural District Development Plan Area" under the *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2* on 8 January 2013. The planning intention of this zone is to develop the area into an arts, cultural, entertainment and commercial district with distinguished identity, capable of achieving a critical mass and supported by a range of mixed

commercial, office, retail, residential, hotel as well as other essential GIC facilities together with not less than 23 hectares of public open spaces. Leisure and recreation facilities together with essential utilities and GIC facilities will also be provided to support the proposed WKCD development.

The WKCD is to be developed into a world class integrated arts and cultural district comprising local, traditional as well as international elements, to enrich the arts and cultural life for the people in Hong Kong and neighbouring areas. It also seeks to enhance Hong Kong's position as Asia's premier centre of arts, culture and entertainment, and at the same time to create a new look for the Victoria Harbour.

The design of the core arts and cultural facilities should be architecturally distinguished and create landmarks. Based on the urban design principles regarding preservation of views from various locations such as Sun Yat Sen Memorial Park and Star Ferry Central Pier, the building height limits of different parts of the proposed WKCD development are required to be 70mPD, 100mPD and 50mPD respectively. **Figure 10.7** illustrates the required building height limits of different parts of the proposed WKCD development and the developments located adjacent to the WKCD.

Outline Zoning of the Surrounding Areas and their Planning Intentions

The land immediately located to the north of the WKCD site is zoned as "Comprehensive Development Area (CDA)" and "Residential (Group A)".

Kowloon Station is located at the CDA site bounded by Nga Cheung Road to the west, Jordan Road to the north, Lin Cheung Road to the east and Austin Road West to the south. This zone is intended for comprehensive development/ redevelopment of the area for residential and commercial uses.

The residential zone, where Austin Station is situated, is bounded by Wui Man Road to the west, Wui Cheung Road to the north and Canton Road to the east and Austin Road West to the south. It is intended primarily for high-density residential developments, while commercial uses are always permitted on the lowest three floors of a building. Currently, the committed residential development above Austin Station is under construction.

The CDA zone bounded by Lin Cheung Road, Jordan Road, Road D1 and Austin Road West is intended for the comprehensive development of the XRL and topside development, which is primarily for office/commercial use, to create a strategic rail and high-grade office hub with the provision of open space and other supporting facilities. The office hub is planned to be an extension of the Central Business District (CBD) from Tsim Sha Tsui to West Kowloon for the provision of Grade A office accommodation so as to capitalise on the benefits brought by the XRL and the WKCD.

The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various considerations including environmental, traffic, infrastructure and other constraints. Particularly, development within this zone is subject to maximum building heights of 90, 100 and 115 metres above Principal Datum (mPD) as stipulated on the Plan.

In summary, the land uses of the surrounding areas of the WKCD site vary from residential, commercial to transportation, while the WKCD is mainly designated for arts, cultural, entertainment and commercial use, open space and other specified uses (comprises residential elements). As a result of the construction activities at the West Kowloon Terminus and residential development site immediately adjacent to Austin Station, the WKCD site and its surroundings convey the impression of an area in transition.

Based on the planning intentions of the WKCD site and the zones in the surrounding areas, the envisaged future visual context of the site and its surrounding areas will comprise low to medium rise developments that will be surrounded by high rise residential/and commercial developments and major transportation

facilities such as West Kowloon Terminus and Austin Station. The neighbourhood created at the WKCD will be at a pleasant scale to facilitate easy interaction, featuring the Park and a lot of greenery, which aims to provide a world class art and cultural district to the locals and visitors to enjoy.

With the coherent existing and planned land uses and future possible connections between WKCD and the surrounding areas, it is considered that the WKCD is in line with the planned outlook of the surrounding areas and the creation of the WKCD can further enhance the overall identity of the area.

10.3 Assessment Methodology

The preparation of this LVIA follows the criteria stated in the *Annexes 10 and 18 of the Technical Memorandum to the Environmental Impact Assessment Ordinance (EIAO)*, the *EIAO Guidance Note No. 8/2010 – Preparation of Landscape and Visual Impact Assessment* and the report of *Landscape Value Mapping of Hong Kong* for evaluating and assessing the landscape and visual impacts associated with the proposed WKCD development.

Relevant planning documents have been reviewed to gain an insight to the planning intentions of the WKCD site and its surroundings so as to assess whether the Project can fit into the setting of the WKCD site and its surroundings as a whole.

10.3.1 Assessment Area

The scope for defining the Assessment Areas for Landscape Impact Assessment (LIA) and Visual Impact Assessment (VIA) are as follows:

Landscape Impact Assessment (LIA): In accordance with the Study Brief and *EIAO Guidance Note No. 8/2010*, the Landscape Impact Assessment area covers all areas within 500m from the boundary of the project. This extent is illustrated in **Figure 10.1**.

Visual Impact Assessment (VIA): According to *the EIAO Guidance Note No. 8/2010*, the assessment area of the Visual Impact Assessment (VIA) covers the Visual Envelope which is the viewshed formed by natural or man made features such as ridgeline or building blocks. It also includes all terrestrial and aquatic areas within the Visual Envelope of the Project. The defined Visual Envelope is shown on **Figure 10.8**.

10.3.2 Assessment of Landscape Impacts

The assessment of landscape impacts involves the following procedures.

1: Identification of Key Landscape Resources and Landscape Character Areas (LCAs) within the Assessment Area

A baseline survey of the existing landscape resources (LRs) and landscape character areas (LCAs), comprising a desktop study of relevant background reports and a comprehensive field study, is undertaken. This aims to obtain information on topography and existing vegetation for further analysis.

Two categories of landscape resources, including Physical and Human Landscape Resources, are classified within the Assessment Area. Physical Landscape Resources include physical topography, water body (i.e. Victoria Harbour), open space and vegetation. Human Landscape Resources includes cultural heritage features and historical features. The findings of the broad brush tree survey will be incorporated in this LIA.

The conditions of the landscape resources contribute to the overall character of the site and its surroundings. The LCAs represent broad tracts of landscape which have been determined with consideration of topography, vegetation types and land use patterns. The “*Landscape Value Mapping Study in Hong Kong*” will be reviewed to gain an understanding of the landscape characters within the Assessment Area.

2: Assessment of the Sensitivity of the Landscape Resources (LRs) and Landscape Character Areas (LCAs)

The individual LR / LCAs that have been identified are described qualitatively and quantitatively. Their sensitivities are then evaluated and rated as low, medium or high based on the following factors:

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

The sensitivity rating for each LR / LCA is determined based on the following:

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

3: Identification of Potential Sources and Type of Impacts

Various elements of the construction works and operation procedures that would generate landscape impacts are identified.

4: Assessment of the Magnitude of Landscape Impacts

The factors affecting the magnitude of change in assessing landscape impacts are as follows:

- Compatibility of the project with the surrounding landscape;
- Duration of impacts under construction and operation phases;
- Scale of development; and
- Reversibility of change.

The magnitude of change rating for each LR / LCA is determined based on the following:

Negligible	The LR/LCAs would suffer no discernible change by the proposed development
Small	The LR/LCAs would suffer slight or barely perceptible changes by the proposed development
Intermediate	The LR/LCAs would suffer a moderate change by the proposed development
Large	The LR/LCAs would suffer a major change by the proposed development

5: Identification of Potential Landscape Mitigation Measures

Potential mitigation measures are developed to avoid or reduce the adverse landscape impacts derived from the proposed WKCD development, which also includes enhancement of the landscape and visual quality. Remedial measures will be recommended such as tree preservation measures, and compensatory measures such as the implementation of landscape design measures (e.g. compensatory planting, landscape treatment, creation of new open space etc.) to compensate for unavoidable adverse impacts and/or generate potentially beneficial long term impacts.

6: Prediction of the Significance of Landscape Impacts Before and After the Implementation of the Mitigation Measures

Landscape impacts will be classified depending on whether the impacts are adverse/beneficial, and irreversible/reversible. Significance threshold of residual impacts before and after mitigation (Day 1 and Year 10) will be assessed under the following categories:

Insubstantial	No discernible change to the existing landscape quality
Slight	Adverse/ beneficial impact where the proposed development would cause a barely perceptible deterioration/improvement to existing landscape quality
Moderate	Adverse/ beneficial impact where the proposed development would cause a noticeable deterioration/improvement to existing landscape quality
Substantial:	Adverse/ beneficial impact where the proposed development would cause significant deterioration/improvement to existing landscape quality

The impact significance will also be determined. **Table 10.1** shows the relationship between sensitivity and magnitude of change.

Table 10.1: Impact significance – relationship between sensitivity and magnitude of change

Magnitude of Change caused by proposed development	Sensitivity		
	Low	Medium	High
Large	Moderate	Moderate/Substantial	Substantial
Intermediate	Slight/Moderate	Moderate	Moderate/ Substantial
Small	/Slight	Slight/Moderate	Moderate
Negligible	Insubstantial	Insubstantial	Insubstantial

Notes: All impacts are adverse unless otherwise noted with beneficial.

7: Residual Impacts Assessment

Residual impacts are those impacts remaining after the proposed mitigation measures have been implemented. This often refers to 10 to 15 years of operation, when the planting mitigation measures are considered to have reached a level of maturity, which allow them to perform the intended design objectives.

In accordance with Annex 10 of the EIAO TM, an overall assessment also includes an assessment of the residual landscape and visual impacts for the project. The assessment categories for the residual landscape impacts are shown in **Table 10.2**.

Table 10.2: Assessment categories for residual impacts

Beneficial	Acceptable	Acceptable with mitigation measures	Unacceptable	Undetermined
The impacts are beneficial if the proposed development will	The impacts are acceptable if the assessment indicates that there will be no	The impacts are acceptable with mitigation measures , if there will be some	The impacts are unacceptable if the adverse impacts are	The impacts are undetermined if the significant adverse impacts are likely, but

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Beneficial	Acceptable	Acceptable with mitigation measures	Unacceptable	Undetermined
complement the landscape character of its setting, follow the relevant planning objectives and improve overall and visual quality	significant impacts on the landscape, no significant adverse visual impacts caused by the appearance of the proposed development, or no interference with key views.	adverse impacts, but these can be eliminated, reduced or offset to a large extent by specific mitigation measures	considered too excessive and are unable to mitigate practically	the extent to which they may occur or may be mitigated or cannot be determined from the study. Further detailed study will be required for the individual impact in question.

8: Assessment of Cumulative Impacts

Cumulative impacts on landscape resources and landscape character areas will be identified and assessed.

10.3.3 Assessment of Visual Impacts

The assessment of visual impacts involves the following procedures.

1: Identification of Visual Resources and Visually Sensitive Receivers (VSRs)

Visual resources and key visually sensitive receivers (VSRs) within the Visual Envelope and Primary Zone of Visual Influence (PZVI) which would be affected by the proposed WKCD development will be identified. The *Notes and Explanatory Statement of the Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2* and *Hong Kong Planning Standards and Guidelines – Chapter 11 Urban Design Guidelines* are reviewed to identify the VSRs. Minimum viewing distance between the selected VSRs and the WKCD site is also determined.

2: Assessment of Sensitivity of Visually Sensitive Receivers (VSRs)

Visual sensitivity considers the impact on views to the WKCD site from the VSRs. A number of factors affecting the sensitivity of the VSRs for evaluation of visual impacts are as follows:

- 1 Value and quality of exiting views
- 2 Availability and amenity alternative views
- 3 Type and estimated number of receiver population
- 4 Duration and frequency of view
- 5 Degree of visibility

3: Identification of Potential Source of Visual Impacts

Various elements located within the WKCD that would generate visual impacts during the construction and operation phases are identified.

4: Assessment of Potential Magnitude of Visual Impacts

Visual impacts are determined by evaluating the conditions of the existing landscape and the visual character of the WKCD site and its surroundings, as well as the degree of integration of the proposed development components with the existing landscape. Other major factors affecting the magnitude of changes for assessing visual impacts are:

- 1 Scale of development
- 2 Compatibility of the Project with the surrounding landscape

- 3 Reversibility of change
- 4 Viewing distance
- 5 Potential blocking of view
- 6 Duration of impacts under construction and operation phases
- 7 Night time visual impact

The potential magnitude of change is classified into four categories:

- Negligible** The VSRs are likely to suffer no discernible change in their viewing experience
- Small** The VSRs are likely to suffer a slight change in their viewing experience
- Intermediate** The VSRs are likely to suffer a moderate change in their viewing experience
- Large** The VSRs are likely to suffer a significant change in their viewing experience

5: Determination of the Visual Impacts during Construction and Operation Phases before Implementation of Mitigation Measures

The significance of visual impacts will be determined based on a number of factors including the magnitude of change and sensitivity of the VSRs. **Table 10.3** shows the relationship between sensitivity and magnitude of change of the VSRs.

A matrix format showing location of VSRs, type and approximate number of VSRs, description of existing view and degree of visibility of DP, receiver sensitivity, source of impact, minimum viewing distance of VSRs, magnitude of change, significance thresholds of potential visual impact (before mitigation), mitigation measures and significance thresholds of residual impact (upon mitigation) on Day 1 and Year 10 will be presented.

Table 10.3: Impact significance – relationship between sensitivity and magnitude of change

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

The significance of visual impacts is categorised as follows:

- Insubstantial** No discernible change to the existing visual quality
- Slight** Adverse/ beneficial impact where the proposed WKCD development would cause a barely perceptible deterioration/ improvement to existing visual quality.
- Moderate** Adverse/ beneficial impact where the proposed WKCD development would cause a noticeable deterioration/ improvement to existing visual quality.
- Substantial** Adverse/ beneficial impact where the proposed WKCD development would cause significant deterioration/ improvement to existing visual quality.

6: Examination of Alternative Design(s) and Construction Methods

Before adopting other mitigation measures to alleviate the impacts, alternative design(s) and construction method(s) that would avoid or reduce the impacts on landscape, or that would make the proposed WKCD development visually more compatible with the setting and its surrounding areas will be examined.

7. Recommendation of Mitigation Measures to Minimize Adverse Visual Impacts

Mitigation strategies will be developed to reduce the overall visual impacts derived from the proposed WKCD development.

8: Residual Impacts Assessment

Residual impacts from the proposed WKCD development are assessed based on the 5 categories including “Beneficial”, “Acceptable”, “Acceptable with Mitigation Measures”, “Unacceptable” and “Undetermined” (see **Table 10.2**).

9: Assessment of Cumulative Impacts

Cumulative impacts of the concurrent projects on visual amenity of the WKCD site and its surroundings will be assessed.

Graphics Presentation

The findings of this LVIA are presented and supported by a range of illustrative materials such as aerial photograph, photographs and plans etc. Photomontages are provided to illustrate the overall appearance of the WKCD development as well as the effectiveness of the proposed landscape and visual mitigation measures. Landscape design concepts of various open spaces such as waterfront promenade and the Park are provided to illustrate these areas visually.

10.3.4 Major Limitations of the Assessment

To meet the requirements of *Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM)*, more than 40 VSRs within the Visual Envelope are identified for adequately assessing the visual impacts derived by the proposed WKCD development. However, only viewpoints which can represent the worst-case scenarios from the most sensitive VSRs, and/or those which are representative in terms of the location are selected for preparing photomontages.

Since detailed design of the proposed WKCD development has yet to commence, many of the design concepts for the proposed facilities and buildings, details of the proposed above ground structures, the location of proposed green roofs, roof top gardens and solar panels, are yet to be confirmed. General façades for the non-cultural facilities such as the U shaped hotel and the mixed use buildings are shown to illustrate the external appearance, whilst glass façade is used to illustrate the external appearance of the core arts and cultural facilities. However, the architectural and façade design for all buildings within the WKCD is subject to further detailed design, and the cultural facilities are also subject to design competition to be awarded at a later stage.

As wind turbines may be adopted along the waterfront promenade, these have been included in the photomontages to illustrate the appearance of the wind turbines in relation to the proposed WKCD development. However the provisions of such wind turbines are subject to changes during detailed design stage.

Since the Park is a major component of the proposed development, a Park study will be undertaken to provide further refinement and details of the design of the Park. Design of the terrace gardens is also

subject to the future architectural design. All marine facilities such as the viewing platform and the piers are subject to the Protection of the Harbour Ordinance and agreement with Harborfront Commission.

The locations for terrace garden, roof top gardens, green roofs, wind turbines and solar panels are also indicative only and are subject to changes during detailed design stage.

It is noted that the baseline conditions are not static and may change over time. Some of the development components will be completed on site before others are in place. These will subsequently form part of the visual context for the future VSRs within the WKCD, and may induce certain temporary visual impacts. As the purpose of this VIA is to assess the visual impacts of the overall WKCD development, the temporary visual impacts to future VSRs within the WKCD due to the transition period prior to full implementation of the WKCD will not be separately assessed.

Due to the phased implementation of the CACF, there will be a transition period after completion of the WKCD basement when the majority of the Phase I CACF is completed, but the rest (including office/residential buildings which are subject to land sale) are yet to be initiated. During this transition period, temporary ventilation shafts for the WKCD basement including the underpass road will be present at the site prior to completion of the CACF. However, these ventilation shafts will form part of the CACF buildings once all CACF are complete. The CACF buildings will be well designed to visually hide the ventilation shafts so people would hardly notice them. In addition to the hidden location of these ventilation shafts, well designed louvre system/ ventilated facade will be used for screening the ventilation shafts. As these structures are temporary and given that the design for these ventilation shafts is yet to be confirmed, the potential visual impacts to existing VSRs during the transition period will be briefly described as part of the construction phase in this visual impact assessment.

10.4 Baseline Study

The WKCD site is located at the wedge-shaped waterfront area west of Yau Ma Tei, comprising approximately 40 hectares of reclaimed land south of Austin Road West and the Western Harbour Crossing (WHC) toll plaza at which, not less than 23 hectares will be used as public open space. The topography of the site is generally flat.

Currently, the majority of the site has been left vacant and unused, despite a temporary promenade that comprises some basic ancillary facilities, such as public toilets and kiosks, a cycling track, bicycle rental store and a temporary stage currently run by the Leisure and Cultural Services Department (LCSD). Built structures found on the western portion of the site include ventilation buildings for WHC, the MTR railway line and a saltwater pumping station. The Tsim Sha Tsui (TST) Fire Station and the XRL temporary work areas are also located within the site.

Currently, the landscape setting of the site is mainly comprised of open spaces with some amenity planting. Trees are scattered within the site, mainly at the western side. In particular, there are a number of trees around the entrance of the WHC, serving as screen buffer. Most of the landscape resources with high values are located along the periphery area outside the site boundary. Two significant landscape resources within the assessment area are Kowloon Park and King George V Memorial Park.

Landscape Resources are classified into two categories including Physical Landscape Resources and Human Landscape Resources. The surrounding landscape resources mainly consist of developed area and a water body (i.e. Victoria Harbour). A description of baseline landscape resources within the study area, their sensitivity and ability to accommodate changes are shown in **Table 10.4**. The baseline landscape resources are mapped in **Figure 10.1, Figure 10.1a to Figure 10.1d** and photo record shown in **Figure 10.2a-t**.

10.4.1 Physical Landscape Resources

Topography

The landform of the landscape impact assessment area which is the West Kowloon Cultural District comprises flat reclaimed land with no features of topographical interest or value.

Victoria Harbour

Victoria Harbour is one of the most beautiful harbours in the world. It is a unique public asset and natural resource. Its preservation is for the benefit of the current generation as well as the future ones. It is also safeguarded by the Protection of the Harbour Ordinance. This is considered as highly sensitive and of high landscape value.

Open Space

The site currently comprises 1.6 ha of temporary open space including a waterfront promenade along the Victoria Harbour. The assessment area is densely urbanized with limited provision of public open space. There are approximately 5 major public open spaces, namely the temporary waterfront promenade, Kowloon Park, King George V Memorial Park, Kowloon Park Drive Playground and Roof Top Garden on Hong Kong China Ferry Terminal with a total area of 16.9 ha within the assessment area. All permanent open spaces are considered to have high to medium value and sensitivity due to the limited landscape resources in the district.

10.4.2 Human Landscape Resources

Cultural Heritage and Historical Features

The site is a reclaimed land that does not contain any cultural heritage features or landscape with important history, however, there are cultural heritage features found within the assessment area outside the WKCD site boundary.

Important cultural/religious built heritage features within the assessment area includes the Kowloon Mosque and Islamic Centre, St. Andrew's Church. For the historical features, Kowloon Park is home to a number of built heritage features that have been listed by the Antiquities and Monuments Office (AMO). These include the historic Blocks 58, S4, S61 and S62 of the former Whitfield Barracks and the former Kowloon West II Battery. Other built heritage features located within the assessment area includes the Former Kowloon British School (current Antiquities and Monuments Office), No. 190 Nathan Road, and some non-listed buildings.

10.4.3 Existing Trees within the Assessment Area

A broad brush tree/vegetation survey has been carried out within the assessment area as shown in **Figure 10.3**.

Within the study area, there is approximately 4445 no. of trees. Many of the trees are found within public open spaces or are roadside trees or trees with amenity planting area. They are mostly exotic and common species with low to medium amenity value and poor to good condition. Trees with high amenity value and good health condition are mostly located in nearby parks, e.g. Kowloon Park and King George V Memorial Park, etc. Tree species include *Acacia auriculiformis*, *Acacia confusa*, *Ailanthus fordii*, *Albizia lebbbeck*, *Aleurites moluccana*, *Alstonia scholaris*, *Aquilaria sinensis*, *Archontophoenix alexandrae*, *Bauhinia x blakeana*, *Casuarina equisetifolia*, *Carica papaya*, *Cassia fistula*, *Caryota mitis*, *Celtis sinensis*,

Cinnamomum camphora, Chrysalidocarpus lutescens, Clausena lansium, Crateva unilocularis, Delonix regia, Ficus benjamina, Ficus elastica, Ficus microcarpa, Ficus superba, Ficus virens, Grevillea robusta, Hibiscus tiliaceus, Khaya senegalensis, Koelreuteria bipinnata, Lagerstroemia speciosa, Leucaena leucocephala, Litsea glutinosa, Livistona chinensis, Macaranga tanarius, Mangifera indica, Melaleuca quinquenervia, Melia azedarach, Morus alba, Peltophorum pterocarpum, Plumeria rubra cv. acutifolia, Phoenix roebelenii, Pinus elliottii, Reevesia thyrsoidea, Roystonea regia, Senna siamea, Senna surattensis, Syzygium cumini, Terminalia mantaly and Washingtonia robusta.

Within the site boundary, approximately 763 nos. of existing trees are found on site. Trees are mostly clustered in groups and mainly at the western side, and act as a screen buffer planting around the entrance of the WHC. Dominant tree species within the site boundary include *Acacia auriculiformis, Acacia confusa, Archontophoenix alexandreae, Bauhinia spp., Casuarina, equisetifolia, Carica papaya, Celtis sinensis, Ficus benjamina, Ficus microcarpa, Ficus virens, Hibiscus tiliaceus, Koelreuteria bipinnata, Leucaena leucocephala, Livistona chinensis, Melia azedarach, Morus alba* and *Washingtonia robusta*, etc. Trees found within the WKCD site are common species, with low to medium amenity value and poor to fair condition.

There are total of 89 OVTs found in the assessment area, of which 51 of them are within Kowloon Park, no old Old and Valuable Trees (OVT) and no rare or protected species are recorded within the site boundary. Nevertheless, the proposed development would not pose any disturbance to any of the recorded OVTs.

A list of landscape resources and their sensitivity is shown in **Table 10.4**. Lists of baseline landscape resources are mapped in **Figure 10.1** and **Figure 10.1a to 10.1d**. Photo records are shown in **Figure 10.2a to 10.2t**.

Table 10.4: Landscape resources and sensitivity

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
Physical Landscape Resources		
LR1: Open Space		
LR1.1	<p>Kowloon Park</p> <p>This is the major public open space (~13.3 ha) in the district located South of Austin Road, West of Nathan Road and North of Haiphong Road. This is a popular recreation area and sightseeing point for residents and visitors. The park offers a full range of active and passive recreational facilities to the public. This LR contains many special landscape elements that are important in both district and regional context.</p> <p>Due to topographical and other site constraints, the northern part of Kowloon Park is selected for active recreational area whereas the passive amenities area is mainly in the south. Landscaped elements in the park include a sports centre, mini-soccer pitch, children's playground, fitness trail, aviary and 5 themed gardens.</p> <p>There are approximately 1,500 trees with more than 90 tree species. There are a total of 51 Old and Valuable Trees (OVT) of high amenity value located in Kowloon Park with height around 14-18m, crown spread around 12-18m and DBH around 900-1500. Tree conditions range from poor to good. Kowloon Park contains a mixture of mature and young trees. OVT species include <i>Albizia lebbbeck, Aquilaria sinensis, Cassia fistula, Celtis sinensis, Cinnamomum camphora, Ficus microcarpa, Hibiscus tiliaceus, Plumeria rubra cv. acutifolia</i> and <i>Syzygium cumini</i>. Other common species includes <i>Archontophoenix alexandreae, Bauhinia spp., Chrysalidocarpus lutescens, Delonix regia, Ficus superba, Macaranga tanarius, Melaleuca quinquenervia, Pinus elliottii, Reevesia thyrsoidea</i> and <i>Roystonea regia</i>.</p> <p>Kowloon Park is also a home to number of built heritage features that will be described in further detail in LR4.4.</p> <p>The following recreation grounds are found within the park:</p> <ul style="list-style-type: none"> ■ Kowloon Park Playground <p>This is an open space (~0.3 ha) that is predominantly hard surfaced and primarily for active recreation purposes. A 7-a-side soccer pitch is the main element in the open space. Seating areas are provided at the western side of the pitch. The pitch is directly next to 2 OVTs in</p>	High

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
	<p>Kowloon Park, namely LCSD YTM/96 and LCSD YTM/97. Both are <i>Ficus microcarpa</i> with height around 15-21m, crown spread 17-35m and DBH 1280-3800mm. Both of them are under close monitoring and fungal control and the area is considered as high in amenity value.</p> <p>■ Kowloon Park Sports Centre</p> <p>This is a multi-purpose centre for sports activities, such as indoor game centre and swimming pools located within Kowloon Park. There are 3 outdoor leisure swimming pools and indoor swimming pool, linked by waterfalls, circular paddling pool and sun bathing area (~0.55 ha). It is a popular outdoor swimming area for local residents</p>	
LR1.2	<p>Plaza in front of Kowloon Mosque and Islamic Centre</p> <p>This is a small piazza (~0.02 ha) in front of Tsim Sha Tsui MTR Exit A at the junction of Nathan Road and Haiphong Road. It is a popular gathering place. 4 semi-mature ornamental trees, <i>Alstonia scholaris</i>, are located with height around 6-7m, crown spread 2m and DBH 150mm. The amenity value is medium. The condition of the trees is fair.</p>	Medium
LR1.3	<p>Kowloon Park Drive Rest Garden</p> <p>This is an open space (~0.2 ha) located next to Kowloon Park. It consists of seating areas under tree shade primarily for passive recreation purposes. There are approximately 4 young to semi-mature trees with height around 5-10m, spread 4-7m and DBH 160-250mm. Tree species include <i>Morus alba</i>, <i>Celtis sinensis</i> and <i>Callistemon viminalis</i>. The amenity value is medium. The condition of the trees range from poor to fair.</p>	Medium
LR1.4	<p>Roof Top Garden on Hong Kong China Ferry Terminal</p> <p>This is a roof top garden (~0.46 ha) located on top of the Hong Kong China Ferry Terminal. Generally hard paved with trees and shrubs in raised planter and a seating area arranged on the edge of the roof. A dolphin sculpture is located at the centre of the garden. The usage rate is generally low. There are 21 young to semi-mature trees with height around 4-8m, crown spread around 2-4m and DBH around 200-400mm. The amenity value of these trees is medium. Tree species mainly consist of <i>Ficus benjamina</i>, <i>Livistona chinensis</i> and <i>Phoenix roebelenii</i>. The condition of the trees is range from poor to fair.</p>	Medium
LR1.5	<p>Kowloon Park Drive Playground</p> <p>This is an open space (~0.2 ha) located next to Kowloon Park. It consists of children's play equipment and seating areas under tree shade primarily for passive recreation purposes. There are approximately 60 young to semi-mature trees with height around 5-12m, crown spread 2-8m and DBH 120-550mm. Tree species include <i>Acacia confusa</i>, <i>Ailanthus fordii</i>, <i>Aleurites moluccana</i>, <i>Celtis sinensis</i>, <i>Cinnamomum camphora</i>, <i>Ficus microcarpa</i> and <i>Morus alba</i>. The amenity value is high. The condition of the trees range from poor to fair.</p>	High
LR1.6	<p>Canton Road Playground</p> <p>This is an open space (~0.06 ha) that is predominantly hard surfaced and primarily for active recreation purposes. 2 badminton courts are the main element in the open space. Seating areas are provided. There are 6 young to semi-mature trees with height around 3-14m, crown spread 2-8m and DBH 100-250mm. Amenity value is considered as high. Predominant tree species include <i>Ailanthus fordii</i> and <i>Phoenix roebelenii</i>. The condition of the trees is fair.</p>	High
LR1.7	<p>Temporary open space along the waterfront promenade within the site boundary</p> <p>This is a temporary open space (~1.6 ha) located along the waterfront promenade within the site boundary. It consists of a cycling track, children's play equipment and seating areas under trellis primarily for passive recreation purposes. There are main shrub planting (<i>Brassia actinophylla</i>, <i>Lantana camara</i>, <i>Hibiscus rosa-sinensis</i>, <i>Alternanthera paronychioides</i> and <i>Juniperus chinensis</i> cv. <i>Kaizuka</i>), groundcover (<i>Ophiopogon japonicus</i> and <i>Hymenocallis speciosa</i>) and lawn area with lighting along pedestrian path. This area is well-maintained and the condition of the plants is fair. The amenity value is medium as most plant species are flowering species.</p>	Medium
LR1.8	<p>King George V Memorial Park</p> <p>This is an open space (~1.36 ha) located in the Jordan area. It consists of children's play equipment, sports ground and seating areas both for active and passive recreation purposes. It is one of the major recreation areas for local people. There are approximately 300 trees with height ranging from 3-16m, crown spread 2-12m and DBH 120-1800mm. The amenity value is high. The condition of the trees range from poor to good. Trees range from young to mature. There is one Old and Valuable Tree (OVT) in the park, <i>Ficus microcarpa</i> (LCSD YTM/98), with height 10m, crown spread 20m and DBH 1800mm. Species in the park include <i>Acacia auriculiformis</i>, <i>Aleurites moluccana</i>, <i>Araucaria heterophylla</i>, <i>Bauhinia purpurea</i>, <i>Bombax ceiba</i>, <i>Delonix regia</i>, <i>Erythrina indica 'Picta'</i>, <i>Ficus benjamina</i>, <i>Ficus elastica</i>, <i>Ficus religiosa</i>, <i>Macaranga tanarius</i>, <i>Melia</i></p>	High

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
	<p><i>azedarach</i>, <i>Michelia x alba</i>, <i>Phoenix roebelenii</i>, <i>Podocarpus macrophyllus</i> and <i>Spathodea campanulata</i>.</p> <p>It includes a recreation playground (~0.3 ha) that is predominantly hard surfaced and primarily for active recreation purposes. One 7-a-side soccer pitch and one basketball court are the main elements in the open space. The playground also provides a venue for temporary Chinese traditional activities such as the Yu Lan Festival.</p>	
LR1.9	<p>Ning Po Street & Shanghai Street Rest Garden</p> <p>This is an open space (~0.03 ha) located in the Jordan Area. It only provides seating areas for passive recreation purpose for the local community. There are approximately 4 trees with height around 4-9m, crown spread around 2.5-8m and DBH around 140-400mm. Amenity value is considered as medium. Species consist of <i>Ficus microcarpa</i> and <i>Lagerstroemia speciosa</i>.</p>	Medium
LR1.10	<p>Battery Street Sitting Out Area</p> <p>This is an open space (~0.05 ha) located in the Jordan Area. It consists of children's play equipment and seating areas both for active and passive recreation purposes for the local community. There are approximately 13 young to semi-mature trees with height around 3.5-15m, crown spread around 2-5m and DBH around 95-350mm. Amenity value is considered as medium. Species consist of <i>Ailanthus fordii</i>, <i>Bauhinia spp.</i>, <i>Canarium sp.</i>, <i>Erythrina variegata</i>, <i>Lagerstroemia speciosa</i>, <i>Michelia x alba</i> and <i>Senna surattensis</i>. The condition of the trees range from poor to fair.</p>	Medium
LR1.11	<p>Saigon Street Playground</p> <p>This is an open space (~0.37 ha) located in the Jordan Area. It consist of a roller-skating rink, in-line skating and children's play equipment and seating areas both for active and passive recreation purposes. There are approximately 80 young to semi-mature trees with height around 3.5-16m, crown spread around 1-11m and DBH around 95-500mm. The condition of the trees is fair. Amenity value is considered as high. Species consist of <i>Lagerstroemia speciosa</i>, <i>Bauhinia x blakeana</i>, <i>Ficus microcarpa</i>, <i>Livistona chinensis</i>, <i>Archontophoenix alexandrae</i>, <i>Macaranga tanarius</i>, <i>Ilex rotunda</i>, <i>Toona sinensis</i>, <i>Ficus benjamina</i>, <i>Spathodea campanulata</i>, <i>Morus alba</i>, <i>Dimocarpus longan</i>, <i>Eucalyptus robusta</i>, <i>Eucalyptus calophylla</i>, <i>Ailanthus fordii</i>, <i>Mangifera indica</i>, <i>Aleurites moluccana</i>, <i>Hibiscus tiliaceus</i> and <i>Cassia fistula</i>.</p>	High
LR1.12	<p>Yau Tsim Mong Pet Garden</p> <p>This is an open space (~0.23 ha) with hard paved road and grass pitch. The park is mainly used for pet recreation and sitting out area. There are approximately 15 young to semi-mature trees with height around 4-8m, crown spread around 2-7m and DBH around 95-300mm. Amenity value is considered as medium. Tree condition is fair. Species consist of <i>Bauhinia x blakeana</i>, <i>Morus alba</i>, <i>Alstonia scholaris</i>, <i>Aleurites moluccana</i> and <i>Ficus hispida</i>.</p>	Medium
LR1.13	<p>Man Cheong Street Community Garden</p> <p>This is an open space (~0.25 ha) located next to the Yau Tsim Mong Pet Garden. It provides greening activities to the local community. There are approximately 29 young to semi-mature trees with height around 3-7m, crown spread around 1.5-7m and DBH around 95-220mm. Amenity value is considered to be medium. The condition of the trees is fair. Species consist of <i>Bauhinia x blakeana</i>, <i>Araucaria heterophylla</i>, <i>Macaranga tanarius</i>, <i>Delonix regia</i> and <i>Bischofia javanica</i>.</p>	Medium
LR1.14	<p>Man Cheong Street Rest Garden</p> <p>This is an open space (~0.04 ha) located at the junction of Man Cheong Street and Man Wui Street. It only consists of seating areas for passive recreation purpose for the local community. There are approximately 17 young to semi-mature trees with height around 4-9m, crown spread around 3-11m and DBH around 95-500mm. Amenity value is considered as medium. Tree conditions range from poor to fair. Species consist of <i>Plumeria rubra</i>, <i>Thevetia peruviana</i>, <i>Celtis sinensis</i>, <i>Aleurites moluccana</i>, <i>Macaranga tanarius</i>, <i>Hibiscus tiliaceus</i>, <i>Jacaranda mimosifolia</i>, <i>Cerbera manghas</i>, <i>Ficus virens var sublancoolata</i>, <i>Melia azedarach</i>, <i>Leucaena leucocephala</i> and <i>Ficus microcarpa</i>.</p>	Medium
LR1.15	<p>Public Open Space at the podium of Kowloon Station</p> <p>This is a public open space (~0.37 ha) within the private development at the podium of Kowloon Station. It includes a large piazza area with some water features. There are approximately 30 young to semi-mature trees located at the public open space, with height around 4-6m, crown 4-5m and DBH around 95-100mm. Amenity value is medium. The tree condition is fair. Species consists of <i>Phoenix sylvestris</i>, <i>Livistona chinensis</i> and <i>Ficus microcarpa variegata</i>.</p>	Medium

Physical Landscape Resources

LR2: Amenity Planting

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Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
LR2.1	<p>Roadside Plantation along Park Lane Shopper's Boulevard</p> <p>There are approximately 45 roadside young to mature trees in raised planters with shrub and groundcover (~0.28ha) found along Park Lane Shopper's Boulevard, Nathan Road with height ranging from 10-16m, crown spread between 9-22m and DBH between 550-1400mm. 34 trees are listed in the Register of Old and Valuable Tree (OVT) (excluding LCSD YTM/31 which was felled on 06 August 2011). Some of these OVTs were planted when Nathan Road was first completed in 1906. Amenity value is considered to be high. Tree species mainly consist of <i>Ficus microcarpa</i> and <i>Ficus benjamina</i>. The tree condition is fair.</p>	High
LR2.2	<p>Roadside Plantation along Observatory Road</p> <p>There are 10 roadside young trees with shrub found along Observatory Road with height around 8-10m, crown spread around 4-8m and DBH around 150-300mm. Amenity value is considered to be medium. Predominant tree species include <i>Khaya senegalensis</i>. The condition of the trees is fair.</p>	Medium
LR2.3	<p>Amenity Plantation around Tsim Sha Tsui Police Station</p> <p>There are total 38 young to semi-mature trees found near the Police Station. Approximately 21 trees in raised planter with shrubs (~0.11ha) along the Nathan Road, near the entrance of Tsim Sha Tsui Police Station, with height 5-15m, crown spread 5-10m and DBH between 150-450mm. Also, there are 17nos. found at the northern side of the Police station, of which 7 no <i>Bauhinia spp.</i> found on the slope along the Austin Road, with height 4-8m, crown spread 3-5m and DBH between 150-200mm. Tree species mainly consist of <i>Bauhinia x blakeana</i>, <i>Delonix regia</i>, <i>Chrysalidocarpus lutescens</i> and <i>Caryota ochlandra</i>. The amenity value is medium. The condition of the trees range from poor to fair.</p>	Medium
LR2.4	<p>Roadside Trees along Hankow Road</p> <p>There are approximately 17 young roadside trees located along Hankow Road with height around 6-8m, crown spread 3-4m and DBH around 95-210mm. Amenity value is medium. Predominant species is <i>Cinnamomum burmannii</i>. The condition of the trees is fair.</p>	Medium
LR2.5	<p>Roadside Trees along Canton Road in front of Lippo Sun Plaza</p> <p>There are 6 young roadside trees found in front of Lippo Sun Plaza with height around 8m, crown spread around 4m and DBH around 120-350mm. Amenity value is considered to be medium. Predominant tree species is <i>Cinnamomum camphora</i>. The condition of the trees is fair.</p>	Medium
LR2.6	<p>Roadside Plantation along Haiphong Road</p> <p>There are approximately 35 young to mature trees with shrub and groundcover found on the slope (~0.16ha) along Haiphong Road. 13 trees, 12 <i>Cinnamomum camphora</i> and 1 <i>Ficus microcarpa</i>, are listed in the Register of Old and Valuable Tree (OVT) with height ranging from 14-18m, crown spread 12-19m and DBH 1150-1400mm. Amenity value is considered to be high. Predominant tree species include <i>Cinnamomum camphora</i>, <i>Chrysalidocarpus lutescens</i> and <i>Livistona chinensis</i>. The condition of the trees range from poor to fair.</p>	High
LR2.7	<p>Amenity Planting Strip along Kowloon Park Drive</p> <p>This are 28 semi-mature roadside trees, with shrubs along an amenity planting strip (~0.06ha) separating the Kowloon Park Drive, with height 8-11m, crown spread 1-3m and DBH 350-500mm. Tree species are predominantly <i>Araucaria heterophylla</i>, <i>Chrysalidocarpus lutescens</i>, and <i>Roystonea regia</i>. The condition of the trees is fair and the amenity value is medium.</p>	Medium
LR2.8	<p>Trees along Canton Road to Kowloon Park Drive</p> <p>There are approximately 60 young to semi-mature roadside trees with shrubs in both at grade and raised planter (~0.17ha) along Canton Road to Kowloon Park Drive with height ranging from 5-16m, crown spread 4-8m and DBH 100-300mm. Some planting areas are located under flyover. Amenity value is considered to be medium. Tree species mainly include <i>Aleurites moluccana</i>, <i>Alstonia scholaris</i>, <i>Delonix regia</i> and <i>Ficus microcarpa</i>. Tree condition is fair.</p>	Medium
LR2.9	<p>Roadside Plantation in front of Tsim Sha Tsui Fire Station</p> <p>There are approximately 15 young to semi-mature roadside trees in front of TST Fire Station with height ranging from 4-15m, crown spread 3-12m and DBH 135-650mm. Amenity value is considered to be medium. 1 <i>Ficus microcarpa</i>, is found near the TST Fire Station within the site boundary, with height 11m, crow spread 11m and DBH 941mm. Predominant tree species include <i>Acacia confusa</i>, <i>Aleurites moluccana</i>, <i>Ficus elastica</i>, <i>Ficus microcarpa</i>, <i>Macaranga tanarius</i>, <i>Litsea glutinosa</i>, <i>Clausena lansium</i> and <i>Morus alba</i>. The condition of the trees is fair.</p>	Medium
LR2.10	<p>Roadside Trees along Scout Path</p> <p>There are 10 young roadside trees located along Scout Path with height around 4-5m, crown spread 2-4m and DBH around 100mm. Amenity value is considered to be medium. Tree species</p>	Medium

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
	mainly consist of <i>Senna siamea</i> , <i>Ficus benjamina</i> and <i>Peltophorum pterocarpum</i> . The condition of the trees is fair.	
LR2.11	Roadside Plantation along Austin Road There are total 46 young to semi-mature roadside trees with shrubs in at grade planter (~0.09ha) located along Austin Road, of which approximately 11 young trees located in front of Austin Station, with height around 4-10m, crown spread 4-6m and DBH around 120-200mm. Amenity value is considered to be medium. Predominant tree species are <i>Aleurites moluccana</i> , <i>Bischofia javanica</i> , <i>Cratogeomys unilocularis</i> , <i>Ficus benjamina</i> and <i>Spathodea campanulata</i> . The condition of the trees range from poor to fair.	Medium
LR2.12	Roadside Trees along the Tak Shing Street There are approximately 4 semi-mature roadside trees located along Tak Shing Street with height around 6-8m, crown spread 6-8m and DBH around 300-400mm. Amenity value is medium. Predominant tree species is <i>Ficus microcarpa</i> . The condition of the trees range from poor to fair	Medium
LR2.13	Roadside Plantation along Nathan Road There are total 20 young roadside trees along Nathan Road, of which 13 street trees with shrub in both at grade and raised planter (~0.02ha) located in front of HSH Kowloon Centre with height around 2-5m, crown spread 1-4m and DBH around 100-150mm and 7 roadside trees located along both side of Nathan Road (in front of Nathan Hotel) with height around 4-8.5m, crown spread 2-4m and DBH around 95-200mm. Amenity value is medium. Predominant tree species are <i>Cinnamomum burmannii</i> , <i>Livistona chinensis</i> and <i>Brachychiton acerifolius</i> . The condition of the trees is fair.	Medium
LR2.14	Roadside Plantation along Canton Road There are total 38 young to semi-mature roadside trees with shrubs in raised planter (~0.13ha) located along Canton Road, of which 34 of them located in front of King George V Memorial Park and 4 of them located at the junction of Austin Road and Canton Road, with height ranging from 4-12m, crown spread 3-7m and DBH around 100-400mm. Amenity value is considered to be medium. Predominant tree species are <i>Aleurites moluccana</i> , <i>Senna siamea</i> , <i>Ficus benjamina</i> and <i>Melaleuca quinquenervia</i> . The condition of the trees range from poor to fair.	Medium
LR2.15	Roadside Plantation along Wui Cheung Road There are approximately 25 young to semi-mature roadside trees located along Wui Cheung Road and the planter strip (~0.05ha) with height ranging from 4-10m, crown spread 1-4m and DBH around 120-200mm. Amenity value is considered to be low to medium. Predominant tree species are <i>Cassia fistula</i> , <i>Ormosia pinnata</i> and <i>Roystonea regia</i> . The condition of the trees range from poor to fair.	Medium
LR2.16	Roadside Plantation along Jordan Road There are approximately 20 young to semi-mature street trees located along Jordan Road, with shrub in at grade planter (~0.01ha), with height ranging from 6-12m, crown spread 3-10m and DBH around 120-200mm. Amenity value is considered to be medium. Predominant tree species are <i>Delonix regia</i> , <i>Grevillea robusta</i> , <i>Khaya senegalensis</i> and <i>Michelia x alba</i> . The condition of the trees range from poor to fair.	Medium
LR2.17	Roadside plantation Close to Jordan Road and Ferry Street Carpark There are approximately 58 young to semi-mature roadside trees located close to Jordan Road Carpark, with shrubs in at grade planter (~0.11ha), with height ranging from 4-12m, crown spread 4-10m and DBH 100-550mm. Amenity value is considered to be low to medium. Predominant tree species include <i>Senna surattensis</i> , <i>Ficus hispida</i> , <i>Hibiscus tiliaceus</i> , <i>Melia azedarach</i> and large amount of <i>Leucaena leucocephala</i> , which is self-seeded weed species in nature. The condition of the trees range from poor to fair.	Medium
LR2.18	Roadside Trees at the junction of Kansu Street and Shanghai Street There are approximately 5 semi-mature trees located at the periphery of the vacant land at the junction of Kansu Street and Shanghai Street, with height around 8-10m, crown spread 4.5-10 and DBH around 200-270mm. Amenity value is considered to be medium. Species consist of <i>Ficus microcarpa</i> and <i>Morus alba</i> . The condition of the trees range from poor to fair.	Medium
LR2.19	Roadside Trees along Canton Road (near Yau Ma Tei Police Station) There are approximately 13 young to semi-mature roadside trees located near Yau Ma Tei Police Station with height ranging from 4.5-8m, crown spread 2.5-4m and DBH around 95-160mm. Amenity value is considered to be medium. Predominant tree species are <i>Grevillea robusta</i> , <i>Terminalia catappa</i> and <i>Carica papaya</i> . The condition of the trees range from poor to fair.	Medium

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
LR2.20	<p>Amenity Planting next to Yau Ma Tei Police Station</p> <p>There are approximately 7 young trees located in the raised planter (~0.04ha) next to the Yau Ma Tei Police Station with height ranging from 4-6m, crown spread 1.5-3m and DBH around 100-200mm. Amenity value is considered to be medium. Predominant tree species are <i>Livistona chinensis</i> and <i>Senna surattensis</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.21	<p>Roadside Trees along Ferry Street (near Yau Ma Tei Electric Substation)</p> <p>There are approximately 33 young to semi-mature roadside trees located near Yau Ma Tei Electric Substation with height ranging from 2.5-13m, crown spread 2-6m and DBH around 130-400mm. Amenity value is considered to be medium. Predominant tree species are <i>Alstonia scholaris</i>, <i>Roystonea regia</i>, <i>Livistona chinensis</i> and <i>Caryota ochlandra</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.22	<p>Roadside Trees along Yan Cheung Road</p> <p>There are approximately 99 young to semi-mature street trees located along both sides of Yan Cheung Road and the central medium planter strip with height ranging from 2-8m, crown spread 2-8m and DBH around 95-270mm. Amenity value is considered as medium. Predominant tree species are <i>Livistona chinensis</i>, <i>Melaleuca quinquenervia</i>, <i>Archontophoenix alexandrae</i>, <i>Crateva trifoliata</i>, <i>Crateva unilocularis</i>, <i>Bombax ceiba</i>, <i>Celtis sinensis</i> and <i>Peltophorum tonkinense</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.23	<p>Roadside Trees along Man Cheong Street</p> <p>There are approximately 5 young roadside trees located along Man Cheong Street with height ranging from 6-7m, crown spread 2-3m and DBH around 180-210mm. Amenity value is considered to be medium. Predominant species is <i>Wodyetia bifurcata</i>. The condition of the trees is fair.</p>	Medium
LR2.24	<p>Trees within Construction Site and Vacant Land near Man Cheong Street</p> <p>There are approximately 9 semi-mature trees located within the construction site of Highways Department and the vacant government land near Man Cheong Street, with height around 4-9m, crown spread 2-5m and DBH around 95-200mm. Amenity value is considered to be medium. Predominant species is <i>Celtis sinensis</i>, <i>Leucaena leucocephala</i>, <i>Bombax ceiba</i>, <i>Morus alba</i>, <i>Acacia confusa</i> and <i>Casuarina equisetifolia</i>. The condition of the trees range from poor to fair.</p>	Low
LR2.25	<p>Amenity Planting at the Bus Terminal near Jordon Road</p> <p>There are approximately 20 young trees with shrubs in at grade planter (~0.08ha) located around the bus terminal near Jordon Road, with height around 4-6m, crown spread 1-2.5m and DBH 95-120mm. Amenity value is considered to be medium. Predominant tree species mainly consist of <i>Magnolia grandiflora</i> and <i>Elaeocarpus apiculatus</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.26	<p>Trees along West Kowloon Highway</p> <p>There are approximately 300 young to semi-mature trees with shrubs and lawn area (~1.16ha) located along Hoi Po Road and within West Kowloon Highway area, with height around 4-16m, crown spread 2-7m and DBH 95-300mm. Amenity value is considered to be low to medium with a considerable amount of <i>Leucaena leucocephala</i> which is a weed species. Species mainly consist of <i>Leucaena leucocephala</i>, <i>Roystonea regia</i>, <i>Acacia auriculiformis</i>, <i>Araucaria heterophylla</i>, <i>Bauhinia spp.</i>, <i>Delonix regia</i>, <i>Melia azedarach</i>, <i>Acacia confusa</i>, <i>Casuarina equisetifolia</i>, <i>Albizia lebbek</i>, <i>Melaleuca quinquenervia</i>, <i>Ficus microcarpa</i>, <i>Hibiscus tiliaceus</i>, <i>Eucalyptus calophylla</i> and <i>Livistona chinensis</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.27	<p>Amenity Planting within the Private Development at Kowloon Station</p> <p>There are amenity planting areas (~0.96ha) within the private development at the podium of the Kowloon Station, such as the podium garden, private open space playground (~1.10ha) and along the access road within the private development area. There are approximately 70 young to semi-mature trees with shrubs located within the private development, with height around 4-8m, crown 4.5-8m and DBH around 120-210mm. Amenity value is considered to be medium. Predominant species consists of <i>Phoenix sylvestris</i>, <i>Bauhinia spp.</i>, <i>Ficus microcarpa</i> and <i>Roystonea regia</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.28	<p>Roadside Plantation along Western Harbour Crossing Bus Stop near Elements</p> <p>There are approximately 54 young to semi-mature trees with shrub in at grade planter (~0.18ha) between WHC Bus Stop and Elements with height around 3-8m, crown spread 1-4m and DBH 150-300mm. Some trees grow under the shade of the Ngo Cheung Road Flyover. Amenity value is considered to be medium. All trees are in fair condition. Tree species mainly consist of <i>Crateva unilocularis</i>, <i>Ficus benjamina</i>, <i>Caryota mitis</i> and <i>Archontophoenix alexandrae</i>.</p>	Medium

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
LR2.29	<p>Roadside Plantation along Austin Road West</p> <p>There are approximately 96 young to semi-mature roadside trees with shrubs in raised planter (~0.65ha) along Austin Road West with height ranging from 8-11m, crown spread 2-4m and DBH 100-350mm. Amenity value is considered as medium. Species include <i>Bauhinia x blakeana</i>, <i>Senna siamea</i>, <i>Senna surattensis</i>, <i>Celtis sinensis</i>, <i>Cinnamomum camphora</i>, <i>Crateva unilocularis</i>, <i>Ficus benjamina</i>, <i>Ficus microcarpa</i>, <i>Ficus virens</i>, <i>Grevillea robusta</i>, <i>Lagerstroemia speciosa</i>, <i>Peltophorum pterocarpum</i>, <i>Syzygium cumini</i> and <i>Terminalia mantaly</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.30	<p>Roadside Plantation next to Western Harbour Tunnel Administration Building</p> <p>There are approximately 24 young trees with shrub in raised planter (~0.04ha) around the Administration Building with height around 8-11m, crown spread around 2m and DBH around 200mm. Amenity value is considered to be medium. Predominant tree species is <i>Archontophoenix alexandrae</i>. The condition of the trees is fair.</p>	Medium
LR2.31	<p>Trees Buffering Western Harbour Tunnel Entrance</p> <p>This is a tree buffer area (~1.67ha) located at the entrance of Western Harbour Tunnel. The tree buffer was developed when the former Urban Council instituted planting measures at the eastern edge of the site abutting the portal of the WHC. There are approximately 250 young to semi-mature trees, of which 150 no. of trees are found within the site boundary, with height around 8-10m, crown spread around 4-5m and DBH around 250-400mm. Amenity value is considered to be low to medium. Tree species include <i>Acacia auriculiformis</i>, <i>Acacia confusa</i>, <i>Hibiscus tiliaceus</i>, <i>Casuarina equisetifolia</i>, <i>Ficus benjamina</i>, <i>Ficus microcarpa</i>, and a considerable amount of self-seeded weed <i>Leucaena leucocephala</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.32	<p>Roadside Plantation along Western Harbour Crossing Bus Stop next to New Yau Ma Tei Typhoon Shelter</p> <p>There are approximately 22 young to semi-mature trees with shrub in at grade planter (~0.03ha) next to the New Yau Ma Tei Typhoon Shelter with height around 8-10m, crown spread 4-5m and DBH 150-300mm. Amenity value is considered to be medium. Predominant tree species is <i>Acacia confusa</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.33	<p>Trees along New Yau Ma Tei Typhoon Shelter Pier</p> <p>There are approximately 20 young to semi-mature trees with shrubs and grassland (~0.15ha) along the typhoon shelter pier with height around 4-5m, crown spread 3-4m and DBH 150-300mm. Amenity value is considered to be medium. Predominant species are <i>Carica papaya</i>, <i>Ficus microcarpa</i>, <i>Koelreuteria bipinnata</i> and self-seeded weed species <i>Leucaena leucocephala</i>. Note that there are more than 30 undersized self-seeded weed <i>Leucaena leucocephala</i>. The condition of the trees range from poor to fair.</p>	Medium
LR2.34	<p>Amenity Planting within Salt Water Pumping Station</p> <p>There are total 65 young to mature trees with grassland (~ 0.08ha) located within and next to the Salt Water Pumping Station with height around 2-10m, crown spread 2-5m and DBH around 95-300mm. Approximately 30 trees are located in planter boxes (1m X 1mX 1m) and planting area within pumping station and 35 trees with grassland (~0.08ha) are located near the pumping station. Amenity value is considered to be low since most of the trees are self-seeded weed species. Predominant tree species are <i>Leucaena leucocephala</i>, <i>Livistona chinensis</i>, <i>Bauhinia spp.</i>, <i>Ficus microcarpa</i>, <i>Hibiscus tiliaceus</i> and <i>Washingtonia robusta</i>. The condition of the trees range from poor to fair.</p>	Low
LR2.35	<p>Tree Cluster in the Western Part within the Boundary Area</p> <p>There are approximately 161 young to semi-mature trees with grassland (~1.41ha) located in the western part of the site with height around 6-10m, crown spread 3-10m and DBH 95-200mm. Amenity value is considered to be low since most of the trees are self-seeded species with a considerable amount of <i>Leucaena leucocephala</i> which is a weed species. Tree species mainly consist of <i>Leucaena leucocephala</i>, <i>Hibiscus tiliaceus</i>, <i>Acacia auriculiformis</i>, <i>Caryota mitis</i> and <i>Morus alba</i>. The condition of the trees range from poor to fair.</p>	Low
LR2.36	<p>Tree Cluster in the Eastern Part within the Boundary Area</p> <p>There are approximately 372 young to semi-mature trees with grassland (~1.54ha) located in the eastern part of the site with height around 5-10m, crown spread 3-10m and DBH around 95-200mm. Amenity value is considered to be medium. A considerable amount of <i>Leucaena leucocephala</i>, which is a weed species, is surveyed. Tree species mainly consist of <i>Leucaena leucocephala</i>, <i>Casuarina equisetifolia</i>, <i>Melia azedarach</i>, <i>Hibiscus tiliaceus</i>, <i>Acacia auriculiformis</i>, <i>Ficus microcarpa</i>, <i>Ficus virens</i>, <i>Morus alba</i> and <i>Celtis sinensis</i>. The condition of the trees range</p>	Medium

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
	from poor to fair.	
LR2.37	<p>Amenity Planting at the end of Ashley Road</p> <p>There are approximately 2 young trees with shrub in at grade small planter (~0.007ha) located at the end of Ashley Road, which is in front of Daily House, with height around 4-4.5m, crown spread 4.5-6m and DBH around 95-100mm. Amenity value is medium. Species consist of <i>Elaeocarpus apiculatus</i> and <i>Elaeocarpus hainanensis</i>. The condition of the trees is fair.</p>	Medium
LR2.38	<p>Amenity Planting next to Hong Kong Observatory Building</p> <p>This is a large tree group cluster on the slope (~0.93ha) next to the Hong Kong Observatory Building. There are approximately 200 young to mature trees located next to the building with height around 4-16m, crown spread 2-8m and DBH 95-300 mm. Amenity value is considered to be high. Predominant tree species consist of <i>Ficus microcarpa</i>, <i>Celtis sinensis</i>, <i>Cratoxylum cochinchinense</i>, <i>Livistona chinensis</i>, <i>Bombax ceiba</i>, <i>Aleurites moluccana</i>, <i>Acacia confusa</i>, <i>Sterculia lanceolata</i>, <i>Syzygium jambos</i>, <i>Ficus variegata var. chlorocarpa</i>, <i>Macaranga tanarius</i> and <i>Casuarina equisetifolia</i>. The condition of the trees range from poor to fair.</p>	High
Physical Landscape Resources		
<u>LR3: Waterbody</u>		
LR3.1	<p>Victoria Harbour</p> <p>Lying in the middle of the territory's dense urban region, the harbour is famous for its deep and sheltered waters. It is a valuable natural asset of Hong Kong and is considered as highly sensitive and of high landscape value. The approximate size of Victoria Harbour within the assessment boundary is 161.6ha.</p>	High
Human Landscape Resources		
<u>LR4: Cultural Heritage and Historical Features</u>		
LR4.1	<p>Kowloon Mosque and Islamic Centre</p> <p>Kowloon Mosque and Islamic Centre is one of the four principal mosques in Hong Kong. It is located at the corner of Nathan Road and Haiphong Road next to Kowloon Park since 1984. The Mosque is currently the largest Islamic house of worship in the city. It was originally built to cater to the spiritual needs of Indian Army soldiers stationed in Hong Kong, as well as the substantial Punjabi Muslim contingent in the Hong Kong Police. The Mosque holds prayers daily and is capable of accommodating up to approximately 2000 people. It represents the unique identity of the Muslim community in Hong Kong. This traditional Muslim architecture of mosque, with 4 no. of 11m high minarets which mark the corners of the upper terrace and the extensive use of white marble on both paving and façade, distinguished itself from the nearly modern commercial building, and become one of the most striking buildings in Tsim Sha Tsui District.</p> <p>There are approximately 3 semi-mature trees with found near the entrance of the Kowloon Mosque and Islamic Centre, along the Nathan Road, with height ranging from 6-15m, crown spread between 408m and DBH between 200-400mm. Predominant tree species includes <i>Cinnamomum camphora</i> and <i>Mangifera indica</i>. The condition of the trees is fair. The amenity value for the trees is medium.</p>	High
LR4.2	<p>St. Andrew's Church and Former Kowloon British School</p> <p>St. Andrew Church was built in 1906 and is located at the bustling Nathan Road, Kowloon. It is a church of the Anglican Province of Hong Kong and in the Diocese of Western Kowloon. It is the oldest Protestant church in Kowloon. Due to its long history of religious use and its architectural features including the Gothic Revival style and red brick facades, it was very high cultural significance, and is currently proposed for upgrade from Grade 2 to Grade 1 listed historical building.</p> <p>Former Kowloon British School, officially opened in 1902, and is the oldest surviving school building constructed for foreign residents living in Hong Kong. The building is a typical Victorian style building with adapted with wide verandas, high ceilings and pitch roofs. It was used by the Family Welfare Associated and Tsim Sha Tsui Kaifong Association after the Second World War and now use as the Antiquities and Monuments Office after the restoration. It is a declared monument since 1991.</p> <p>There are total 50 young to semi-mature trees found within the Church, of which approximately 20 trees are located on the slope area along the Nathan Road, with height ranging from 8-15m, crown spread 3-5m and DBH between 200-300mm, Predominant tree species includes <i>Livistona chinensis</i> and <i>Bauhinia spp.</i>. Other 30 trees are located in the amenity planting area within the Church, with height ranging from 3-19m, crown spread 3-6m and DBH 150 – 350mm. Predominant tree species include <i>Juniperus chinensis</i>, <i>Macaranga tanarius</i>, <i>Bauhinia spp.</i>, <i>Lagerstroemia</i></p>	High

Ref. No.	Baseline Landscape Resources	Sensitivity (High, Medium and Low)
	<p><i>speciosa</i> and <i>Chrysalidocarpus lutescens</i>. The condition of the trees range from poor to fair.</p> <p>Also, there are 4 trees found within the Former Kowloon British School, along Observatory Road, with height around 6-7m, crown spread 4-6m and DBH between 200-300mm. Predominant tree species include <i>Albizia lebbbeck</i>, <i>Aleurites moluccana</i> and <i>Erythrina spp.</i></p>	
LR4.3	<p>No. 190 Nathan Road</p> <p>This is a four-storey Veranda-type Shophouse believed to have been erected in 1937 and was originally for mainly residential use. In 1973, the building was purchased by a real estate company, Tai Sang Land Development Limited, and has since been converted for commercial use with various shops. This building has particular architectural significance due to its Neo-Classical architectural style with balcony details and parapet, which is now quite rare in Hong Kong.</p>	Medium
LR4.4	<p>Built Heritage within Kowloon Park</p> <p>The Whitfield Barracks was a designated military area in 1864, named after Major General H.W. Whitfield, Major General China, Hong Kong and Straits Settlement (1869-1874). The barrack buildings were built in the 1890s to house the British Indian garrisons, and comprised of 85 barrack buildings by 1910, as well as a mosque. There was also a network of underground tunnels which were used as air-raid shelters and as part of the basement of the barracks. In 1967, the site was handed over to the Government, and in 1970, the site was taken over by the then Urban Council and most of the barracks were demolished as part of the redevelopment of the site into Kowloon Park. Only 4 of the original barrack buildings remain, and have been reused. Block 58 is used as a store building for the Hong Kong Museum of History, and public access is restricted. Blocks S61 and S62 were taken up by the Hong Kong Museum of History from 1983 to 1998 before it was rehabilitated into the current Hong Kong Heritage Discovery Centre, which opened in October 2005. Block S4 is being used as a Health Education Exhibition and Resource Centre by the Food and Environmental Hygiene Department. This block is also home to a pair of columns from the flagship Eu Yan Sang shop that was located in Queen's Road Central in 1926, but has been relocated to the front entrance of Block S4 since 1992. All the buildings are rated Grade 1 historical building and were built as typical Colonial Neo-Classical army barrack blocks, but have undergone various degrees of modification and modernization since their original construction.</p> <p>The historic Blocks S61 and S62 of the former Whitfield Barracks at Kowloon Park built in 1910 is now the Hong Kong Heritage Discover Centre. The outdoor courtyard (~0.07 ha) is generally opened to the public and consists of a seating area. The courtyard is shaded by 1 OVT, LCSD YTM/72, <i>Albizia lebbbeck</i> with height 19m, crown spread 19m and DBH 1300mm and a <i>Ficus microcarpa</i> with height around 19m, spread 20m and DBH 1100mm. The amenity values of these 2 trees are considered to be high.</p> <p>Also located in Kowloon Park is the Kowloon West II Battery, which formed part of the Whitfield Barracks and was built between 1878-1880 as part of the defense of part of the Kowloon Peninsula, where it commanded the entrance to Victoria Harbour between Stonecutters Island and Green Island. The site has been converted to a children's playground within Kowloon Park, although a number of features of its original purpose still remains. These include the original gun emplacements, which have been renovated and the 5 inch breech loading naval guns discovered at Chatham Road in 1980 are now mounted in each emplacement, as well as parts of the original stone masonry wall. The Kowloon West II Battery is listed as Grade 1 historical building.</p>	High

10.4.4 Landscape Character of the Assessment Area

According to the "Landscape Character Map of Hong Kong" published by Planning Department in September 2003, the WKCD site is classified as "Reclamation/Ongoing Major Development Landscape" under the category of "Urban Fringe Landscape".

These are the transitional landscapes which are currently awaiting or are undergoing large scale construction or re-development. Part of the WKCD site consists of land undergoing development while most of the site is vacant and awaiting development. It is characterized by a flat, low-lying topography, lack of significant vegetation or significant built structures. The site includes some major earthworks and partially completed structures. It is part of the West Kowloon reclamation area and so is characterized by

their proximity to the coast. As a result of their indeterminate status and the disturbance caused by ongoing construction work, the landscape of the study area has an incoherent, desolate and transient character.

The landscape character of the surrounding areas to the east and the north of the site is classified as an Urban Landscape type “Late 20 Century/ Early 21 Century Commercial/Residential Complex Landscape”, comprising Hong Kong’s most recent urban landscapes. The adjacent extensive comprehensive developments, such as International Commercial Centre, the Harbourside Towers and Elements Shopping Mall, contain a large podium for retail uses and parking, with commercial or residential towers above and are characterized by their new building block using modern building materials such as glass and steel.

Streets are wide with significant roadside landscape provision and tree planting and with footbridges connecting developments at first floor or podium level. The result is an intensely urban landscape which is enclosed, angular, and colourful, and which is defined to a significant extent by its built form and the spaces they create. It forms a typical urban setting of Hong Kong’s urban landscape.

Accordingly, the landscape character of the surrounding assessment area varies from contemporary urban landscape, transportation corridor landscape and coastal waters landscape.

10.4.4.1 Baseline Landscape Character Areas (LCAs)

The Landscape Character Areas are zoned with reference to the “*Study of Landscape Value Mapping of Hong Kong*”. **Table 10.5** summarises the baseline LCAs and their sensitivity. The locations and photo records of the Landscape Character Areas can be referred to in **Figure 10.4** and **Figure 10.5a to 10.5h**.

Table 10.5: Landscape character areas and sensitivity

Ref. No.	Baseline Landscape Character Areas	Sensitivity (Low, Medium, High)
LCA01	<p>West Kowloon Cultural District Landscape Character Area</p> <p>The approximate size of this LCA is 13.4ha This area is where the Park would be located in the proposed development. The topography is generally flat. This area is open with clusters of trees. Tree plantation at the eastern edge of the area abutting the portal of the WHC was planted by the former Urban Council. Elsewhere trees in this area are mostly self-seeded weed species. This area has held some temporary exhibitions such as the Hong Kong – Shenzhen Biennale Urbanism. The interface with WHC is currently buffered by clusters of trees. As this LCA is still a vacant land reserved for WKCD development, which has no district or regional significance.</p>	Low
LCA02	<p>West Kowloon Cultural District Construction Area</p> <p>The approximate size of this LCA is 20.6ha. This area is currently under site formation and underground structure works. The landscape character is changing from time to time with construction operations. This LCA has no district or regional significance.</p>	Low
LCA03	<p>West Kowloon Cultural District Temporary Waterfront Promenade</p> <p>The approximate size of this LCA is 4.54ha. This area is currently opened to the public and allows activities along the waterfront. The temporary waterfront promenade provides basic recreation structures like seating area, children’s play area, bicycle track and kiosk to the public. Generally hard paved with shrub plantings, some facilitates in the area can easily be demolished, replaced or reused. As this LCA is temporary, it has no district or regional significance.</p>	Low

Ref. No.	Baseline Landscape Character Areas	Sensitivity (Low, Medium, High)
LCA04	<p>New Yau Ma Tei Typhoon Shelter Landscape</p> <p>The approximate size of this LCA is 31.0ha This is an area for typhoon shelter use in New Yau Ma Tei. It is substantially enclosed by offshore breakwater. It is located at the northern part of the WKCD and the coastal edges of Yau Ma Tei District. It is an inshore aquatic landscape formed by the armourstone breakwaters constructed to protect large numbers of moored vessels, such as freights, fishing vessels and sampans. They consist primarily of water, which incorporate the jetties, pontoons and navigational features resulting in a landscape that is a transitional one between the coastal land and sea. It is a vibrant and active landscape characterised by a variety of form and colour and often by a significant sense of enclosure. This LCA has no district or regional significance.</p>	Low
LCA05	<p>Victoria Harbour Inshore Water Landscape</p> <p>The approximate size of this LCA is 63.8.ha. This side of the water is facing west of the Victoria Harbour which created a sense of openness. This area has the backdrop of Stonecutters Bridge, Tsing Yi and Lantau Island. While the landscape is characterized predominantly by horizontality and muted hues of coastal water, container barges may be spotted randomly in the area. This results in an open landscape with colour changes (from blue to sunset red) though the course of the day which is punctuated by human features. This LCA has a major district and regional significance.</p>	High
LCA06	<p>Victoria Harbour Strait Landscape</p> <p>The approximate size of this LCA is 66.6ha.The Victoria Harbour is a world famous harbour. This is a unique feature and a public asset with busy marine traffic flow. This landscape is characterized with significant natural and marine landscape with a distinct sense of enclosure by the developments and hills on the two sides of the Harbour. This LCA is located at the southern part of the WKCD, is enclosed by significant landform of WKCD and the Tsim Sha Tsui Promenade, creating a distinct sense of enclosure. It is characterized predominantly by their surrounding landforms and the muted hues and horizontally of their coastal waters. It includes the ferry piers, passing vessels and various marine activities. This LCA has a major district and regional significance.</p>	High
LCA07	<p>New Yau Ma Tei Container Terminal Landscape</p> <p>The approximate size of this LCA is 3.5ha.This is a container terminal for container barges. The height of the container barges can be up to 30m which forms vertical elements towards the skyline. This LCA has no district or regional significance.</p>	Low
LCA08	<p>Western Harbour Crossing Toll Gate Landscape</p> <p>The approximate size of this LCA is 12.6ha.This is one of the 3 cross harbour tunnel in Hong Kong. This area is characterized with heavy traffic. The traffic forms a linear and near static movement in peak hours but become more vibrant in normal hours. Buffering trees are planted surrounding the entrance area. This LCA has no district or regional significance.</p>	Medium
LCA09	<p>Tsim Sha Tsui Late 20C / Early 21C Commercial / Residential Complex Landscape</p> <p>The approximate size of this LCA is 25.1ha.This area includes the Elements mall and the Victoria Towers. It is dominated with mixed residential / commercial use. This comprises a mix of high rise buildings for residential use, typically with landscape area on the podium containing retail uses and parking. The streets are utilitarian with few soft landscape treatments. The result is an enclosed and colourful urban landscape defined by its built form and the spaces they created without much landscape treatment in ground level. This LCA has no district or regional significance.</p>	Medium
LCA10	<p>Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) Terminus Construction Site and Austin Station</p> <p>The approximate size of this LCA is 21.0ha.The XRL is part of the strategic national express rail network that connects Hong Kong to the major cities in the Mainland China. It is an important public transport interchange. The terminus with an area of about 11 ha will be located between Austin Station and Kowloon Station. The terminal will provide a large extent of public green space linking to the WKCD. The area is currently under construction and completion of the terminus is expected to be in 2015. This LCA has no district or regional significance.</p>	Low

Ref. No.	Baseline Landscape Character Areas	Sensitivity (Low, Medium, High)
LCA11	<p>Kowloon Park Urban Landscape</p> <p>The approximate size of this LCA is 13.3ha. This area is a major green area in the district large enough to form landscape in its own right. The green area covers more than 13.3 ha. There are approximately 1,500 trees with more than 90 tree species. There are a total of 51 Old and Valuable Trees (OVT) of high amenity value located in Kowloon Park. The park offers a full range of active and passive recreational sports facilities to the public. This LCA has a moderate district significance and minor regional significance.</p>	High
LCA12	<p>Jordan Mixed Urban Landscape</p> <p>The approximate size of this LCA is 44.5ha. This is an area of mainly residential use. This comprises of a mix of low to medium rise buildings. The streetscape is characterised with no or few soft landscape treatments. The King George V Memorial Park is the major green space for the local residents. This LCA has no district or regional significance.</p>	Medium
LCA13	<p>Tsim Sha Tsui Organic Mixed Urban Development Landscape</p> <p>The approximate size of this LCA is 11.4ha. This is an area of mixed residential, commercial and retail land uses. This comprises mainly medium rise buildings of mixed retail / residential uses and high rise buildings for commercial / retail uses. Apart from the historical <i>Ficus microcarpa</i> along the Park Lane Shopper's Boulevard, the streetscape is characterised with few soft landscape treatments. This LCA has a minor district and regional significance.</p>	Medium
LCA14	<p>Tsim Sha Tsui Commercial / Retail Complex Landscape</p> <p>The approximate size of this LCA is 13.0ha. This is an area predominantly of commercial and retail land uses and comprises mainly high rise buildings. The streets are utilitarian with no or few soft landscape treatments. Landscape treatments are found in roof top gardens which combine with commercial or retail functions. This LCA has minor district and regional significance.</p>	Medium

10.4.5 Baseline Visual Resources and Visually Sensitive Receivers

10.4.5.1 Visual Envelope

The baseline for the Visual Impact Assessment (VIA) is an understanding of the existing visual qualities within the assessment area that could be affected by the proposed WKCD development. This area refers to the Visual Envelope. There are extensive and open views to the WKCD site from the surrounding areas and Victoria Harbour, due to the open expanse of water within the harbour, and the elevation of the surrounding topography. The WKCD site is open to view from the sea with a water frontage.

Given the waterfront location of the proposed WKCD development, the Visual Envelope of the WKCD site covers a large area extending from West Kowloon to the northern side of Hong Kong Island. The Visual Envelope of the WKCD site is bounded by the ridgelines of Victoria Peak, Mount Cameron and Mount Davis on Hong Kong Island to the south and the ridgeline of Lion Rock to the north. To the east, it is bounded by the high rise commercial and residential developments located in Yau Ma Tei, Jordan, Tsim Sha Tsui and Causeway Bay. To the west, it is surrounded by Victoria Harbour. Therefore, the Visual Envelope contains areas which are fully visible, partly visible and non-visible to the proposed WKCD development.

Within the Visual Envelope, the Primary Zone of Visual Influence (PZVI) is delineated which covers the area in proximity to the site that is visually affected by the proposed development. Due to the scale of the proposed WKCD development, the Primary Zone of Visual Influence includes the first two rows of street blocks facing towards the proposed WKCD site, such as the office towers located to the south and the southeast of the WKCD site (i.e. along Gateway Boulevard), and the residential/and commercial buildings located to the north and northeast of the WKCD site.

The Primary Zone of Visual Influence of the WKCD site is also extended to high rise commercial developments such as Miramar Tower and The One, and heritage sites consisting of the declared monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory located to the east of Nathan Road, since there is a large open space (i.e. Kowloon Park) located immediately to the east of the WKCD site.

The Visual Envelope of the WKCD site, and the locations of the VSRs located outside the Primary Zone of Visual Influence are illustrated in **Figure 10.8**.

A plan showing the Primary Zone of Visual Influence, its zoning and the VSRs located within the Zone is provided in **Figure 10.10**.

10.4.5.2 Visual Resources

Natural Ridgelines

The ridgeline of Lion Rock located to the north of West Kowloon provides a natural backdrop to the urban areas in West Kowloon. It is a natural visual resource forming part of the Visual Envelope of the WKCD site. With the control of the development height, views to the natural ridgelines including the Kowloon Peak, Tsz Wan Shan and Lion Rock ridgelines could be preserved when viewed from the key VSRs such as Sun Yat Sen Memorial Park and Central Star Ferry Pier No. 7.

Victoria Harbour

Victoria Harbour is a unique natural asset of Hong Kong, providing an open sea view to the areas along the northern coast of Hong Kong Island and the southern coast of Kowloon Peninsula. It is also a valuable visual resource and a visually dominant natural feature to the WKCD, providing a magnificent sea view as the backdrop. Various planning provisions contain objectives for the protection of landscape values of Victoria Harbour. An outline of the relevant planning standards and provisions seeking to protect and enhance the landscape values of Victoria Harbour and its surroundings is provided in **Section 10.2**.

10.4.5.3 Existing State and Visual Character of the WKCD Site and Its Surroundings

The landscape character and the existing state of the WKCD site and its surroundings described in **Sections 10.4.1 to 10.4.3** contributes to the overall visual character of the WKCD site.

Currently, the majority of the WKCD site has been left vacant and unused, despite a temporary promenade which comprises some basic ancillary facilities, such as public toilets and kiosks, a cycling track, bicycle rental store and a temporary stage is currently run by the LCSD. Built structures found in the western portion of the site include a saltwater pumping station and ventilation buildings for WHC and the MTR railway line, which are considered to be incompatible with the visual amenity of the WKCD site. The Tsim Sha Tsui Fire Station and the XRL temporary work areas are also located within the WKCD site. The latter is considered to be visually distracting. Trees are scattered mainly in the western part of the WKCD site and a tree buffer is located around the entrance of the WHC. **Figure 10.9** is an aerial photo of the WKCD site showing the locations of these structures within the WKCD.

Due to the waterfront location, the WKCD site is also characterized by its proximity to the coast. However, the current uses of the WKCD site do not take advantage of its prime location at the waterfront, even though part of the WKCD site is occasionally used for outdoor activities or events such as the Wine and Dine Festival and music festival.

The XRL construction works within the WKCD site and beyond are considered to be visually incompatible with the existing landscape and visual context. In addition, the linear arrangement of the existing high rise buildings located to the north of the WKCD site creates a “wall effect” and gives a monotonous image of the waterfront. As a result, the current visual amenity of the WKCD site and its surroundings is not ideal. The proposed WKCD development, therefore, presents a good opportunity to significantly improve the existing visual quality of the WKCD site.

The committed project West Kowloon Terminus for the XRL located to the north of the WKCD site and the residential development associated with Austin Station are currently under construction. Therefore, the current visual context of the WKCD site and its surrounding areas mostly consists of construction sites and high rise residential building blocks, conveying the impression of an area in transition.

10.4.5.4 Visually Sensitive Receivers (VSRs)

More than 40 VSRs located within the Visual Envelope are identified, for adequately assessing visual impacts derived by the proposed WKCD development. The location of the VSRs is provided in **Figures 10.8 and 10.10**.

Other than existing residential and commercial developments, institutional, recreational and transportation facilities, and transient VSRs located within the Visual Envelope, the selected VSRs also include committed developments located immediately adjacent to the WKCD site. The selected VSRs located within the Primary Zone of Visual Influence are considered to be most visually affected by the proposed WKCD development.

There are six types of existing VSRs and three types of committed VSRs identified within the Primary Zone of Visual Influence, which are listed in **Table 10.6**.

Table 10.6: Types of VSRs

Type of VSRs	VSRs
Existing VSRs	
1. Residential VSRs	One Silversea (VSR 6), Island Harbourview (VSR 7), The Harbourside (VSR 10), The Arch (VSR 11), The Waterfront Blocks (VSR 12), Sorrento Towers (VSR 13), The Cullinan (VSR 14), Wai On Building and Wai Hang Building (VSR 20), The Victoria Tower (VSR 21), Man King Building and Man Wah Building (VSR 22), and Lee Kiu Building and Wai Ching Court (VSR 23).
2. Commercial VSRs (e.g. Offices and hotels)	International Commerce Centre (VSR 8), The Elements (VSR 9), China Hong Kong City (VSR 24), Hong Kong Hotel and Prince Hotel (VSR 25), Gateway Hong Kong (VSR 26), Harbour City and Ocean Centre (VSR 27), The Macro Polo Hong Kong Hotel (VSR 28), Pacific Club Kowloon (VSR 30), Miramar Arcade/ Tower (VSR 38), and The One (VSR 39)
3. Institutional VSRs	Hong Kong Convention and Exhibition Centre (VSR 3), Kwun Chung Municipal Services Building (VSR 32), Lai Chack Middle School (VSR 33), Canton Road Government Primary School (VSR 34), Heritage Sites Consisting of the Declared Monuments of St. Andrew’s Church, Antiques and Monuments Office and Hong Kong Observatory (VSR 37) and Tsim Sha Tsui Fire Station (VSR 43)
4. Recreational VSRs (e.g. recreational areas/open space)	Sun Yat Sen Memorial Park (VSR 1), The Peak (VSR 4), Hoi Fei Road Waterfront (VSR 5) Kowloon Park Entrance on Canton Road (VSR 35) and King George V Memorial Park, Kowloon (VSR 36)
5. Transportation VSRs	Central Star Ferry Pier No. 7 (VSR 2), Austin Station (VSR 17), Western Harbour Crossing Toll Plaza (VSR 19),

Type of VSRs	VSRs
	Hong Kong China Ferry Terminal (VSR 29) and Ocean Terminal (VSR 31)
6. Transient VSRs	Travellers on Ferries to/from Central and Tsim Sha Tsui (VSR 40), Travellers along Austin Road West (VSR 41), and Travellers along Canton Road (VSR 42)
Committed VSRs	
1. Commercial VSR	Planned CDA Development above West Kowloon Terminus (VSR 16)
2. Transportation VSR	West Kowloon Terminus (VSR 15)
3. Residential VSR	Planned Residential Development above Austin Station (VSR 18)

In terms of the location of VSRs, the identified 43 VSRs can be classified into 4 groups, including VSRs at strategic level, VSRs located in proximity to the WKCD site, VSRs located further away from the WKCD site and VSR located within the WKCD site.

VSRs at Strategic Level

VSRs at strategic level includes four vantage viewpoints identified in *Chapter 11 Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG)* including Sun Yat Sen Memorial Park (VSR 1), Central Star Ferry Pier No. 7 (VSR 2), Hong Kong Convention and Exhibition Centre (VSR 3) and the Peak (VSR 4). They are all located across Victoria Harbour on the northern side of Hong Kong Island. However, Quarry Bay Park is not one of the VSRs, as it is not located within the Visual Envelope.

Developments within the WKCD site will be visible from a significant number of VSRs located immediately adjacent to the WKCD site and around Victoria Harbour. It is not only overlooked by the residential, commercial developments and transportation facilities adjacent to the WKCD site, but also a number of various developments located on the northern side of Hong Kong Island, in particular those located along the waterfront between Sheung Wan and Wan Chai, and on the Peak. They currently have open views over the Harbour to the WKCD site. **Figure 10.11** shows the baseline VSRs located on Hong Kong Island.

Since the developments located along the waterfront between Sheung Wan and Causeway Bay are not blocked by any buildings, the degree of visibility to the WKCD site depends on the locations of the VSRs. The degree of visibility to the WKCD site becomes limited towards the eastern end of the waterfront at Causeway Bay and the western end of the waterfront at West Point. While the Sun Yat Sen Memorial Park (VSR 1) and Central Star Ferry Pier No. 7 (VSR 2) have an open view of the WKCD site, only partial view of the WKCD site can be viewed from Hong Kong Convention and Exhibition Centre (VSR 3).

Various locations at the Mid-levels and the Peak can enjoy a panoramic view of Victoria Harbour, despite part of the views may be blocked by the high rise buildings and/or trees in the foreground. VSRs at the same location but on different floors of a building could also have different degree of visibility to the WKCD site. For instance only partial view of the WKCD site can be viewed from the Peak (VSR 4).

VSRs Located in Proximity to the Site in Kowloon

The VSRs located in proximity to the WKCD site in Kowloon are mostly located to the north, the east and the southeast of the WKCD site, given the WKCD site is surrounded by Victoria Harbour to the south and the west.

The front rows of commercial and residential buildings with close views of the WKCD site are the most affected VSRs. These include the residential/and commercial developments located immediately to the north and east of the WKCD site, and the commercial developments located to the south and southeast of the WKCD site. Therefore, the sensitivity of these VSRs located in the adjacent neighbourhood area is

relatively high. Views to the WKCD site from the West Kowloon entrance/exit of WHC Toll Plaza (VSR 23), however, are limited, despite its close proximity to the WKCD site.

Residential developments located close to the intersection of Canton Road and Austin Road West, have close views of the WKCD site. Their views are also affected by the committed developments at West Kowloon Terminus and Austin Station.

Views from Kowloon Park (entrance on Canton Road) (VSR 35), Lai Chack Middle School (VSR 33), Canton Road Government Primary School (VSR 34) to the WKCD site are currently blocked by Tsim Sha Tsui Fire Station and China Hong Kong City. However, the fire station is expected to be relocated in the future. Hence, their sensitivity is considered to be low before the fire station has been relocated, and medium after it has been relocated.

VSRs Located Further Away from the Site in Kowloon

i. VSRs Located to the East of Nathan Road and Kowloon Park

Since Kowloon Park is located immediately adjacent to the east of the WKCD site, it is anticipated that the upper levels of the commercial buildings located to the east of Kowloon Park and Nathan Road have partial views of the proposed WKCD development.

Based on the *Explanatory Statement of Draft West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*, an open vista and green corridor from the heritage sites consisting of the declared monuments of St. Andrew's Church, former Kowloon British School (now Antiques and Monuments Office) and Hong Kong Observatory through Kowloon Park, and along the WKCD waterfront promenade towards the Victoria Harbour are required to be preserved. However, the views to the WKCD site from these three VSRs are blocked by Kowloon Park if viewed from the ground level.

ii. VSRs Located to the West and Northwest of the Site

Views from the northwest and the west to the WKCD site also have been assessed to give a full picture of the visual impact assessment. Views to the WKCD site from the VSRs along the north western waterfront such as Hoi Fei Road waterfront (VSR 5), One Silversea (VSR 6) and Island Harbourview (VSR 7) are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter and the buildings located immediately to the north of the WKCD site when viewed from ground and lower levels.

Despite not being able to access various locations of Ngong Shung Island, it is expected that the southern part of the Island could have partial views of the WKCD site that is blocked by the water transportation at the New Yau Ma Tei Typhoon Shelter and the buildings located immediately to north of the WKCD site.

VSR Located within the WKCD Site

Tsim Sha Tsui Fire Station (VSR 43) is the VSR located within the WKCD site. It will experience cumulative visual impacts derived by the proposed WKCD development, and committed developments such as West Kowloon Terminus for the XRL and residential development at Austin Station. However, it will be relocated during operation phase.

Transient VSRs

In comparison to the VSRs mentioned above, the VSRs travelling along the Victoria Harbour (within the Visual Envelope) are more dynamic. These include the passengers on ferries, cruises, boats and other

sea/water transportation. Most of them have open or partial views of the WKCD site, depending on their locations.

Vehicular users/travellers travelling along West Kowloon Highway, Austin Road West and Canton Road, as well as travellers arriving to/from the WHC Toll Plaza, West Kowloon Terminus and Austin Station are also the transient VSRs identified within the Primary Zone of Visual Influence. They all have varying views depending on locations. .

The locations of the identified VSRs located within the Visual Envelope and the Primary Zone of Visual Influence are shown in **Figure 10.8 and Figure 10.10**, and the photos of the VSRs are provided at **Figures 10.12a to Figure 10.12k**. A total of 10 viewpoints are selected for the preparation of photomontages, and the location plan of the 10 selected viewpoints for the photomontages is shown in **Figure 10.13. Table 10.7** identifies the VSRs within the Visual Envelope.

Table 10.7: VSRs identified within the visual envelope

Key VSR		Descriptions of the VSR and Existing Views
VSRs at Strategic Level - Hong Kong Island		
VSRs Located along the Waterfront on the Northern Side of Hong Kong Island		
VSR 1 *	Sun Yat Sen Memorial Park	<ul style="list-style-type: none"> Located opposite the WKCD site across Victoria Harbour, visitors at Sun Yat Sen Memorial Park have an open view of the WKCD site at ground level. The western part of the WKCD site is in the foreground of the visual composition.
VSR 2 *	Central Star Ferry Pier No. 7	<ul style="list-style-type: none"> Located opposite the WKCD site across Victoria Harbour, visitors and passengers at Central Star Ferry Pier No. 7 have an open view of the WKCD site at ground and elevated levels.
VSR 3 *	Hong Kong Convention and Exhibition Centre	<ul style="list-style-type: none"> Located to the southwest of the site, at the waterfront in Wan Chai on Hong Kong Island across Victoria Harbour Only part of the WKCD site can be viewed from Hong Kong Convention and Exhibition Centre, since the views to the WKCD site are blocked by the buildings located at Tsim Sha Tsui waterfront and the cruises berthed at Ocean Terminal.
VSR Located at an Elevated Level on Hong Kong Island		
VSR 4 *	The Peak	<ul style="list-style-type: none"> Located to the south of the site at an elevated level, the Peak is situated at 396 metres above sea level on Hong Kong Island across Victoria Harbour. Visitors can enjoy a partial distance view at an elevated level overlooking Kowloon Peninsula including the WKCD site. However, views to the WKCD site are blocked by the buildings or/and trees in the foreground.
VSRs Located Further Away from the WKCD Site - Kowloon		
Residential and Recreational VSRs Located to the Northwest of the WKCD Site		
VSR 5 *	Hoi Fei Road Waterfront	<ul style="list-style-type: none"> Views to the WKCD site at ground level are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately to the north of the site. Only western part of the WKCD site can be viewed.
VSR 6	One Silversea	<ul style="list-style-type: none"> Views to the WKCD site from lower levels of One Silversea are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately to the north of the site. Only western part of the WKCD site can be viewed Views to the western part of the WKCD site from upper levels may not be blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, but may be partially blocked by the buffer trees located around the West Harbour Crossing Toll Plaza.
VSR 7	Island Harbourview	<ul style="list-style-type: none"> Views to the WKCD site from lower levels of Island Harbourview are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately to the north of the site. Only western part of the WKCD site can be viewed.

Key VSR		Descriptions of the VSR and Existing Views
		<ul style="list-style-type: none"> Views to the western part of the WKCD site from upper levels are not blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, but may be partially blocked by the buffer trees located around the West Harbour Crossing Toll Plaza.
VSRs Identified within the Primary Zone of Visual Influence - Kowloon – In Proximity to the WKCD Site		
Commercial/ Residential/Transportation VSRs Located Immediately to the North of the WKCD Site		
VSR 8	International Commerce Centre (ICC)	<ul style="list-style-type: none"> Standing above Kowloon Station and Elements shopping mall, ICC rises to 480 mPD and is the tallest building in Hong Kong. Open and close view of the WKCD site can be seen. Due to the orientation of the building block, only views from the southern and south-western facing offices would be affected.
VSR 9*	The Elements	<ul style="list-style-type: none"> At the base of the ICC tower and 5 high rise residential developments (i.e. the Harbourside, the Arch, the Waterfront, Sorrento Towers and the Cullinan), the Elements shopping mall comprises of 4 floors of retail shops, including ground, first, second and roof floors (i.e. podium level). Close view of the WKCD site can be seen at ground and lower levels. On the ground floor level, most of the areas are occupied by the transportation facilities, including public transport interchange, concourse of Kowloon Station, Airport Express in Town check in hall, coach terminus and parking etc. Most of these areas are enclosed, an ice rink facing the intersection of Austin Road West and Lin Cheung Road and certain areas of the shopping mall (e.g. the podium of the Elements) have a close view of the WKCD site. Due to the orientation of the building block, only views from the southern facing areas of the mall and its podium would be affected by the proposed WKCD development. Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus and Austin Station would be experienced by the east and south east facing areas of the mall and its podium.
VSR 10	The Harbourside	<ul style="list-style-type: none"> Comprising of 3 residential towers, the Harbourside is one of the high rise residential developments located to the north of the Austin Road West and directly facing the site. Due to the orientation of the building blocks, only views from the southern facing units would be affected, particularly the lower floors of the buildings.
VSR 11	The Arch	<ul style="list-style-type: none"> Located to the west of the junction of Austin Road West and Lin Cheung Road, the Arch comprises of 4 residential towers. It is one of the high rise residential developments located to the north of the Austin Road West and directly facing the site Views from the lower floors of the buildings would be significantly affected by the proposed WKCD development. Due to the orientation of the building blocks, only views from the southern facing units would be affected. Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus and Austin Station would be experienced by the residents living at the Arch.
VSR 12	The Waterfront	<ul style="list-style-type: none"> Located to the west of Lin Cheung Road and West Kowloon Terminus, the Waterfront residential development comprises of 7 residential towers. The Waterfront is one of the high rise residential developments located to the north of the Austin Road West and the WKCD site, and directly facing West Kowloon Terminus. The eastern and south-eastern facing units of the first row of residential buildings along Lin Cheung Road have partial view of the WKCD site. Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus and Austin Station would be experienced.
VSR 13	Sorrento Towers	<ul style="list-style-type: none"> It is one of the high rise residential developments located to the north of the WKCD site, but is not located immediately adjacent to the site. Views to the WKCD site are mostly blocked by other residential developments

Key VSR		Descriptions of the VSR and Existing Views
		<p>immediately located to the north of Austin Road West.</p> <ul style="list-style-type: none"> ■ The south-western facing units of Tower 6 would experience the cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station.
VSR 14	The Cullinan	<ul style="list-style-type: none"> ■ Facing New Yau Ma Tei Typhoon Shelter, the Cullinan is one of the high rise residential developments located to the north of the WKCD site. ■ Views to the WKCD site are mostly blocked by ICC and other residential developments located immediately to the north of Austin Road West. ■ However, it has an open view of the WHC Toll Plaza, where there will be construction activities associated with the external connection to the WKCD development.
VSR 15	West Kowloon Terminus	<ul style="list-style-type: none"> ■ Located immediately to the north of the site, the West Kowloon Terminus site is currently under construction. ■ Travellers arriving at the Terminus will have a close view of the proposed WKCD site. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at Austin Station would be experienced.
VSR 16	Planned CDA Development above West Kowloon Terminus	<ul style="list-style-type: none"> ■ Located immediately to the north of the site, the West Kowloon Terminus site is currently under construction. ■ Due to the orientation of the building blocks, views from the southern facing units at the lower floors would be blocked by the proposed WKCD development. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at Austin Station would be experienced.
VSR 17	Austin Station	<ul style="list-style-type: none"> ■ The Austin Station site is currently under construction. ■ There are two station buildings for Austin Station, one is bounded by Jordan Road to the north and Wui Cheng Road to the south, another is bounded by Wui Cheng Road to the north and Austin Road West to the south. ■ The southern station building has partial view of the WKCD site (i.e. eastern part of the site), while views to the WKCD site from northern station building would be mostly blocked by the West Kowloon Terminus and the southern station building. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus would be experienced.
VSR 18	Planned Residential Development above Austin Station	<ul style="list-style-type: none"> ■ The Austin Station site is currently under construction. ■ Due to the orientation of the building blocks, views from the southern and western facing units at the lower floors would be blocked by the proposed WKCD development. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus would be experienced.
VSR 19 *	Western Harbour Crossing Toll Plaza	<ul style="list-style-type: none"> ■ Located to the northwest of the WKCD site. ■ Only western part of the WKCD site can be viewed ■ Views to Victoria Harbour and Hong Kong Island are currently partially blocked by the dense vegetation, the WHC administration building and the WHC ventilation building. ■ The travellers arriving at WHC Toll Plaza has an open view of the West Harbour Toll Plaza where will be construction activities associated with the external connection to the WKCD development.
VSR 20*	Wai On Building & Wai Hang Building	<ul style="list-style-type: none"> ■ Located to the east of the WKCD site. ■ Residential buildings located to the east of Canton Road and north of Austin Road West. ■ Facing eastern part of the site, its residents have partial view of the WKCD site ■ Due to the orientation of the building blocks, views from the western and north-western facing units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station would be experienced.

Key VSR		Descriptions of the VSR and Existing Views
VSR 21	The Victoria Tower	<ul style="list-style-type: none"> ■ Located to the east of the WKCD site, it is a high rise residential development located to the east of Canton Road and south of Austin Road West. ■ Have close and open view of the WKCD site ■ Due to the orientation of the building blocks, views from the western facing units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus and Austin Station would be experienced
VSR 22	Man King Building and Man Wah Building	<ul style="list-style-type: none"> ■ Located to the west of Ferry Street, views to WKCD site are mostly blocked by committed developments at West Austin Station and West Kowloon Terminus. ■ Due to the orientation of the building blocks, only views from the southern facing units would be affected.
VSR 23	Lee Kiu Building and Wai Ching Court	<ul style="list-style-type: none"> ■ Residential buildings located close to the junction of Ferry Street and Jordon Street ■ Views to the WKCD site are mostly blocked by committed developments at West Austin Station and West Kowloon Terminus. ■ Due to the orientation of the building blocks, views from the western and southern facing units would be affected.
Commercial VSRs Located to the South and the Southeast of the WKCD Site		
VSR 24	China Hong Kong City	<ul style="list-style-type: none"> ■ Open view of the WKCD site can be seen in a short distance. ■ Only western and northern facing units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station would be experienced.
VSR 25	Hong Kong Hotel and Prince Hotel	<ul style="list-style-type: none"> ■ Part of the view of the WKCD site is blocked by Gateway Tower. ■ Only some of the western units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station would be experienced.
VSR 26*	Gateway Hong Kong	<ul style="list-style-type: none"> ■ Gateway Hong Kong is part of Harbour City, comprising of office buildings with shopping arcade at lower level in Tsim Sha Tsui. ■ Open view of the WKCD site can be seen in a short distance at upper levels. ■ Only western and northern facing units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station would be experienced.
VSR 27	Harbour City and Ocean Centre	<ul style="list-style-type: none"> ■ Partial view of the WKCD site can be seen in a short distance at upper levels. ■ Only western and northern facing units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station would be experienced.
VSR 28	The Macro Polo Hong Kong Hotel	<ul style="list-style-type: none"> ■ Partial view of the WKCD site can be seen at upper levels. ■ Only western and northern facing units would be affected.
VSR 29	Hong Kong China Ferry Terminal	<ul style="list-style-type: none"> ■ Open view of the WKCD site can be seen in a short distance ■ North and north-western facing units would be affected. ■ Cumulated visual impacts derived by the proposed WKCD development, committed developments at West Kowloon Terminus for the XRL and Austin Station would be experienced.
VSR 30	Pacific Club Kowloon	<ul style="list-style-type: none"> ■ Views to the WKCD site are mostly blocked by Hong Kong China Ferry Terminal ■ Only western part of the WKCD site can be viewed.
VSR 31*	Ocean Terminal	<ul style="list-style-type: none"> ■ The WKCD site can be seen from a short distance, however views to the WKCD site are mostly blocked by the Pacific Club Kowloon at ground and lower levels

Key VSR		Descriptions of the VSR and Existing Views
<ul style="list-style-type: none"> ■ Northern facing areas would be affected. 		
Institutional VSRs Located to the East of Canton Road		
VSR 32	Kwun Chung Municipal Services Building	<ul style="list-style-type: none"> ■ Located adjacent to the King George V Memorial Park, views from Kwun Chung Municipal Services Building to the WKCD site are blocked by Austin Station at lower levels. ■ Only western facing units would be affected. ■ Visitors would mostly experience the visual impacts derived by the committed developments at Austin Station.
VSR 33	Lai Chack Middle School	<ul style="list-style-type: none"> ■ Located opposite Tsim Sha Tsui Fire Station, views from Lai Chack Middle School to the WKCD site are blocked by the China Hong Kong City buildings and the fire station. ■ However, part of the WKCD site could be viewed after the fire station is relocated. ■ Only western facing units would be affected.
VSR 34	Canton Road Government Primary School	<ul style="list-style-type: none"> ■ Located opposite the China Hong Kong City and Tsim Sha Tsui fire station, views from Canton Road Government Primary School to the WKCD site are blocked by the China Hong Kong City buildings and fire station. ■ However, part of the WKCD site could be viewed after the fire station is relocated. ■ Only western facing units would be affected.
Recreational VSRs		
VSR 35	Kowloon Park (Entrance on Canton Road)	<ul style="list-style-type: none"> ■ Currently the WKCD site cannot be seen from the gap of the buildings of Tsim Sha Tsui fire station and China Hong Kong City at ground level. However, part of the WKCD site could be viewed after the fire station is relocated.
VSR 36	King George V Memorial Park, Kowloon	<ul style="list-style-type: none"> ■ Located immediately to the east of Austin Station, views to the WKCD site at ground level are mostly blocked by Austin Station. ■ Visitors would mostly experience the visual impacts derived by the committed developments at Austin Station.
VSRs Located Further Away from the WKCD Site - Kowloon		
Commercial VSRs Located to the East of Kowloon Park		
VSR 37	The heritage sites consisting of the declared monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory	<ul style="list-style-type: none"> ■ Views to the WKCD site from these three heritage sites are blocked by Kowloon Park when viewed from ground level. ■ Only western facing units would be affected.
VSR 38	Miramar Arcade/Tower/ The Mira Hotel	<ul style="list-style-type: none"> ■ Located adjacent to the heritage sites, partial view of the WKCD site can be viewed through Kowloon Park at upper levels. ■ Only western facing units would be affected.
VSR 39	The One	<ul style="list-style-type: none"> ■ Partial view of the WKCD site can be viewed through Kowloon Park at upper levels. ■ Only some of the western facing units are affected.
Transient VSRs		
VSR 40	Travellers on Ferries to/from Central and Tsim Sha Tsui	<ul style="list-style-type: none"> ■ Varying views depending on locations. ■ Open views of the WKCD site. ■ Short period of the journey is affected for the ferry ride.
VSR 41	Travellers along Austin Road West	<ul style="list-style-type: none"> ■ Varying views depending on locations along Austin Road West. ■ Close and open views of the WKCD site. ■ Travellers travelling along the road section between Lin Cheung Road and Canton Road would experience cumulative visual impacts derived by the proposed WKCD development, and the committed developments at Austin Station and West Kowloon Terminus for the XRL.
VSR 42	Travellers along Canton Road	<ul style="list-style-type: none"> ■ Varying views depending on locations along Canton Road. .

Key VSR	Descriptions of the VSR and Existing Views
	<ul style="list-style-type: none"> Travellers along the section of Canton Road between Jordan Road and China Hong Kong City would experience cumulative impacts derived by the proposed WKCD development, and the committed developments at Austin Station and West Kowloon Terminus for the XRL.
VSR Located within the WKCD Site (Will be Relocated during Operation Phase)	
VSR 43 Tsim Sha Tsui Fire Station	<ul style="list-style-type: none"> Located within the WKCD site, Tsim Sha Tsui fire station has close and open views of the eastern part of the site. During construction phase, eastern facing units would experience cumulative visual impacts derived by the proposed WKCD development and committed development at West Kowloon Terminus, while northern facing units would experience cumulative visual impacts derived by the proposed WKCD development, and committed developments at West Kowloon Terminus and Austin Station.

* Photos of the existing views of the WKCD site from the selected viewpoints are provided at **Figures 10.13a, 10.14a, 10.15a, 10.16a, 10.17a, 10.18a, 10.19a, 10.20a, 10.21a and 10.22a.**

10.4.5.5 Sensitivity of the Key VSRs

The sensitivity of a VSR refers to its ability to accommodate change and is dependent on their locations, number of individuals, type of VSR, quality of existing view, availability and amenity of alternative views, degree of visibility and duration of frequency of view.

VSRs at Strategic Level

The quality of existing views enjoyed by the VSRs at strategic level is generally good. The long distance between these VSRs and the WKCD site as well as the availability of alternative views explain why the sensitivity of these VSRs is generally low. Except VSR 2, which the sensitivity is considered to be medium as it has direct open views to the proposed WKCD development and frequent views to the WKCD site.

VSRs Located in Proximity of the Site and Further Away from the Site in Kowloon

Many of the VSRs located in proximity of the WKCD site have full and direct views to the site. The sensitivity of residential VSRs located immediately to the north of the WKCD site is considered to be high, due to the existing open views to the WKCD site and Victoria Harbour enjoyed by these VSRs, the limited availability of alternative views for these VSRs and their frequent views to the WKCD site.

For commercial and institutional VSRs, even if they are located in close proximity to the WKCD site, their sensitivity is generally considered to be medium as their views to the WKCD are relatively shorter in duration and less in frequency.

The VSRs located further from the WKCD site are less sensitive as their views to the WKCD site are distant and partial.

Transient VSRs

Motorists and pedestrians traveling on the major roads around the WKCD have low sensitivity, as their views are transient in nature. For travellers on Victoria Harbour, their sensitivity is considered to be low despite the proposed WKCD development will form a major component in the visual context. .

Committed VSRs and VSRs Located within the Site Boundary

The proposed WKCD development has a long implementation programme and different parts of the proposed development will be completed in different phase. The sensitivity of a few VSRs located to the

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east of the site (i.e. (VSR 33) Lai Chack Middle School, (VSR 34) Canton Road Government Primary School and (VSR 35) Kowloon Park (Entrance on Canton Road) depends on when Tsim Sha Tsui fire station is relocated. Their sensitivity is considered to be low before the relocation of the fire station due to the blockage of views to the WKCD site by the existing fire station and China Hong Kong City. But their sensitivity is medium after the relocation of the fire station.

Tsim Sha Tsui Fire Station (VSR 43) is the only VSR located within the site boundary. Directly facing the WKCD site, it has low to medium sensitivity during construction phase, due to few numbers of receiver population, medium duration and occasional view of the WKCD site. As it is expected that the existing fire station building will be relocated, only the assessment on VSR 43 during construction phase can be provided.

Table 10.8 indicates the sensitivity of the VSRs.

Table 10.8: Sensitivity of the VSRs

Type of VSR	VSRs	Name of VSRs	Viewing Distance (m) approx.	Estimated Number of Individuals/ Receiver Population (Many/ Medium/ Few)	Type of Receiver Population	Value and Quality of Existing View	Availability and Amenity Alternative Views	Degree of Visibility	Duration (Long/ Medium/ Short) and Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low/ Medium/ High)
O	VSR 1**	Sun Yat Sen Memorial Park	1440m	Few	View from recreational area (Visitors)	Good	Limited availability	Open view /Panorama view	Short/Occasional	Low to Medium
OU	VSR 2**	Central Star Ferry Pier No. 7	1160m	Many	View from transportation facility (Passengers and Visitors)	Good	Limited availability	Open view /Panorama view	Short/Frequent	Medium
GIC	VSR 3**	Hong Kong Convention & Exhibition Centre	2400m	Many	View from GIC facility and recreational area (Visitors/ workers)	Good	Medium availability	Partial	Short/Occasional	Low
O	VSR 4**	The Peak	2660m	Many	View from recreational area (Visitors)	Good	Medium availability	Partial	Short/Occasional	Low
R	VSR 5 **	Hoi Fei Road Waterfront	1550m	Few	View from recreational area (Visitors)	Good	Medium availability	Partial	Short/Occasional	Low
R	VSR 6	One Silversea	1580m	Many	View from residential development (Residents)	Good	Medium availability	Partial	Long/ Frequent	Low to Medium
R	VSR 7	Island Harbourview	1700m	Many	View from residential development (Residents)	Good	Medium availability	Partial	Long/ Frequent	Low to Medium
CDA	VSR 8	International Commerce Centre (ICC)	90m	Many	View from commercial development (i.e. offices and hotel) (workers/ hotel guests)	Good	Limited availability	Open view	Long/ Occasional	Medium to High
CDA	VSR 9**	The Elements	65m	Many	View from commercial development (i.e. shopping mall) (workers/ visitors)	Good	Limited availability	Open view	Short/Occasional	Medium to High
CDA	VSR 10	The Harbourside	80m	Many	View from residential development (Residents)	Good	Limited availability	Open view	Long/ Frequent	High

Type of VSR	VSRs	Name of VSRs	Viewing Distance (m) approx.	Estimated Number of Individuals/ Receiver Population (Many/ Medium/ Few)	Type of Receiver Population	Value and Quality of Existing View	Availability and Amenity Alternative Views	Degree of Visibility	Duration (Long/ Medium/ Short) and Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low/ Medium/ High)
CDA	VSR 11	The Arch	95m	Many	View from residential development (Residents)	Good	Limited availability	Open view	Long/ Frequent	High
CDA	VSR 12	The Waterfront	200m	Many	View from residential development (Residents)	Medium	Medium availability	Partial view	Long/ Frequent	Medium
CDA	VSR 13	Sorrento Towers	395m	Many	View from residential development (Residents)	Medium	Medium availability	No view	Long/ Frequent	Low
CDA	VSR 14	The Cullinan	270m	Many	View from residential development (Residents)	Good	Limited availability	No view of the WKCD site /Open view of WHC toll plaza and proposed construction of external connection	Long/ Frequent	Low to Medium
CDA	VSR 15	West Kowloon Terminus	30m	Many	View from transportation facility (Travellers)	Medium	Medium availability	Partial view	Short/Occasional	Medium
CDA	VSR 16	Planned CDA Development above West Kowloon Terminus	30m	Many	View from commercial development (i.e. offices (workers)	Good	Limited availability	Partial view	Long/ Occasional	Medium
R	VSR 17	Austin Station	75m	Many	View from transportation facility (Travellers arriving Austin Station)	Medium	Medium availability	Partial view	Short/Occasional	Medium
R	VSR 18	Planned Residential Development above Austin Station	75m	Many	View from residential development (Residents)	Good	Limited availability	Partial view	Long/ Frequent	High
R	VSR 19 **	Western Harbour Crossing Toll Plaza	140m	Many	View from transportation facility	Good	Limited availability	Partial view	Short/Frequent	Low

Type of VSR	VSRs	Name of VSRs	Viewing Distance (m) approx.	Estimated Number of Individuals/ Receiver Population (Many/ Medium/ Few)	Type of Receiver Population	Value and Quality of Existing View	Availability and Amenity Alternative Views	Degree of Visibility	Duration (Long/ Medium/ Short) and Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low/ Medium/ High)
					(Travellers arriving the Toll Plaza)					
R	VSR 20**	Wai On Building & Wai Hang Building	80m	Many	View from residential development (Residents)	Medium	Medium availability	Partial view	Long/ Frequent	Medium to High
R	VSR 21	The Victoria Tower	40m	Many	View from residential development (Residents)	Good	Limited availability	Open view	Long/ Frequent	High
R	VSR 22	Man King Building and Man Wah Building	500m	Many	View from residential development (Residents)	Fair	Good Availability	Limited view	Long/ Frequent	Low
R	VSR 23	Lee Kiu Building and Wai Ching Court	410m	Many	View from residential development (Residents)	Fair	Good availability	Limited view	Long/ Frequent	Low
C	VSR 24	China Hong Kong City	40m	Many	View from commercial development (i.e. shopping mall and transportation facility) (visitors and workers)	Good	Limited availability	Open view	Long (Staff)/ Short (Visitors) Occasional	Medium to High
C	VSR 25	Hong Kong Hotel and Prince Hotel	130m	Many	View from commercial development (i.e. hotel) (workers/ hotel guests)	Medium	Medium availability	Partial view	Long/Occasional	Medium
C	VSR 26**	Gateway Hong Kong	250m	Many	View from commercial development (i.e. offices) (workers)	Good	Limited availability	Partial view	Long (Staff)/ Short (Visitors) Occasional	Medium to High
C	VSR 27**	Harbour City and Ocean Centre	250m	Many	View from shopping mall and offices (Visitors/ workers)	Good	Limited availability	Open view (upper levels) No/Partial view	Long (Staff)/ Short (Visitors)/ Occasional	Medium

Type of VSR	VSRs	Name of VSRs	Viewing Distance (m) approx.	Estimated Number of Individuals/ Receiver Population (Many/ Medium/ Few)	Type of Receiver Population	Value and Quality of Existing View	Availability and Amenity Alternative Views	Degree of Visibility	Duration (Long/ Medium/ Short) and Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low/ Medium/ High)
								(Lower levels at some locations)		
C	VSR 28	The Macro Polo Hong Kong Hotel	665m	Many	View from commercial development (i.e. hotel) (workers/ hotel guests)	Good	Limited availability	Partial view	Long/ Occasional	Medium
OU	VSR 29	Hong Kong China Ferry Terminal	220m	Many	View from transportation facility (workers/ visitors)	Good	Limited availability	Open view	Long (Staff)/ Short (Visitors) Frequent	Medium
OU	VSR 30	Pacific Club Kowloon	345m	Medium	View from recreation and dining venue (workers/ visitors)	Good	Limited availability	Partial view	Medium/ Occasional	Low
OU	VSR 31	Ocean Terminal	665m	Many	View from transportation facility (workers/ visitors)	Good	Limited availability	Partial view (ground and lower levels) Open view (upper levels)	Long (Staff)/ Short (Visitors) Frequent	Low
GIC	VSR 32	Kwun Chung Municipal Services Building	135m (assumed TST fire station is outside the site boundary)	Medium	View from GIC facility (workers)	Fair	Good availability	Partial view (from upper levels, views to the WKCD site from ground and lower level are mostly blocked by Austin Station)	Medium/ Occasional	Medium
GIC	VSR 33	Lai Chack Middle School	135m (assumed TST fire station is outside the site)	Medium	View from GIC facility (students and workers)	Fair	Good availability	No view (before the fire station is relocated)	Medium/ Occasional	Low (during construction phase)

Type of VSR	VSRs	Name of VSRs	Viewing Distance (m) approx.	Estimated Number of Individuals/ Receiver Population (Many/ Medium/ Few)	Type of Receiver Population	Value and Quality of Existing View	Availability and Amenity Alternative Views	Degree of Visibility	Duration (Long/ Medium/ Short) and Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low/ Medium/ High)
			boundary)							
GIC	VSR 34	Canton Road Government Primary School	135m (assumed TST fire station is outside the site boundary)	Medium	View from GIC facility (students and workers)	Fair	Good availability	No view (before the fire station is relocated)	Medium /Occasional	Low (during construction phase)
O	VSR 35	Kowloon Park (Entrance on Canton Road)	135m (assumed TST fire station is outside the site boundary)	Few	View from recreational area (Visitors and pedestrians)	Fair	Good availability	No view (before the fire station is relocated)	Short/Occasional	Low (during construction phase)
O	VSR 36	King George V Memorial Park, Kowloon	155m	Medium	View from recreational area (Visitors and pedestrians)	Fair	Good availability	Partial View (view to the WKCD site from ground level is mostly blocked by Austin Station)	Short/Occasional	Low
GIC	VSR 37	Heritage sites consisting of the declared monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory	455m	Few	View from heritage sites (Visitors and workers)	Fair	Good availability	No view (view to the WKCD site from ground level is mostly blocked by Kowloon Park)	Medium /Occasional	Low
C	VSR 38	Miramar Arcade/Tower and the Mira Hotel	460m	Many	View from shopping mall and offices (Visitors/ workers)	Medium	Medium availability	No view (views to the site from lower floors)	Medium /Occasional	Low

Type of VSR	VSRs	Name of VSRs	Viewing Distance (m) approx.	Estimated Number of Individuals/ Receiver Population (Many/ Medium/ Few)	Type of Receiver Population	Value and Quality of Existing View	Availability and Amenity Alternative Views	Degree of Visibility	Duration (Long/ Medium/ Short) and Frequency of View (Frequent/ Occasional/ Rare)	Sensitivity (Low/ Medium/ High)
								are mostly blocked by Kowloon Park)		
C	VSR 39	The One	540m	Many	View from shopping mall and offices (Visitors/ workers)	Medium	Medium availability	No view (views to the site from lower floors are mostly blocked by Kowloon Park)	Medium /Occasional	Low
T	VSR 40	Travellers on Ferries to/from Central and Tsim Sha Tsui	Varies	Many	View from ferries (Passengers)	Good	Limited availability	Open view	Short/Occasional	Low
T	VSR 41	Travellers along Austin Road West	Varies	Medium	View to the site along Austin Road West (Passengers/pedestrians and other road users)	Medium	Medium availability	Glimpse view	Short/Occasional	Low
T	VSR 42	Travellers along Canton Road	Varies	Many	View to the site along Canton Road (Passengers/pedestrians and other road users)	Fair	Good availability	Glimpse view	Short/Occasional	Low
T	VSR 43	Tsim Sha Tsui Fire Station	N/A	Few	View from GIC facility (workers)	Good	Limited availability	Open view	Medium/ Occasional	Low to Medium

*Existing views and degree of visibility of DP can be categorised as no view, glimpse, partial view, vista, open view and panorama view.

Frequency of views depends on the type and nature of VSRs as summarized as follows:

Residential VSRs – frequent; Government, Institution or Community and commercial VSRs – occasional; recreational VSRs – occasional and transportation facility VSR - frequent

Availability and amenity alternative views are categorized as “limited availability”, “medium availability” and “good availability”.

Type of VSR: R – residential, C – commercial, CDA – Comprehensive Development Area, OU – Other Specified Uses, GIC – Government, Institution or Community, O – Open Space, and T – Transient.

** Photos of the selected VSRs are provided at **Figures 10.12a to 10.12k**.

10.5 Evaluation and Assessment of Landscape and Visual Impacts

10.5.1 Landscape Impact Assessment

10.5.1.1 Source of Landscape Impacts

Landscape impacts arise due to the changes in land use and the development of buildings and structures within the WKCD. During construction phase, materials storage and construction of the infrastructure and facilities are main sources of impact, while the operation of these permanent infrastructure and facilities during the construction stage is the main concerns during operation phase.

Potential sources of impacts on LRs and LCAs during construction and operation phase are summarized in **Table 10.9**.

Table 10.9: Source of impacts during construction and operation phase

Landscape Impacts	
Construction Phase (Direct Impacts)	
LC1-1	Construction of the Park
LC1-2	Construction of the Hotel
LC1-3	Construction of Arena and the surrounding plaza and landscape areas
LC1-4	Construction of M+ and the surrounding infrastructures
LC1-5	Construction of buildings close to the current TST Fire Station
LC1-6	Construction of connection network between WKCD and XRL's West Kowloon Terminus
LC1-7	Construction of buildings along Austin Road West
LC1-8	Construction of pedestrian connection between WKCD and Kowloon Park
LC1-9	Temporary site access
LC1-10	Construction of utilities including water, drainage and power
LC1-11	Relocation of TST Fire Station
LC1-12	Construction of tree nursery
LC1-13	Construction of piers and viewing platform
Construction Phase (Indirect Impacts)	
LC1-14	Construction of wind turbines along the waterfront promenade at the Park
Operation Phase Impacts	
LO1-1	Operation of the Park
LO1-2	Operation of the Hotel
LO1-3	Operation of Arena and the surrounding plaza and landscape areas
LO1-4	Operation of M+ and the surrounding infrastructures
LO1-5	Operation of buildings close to the current TST Fire Station
LO1-6	Operation of connection network between WKCD and XRL's West Kowloon Terminus
LO1-7	Operation of buildings along Austin Road West
LO1-8	Operation of pedestrian connection between WKCD and Kowloon Park
LO1-9	Operation of piers and viewing platform

10.5.1.2 Magnitude of Change of LRs and LCAs

The magnitude of change, before implementation of mitigation measures, on landscape resources and landscape character area that would occur in the construction and operation phase are summarized in **Table 10.10** and **Table 10.11** respectively. As the WKCD will be constructed in many phases, it is possible

that some parts of the site would be operating while other areas are still under construction. It is inevitable that some of the landscape resources and landscape character area will be affected. Note that only the landscape resources (Open Space: LR 1.7; Amenity Planting: LR2.9, LR2.29 to LR2.36 and Waterbody: LR3.1) and landscape characters area (LCA01 to LCA03, LCA05 to LCA06, LCA08 to LCA10 and LCA14) which are affected by WKCD development will be assessed with magnitude of changes. Some landscape resources (Open Space: LR 1.1 to LR 1.6, LR1.8 to LR1.15; Amenity Planting: LR2.1 to LR2.8; LR2.10 to LR2.28, LR2.30, LR2.37 and LR2.38; Human Landscape Resources – Cultural Heritage and Historical Features:: LR4.1 to LR4.4) and landscape character area (LCA04, LCA07, LCA11 to LCA13), which are not affected by WKCD development, are omitted in the assessment since they are insubstantially impacted and have no source of impact.

Table 10.10: Impacts on landscape resources during construction and operation phase

LR No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High / Medium / Low)	Reversibility (High / Medium / Low)	Scale of Development (Large / Medium / Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/ Intermediate/ Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
LR1: Open Space										
LR1.7	Temporary open space along the waterfront promenade within the site boundary	Medium	Medium	Large	LC1-1 and LC1-14	LO1-1	Due to the construction works, excavation works and temporary works of the Park (LC1-1) and indirectly affected by the construction of wind turbines along the waterfront promenade at the Park (LC1-14), there will be loss of the 1.6 ha of temporary open space to the public in the construction stage. Public recreational facilities such as a cycling track, children's play equipment and seating areas under trellis primarily for passive recreation purposes will not be available to the public enjoyment during the construction period. In the operation phase, this LR will be developed into part of the waterfront promenade and the Park of WKCD.	Long	Large	Large
LR2: Amenity Planting										
LR2.9	Roadside Plantation in front of Tsim Sha Tsui Fire Station	Medium	Medium	Medium	LC1-5, LC1-8 and LC1-11	LO1-5 and LO1-8	Relocation of TST Fire Station (LC1-11) may not affect LR2.9 in the short term, depending on the design of construction of pedestrian connection between WKCD and Kowloon Park (LC1-8). However, there are total 15 roadside trees will be affected, once the LC1-11 is confirmed. 12 trees, with poor form/ health or weed species, are proposed to be felled while 3 trees are proposed to be transplanted. Also, all trees may be affected by construction of buildings close to the current TST Fire Station (LC1-5) before LC1-11, tree preservation works for all these trees (15 nos) will be carried out. In the operation phase, this LR will become one of the main entrance and pedestrian walkway to the WKCD.	Long	Intermediate	Intermediate
LR2.29	Roadside	Medium	Medium	Medium	LC1-6, LC1-7	LO1-6	Although there are 96 roadside trees in	Long	Intermediate	Intermediate

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LR No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High / Medium / Low)	Reversibility (High / Medium / Low)	Scale of Development (Large / Medium / Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/ Intermediate/ Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
	Plantation along Austin Road West				and, LC1-9	and LO1-7	LR2.29, only 36 roadside trees in raised planter (~0.3ha) near the WKCD area will be affected by construction of connection network between WKCD and XRL's West Kowloon Terminus (LC1-6), construction of buildings along Austin Road West (LC1-7) and temporary site access (LC1-9). 20 trees, with poor form/ health will be proposed to be felled. As the amenity and health condition of these trees are medium, 16 of them are proposed to be transplanted and 60 trees without affected by the works will be proposed to be retain in situ with adequate tree protection works. In the operation phase, this LR will become part of the WKCD pedestrian walkway.			
LR2.31*	Trees Buffering Western Harbour Tunnel Entrance	Low	Low	Medium	LC1-2 and LC1-3	LO1-2 and LO1-3	Although there are 250 trees in LR2.31, only 150 trees in the tree buffer area (~0.89ha) near the WKCD area will be affected by the construction of the Hotel (LC1-2) and construction of the Arena and the surrounding plaza and landscape area (LC1-3). 100 trees are proposed to be felled as they are mainly ubiquitous species easily replaceable by new planting with better quality, while others (50 trees) with medium amenity value, will be proposed to be transplanted. 100 trees are proposed to be retained in situ with adequate tree protection works. In the operation phase, this LR will become part of the WKCD Arena plaza and hotel area.	Long	Large	Large
LR2.32	Roadside Plantation along Western Harbour Crossing Bus Stop next to New Yau Ma Tei Typhoon	Low	Low	Medium	LC1-3	LO1-3	All 22 trees with shrub in at grade planter (~0.03ha) in this LR will be affected by the construction of Arena and the surrounding plaza and landscaped area (LC1-3), which area proposed to be felled since <i>Acacia confusa</i> is not suitable to transplant and easily replaceable by new planting with better quality. In the operation phase, this LR will experience a decrease in size as it forms part of the	Long	Intermediate	Intermediate

LR No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High / Medium / Low)	Reversibility (High / Medium / Low)	Scale of Development (Large / Medium / Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/ Intermediate/ Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
	Shelter						linkage to Austin Road Flyover.			
LR2.33	Trees along New Yau Ma Tei Typhoon Shelter Pier	Medium	Medium	Medium	LC1-3	LCO1-3	All 20 trees with shrubs and grassland (~0.15ha) in this LR will be affected by the construction of Arena and the surrounding plaza and landscaped area (LC1-3) ; of which 15 trees (<i>Leucaena leucocephala</i>) are proposed to be felled, while others (5 trees) with medium amenity value will be proposed to be transplanted. Most <i>Leucaena leucocephala</i> with DBH less than 95mm may be felled without compensation. In the operation phase, this area will be developed with WKCD themed landscaped planting as part of the waterfront promenade.	Long	Intermediate	Intermediate
LR2.34	Amenity Planting within Salt Water Pumping Station	Medium	Medium	Medium	LC1-3	LO1-3	As the existing salt water pumping station will not be removed, existing tree (30 no.) within the pumping station will be retained in situ. As there is considerable amount (35 no.) of self-weed species, <i>Leucaena leucocephala</i> , with low amenity value and poor to fair condition near the pumping station, these trees are proposed to be felled. Except the pumping station, part of this LR will become part of the waterfront promenade and Arena Plaza by MPV.	Long	Intermediate	Intermediate
LR2.35	Tree Cluster in the Western Part within the Boundary Area	Low	Low	Large.	LC1-1 and LC 1-12	LO1-1	There are total 161 trees with grassland (~1.41ha) will be affected by the construction of Tree Nursery (LC1-12) and construction of Park (LC1-1), of which approximately 140 trees, with poor form/ health or weed species, will be proposed to be felled. 21 trees, with medium amenity value, will be proposed to be transplanted. In the operation phase, this area will become part the Park.	Long	Large	Large

LR No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High / Medium / Low)	Reversibility (High / Medium / Low)	Scale of Development (Large / Medium / Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/ Intermediate/ Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
LR2.36*	Tree Cluster in the Eastern Part within the Boundary Area	Low	Low	Large	LC1-4	LO1-4	There are total 372 trees with grassland (~1.54 ha) will be affected by the construction of M+ and surrounding infrastructure (LC1-4), of which approximately 350 trees, with poor form/health or weed species, will be felled. The remaining 22 trees with medium amenity value, will be proposed to be transplanted. In the operation phase, this area will become part the Artist Square and the area of M+.	Long	Large	Large
LR3.1	Victoria Harbour	Low	Medium	Medium	LC1-13	LO1-9	Approximately 0.25ha seawater will be permanently affected by the construction of 2 nos. piers and viewing platform at the southern and western edge of WKCD.	Long	Intermediate	Intermediate

* Note that some trees located in LR 2.36 are currently being relocated to areas around LR 2.31 by LCSD, hence the actual tree numbers are subject to further changes.

Table 10.11: Impacts on landscape character areas during construction and operation phase

LCA. No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High/Medium/Low)	Reversibility (High/Medium/Low)	Scale of Development (Large/Medium/Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/ Intermediate/ Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
LCA01	West Kowloon Cultural District Landscape Character Area	Medium	Medium	Large	LC1-1 to LC1-4, LC1-9 and LC1-12	LO1-1, LO1-2, LO1-3 and LO1-4	Approximate 13.42 ha of this LCA will be affected permanently. Construction of tree nursery (LC1-12), construction works, excavation works and temporary works for the Park (LC1-1), construction of the hotel (LC1-2), construction of Arena and surrounding plaza (LC1-3) and construction of M+ and surrounding infrastructure (LC1-4) and temporary site access (LC1-9) will result in	Long	Large	Large

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LCA No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High/Medium/Low)	Reversibility (High/Medium/Low)	Scale of Development (Large/Medium/Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/Intermediate/Small/Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
							existing tree to be felled and and incompatibility to the LCA. There are total 476 trees in LR2.31(150 trees in tree buffer area (~0.89ha)), LR2.34(65 trees), LR2.35 (161 trees) and LR2.36 (100 trees) will be affected, which 100 trees will be felled and 50 trees will be transplanted in LR2.31, 30 trees will be felled and 35 trees within pumping station will be retained in situ in LR2.34, 140 trees will be felled with grassland (~1.41ha) and 21 trees will be transplanted in LR2.35 and 78 trees to be felled with grassland (~0.55ha) and 22 trees to be transplanted in LR2.36. During the operation phase, part of this LCA will be temporary used as tree nursery and will finally converted into the Park, MPV, Hotel and the Arena Plaza, which will be in line with the future WKCD landscape character.			
LCA02	West Kowloon Cultural District Construction Area	Medium	Medium	Large	LC1-3 to LC1-8, LC1-10	LO1-3 to LO1-8,	The construction works, excavation works and temporary works for LC1-3 to LC1-8, LC1-10 and LC1-11 will result in existing tree to be felled (272 nos.) with grassland (~0.99ha) in LR2.36 and loss of temporary open space of waterfront promenade (LR1.7) (~0.96ha) to the public in the construction stage and incompatibility of construction works to the LCA. Approximately 19.8ha of this LCA will be affected. During the operation phase, part of this LCA will be converted into the waterfront promenade and WKCD's main venues, which will be in line with the future WKCD landscape character	Long	Large	Large
LCA03	West Kowloon Cultural District Temporary	Medium	Medium	Large	LC1-1, LC1-9 and LC1-14	LO1-1	The construction works, excavation works and temporary works of the Park (LC1-1) and the tree nursery site (LC1-12) will result to the loss of approximate 0.64ha of temporary open	Long	Large	Large

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LCA No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High/Medium/Low)	Reversibility (High/Medium/Low)	Scale of Development (Large/Medium/Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/Intermediate/Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
	Waterfront						space of waterfront promenade (LR1.7) to the public in the construction stage. Approximately 4.1ha of this LCA will be affected. In the operation phase, part of this LCA will be temporary used as tree nursery and will finally converted converted into part of the waterfront promenade and the Park, which will be in line with the future WKCD landscape character.			
LCA05	Victoria Harbour Inshore Water Landscape	Low	Medium	Medium	LC1-13	LO1-9	Approximately 0.04ha seawater will be affected by the construction of 1no pier near the Mega Performance Venue/Exhibition Centre at the western edge of WKCD.	Long	Intermediate	Intermediate
LCA06	Victoria Harbour Strait Landscape	Low	Medium	Medium	LC1-13	LO1-9	Approximately 0.21ha seawater will be affected by the construction of 1 no. pier (near Great Theatre) and an viewing platform at the southern edge of WKCD.	Long	Intermediate	Intermediate
LCA07	New Yau Ma Tei Container Terminal Landscape	Low	Low	Medium	LC1-1 and LC1-3	LO1-1 and LO1-3	The construction works, excavation works and temporary works of the Park, Arena and surrounding plaza will result to the existing tree to be felled and incompatibility of construction works to the LCA.20 trees with grass land (0.15ha) in LR2.33 and 22 trees with planters (~0.03ha) in LR2.32 will be felled. This LCA will be part of the waterfront promenade, which will be in line with the future WKCD landscape character.	Long	Small	Small
LCA08	Western Harbour Crossing Toll Gate Landscape	Low	Low	Medium	LC1-2	LO1-2	The construction works and temporary works for Hotel (LC1-2) will result incompatibility of construction works to the LCA. Approximately 0.3ha of this LCA will be affected permanently. In the operation phase, part of this LCA will be converted to the WKCD hotel area. 100 trees in LR2.21 will be retained in situ. The affected area will become part of the future WKCD landscape character.	Long	Intermediate	Intermediate

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LCA. No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High/Medium/Low)	Reversibility (High/Medium/Low)	Scale of Development (Large/Medium/Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/Intermediate/Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase
LCA09	Tsim Sha Tsui Late 20C / Early 21C Commercial / Residential Complex Landscape	Medium	Medium	Medium	LC1-7	LO1-7	<p>Approximately 0.47ha of this LCA will be affected by the construction works and temporary works for the buildings along Austin Road West (LC1-7), which will result existing trees will be felled, removal of shrubs in raised planter (~0.16ha) and incompatibility of construction works to the LCA. There are total 96 trees in LR2.29, of which 20 trees will be felled, 16 trees to be transplanted and 60 trees will be retained in situ.</p> <p>In the operation phase, affected areas of the LCA will become the landscaped area along Austin Road West which will be part of WKCD landscape character and the landscaped area will be located along the edge of the affected area to clearly define the edge of the WKCD area.</p>	Long	Small	Small
LCA10	Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) Terminus Construction Site and Austin Station	Low	Low	Medium	LC1-6	LO1-6	<p>The construction works, excavation works and temporary works for the linkage between West Kowloon Terminus and WKCD will result incompatibility of construction works to the LCA. Approximately 1.1ha of this LCA will be affected. In the operation phase, affected areas of the LCA will become part of WKCD landscape character.</p>	Long	Intermediate	Intermediate
LCA14	Tsim Sha Tsui Commercial/Retail Complex Landscape	Medium	Medium	Medium	LC1-5, LC1-8 and LC1-11	LO1-5; LO1-8	<p>Relocation of TST Fire Station (LC1-11) will not affect part of LCA-14 in the short term. However, with the consideration of the worse case scenario, the construction of pedetrain connection between WKCD and Kowloon Park (LC1-8) will result in the existing tree to be felled (15 nos.) in LR2.9. Also, all trees affected by construction of buildings close to the current TST Fire Station (LC1-5) before the construction of LC1-11, but t</p>	Long	Intermediate	Intermediate

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LCA. No.	Landscape Resources	Compatibility of the project with the surrounding landscape (High/Medium/ Low)	Reversibility (High/Medium/Low)	Scale of Development (Large/Medium/Small)	Source of Impact		Description of Impacts	Duration of Impact under construction and operation phases (Long/Short)	Magnitude of changes (Large/ Intermediate/ Small / Negligible)	
					Construction Phase	Operation Phase			Construction Phase	Operation Phase

ree protection works for these trees will be carried out. Approximately 0.7ha of this LCA will be affected. During the operation phase, affected areas of the LCA will become one of the entrance to the WKCD and will be in part the future WKCD landscape character.

10.5.1.3 Landscape Impacts to LRs during Construction and Operation Phase (Before Mitigation)

The significance of landscape impact is a function of the sensitivity of the affected landscape receptors and the magnitude of change that they will experience. The major landscape impact that will arise from the proposed development is the existing trees would be felled within site boundary during construction phase.

In summary, it is anticipated that affected Landscape Resources during construction and operation phase are LR1.7, LR2.9, LR2.29, LR2.31, LR2.32, LR2.33, LR2.34, LR2.35, LR2.36 and LR3.1. Those LRs with insubstantial impact are not elaborated in details.

The significant of landscape impacts, before implementation of mitigation measures, to Landscape Resources, in the construction and operation phases are assessed and presented in Table 10.20. The significance of unmitigated impacts on landscape resources would vary from *moderate adverse* to *substantial adverse*. They are described as below:

Impact on LR1 Open Space

LR 1.7 – Temporary open space along the waterfront promenade within the site boundary

It is a temporary open space with *medium sensitivity*. Construction of the waterfront promenade and the Park of WKCD will result the temporary loss of public open space (1.6ha), including temporary waterfront promenade, an existing cycling track, children's play equipment, seating areas under trellis primarily for passive recreation purposes and planting area, during construction period, which magnitude of change due to the construction activities is considered as *large* and the resultant unmitigated impact during construction and operation phases is *moderate adverse*.

Impact on LR2 Amenity Planting

LR2.9 – Roadside Plantation in front of Tsim Sha Tsui Fire Station

15 roadside trees are the key resources of this LR. Trees found are common species with medium amenity value and fair condition. The sensitivity of this LR is *medium*. The relocation of TST Fire Station will affect LR2.9 and 12 trees in total will have to be felled. Moreover, it is noted that the relocation of TST Fire Station will not affect LR2.9 in the short term, depending on the design of the proposed bridge connection between Kowloon Park and WKCD, but would affect those LR2.9 in the long run once the relocation is completed. Their sensitivity is considered as *medium*. Existing trees within the LRs will be felled, which 12 trees will be felled, including 1 large tree *Ficus microcarpa*, and 3 trees will be transplanted. Tree species to be affected include *Acacia confusa*, *Aleruites moluccana*, *Ficus elastica*, *Ficus microcarpa*, *Macaranga tanarius*, *Litsea glutinosa*, *Clausema lansium* and *Morus alba*. The magnitude of changes to this LR is considered *intermediate*. The unmitigated landscape impact on this LR during construction and operation phase is *moderate adverse*.

LR2.29 – Roadside Plantation along Austin Road West

96 roadside trees will be affected by the construction of connection network between WKCD and XRL's West Kowloon Terminus, construction buildings along Austin Road West and temporary site access. Trees affected are common species with medium amenity value and poor to fair condition and of young to semi mature size. Their sensitivity is considered *medium*. Existing trees in raised planters (~0.3ha) will be felled, which 20 trees with poor form/health will be felled, 16 trees with medium amenity and health condition will be transplanted. Magnitude of change due to the construction activities is considered *intermediate*. The unmitigated landscape impact on this LR during construction and operation phase is *moderate adverse*.

LR2.31 – Tree Buffering Western Harbour Tunnel Entrance

Total 250 trees are found in the LR, of which 150 trees are located within site boundary in the tree buffer area (~0.89ha) near WKCD area will be affected by the construction of the Hotel, Arena and the surrounding plaza and landscape area. Trees found are common species with low to medium amenity value and poor to fair condition and of young to semi mature size. Their sensitivity is considered *medium*. Existing trees in tree buffer area within the works area will be felled from the site. 100 trees will be felled and 50 trees with medium amenity value will be transplanted. Magnitude of change to this LR is considered *large*. It is noted that some trees in LR2.36 will be relocated to areas around LR 2.31 by LCSD, hence actual tree numbers are subject to further changes. The unmitigated landscape impact on this LR during construction and operation phase is *moderate adverse*.

LR2.32 – Roadside Plantation along Western Harbour Crossing Bus Stop next to New Yau Ma Tei Typhoon

Roadside plantation area in at grade planter will be affected by the construction of Arena and the surrounding plaza and landscape area. Trees found are mainly *Acacia confusa* with medium amenity value and poor to fair condition Their sensitivity is considered *medium*. All trees (22 nos.) with shrub in at grade planter (~0.03ha) will be felled during construction period. As this LR will experience a decrease in size as it will form part of the linkage to Austin Road Flyover, magnitude of changes is considered *intermediate* in both construction and operation phase. However, as tree species affected is mainly *Acacia confusa*, which is not suitable to be transplanted and easily replacable by new planting with better quality. The unmitigated landscape impact on this LR during construction and operation phase is considered as *moderate adverse*.

LR2.33 – Trees along New Yau Ma Tei Typhoon Shelter Pier

Trees with shrubs and grassland along typhoon shelter pier will be affected by the construction of Arena and the surrounding plaza and landscape area. Trees found are common species with medium amenity value and poor to fair condition. Their sensitivity is considered *medium*. All trees (20 trees) with shrubs and grassland (~0.15ha) will be felled during construction period, of which 15 trees will be felled and 5 trees with medium amenity value will be transplanted. Magnitude of changes to this LR is considered *intermediate*. However, tree species affected is mainly self weed species *Leucaena leucocephala*. The unmitigated landscape impact during construction and operation phases on this LR is *moderate adverse*.

LR2.34 – Amenity Planting within Salt Water Pumping Station

Total 65 trees are found within this LR. Tree planting near Salt Water Pumping Station (35 no.) will be affected by the construction of Arena and the surrounding plaza and landscape area. Trees (35 no.) found are mostly of self-weed species, *Leucaena leucocephala*, with low amenity value and poor to fair condition near the pumping station, which the sensitivity is considered *low*, will be felled. Except the site of pumping station, part of this LR will become part of the waterfront promenade and Arena Plaza by MPV. As the existing salt water pumping station will not be removed, existing trees (30 no.) within the pumping station will be retained in situ. Magnitude of changes to this LR is considered *intermediate*. The unmitigated landscape impact during construction and operation phase on this LR is *moderate adverse*.

LR2.35 – Tree Cluster in the Western Part within the Boundary Area

This LR will be affected by the construction of Arena and the surrounding plaza and landscape area. As there is considerable amount of self weed species *Leucaena leucocephala*, with low amenity value and poor to fair condition, their sensitivity is considered *low*. All trees (total 161 nos.) with grassland (~1.4ha) will be affected by the construction of Tree Nursery and Park, which 140 trees with poor health/weed species will be felled and 21 trees with medium amenity value will be transplanted. Trees will be affected earlier than other LRs as the construction of tree nursery site at the Western Park within the site boundary

is anticipated to commence ahead of the main WKCD development. Magnitude of change to this LR is considered *large*. The unmitigated landscape impact during construction and operation phases on this LR is *moderate adverse*.

LR2.36 – Tree Cluster in the Eastern Part within the Boundary Area

This LR will be affected by the construction of Arena and the surrounding plaza and landscape area. Tree cluster, with medium amenity value and poor to fair condition, and grassland are found scattered in the eastern part within the boundary area. Their sensitivity is considered as *medium*. Approximate 350 trees with poor form/health or weed species will be felled and grassland (~1.54ha) will be removed from site. The remaining 22 trees with medium amenity value will be proposed to be transplanted. The magnitude of change is considered as *large*. It is noted that some trees in LR2.36 will be relocated to areas around LR 2.31 by LCSD, hence actual tree numbers are subject to further changes. The unmitigated landscape impact during construction and operation phases on this LR is *substantial adverse*.

LR3.1 – Victoria Harbour

It is a valuable natural asset of Hong Kong and the sensitivity is considered as *high*. The impact on this LR is primarily due to the proposed construction of 2 nos. pier and viewing platform. Approximately 0.25ha (0.15% of total 161.6ha harbour area) of Victoria Harbour will be affected. Two “finger piers” (approximately 0.08ha) are proposed close to the Mega Performance Venue/Exhibition Centre and Great Theatre at the southern and western edge of WKCD enabling marine connectivity for visitors. Subject to detailed design, works will need to be carried out over the seabed and/or foreshore to build the pier structures. Also, a viewing platform (approximately 0.16 ha), is proposed on the seaward side of the southern waterfront. No structures are required to be built over the seabed or foreshore for the proposed viewing platform. However, all marine facilities such as pier and viewing platform are subject to the Protection of the Harbour Ordinance and relevant Government Department agreement. Although the size and number of piers and viewing platform are to be confirmed in later development stage, the affected area is anticipated to be relatively small when compared to the size of Victoria Harbour. The magnitude of change is considered as *intermediate* and unmitigated landscape impact during construction and operation phase is *moderate adverse*.

Impact on Existing Tree

For LRs, approximately 1001 trees are within the site boundary, of which 694 trees are proposed to be felled, 117 trees are proposed to be transplanted and 190 trees are proposed to be retained in-situ with tree protection works. .

Impacts on landscape resources during operation phase would be subject to modifications of the Development Plan for the WKCD. It is considered that as the construction of the WKCD development will be divided into phases, therefore, some phases will be in operation while others are still under construction and impacts from construction activities would be continuing until all the construction works will be completed.

10.5.1.4 Landscape Impacts to LCAs during Construction and Operation Phase (Before Mitigation)

In summary, it is anticipated that affected Landscape Character Area (~38.07ha) during construction and operation phase are LCA01 to LCA03, LCA 05 to LCA10 and LCA14. The major landscape impacts to affected LCAs (LCA01 to LCA03, LCA 05 to LCA10 and LCA14) are the existing trees would be felled and the incompatibility of construction works to the LCAs.

The significant of landscape impacts, before implementation of mitigation measures, to Landscape Character Area, in the construction and operation phases are assessed and presented in Table 10.21. The

significance of unmitigated impacts on landscape character area would vary from slight to substantial. They are described as below:

LCA01 West Kowloon Cultural District Landscape Character Area

This LCA is still a vacant land reserved for WKCD development, which has no direct or regional significance. The sensitivity of this LCA is *low* during construction phase. This LCA (~13.42ha) will be permanently affected by the construction of tree nursery, Park, hotel, Arena and surrounding plaza. Existing trees in LR2.31 (150 trees), LR2.34 (65 trees), LR2.35 (161 trees) and LR2.36 (100 trees) (total 476 trees) will be felled. Magnitude of changes to this LCA is considered as large. The unmitigated landscape impact during construction phase is *moderate adverse*. As the sensitivity of this LCA will become high during in operation phase, the unmitigated landscape impact will become *substantial adverse* during operation phase.

LCA02 West Kowloon Cultural District Construction Area

This area is currently under site formation and underground struction works, which has no district or regional significance. The sensitivity of the LCA is *low* during construction phase. This LCA (~19.8ha) will be permanently affected by the construction of Arena, the surrounding plaza and landscaped area, buildings close to current TST Fire Station, connection network between WKCD and XRL's West Kowloon Terminus, buildings along Austin Road West, pedestrian connection between WKCD and Kowloon Park, which will result to the existing tree to be felled (272nos.) with grass land (~0.99ha in LR2.36. This LCA will also be indirectly affected by the provision of wind turbine. Magnitude of change is considered as *large*. The unmitigated landscape impact during construction phase is *moderate adverse*. As the sensitivity of this LCA will become high during in operation phase, the unmitigated landscape impact will become *substantial adverse* during operation phase.

LCA03 West Kowloon Cultural District Temporary Waterfront Promenade

This area is currently a temporary open space opened to the public and allow activities along the waterfront, as this LCA is temporary, which has no district or regional significance, the sensitivity of the LCA is considered as low during construction phase. This LCA (~4.1ha) will be permanently affected by the construction works of the Park and tree nursery site. As approximately 0.64ha of temporary open space of waterfront promenade will be loss during construction phase and will be indirectly affected by the provision of wind turbine, magnitude of change to this LCA is considered as large. The unmitigated landscape impact during construction phase is *moderate adverse*. As the sensitivity of this LCA is *high*, the unmitigated landscape impact will become *substantial adverse* during operation phase.

LCA05 – Victoria Harbour Inshore Water Landscape

It is a valuable natural asset of Hong Kong and the sensitivity is considered as *high*. Approximately 0.04ha seawater will be affected by the constctiuon of 1 no. pier near the Mega Performance Venue/Exhibition Centre at the western edge of WKCD. One "finger pier" (approximately 0.04ha) is proposed close to Mega Performance Venue/Exhibition Centre at the western edge of WKCD enabling marine connectivity for visitors. Subject to detailed design, works will need to be carried out over the seabed and/or foreshore to build the pier structure. However, all marine facilities such as the pier are subject to the Protection of the Harbour Ordinance and relevant Government Department agreement. Although the size and number of pier and viewing platform are to be confirmed in later development stage, the affected area is anticipated to relatively small (0.02% of total 161.6ha harbour area) when compared to the size of Victoria Harbour. The magnitude of change is considered as *intermediate* and unmitigated landscape impact during construction and operation phase is *moderate adverse*.

LCA06 – Victoria Harbour Strait Landscape

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It is a valuable natural asset of Hong Kong and the sensitivity is considered as *high*. Approximately 0.21ha seawater will be affected by the construction of 1 no. pier (near Great Theatre) and a viewing platform at the southern edge of WKCD. One “finger pier” (approximately 0.04ha) is proposed close to Great Theatre at the western edge of WKCD enabling marine connectivity for the visitor. Subject to detailed design, works will need to be carried out over the seabed and/or foreshore to build the pier structure. Also, a viewing platform (approximately 0.16 ha), is proposed on the seaward side of the southern waterfront. No structures are required to be built over the seabed or foreshore for the proposed viewing platform. However, all marine facilities such as pier and viewing platform are subject to the Protection of the Harbour Ordinance and relevant Government Department agreement. Although the size and number of piers and viewing platform are to be confirmed in later development stage, the affected area is anticipated to be relatively small (0.13% of total 161.6ha harbour area) when compared to the size of Victoria Harbour. The magnitude of change is considered as *intermediate* and unmitigated landscape impact during construction and operation phase is *moderate adverse*.

LCA07 – New Yau Ma Tei Container Terminal Landscape

This area is a container terminal with tree planting along the typhoon shelter pier (20 trees), which has no district or regional significance. The sensitivity of this LCA is considered as *low*. Existing trees in LR2.32 and LR2.33 (total 42 trees) will be felled. Part of LCA (0.15ha) will be permanently affected by the construction of Arena and the surrounding plaza and landscape area, magnitude of change to this LCA is considered as *small*. The unmitigated landscape impact is *slight adverse* during construction and operation phase.

LCA08 Western Harbour Crossing Toll Gate Landscape

This cross harbour tunnel with buffering tree is characterised with heavy traffic, which has no district or regional significance, the sensitivity of this LCA is considered as *medium*. Part of this LCA (~0.3ha) will be affected by the construction of Hotel, which will result in incompatibility of construction works to this LCA. Existing trees (100 nos.) in LR 2.31 will be retained in situ. Magnitude of change is considered as *intermediate*. The unmitigated landscape impact is *moderate adverse* during construction and operation phase.

LCA09 Tsim Sha Tsui Late 20C/Early 21C Commercial/ Residential Complex Landscape

This LCA is dominated with mixed residential and commercial use and characterized as an enclosed and colourful urban landscape, the sensitivity of this LCA is *medium*. Existing trees (total 96 trees) in LR2.29 will be affected, of which 20 trees will be felled, 16 trees to be transplanted and 60 trees will be retained in situ and removal of shrubs in raised planter (~0.16 ha). Part of this LCA (0.47ha) will be affected by the construction of buildings along Austin Road West, which will result to the incompatibility of construction works to the LCA. Magnitude of change to this LCA is considered as *small*. The significance of unmitigated landscape impact is considered as *moderate adverse* during construction and operation phase.

LCA10 Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) Terminus Construction Site and Austin Station

This LCA is an important public transport interchange and will provide a large extent of public green space linking to the WKCD. This LCA is currently under construction of the XRL terminus, which has no district or regional significance, the sensitivity is considered as *low*. Part of this LCA (~1.1ha) will be affected by the construction of the linkage between West Kowloon Terminus and WKCD will result to the incompatibility of construction works to the LCA. Magnitude of change to this LCA is considered as *intermediate*. The significance of unmitigated landscape impact is considered as *moderate adverse* during construction and operation phase.

LCA14 Tsim Sha Tsui Commercial/ Retail Complex Landscape

This LCA is predominantly of commercial and retail land uses and comprises mainly high rise buildings, which minor district and regional significance, the sensitivity of this LCA is *medium*. Part of this LCA (~0.7ha) will be permanently affected by the relocation of TST Fire Station, pedestrian connection between WKCD and Kowloon Park, which will result to the existing tree to be felled (15 no.) in LR2.9. Magnitude of change to this LCA is considered as *intermediate*. The unmitigated landscape impact to this LCA is *moderate adverse*.

Impacts on landscape character area during operation phase would be subject to modifications of the Development Plan for the WKCD. It is considered that as the construction of the WKCD development will be divided into phases, therefore, some phases will be in operation while others are still under construction and impacts from construction activities would be continuing until all the construction works will be completed.

10.5.2 Visual Impact Assessment

The assessment of the significance of visual impacts is based on a combination of factors, including the sensitivity of the selected VSRs, their magnitude of change and whether impacts are beneficial or adverse, short term or long term, reversible or irreversible and direct or indirect. The future outlook of the area, visual compatibility of the proposed WKCD development with the surroundings and the existing and planned setting, and its obstruction and interference with key views of the VSRs are important considerations for this visual impact assessment.

10.5.2.1 Sources of Visual Impacts during Construction Phase

Major direct visual impacts including blockage of views to the Victoria Harbour, degrading of visual quality of existing views, visual incompatibility of the works with the surrounding visual context and visual incompatibility of the temporary ventilation shafts for the basement including the underpass road (i.e. the designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO)) with the surroundings during the transition period, will be resulted from the following construction activities during construction phase. Potential sources of visual impacts during construction phase are summarized in **Table 10.12**.

Table 10.12: Source of visual impacts during construction phase

Sources of Visual Impacts	
Sources of Direct Visual Impacts	
DVIC1	Construction of the Park
DVIC2	Construction of the hotel development;
DVIC3	Construction of Arena and its surrounding plaza and landscape areas;
DVIC4	Construction of M+ and the surrounding infrastructures;
DVIC5	Construction of buildings close to the existing Tsim Sha Tsui Fire Station
DVIC6	Construction of connection network between the WKCD and West Kowloon Terminus
DVIC7	Construction of buildings along Austin Road West
DVIC8	Construction of pedestrian connection between the WKCD and Kowloon Park
DVIC9	Installation of wind turbines along the western and northern section of the waterfront promenade at the Park
DVIC10	Construction of piers, art pontoon and viewing platform
DVIC11	Existing visual detractors on the site (e.g. WHC and MTR ventilation buildings)
DVIC12	Relocation of Tsim Sha Tsui Fire Station
DVIC13	Installation of solar panels on the roof of the buildings
DVIC14	Night time lighting

Sources of Visual Impacts

DVIC15 Erection of temporary ventilation shafts for the basement during transition period

Sources of Indirect Visual Impacts

IVIC1 Construction traffic

IVIC2 Construction of utilities including water, drainage and power

IVIC3 Various construction activities including operation of PME, excavations and road diversions etc

IVIC4 Temporary site access

IVIC5 Increased traffic congestion

IVIC6 Dust during dry weather

The visual impacts derived by the above sources are mostly temporary. It is noted that there is no temporary work areas located off site, other than the construction of various above-ground external connections with the WKCD site.

The mitigation measures proposed to lessen the visual impacts derived by the sources mentioned above during construction phase are described in **Section 10.7.3.1**.

10.5.2.2 Visual Impacts during Construction Phase (Before Mitigation)

The magnitude of change of the VSRs and potential visual impacts derived from the proposed WKCD development during construction phase has been assessed. All impacts are adverse and irreversible unless otherwise stated.

Based on the considerations such as viewing distance and potential blockage of view, the overall visual impacts before mitigation are anticipated to range from moderate to significant, except the VSRs located far away from the WKCD site or/and are blocked by buildings in the foreground. The matrix showing the factors determining the magnitude of the change of the VSRs and the assessment of visual impact before implementation of mitigation measures during construction phase are provided in **Table 10.14 and Table 10.15 respectively**.

If the potential blockage of view by the proposed WKCD development is full, the magnitude of change is anticipated to be large. During construction phase, the unmitigated visual impacts are mostly adverse as a result of blockage of views and degrading of visual quality of existing views due to the proposed WKCD development. Because of the large scale of the proposed development and long duration of the construction works, significant adverse visual impacts will be posed mostly on the residential VSRs located immediately to the north of the WKCD site, which have a direct and open view of the WKCD site and have high sensitivity to change. In addition to the obstruction of views when viewed from the lower floors of the developments along Austin Road West located to the north of the WKCD site, visual impacts resulted from various construction activities including operation of PME, excavations and road diversions etc., would have great interference with views of these areas. These construction works and relevant activities, therefore, are considered to visually detract from the visual amenity of the area.

Other VSRs that would experience moderate to significant adverse impacts during construction phase, include VSRs located to the south and southeast of the WKCD site, VSR 43 (Tsim Sha Tsui Fire Station), as well as residential developments close to the junction of Canton Road and Austin Road West.

However, various developments and facilities located opposite the WKCD site across the Harbour are anticipated to experience slight or moderate visual impacts. For distant VSRs located more than 1km from the site, in particular VSR 5, VSR 6 and VSR 7, the visual impacts are anticipated to be insubstantial during construction phase, as the views to the WKCD site are blocked by the water transportation at the new Yau Ma Tei Typhoon Shelter in the foreground.

VSRs located opposite Tsim Sha Tsui Fire Station including VSR 33, VSR 34 and VSR 35 are anticipated to experience insubstantial visual impacts because the existing views to the WKCD site are mostly blocked by the fire station and China Hong Kong City, but medium visual impacts after the relocation of the fire station.

Accordingly, the visual impacts derived by the proposed WKCD development during construction phase are anticipated to be unavoidably substantial, particularly to the nearby VSRs, even with implementation of mitigation measures. However, the adverse visual impacts during construction phase are only temporary.

Due to the phased implementation of the CACF, there will be a transition period after completion of the WKCD basement and the majority of developments of the Phase I CACF, but the rest of the WKCD development (including office/residential buildings which are subject to land sale) are yet to be initiated. During this transition period, there will be some temporary ventilation shafts for the basement including the the underpass road in the temporary open areas, and some of the stand alone ventilation shafts will be visible from many VSRs. However, these temporary ventilation shafts will appear to be relatively small when compared to completed structures.

Upon completion of the remaining WKCD facilities, the ventilation shafts will form part of the WKCD buildings and they will no longer be visible as individual structures. The CACF buildings will be well designed to visually hide the ventilation shafts so people would hardly notice them. In addition to the hidden location of these ventilation shafts, well designed louvre system/ ventilated facade will be used for screening the ventilation shafts.

10.5.2.3 Sources of Visual Impacts during Operation Phase

Compared to the number of sources of visual impacts during construction phase, there are fewer sources of visual impacts during operation phase. Potential sources of visual impacts during operation phase are summarized in **Table 10.13**.

Table 10.13: Source of visual impacts during operation phase

Sources of Direct Visual Impacts	
DVIO1	Operation of up to 38 wind turbines along the waterfront promenade at the Park (The photos of two types of wind turbines and locations are shown in Figure 10.24).
DVIO2	Existing visual detractors such as WHC and MTR ventilation buildings
DVIO3	Potential reflection issues resulted from the installation of solar panels on the roof top of some WKCD buildings
DVIO4	Potential night time visual impact resulted from the night time lighting
DVIO5	Buildings and other above ground structures proposed in the WKCD

Compared to other permanent structures and buildings, the wind turbines and solar panels form a minor component of the WKCD project and their locations can be more easily adjusted. Hence, the visual impacts derived by wind turbines and solar panels are reversible.

The art pontoon and piers are also minor components of WKCD development. Due to their flat shape and location, it is considered that the visual impacts derived by these two components are insignificant.

The mitigation measures proposed to lessen the visual impacts derived by the sources mentioned above during operation phase are described in **Section 10.7.4.2**.

10.5.2.4 Visual Impacts during Operation Phase (Before Mitigation)

Both positive and negative visual impacts during operation phase have been duly considered. The visual impacts derived by the proposed WKCD development before mitigation will mostly be attributed to the blockage of views by the proposed WKCD development, and the hard edges of the built structures.

Various factors determining the magnitude of change of the VSRs include viewing distance, potential blocking of view, reversibility of the proposed development, compatibility of the proposed development with the surrounding landscape, scale of the proposed development and duration of impacts. The magnitude of change of the VSRs and the significance of the impacts on the VSRs before implementation of mitigation measures during operation phase are summarized in **Table 10.14** and **Table 10.16**. Photomontages illustrating the views to the WKCD from selected VSRs before implementation of mitigation measures during operation phase are presented in **Figures 10.13a to 10.22a**.

Compatibility of the proposed WKCD development with the surrounding landscape

Compatibility of the proposed WKCD development with the surrounding landscape is a major determinant of the magnitude of change of the VSRs. Currently, the linear arrangement of the high rise developments located to the north of the site creates a “wall effect”. The intense building massing and form of the podium structures appear to be visually dominant even from a long distance. The existing WHC and MTR ventilation buildings located close to the western waterfront are also visually distracting.

Various good design features such as control of development heights and massing, provision of new open space and the north-south oriented non-buildings areas (NBAs)/ visual corridors are incorporated in the design of the proposed WKCD development to reduce the visual impacts derived by the WKCD development.

According to *the Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*, the building height profile of the proposed WKCD development is required to preserve public views from various locations. The building height limits of different parts of the proposed WKCD development are required to be 70mPD, 100mPD and 50mPD respectively. Hence, it is anticipated that WKCD will not have significant impacts on the existing height profile (**Figure 10.25a**), despite that the current open view to Victoria Harbour enjoyed by the VSRs located to the north of the WKCD site at lower levels is anticipated will be lost.

A generally stepped height profile descending towards the waterfront is also proposed under the Urban Design Framework to create height variation for this prominent waterfront development. As only a few of the first row of buildings close to the waterfront are higher than the second row of buildings within the WKCD and they are mostly located close to the eastern end of the WKCD, it is considered to be a scenario balancing the urban design consideration of providing a generous sense of space at the WKT plaza and the intersection of Canton Road and Austin Road West, and the planning principle of adopting a stepped height profile at the waterfront site. Therefore it is considered to be acceptable in terms of visual impacts (please refer to **Section 10.7.4.2 Mitigation Measures during Operation Phase**).

Buildings of various heights and diversity in building mass are encouraged for the proposed WKCD development to avoid a monotonous harbourfront image and provide visual interest and diversity for the harbourfront.

In addition to serving primarily as pedestrian ways, the designated north-south oriented non-buildings areas (NBAs) also help facilitate air ventilation and improve visual permeability.

The design of the WKCD adopts a city park concept, with a new park at the western end as the focal point of the district, which helps contribute to compatibility of the WKCD with the surrounding areas. As the Park

is a major component of the proposed WKCD development, it is not considered as one of the mitigation measures. However, the Park can be considered to be one of the good design features of the WKCD development that softens the hard edges of the built structures before mitigation, particularly when viewed from the west of the WKCD.

Before implementation of design mitigation measures in the Park and along the waterfront promenade such as undulating berms (please refer to **Section 10.7.4.2** Mitigation Measures during Operation Phase), part of WHC and MTR ventilation buildings still will be seen from various VSRs, despite it is anticipated that some of the trees located along the waterfront promenade will lessen the visual impacts derived by these structures.

According to *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*, the total amount of open space for public use in the WKCD shall not less than 23 ha. It will be provided in various forms and at different levels on or above ground, including a waterfront promenade of not less than 20 metres in width, piazza areas of not less than 3 ha, and terrace gardens of not more than 5ha. In addition, the at-garde open space should be not less than 15 ha.

As the WKCD is situated in a high-rise, high-density urban context with mixed use and residential developments in the surrounding areas, it is anticipated that the proposed WKCD development will be compatible with the surroundings with well designed low to medium-rise buildings and the provision of open space at various levels and scale, even before the implementation of mitigation measures. In particular, it is anticipated that the open space at various levels and scale will improve the existing visual amenity.

Installation of wind turbines and solar panels

To promote sustainability, wind turbines and solar panels are proposed to be used to generate renewable energy. Wind turbines are proposed to be installed along western and northern parts of the headland of the Park (as shown in **Figure 10.24**). As the type and number of wind turbines to be provided at the WKCD site is yet to be confirmed, two types of wind turbines are proposed to illustrate the potential visual impacts.

One type is the 15m high vertical axis wind turbine, and the other type is the 12m high wind and solar powered street lamp. As they appear to be relatively small and compatible with the surroundings, they are not visually threatening to the VSRs and other neighbouring visually sensitive receivers.

In particular, the visual impacts derived by the installation of the wind turbines to the VSRs located along the northern part of the headland of the Park are insignificant. The visual impacts resulted from the installation of wind turbines are anticipated to be acceptable when viewed across the harbour to the WKCD. Since the wind turbines are proposed to be located mainly along the western and northern section of the Park, only a few of the wind turbines are anticipated to be seen from the VSRs located to the south of the WKCD. They appear to be relatively small and therefore the visual impacts to these VSRs are acceptable, particularly as the impacts are also reversible. In addition, it is possible to turn the wind turbines to be an attractive feature with special design to match the visual context of the surrounding areas.

Solar panels are proposed to be installed on the roof top of some buildings within the WKCD. Specific locations for the solar panels are subject to the detailed design, but the solar panels will cover at most 20% of the total rooftop area of the buildings. However, due to its largely reversible visual impacts, the visual impacts derived by the installation of the solar panels are anticipated to be acceptable.

Evaluation of the magnitude of change

Except the VSRs located far away from the WKCD site, most of the VSRs are likely to suffer from significant changes in their viewing experience, and the magnitude of change of most of the VSRs is considered to be large during operation phase before implementation of mitigation measures.

Those VSRs located at the ground and lower levels of the residential/ commercial developments and transportation facilities that are situated to the north of the WKCD site are anticipated to suffer from large changes in their viewing experience.

Viewing distance and potential blockage of view are the major considerations determining the magnitude of change. In general, the shorter the viewing distance between the VSRs and the WKCD site, the larger the magnitude of change of the VSRs.

VSRs located across Victoria Harbour are generally anticipated to have small and even negligible magnitude of change due to its long distance from the site and blockage of partial views of the WKCD site by the cruise ships berthed at the Ocean Terminal or the buildings in the foreground.

During operation phase after relocation of the TST fire station, the magnitude of change of VSR 33, VSR 34 and VSR 35 is anticipated to be intermediate before mitigation, due to the high compatibility of the proposed WKCD development with the surrounding areas.

Evaluation of the visual impacts

The magnitude of change and the sensitivity of the VSRs are two major considerations for determining the visual impacts posed on the VSRs. The magnitude of change of many VSRs is large. The unmitigated visual impacts posed on VSRs located to the south and southeast of the WKCD site (i.e. VSR 24, VSR 25, VSR 26, VSR 27, VSR 28 and VSR 29) and the VSRs located immediately to the north of the WKCD site during operation phase are moderate to substantial.

Slight or insubstantial impacts are anticipated to pose on VSRs at strategic level (except VSR 1 and VSR 2), VSRs located to the far northwest of the WKCD site (e.g. VSR 5, VSR 6 and VSR 7), residential VSRs located to the north of the WKCD site but blocked by other buildings in the foreground (e.g. VSR 12, VSR 13 and VSR 14).

10.5.2.5 Night Time Visual Impacts due to the Proposed WKCD Development

The potential night time visual impacts resulting from night time lighting from the proposed WKCD development may cause potential adverse impacts to nearby VSRs. Potential night time visual impacts depend on various factors including the type and the intensity of the light sources, the distance between the light sources and the VSRs, and the intensity of the background light sources.

Currently, the majority of the WKCD site has been left vacant and is currently occupied by local roads, temporary storage/parking facilities, a temporary promenade at the waterfront and a number of existing infrastructure facilities such as ventilation buildings for the Western Harbour Crossing and the MTR railway line, and a sea water pumping station, etc. Parts of the WKCD site are also currently occupied by the Tsim Sha Tsui Fire Station, and by the works site and temporary works areas for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project. Despite the WKCD site is occasionally used for cultural/entertainment activities throughout the day and during the night, the lighting installation located along the waterfront promenade and lighting for works site for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project are the major existing light sources located within the WKCD site.

The proposed WKCD development would change the current uses of the WKCD site, and its night time appearance. The illumination of the buildings and cultural facilities located in the eastern part of the WKCD contribute to the overall perceived glow of the proposed WKCD development. It is considered that the lighting used at the Park located in the western part of the WKCD is not anticipated to be strong, despite there will be lighting installation located along waterfront promenade and illumination on the façade of the Arena.

As a result, the impact of night time lighting on VSRs located at the residential developments nearby such as VSR 10 (The Harbourside), VSR 11 (The Arch), VSR 20 (Wai On Building and Wai Hang Building) and VSR 21 (The Victoria Tower) would be significant, due to their close proximity to the CACF facilities and other buildings of the WKCD development located in the eastern part of the WKCD and high receivers' sensitivity.

Night time lighting is also highly visible from the foreshore of Hong Kong Island opposite the WKCD site. However, most of the buildings and facilities contributing to the overall perceived glow of the proposed WKCD development are located in the eastern part of the WKCD. The potential night time visual impacts resulting from the proposed WKCD development to the VSRs, in particular the VSRs directly facing the Park across the harbour such as VSRs located to the west of the WKCD site (such as VSR 1 Sun Yat Sen Memorial Park and VSR 2 Central Star Ferry Pier No.7), are acceptable. Due to the urban setting of the WKCD and the surroundings, there are a number of light sources in the surrounding areas of the WKCD. In particular, the lighting illuminated from ICC is one of the major light sources in the backdrop of the WKCD. Hence, the potential adverse night time lighting impacts derived by the proposed WKCD development is anticipated to be generally acceptable to most of the VSRs (except the residential VSRs nearby), particularly VSRs located across the harbour upon its completion.

The night time visual impacts derived by the WKCD development on the nearby residential developments could be reduced by mitigation measures. The possible mitigation measure includes avoidance of lighting from spilling onto nearby residential developments, control of façade lighting and the use of sensors and timers. Further elaboration on mitigation measures for the potential night time visual impacts are provided in **Section 10.7.4.2**.

The significance of impacts during operation phase on the VSRs identified within the Visual Envelope are summarized in **Table 10.16**.

Table 10.14: Magnitude of change of VSRs

VSRs	Viewing Distance (m) approx.	Potential Blocking of View (Full/Partial/Slight/None)	Reversibility (Yes/No)	Compatibility of the Proposed Development with the Surrounding Landscape (High/Medium/Low)	Scale of the Proposed Development (Large/Small)	Duration of Impacts under Construction/ Operation Phases	Magnitude of Change		
							During Construction Phase	During Operation Phase	
VSR 1	Sun Yat Sen Memorial Park	1440m	Slight	No	High	Large	Long/ Permanent	Small	Small
VSR 2	Central Star Ferry Pier No. 7	1160m	Slight	No	High	Large	Long/ Permanent	Small	Small
VSR 3	Hong Kong Convention & Exhibition Centre	2400m	None	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 4	The Peak	2660m	None/Slight	No	High	Large	Long/ Permanent	Negligible /Small	Negligible /Small
VSR 5	Hoi Fei Road Waterfront	1550m	None	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 6	One Silversea	1580m	None	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 7	Island Harbourview	1700m	None	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 8	International Commerce Centre (ICC)	90m	Partial to Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large (Lower levels) Intermediate (Upper levels)	Large (Lower levels) Intermediate (Upper levels)
VSR 9	The Elements	65m	Full	No	Medium	Large	Long/ Permanent	Large	Large
VSR 10	The Harbourside	80m	Partial to Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large (Lower levels) Intermediate (Upper levels)	Large (Lower levels) Intermediate (Upper levels)
VSR 11	The Arch	95m	Partial to Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large (Lower levels) Intermediate (Upper levels)	Large (Lower levels) Intermediate (Upper levels)
VSR 12	The Waterfront	200m	Partial	No	High	Large	Long/ Permanent	Intermediate	Intermediate
VSR 13	Sorrento Towers	395m	Slight	No	High	Large	Long/ Permanent	Negligible	Negligible

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VSRs		Viewing Distance (m) approx.	Potential Blocking of View (Full/Partial/Slight/None)	Reversibility (Yes/No)	Compatibility of the Proposed Development with the Surrounding Landscape (High/Medium/Low)	Scale of the Proposed Development (Large/Small)	Duration of Impacts under Construction/ Operation Phases	Magnitude of Change	
								During Construction Phase	During Operation Phase
VSR 14	The Cullinan	270m	Slight	No	High	Large	Long/ Permanent	Small	Small
VSR 15	West Kowloon Terminus	30m	Full	No	Medium	Large	Long/ Permanent	Large	Large
VSR 16	Planned CDA Development above West Kowloon Terminus	30m	Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large	Large
VSR 17	Austin Station	75m	Full	No	Medium	Large	Long/ Permanent	Large	Large
VSR 18	Planned Residential Development above Austin Station	75m	Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large	Large
VSR 19 *	Western Harbour Crossing Toll Plaza	140m	Partial	No	Medium	Large	Long/ Permanent	Intermediate	Intermediate
VSR 20	Wai On Building & Wai Hang Building	80m	Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large	Large
VSR 21	The Victoria Tower	40m	Full (Lower levels) Slight (Upper levels)	No	Medium	Large	Long/ Permanent	Large	Large
VSR 22	Man King Building and Man Wah Building	500m	Slight	No	High	Large	Long/ Permanent	Small	Small
VSR 23	Lee Kiu Building and Wai Ching Court	410m	Slight	No	High	Large	Long/ Permanent	Small	Small
VSR 24	China Hong Kong City	40m	Partial	No	High	Large	Long/ Permanent	Large	Large
VSR 25	Hong Kong Hotel and Prince Hotel	130m	Partial	No	High	Large	Long/ Permanent	Large	Large
VSR 26	Gateway Hong Kong	250m	Partial	No	High	Large	Long/ Permanent	Large	Large

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VSRs		Viewing Distance (m) approx.	Potential Blocking of View (Full/Partial/Slight/None)	Reversibility (Yes/No)	Compatibility of the Proposed Development with the Surrounding Landscape (High/Medium/Low)	Scale of the Proposed Development (Large/Small)	Duration of Impacts under Construction/ Operation Phases	Magnitude of Change	
								During Construction Phase	During Operation Phase
VSR 27	Harbour City and Ocean Centre	645m	Slight	No	High	Large	Long/ Permanent	Intermediate	Intermediate
VSR 28	The Marco Polo Hong Kong Hotel	665m	Slight	No	High	Large	Long/ Permanent	Intermediate	Intermediate
VSR 29	Hong Kong China Ferry Terminal	220m	Partial	No	High	Large	Long/ Permanent	Large	Large
VSR 30	Pacific Club Kowloon	345m	Slight	No	High	Large	Long/ Permanent	Intermediate	Intermediate
VSR 31	Ocean Terminal	665m	Slight (Ground & Lower Levels) Partial (Upper Level)	No	High	Large	Long/ Permanent	Intermediate	Intermediate
VSR 32	Kwun Chung Municipal Services Building	185m	Partial	No	High	Large	Long/ Permanent	Small	Small
VSR 33*	Lai Chack Middle School	135m	Full	No	High	Large	Medium/ Permanent	Small	Intermediate (after Tsim Sha Tsui fire station is relocated)
VSR 34*	Canton Road Government Primary School	135m	Full	No	High	Large	Medium/ Permanent	Small	Intermediate (after Tsim Sha Tsui fire station is relocated)
VSR 35*	Kowloon Park (Entrance on Canton Road)	155m	Full	No	High	Large	Medium/ Permanent	Small	Intermediate (after Tsim Sha Tsui fire station is relocated)
VSR 36	King George V Memorial Park, Kowloon	455m	Slight	No	High	Large	Long/ Permanent	Small	Small

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VSRs	Viewing Distance (m) approx.	Potential Blocking of View (Full/Partial/Slight/None)	Reversibility (Yes/No)	Compatibility of the Proposed Development with the Surrounding Landscape (High/Medium/Low)	Scale of the Proposed Development (Large/Small)	Duration of Impacts under Construction/ Operation Phases	Magnitude of Change		
							During Construction Phase	During Operation Phase	
VSR 37	Heritage sites consisting of the declared monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory	455m	Slight/ None	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 38	Miramar Arcade/Tower	460m	Slight	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 39	The One	540m	Slight	No	High	Large	Long/ Permanent	Negligible	Negligible
VSR 40	Travellers on Ferries to/from Central and Tsim Sha Tsui	Varies	Partial/ Full	No	High	Large	Long/ Permanent	Small to intermediate	Small to intermediate
VSR 41	Travellers along Austin Road West	Varies	Partial/ Full	No	Medium	Large	Long/ Permanent	Large	Large
VSR 42	Travellers along Canton Road	Varies	Partial	No	Medium	Large	Long/ Permanent	Large	Large
VSR 43	Tsim Sha Tsui Fire Station	N/A	Full	No	Medium	Large	Medium ¹ / N/A	Large	N/A

*VSRs 33, 34 and 35 are anticipated to experience small magnitude of change before the relocation of the fire station during construction phase because the views to the WKCD site are mostly blocked by Tsim Sha Tsui Fire Station and China Hong Kong City, but large magnitude of change after the relocation of the fire station

¹ subject to the schedule for relocation of the Tsim Sha Tsui Fire Station

Table 10.15: Assessment of visual impact during construction phase

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)	
VSR 1	Sun Yat Sen Memorial Park	Located to the west of the site, at the waterfront in Sheung Wan on Hong Kong Island across Victoria Harbour	1440m	<ul style="list-style-type: none"> Recreational Area/ Open Space Few 	<ul style="list-style-type: none"> Has an open view of the WKCD site at ground level. Victoria Harbour and the western part of the WKCD site are in the foreground of the visual composition, with high rise residential buildings in the backdrop. 	Low to Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC7, DVIC9, DVIC 10, DVIC11, DVIC15; IVIC2,IVIC3	Small	Moderate	MCP1,MCP2, MCP3, MCP5	Slight
VSR 2	Central Star Ferry Pier No. 7	Located to the south of the site, at the waterfront in Central on Hong Kong Island across Victoria Harbour	1160m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Has an open view of the WKCD site at ground and elevated levels. Victoria harbour and the WKCD site are in the foreground of the visual composition, with high rise residential buildings and ridgelines in the backdrop. 	Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC 10, DVIC11, DVIC15; IVIC2, IVIC3	Small	Moderate	MCP1, MCP2, MCP3,MCP5	Slight to Moderate
VSR 3	Hong Kong Convention & Exhibition Centre	Located to the southwest of the site, at the waterfront in Wan Chai on Hong Kong Island across Victoria Harbour	2400m	<ul style="list-style-type: none"> GIC Facility and Recreational Area Many 	<ul style="list-style-type: none"> Only part of the WKCD site can be viewed, since the views to the WKCD site are blocked by the buildings located at the waterfront of Tsim Sha Tsui and the cruise berthed at the Ocean Terminal. The existing view comprises buildings located at the waterfront of Tsim Sha Tsui and the cruise berthed at the Ocean Terminal, part of the WKCD site and Victoria Harbour in the foreground with high rise residential developments in backdrop. 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC7, DVIC 10, DVIC11; IVIC2,IVIC3	Negligible	Insubstantial	MCP1,MCP2, MCP3,MCP4	Insubstantial
VSR 4	The Peak	Located to the south of the site at an elevated level, at 396 metres above sea level on Hong Kong Island across Victoria Harbour	2660m	<ul style="list-style-type: none"> Recreational Area/ Open Space Many 	<ul style="list-style-type: none"> A partial distance view at an elevated level overlooking Kowloon Peninsula including the WKCD site Part of the WKCD site is blocked by the buildings in the foreground. High rise buildings are in the foreground of the visual composition 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC9, DVIC10, DVIC11, DVIC12, DVIC15; IVIC2, IVIC3	Negligible/ Small	Slight	MCP2,MCP3, MCP5	Slight
VSR 5	Hoi Fei Road Waterfront	Located to the northwest of the site, at Olympic	1550m	<ul style="list-style-type: none"> Recreational Area/ Open Space Few 	<ul style="list-style-type: none"> Views to the WKCD site at ground level are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately north to the site. Only western part of the WKCD site can be viewed. 	Low	DVIC2, DVIC3, DVIC9; IVIC3	Negligible	Insubstantial	MCP2,	Insubstantial
VSR 6	One Silversea	Located to the northwest of the site, at Olympic	1580m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Views to the WKCD site from lower levels of One Silversea are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately to the north of the site. Only western part of the WKCD site can be viewed Views to the western part of the WKCD site from upper levels may not be blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, but the buffer trees located around the West Harbour Crossing Toll Plaza. 	Low to Medium	DVIC1, DVIC2, DVIC3, DVIC9; IVIC3.	Negligible	Insubstantial	MCP2	Insubstantial
VSR 7	Island Harbourview	Located to the northwest of the site, at Olympic	1700m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Views to the WKCD site from lower levels of Island Harbourview are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately north to the site. Only western part of the WKCD site can be viewed. Views to the western part of the WKCD site from upper levels are not blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, but the buffer 	Low to Medium	DVIC1, DVIC2, DVIC3, DVIC9; IVIC3.	Negligible	Insubstantial	MCP2	Insubstantial
VSR 8	International Commerce Centre (ICC)	Located immediately to the north of the site	90m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the dense vegetation at the entrance of the WHC and the construction site of the WKCD. Open and close view of the WKCD site can be seen. 	Medium to High	DVIC1, DVIC2, DVIC3, DVIC4, DVIC7, DVIC9, DVIC10, DVIC11, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large (Lower levels) Intermediate (Upper levels)	Substantial (Lower levels) Moderate (Upper Levels)	MCP1,MCP2, MCP3,MCP4, MCP5	Moderate/ Substantial (Lower levels) Moderate (Upper Levels)

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)
VSR 9	The Elements	Located immediately to the north of the site	65m ■ Commercial ■ Many	■ Existing view comprises the construction site of the WKCD. ■ Open and close view of the WKCD site can be seen.	Medium to High	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC 6, DVIC7, DVIC10, DVIC11, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large	Substantial (Substantial cumulative impacts derived by committed developments)	MCP1,MCP2, MCP3,MCP4, MCP5	Moderate/ Substantial (Substantial cumulative impacts derived by committed developments)
VSR 10	The Harbourside	Located immediately to the north of the site	80m ■ Residential ■ Many	■ Existing view comprises the construction site of the WKCD. ■ Open and close view of the WKCD site can be seen.	High	DVIC3, DVIC4, DVIC5, DVIC7, DVIC10, DVIC11, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large (Lower levels) Intermediate (Upper levels)	Substantial (Lower levels) Moderate (Upper Levels)	MCP1,MCP2, MCP3,MCP4, MCP5	Moderate/ Substantial (Lower levels) Moderate (Upper Levels)
VSR 11	The Arch	Located immediately to the north of the site and to the west of the junction of Austin Road West and Lin Cheung Road	95m ■ Residential ■ Many	■ Existing view comprises the construction site of the WKCD and the West Kowloon Terminus. ■ Open and close view of the WKCD site and the West Kowloon Terminus can be seen.	High	DVIC4, DVIC6, DVIC7, DVIC12, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6	Large (Lower levels) Intermediate (Upper levels)	Substantial (Lower levels) Moderate (Upper Levels) (Substantial cumulative impacts derived by committed developments)	MCP1,MCP2, MCP3,MCP4, MCP5	Moderate/ Substantial (Lower levels) Moderate (Upper Levels) (Substantial cumulative impacts derived by committed developments)
VSR 12	The Waterfront	Located to the north of the site and to the west of Lin Cheung Road and West Kowloon Station	200m ■ Residential ■ Many	■ Existing view comprises the construction site of the West Kowloon Terminus. ■ Open and close view of the West Kowloon Terminus can be seen.	Medium	DVIC5, DVIC6, DVIC7, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC5.	Intermediate	Moderate (Substantial cumulative impacts derived by committed developments)	MCP1,MCP2, MCP3,MCP4, MCP5	Moderate (Substantial cumulative impacts derived by committed developments)
VSR 13	Sorrento Towers	Located to the north of the site and to the west of Lin Cheung Road and West Kowloon Station	395m ■ Residential ■ Many	■ Views to the WKCD site are mostly blocked by other residential developments immediately located to the north of Austin Road West.	Low	DVIC6, DVIC7; IVIC5,	Negligible	Insubstantial (Moderate cumulative impacts)	MCP3	Insubstantial (Moderate cumulative impacts)
VSR 14	The Cullinan	Located to the north of the WKCD site and to the east of New Yau Ma Tei Typhoon Shelter	270m ■ Residential ■ Many	■ However, it has an open view of the West Harbour Crossing (WHC) Toll Plaza where it will have an off site construction of the external connection with the WKCD development. ■ Views to the WKCD site are mostly blocked by ICC and other residential developments located immediately to the north of Austin Road West.	Low to Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC11, DVIC14; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5.	Small	Slight to Moderate	MCP1,MCP2, ,MCP4,	Slight
VSR 15	West Kowloon Terminus	Located to the north of the WKCD site, bounded by Lin Cheung Road to the west, Jordan Road to the north and Austin Road West to the south.	30m ■ Transportation Facility ■ Many	■ Existing view comprises the construction site of the WKCD in the foreground with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island. ■ Close view of the proposed WKCD site can be seen.	Medium	DVIC5, DVIC6, DVIC7, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large	Moderate/ Substantial	MCP1,MCP2, MCP3, MCP5	Moderate
VSR 16	Planned CDA Development above West Kowloon Terminus	Located to the north of the WKCD site, bounded by Lin Cheung Road to the west, Jordan Road to the north and Austin Road West to the south.	30m ■ Commercial ■ Many	■ Existing view comprises the construction site of the WKCD in the foreground with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island. ■ Close view of the proposed WKCD site can be seen.	Medium	DVIC5, DVIC6, DVIC7, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large	Substantial	MCP1,MCP2, MCP3,MCP4, MCP5	Moderate/ Substantial

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)
VSR 17	Austin Station	Located to the northeast of the WKCD site, bounded by Wui Man Road to the west, Jordan Road to the north and Austin Road West to the south.	75m <ul style="list-style-type: none"> ■ Transportation Facility ■ Many 	<ul style="list-style-type: none"> ■ Existing view comprises the construction sites of the WKCD and West Kowloon Terminus with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. ■ Close view of the proposed WKCD site can be seen. 	Medium	DVIC5, DVIC6, DVIC7, DVIC8, DVIC12, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large	Moderate/ Substantial	MCP1, MCP2, MCP3, MCP5	Moderate
VSR 18	Planned Residential Development above Austin Station	Located to the northeast of the WKCD site, bounded by Wui Man Road to the west, Jordan Road to the north and Austin Road West to the south.	75m <ul style="list-style-type: none"> ■ Residential ■ Many 	<ul style="list-style-type: none"> ■ Existing view comprises the construction sites of the WKCD and West Kowloon terminus with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. ■ Close view of the proposed WKCD site can be seen. 	High	DVIC5, DVIC6, DVIC7, DVIC8, DVIC12, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6	Large	Substantial	MCP1, MCP2, MCP3, MCP4, MCP5	Moderate/ Substantial
VSR 19 *	Western Harbour Crossing Toll Plaza	Located to the northwest of the site and to the north of the site of the Park at the WKCD	140m <ul style="list-style-type: none"> ■ Transportation Facility ■ Many 	<ul style="list-style-type: none"> ■ Only western part of the WKCD site can be viewed ■ Views to Victoria Harbour are currently partially blocked by the dense vegetation, the administration building and the WHC ventilation building. 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC9, DVIC11; IVIC3,	Intermediate	Moderate	MCP2	Slight/Moderate
VSR 20	Wai On Building & Wai Hang Building	Located to the north of the intersection of Canton Road and Austin Road West	80m <ul style="list-style-type: none"> ■ Residential ■ Many 	<ul style="list-style-type: none"> ■ Existing view comprises the construction site of the WKCD and Austin Station with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. ■ Close and partial view of the WKCD site can be seen. 	Medium to High	DVIC5, DVIC6, DVIC7, DVIC8, DVIC12, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6	Large	Substantial (lower levels) Moderate (upper levels) (Substantial cumulative impacts derived by committed developments)	MCP1, MCP2, MCP3, MCP4, MCP5	Moderate/ Substantial (lower levels) Moderate (upper levels) (Substantial cumulative impacts derived by committed developments)
VSR 21	The Victoria Tower	Located to the south of the intersection of Canton Road and Austin Road West	40m <ul style="list-style-type: none"> ■ Residential ■ Many 	<ul style="list-style-type: none"> ■ Existing view comprises the construction site of the WKCD and West Kowloon Terminus with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. ■ Close and partial view of the WKCD site can be seen 	High	DVIC5, DVIC6, DVIC7, DVIC8, DVIC12, DVIC13, DVIC14, DV1C15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6	Large	Substantial (lower levels) Moderate (upper levels) (Substantial cumulative impacts derived by committed developments)	MCP1, MCP2, MCP3, MCP4, MCP5	Substantial (lower levels) Moderate (upper levels) (Substantial cumulative impacts derived by committed developments)
VSR 22	Man King Building and Man Wah Building	Residential buildings located to the west of Ferry Street	500m <ul style="list-style-type: none"> ■ Residential ■ Many 	<ul style="list-style-type: none"> ■ Currently, views to WKCD site are mostly blocked by committed developments at West Austin Station and West Kowloon Terminus. ■ Slight view of the WKCD site can be viewed through the West Kowloon Terminus site. 	Low	DVIC6, DVIC7.	Small	Slight	MCP1, MCP3	Insubstantial/ Slight
VSR 23	Lee Kiu Building and Wai Ching Court	Residential buildings located close to the junction of Ferry Street and Jordan Street	410m <ul style="list-style-type: none"> ■ Residential ■ Many 	<ul style="list-style-type: none"> ■ Currently, views to WKCD site are mostly blocked by committed developments at West Austin Station and West Kowloon Terminus. ■ Slight view of the WKCD site can be viewed through the West Kowloon Terminus site. 	Low	DVIC6, DVIC7.	Small	Slight	MCP1, MCP3	Insubstantial/ Slight
VSR 24	China Hong Kong City	Located to the southeast of the site in Tsim Sha Tsui	40m <ul style="list-style-type: none"> ■ Commercial ■ Many 	<ul style="list-style-type: none"> ■ Existing view comprises the WKCD site and Victoria Harbour in the foreground with high rise residential/commercial developments and the construction site of West Kowloon Terminus in the backdrop. ■ Open view of the WKCD site can be seen in a short distance. 	Medium to High	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8, DVIC10, DVIC11, DVIC12, DVIC13, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5,	Large	Moderate/ Substantial (Moderate cumulative impacts derived by committed developments)	MCP3, MCP2, MCP5	Moderate/ Substantial (Moderate cumulative impacts derived by committed developments)

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)
VSR 25	Hong Kong Hotel and Prince Hotel	Located to the southeast of the site in Tsim Sha Tsui	130m ■ Commercial ■ Many	<ul style="list-style-type: none"> Existing view comprises the WKCD site and Victoria Harbour in the foreground with high rise residential/commercial developments and the construction site of West Kowloon Terminus in the backdrop. Part of the view of the WKCD site is blocked by Gateway Tower. 	Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8, DVIC10, DVIC11, DVIC12, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC5.	Large	Moderate/Substantial (Moderate cumulative impacts derived by committed developments)	MCP3, MCP2, MCP5	Moderate/Substantial (Moderate cumulative impacts derived by committed developments)
VSR 26	Gateway Hong Kong	Located to the southeast of the site in Tsim Sha Tsui	250m ■ Commercial ■ Many	<ul style="list-style-type: none"> Existing view comprises the Pacific Club and the WKCD site in the foreground with high rise residential/commercial developments in the backdrop. Open view of the WKCD site can be seen in a short distance at upper levels. 	Medium to High	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8, DVIC10, DVIC11, DVIC12, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC5.	Large	Moderate/Substantial (Moderate cumulative impacts derived by committed developments)	MCP3, MCP2, MCP5	Moderate/Substantial (Moderate cumulative impacts derived by committed developments)
VSR 27	Harbour City and Ocean Centre	Located to the southeast of the site in Tsim Sha Tsui	645m ■ Commercial ■ Many	<ul style="list-style-type: none"> Existing view comprises the Pacific Club and the WKCD site in the foreground with high rise residential/commercial developments in the backdrop. Partial view of the WKCD site can be seen in a short distance at upper levels. 	Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8, DVIC10, DVIC11, DVIC13, DVIC15; IVIC3.	Intermediate	Moderate to Substantial (Moderate cumulative impacts derived by committed developments)	MCP3, MCP2, MCP5	Moderate to Substantial (Moderate cumulative impacts derived by committed developments)
VSR 28	The Marco Polo Hong Kong Hotel	Located to the southeast of the site in Tsim Sha Tsui	665m ■ Commercial ■ Many	<ul style="list-style-type: none"> Existing view comprises Ocean Terminal, the Pacific Club and the WKCD site in the foreground with high rise residential/commercial developments in the backdrop. Partial view of the WKCD site can be seen in a short distance at upper levels. 	Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC6, DVIC7, DVIC10, DVIC11, DVIC13, DVIC14, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5.	Intermediate	Moderate	MCP3, MCP2, MCP5	Moderate
VSR 29	Hong Kong China Ferry Terminal	Located to the southeast of the site in Tsim Sha Tsui	220m ■ Transportation Facility ■ Many	<ul style="list-style-type: none"> Existing view comprises the WKCD site and Victoria Harbour in the foreground with high rise residential/commercial developments and the construction site of West Kowloon Terminus in the backdrop. Open view of the WKCD site can be seen in a short distance 	Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8, DVIC10, DVIC11, DVIC13, DVIC15; IVIC1, IVIC2, IVIC3, IVIC5, IVIC6.	Large	Moderate/Substantial (Moderate/Substantial cumulative impacts derived by committed developments)	MCP1, MCP3, MCP2, MCP5	Moderate (Moderate cumulative impacts derived by committed developments)
VSR 30	Pacific Club Kowloon	Located to the southeast of the site in Tsim Sha Tsui	345m ■ Recreation and Commercial ■ Medium	<ul style="list-style-type: none"> Existing view comprises Hong Kong China Ferry Terminal, the WKCD site and Victoria Harbour in the foreground with high rise residential/commercial developments in the backdrop. Only western part of the WKCD site can be viewed. 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC10, DVIC11, DVIC15; IVIC2, IVIC3.	Intermediate	Slight/Moderate	MCP1, MCP2, MCP3, MCP5	Slight
VSR 31	Ocean Terminal	Located to the southeast of the site in Tsim Sha Tsui	665m ■ Transportation Facility ■ Many	<ul style="list-style-type: none"> Existing view comprises Pacific Club, the WKCD site and Victoria Harbour in the foreground with high rise residential/commercial developments in the backdrop. The WKCD site can be seen in a short distance, however views to the WKCD site are mostly blocked by the Pacific Club Kowloon at ground and lower levels 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC10, DVIC11; IVIC2, IVIC3.	Intermediate	Slight/Moderate	MCP1, MCP2, MCP3, MCP5.	Slight
VSR 32	Kwun Chung Municipal Services Building	Located to the northeast of the site, adjacent to the King George V Memorial Park and Austin Station	185m ■ GIC Facility ■ Medium	<ul style="list-style-type: none"> Existing view comprises Austin Station in the foreground with the construction site of West Kowloon Terminus and high rise residential/commercial development in the backdrop. Views to the WKCD site are blocked by Austin Station at lower levels. 	Medium	DVIC5, DVIC7, DVIC8, DVIC12; IVIC1.	Small	Slight/Moderate	MCP2, MCP3.	Slight

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)
VSR 33*	Lai Chack Middle School	Located to the east of the site, opposite TST fire station, to the east of Canton Road	135m ■ GIC Facility ■ Medium	<ul style="list-style-type: none"> Views from the WKCD site are blocked by China Hong Kong City buildings and Tsim Sha Tsui Fire Station. No view of the WKCD site can be seen. However, part of the WKCD site could be viewed after the fire station is relocated. 	Low	DVIC5, DVIC7, DVIC8, DVIC12; IVIC1, IVIC2, IVIC3, IVIC5.	Small	Slight	MCP1, MCP2	Insubstantial
VSR 34*	Canton Road Government Primary School	Located to the east of the site, opposite TST fire station, to the east of Canton Road	135m ■ GIC Facility ■ Medium	<ul style="list-style-type: none"> Views to the WKCD site are blocked by China Hong Kong City buildings and Tsim Sha Tsui Fire Station. However, part of the WKCD site could be viewed after the fire station is relocated. 	Low	DVIC5, DVIC7, DVIC8, DVIC12; IVIC1, IVIC3, IVIC5.	Small	Insubstantial	MCP1, MCP2	Insubstantial
VSR 35*	Kowloon Park (Entrance on Canton Road)	Located to the east of the site, opposite TST fire station, to the east of Canton Road	155m ■ Recreation/ Open Space ■ Few	<ul style="list-style-type: none"> Currently the WKCD site cannot be seen from the gap of the buildings of Tsim Sha Tsui fire station and China Hong Kong City at ground level. However, part of the WKCD site could be viewed after the fire station is relocated. 	Low	DVIC5, DVIC7, DVIC8, DVIC12; IVIC1, IVIC3, IVIC5.	Small	Insubstantial	MCP1, MCP2	Insubstantial
VSR 36	King George V Memorial Park, Kowloon	Located to the north of the site, to the east of Austin Station	455m ■ Recreation/ Open Space ■ Medium	<ul style="list-style-type: none"> Existing view comprises Austin Station in the foreground with high rise developments in the backdrop. Views to the WKCD site at ground level are mostly blocked by Austin Station. 	Low	DVIC5, DVIC7, DVIC8, DVIC12; IVIC1	Small	Insubstantial (Substantial cumulative impacts derived by committed developments)	MCP1, MCP2, MCP3.	Insubstantial (Substantial cumulative impacts derived by committed developments)
VSR 37	Heritage sites consisting of the declared monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory	Located to the east of the site, Kowloon Park and Nathan Road	455m ■ Heritage Site ■ Few	<ul style="list-style-type: none"> Existing view comprises Nathan Road and Kowloon Park in the foreground with high rise residential developments in the backdrop. Views to the WKCD site are blocked by Kowloon Park when viewed from ground and lower levels. 	Low	DVIC7	Negligible	Negligible	N/A	Negligible
VSR 38	Miramar Arcade/Tower	Located to the east of the site, Kowloon Park and Nathan Road	460m ■ Commercial ■ Many	<ul style="list-style-type: none"> Existing view comprises Nathan Road and Kowloon Park in the foreground with high rise residential developments in the backdrop. Views to the WKCD site are blocked by Kowloon Park when viewed from ground and lower levels. 	Low	DVIC7	Negligible	Negligible	N/A	Negligible
VSR 39	The One	Located to the east of the site, Kowloon Park and Nathan Road	540m ■ Commercial ■ Many	<ul style="list-style-type: none"> Existing view comprises Nathan Road and Kowloon Park in the foreground with high rise residential developments in the backdrop. Views to the WKCD site are blocked by Kowloon Park when viewed from ground and lower levels. 	Low	DVIC7	Negligible	Negligible	N/A	Negligible
VSR 40	Travellers on Ferries to/from Central and Tsim Sha Tsui	Located to the south of the site at various locations across Victoria Harbour	Varies ■ Transient ■ Many	<ul style="list-style-type: none"> Varying views depending on locations, but basically the existing view comprises the WKCD site and Victoria Harbour in the foreground and high rise residential developments in the backdrop. Open view of the WKCD site. 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC9, DVIC10, DVIC11, DVIC15; IVIC2, IVIC3	Small to intermediate	Small to Moderate	MCP1, MCP2, MCP3, MCP5.	Small
VSR 41	Travellers along Austin Road West	Located immediately to the north of the site (various Locations)	Varies ■ Transient ■ Many	<ul style="list-style-type: none"> Varying views depending on locations along Austin Road West. Existing view comprises the WKCD site in the foreground with Victoria Harbour and high rise buildings along Hong Kong Island in the backdrop. Close and open view of the WKCD site. 	Low	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8 DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large	Moderate	MCP1, MCP2, MCP3	Small to Moderate
VSR 42	Travellers along Canton Road	Located immediately to the east of the site (various locations)	Varies ■ Transient ■ Many	<ul style="list-style-type: none"> Varying views depending on locations along Canton Road. Existing view comprises the WKCD site in the foreground with Victoria Harbour and high rise buildings along Hong Kong Island in the backdrop. Close and open view of the eastern part of the WKCD site. 	Low	DVIC5, DVIC6, DVIC7, DVIC8, DVIC12, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6.	Large	Moderate	MCP1, MCP2, MCP3	Small to Moderate

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)
VSR 43	Tsim Sha Tsui Fire Station	Located within the site (at the southeast corner)	N/A <ul style="list-style-type: none"> ■ GIC Facility ■ Few 	<ul style="list-style-type: none"> ■ Existing view comprises the WKCD site in the foreground with Victoria Harbour and high rise buildings along Hong Kong Island in the backdrop. ■ Has close and open view of the eastern part of the site. 	Low to Medium	DVIC1, DVIC2, DVIC3, DVIC4, DVIC5, DVIC6, DVIC7, DVIC8, DVIC10, DVIC11, DVIC15; IVIC1, IVIC2, IVIC3, IVIC4, IVIC5, IVIC6	Large	Substantial	MCP1, MCP2, MCP3, MCP5	Moderate

Notes:

* VSRs 33, 34 and 35 are anticipated to experience small visual impact because the view to the WKCD site is mostly blocked by Tsim Sha Tsui Fire Station and China Hong Kong City before the relocation of the fire station, but large visual impact after the relocation of the fire station during operation phase

** Please refer to **Table 10.12** Source of visual impacts during construction phase for the column of "Source of Impact" and **Table 10.22:** Visual mitigation measures during construction phase for the column "Mitigation measures".

Table 10.16: Assessment of visual impact during operation phase

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)		
										Day 1	Year 10	
VSR 1	Sun Yat Sen Memorial Park	Located to the west of the site, at the waterfront in Sheung Wan on Hong Kong Island across Victoria Harbour	1440m	<ul style="list-style-type: none"> Recreational Area/ Open Space Few 	<ul style="list-style-type: none"> Open view of the WKCD site at ground level can be viewed. Victoria harbour and the western part of the WKCD site are in the foreground of the visual composition, with high rise residential buildings in the backdrop. 	Low to Medium	DVIO1, DVIO2 & DVIO5	Small	Slight to Moderate	GDF1,GDF4, GDF 5 MOP1,MOP2, MOP4, & MOP5,	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 2	Central Star Ferry Pier No. 7	Located to the south of the site, at the waterfront in Central on Hong Kong Island across Victoria Harbour	1160m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Open view of the WKCD site at ground and elevated levels can be viewed. Victoria harbour and the WKCD site are in the foreground of the visual composition, with high rise residential buildings and ridgelines in the backdrop. 	Medium	DVIO1, DVIO2 & DVIO5	Small	Slight to Moderate	GDF1,GDF4, GDF5 MOP1,MOP2, MOP5, &MOP4.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 3	Hong Kong Convention & Exhibition Centre	Located to the southwest of the site, at the waterfront in Wan Chai on Hong Kong Island across Victoria Harbour	2400m	<ul style="list-style-type: none"> GIC Facility and Recreational Area Many 	<ul style="list-style-type: none"> Only part of the WKCD site can be viewed, since the views to the WKCD site are blocked by the buildings located at the waterfront of Tsim Sha Tsui and the cruises berthed at Ocean Terminal. The existing view comprises buildings located at the waterfront of Tsim Sha Tsui and the cruises berthed at the Ocean Terminal, part of the WKCD site and Victoria Harbour in the foreground with high rise residential developments in backdrop. 	Low	DVIO5	Negligible	Insubstantial	GDF1, GDF4, GDF5 MOP1, MOP2 & MOP4.	Insubstantial	Insubstantial
VSR 4	The Peak	Located to the south of the site at an elevated level, at 396 metres above sea level on Hong Kong Island across Victoria Harbour	2660m	<ul style="list-style-type: none"> Recreational Area/ Open Space Many 	<ul style="list-style-type: none"> A partial distance view at an elevated level overlooking Kowloon Peninsula including the WKCD site Part of the WKCD site is blocked by the buildings or /and trees in the foreground. High rise buildings are in the foreground of the visual composition 	Low	DVIO5	Negligible/ Small	Slight	GDF1, GDF4, GDF5 MOP1,MOP2, MOP3,MOP4, & MOP5.	Insubstantial	Insubstantial/ Slightly beneficial
VSR 5	Hoi Fei Road Waterfront	Located to the northwest of the site, further away from the Site in Olympic	1550m	<ul style="list-style-type: none"> Recreational Area/ Open Space Few 	<ul style="list-style-type: none"> Views to the WKCD site at ground level are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately north to the site. Only western part of the WKCD site can be viewed. 	Low	DVIO1 & DVIO5	Negligible	Insubstantial	GDF4 &MOP2.	Insubstantial	Insubstantial
VSR 6	One Silversea	Located to the northwest of the site, further away from the Site in Olympic	1580m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Views to the WKCD site from lower levels of One Silversea are mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately north to the site. Only western part of the WKCD site can be viewed Views to the western part of the WKCD site from upper levels may not be blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, but the buffer trees located around the West Harbour Crossing Toll Plaza. 	Low to Medium	DVIO1 & DVIO5	Negligible	Insubstantial	GDF4 &MOP2.	Insubstantial	Insubstantial
VSR 7	Island Harbourview	Located to the northwest of the site, further away from the Site in Olympic	1700m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> View to the WKCD site from lower levels of Island Harbourview is mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground and the buildings located immediately north to the site. Only western part of the WKCD site can be viewed. Views to the western part of the WKCD site from upper levels may not be blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, but the buffer trees located around the West Harbour Crossing Toll Plaza. 	Low to Medium	DVIO1 & DVIO5	Negligible	Insubstantial	GDF4 &MOP2.	Insubstantial	Insubstantial

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VSR 8	International Commerce Centre (ICC)	Located immediately to the north of the site	90m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the dense vegetation at the entrance of the WHC and the construction site of the WKCD. Open and close view of the WKCD site can be seen. 	Medium to High	DVIO2, DVIO3, DVIO4 & DVIO5	<ul style="list-style-type: none"> Large (Lower levels) Intermediate (Upper levels) 	<ul style="list-style-type: none"> Substantial (Lower levels) Moderate (Upper Levels) 	GDF2,GDF4, GDF5,MOP1, MOP3, MOP4,MOP6, MOP7,MOP9.	<ul style="list-style-type: none"> Moderate (Lower levels) Slight (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD) 	<ul style="list-style-type: none"> Acceptable (Lower levels) Slightly beneficial (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD)
VSR 9	The Elements	Located immediately to the north of the site	65m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD. Open and close view of the WKCD site can be seen. 	Medium to High	DVIO2, DVIO3 & DVIO5	Large	Moderate to Substantial	GDF2,GDF4, MOP4,MOP6, MOP7, & MOP8.	<ul style="list-style-type: none"> Moderate (Lower levels) (subject to the detailed design of the buildings and structures within the WKCD) 	<ul style="list-style-type: none"> Acceptable/Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 10	The Harbourside	Located immediately to the north of the site	80m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD. Open and close view of the WKCD site can be seen. 	High	DVIO2, DVIO3, DVIO4 & DVIO5	<ul style="list-style-type: none"> Large (Lower levels) Intermediate (Upper levels) 	<ul style="list-style-type: none"> Substantial (Lower levels) Moderate (Upper Levels) 	GDF2,GDF4, GDF5,MOP1, MOP3, MOP4,MOP6, MOP7 & MOP9.	<ul style="list-style-type: none"> Moderate (Lower levels) Slight (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD) 	<ul style="list-style-type: none"> Slight/Acceptable (Lower levels) Slightly beneficial (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD)
VSR 11	The Arch	Located immediately to the north of the site and to the west of the junction of Austin Road West and Lin Cheung Road	95m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD and the West Kowloon Terminus. Open and close view of the WKCD site and the West Kowloon Terminus can be seen. 	High	DVIO3, DVIO4 & DVIO5	<ul style="list-style-type: none"> Large (Lower levels) Intermediate (Upper levels) 	<ul style="list-style-type: none"> Substantial (Lower levels) Moderate (Upper Levels) (Substantial cumulative impacts) 	GDF2, GDF4, GDF5, MOP3,MOP4, MOP6,MOP7, MOP8 & MOP9.	<ul style="list-style-type: none"> Moderate (Lower levels) Slight (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD) 	<ul style="list-style-type: none"> Slight/Acceptable (Lower levels) Slightly beneficial (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD)
VSR 12	The Waterfront	Located to the north of the site and to the west of Lin Cheung Road and West Kowloon Station	200m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the West Kowloon Terminus and the WKCD. Open and close view of the West Kowloon Terminus and the WKCD can be seen. 	Medium	DVIO3, DVIO4 & DVIO5	Intermediate	<ul style="list-style-type: none"> Moderate (Lower levels) Moderate (Upper Levels) (Substantial cumulative impacts derived by committed developments) 	GDF2,GDF4, GDF5, MOP3,MOP4, MOP6,MOP7, & MOP9.	<ul style="list-style-type: none"> Slight (Lower levels) Slight (Upper Levels) (subject to the detailed design of the buildings and structures within the WKCD) 	<ul style="list-style-type: none"> Acceptable/Slightly beneficial (Lower levels) Slightly beneficial (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD)

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)		
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VSR 13	Sorrento Towers	Located to the north of the site and to the west of Lin Cheung Road and West Kowloon Station	395m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Views to the WKCD site are mostly blocked by other residential developments immediately located to the north of Austin Road West and the committed developments at West Kowloon Terminus Open and close view of the West Kowloon Terminus can be seen 	Low	DVIO4 & DVIO5	Negligible	Insubstantial (Moderate cumulative impacts)	GDF1,GDF2, GDF4,MOP4, & MOP9.	Insubstantial (Moderate cumulative impacts)	Negligible (Slightly beneficial cumulative impacts)
VSR 14	The Cullinan	Located to the north of the WKCD site and to the east of New Yau Ma Tei Typhoon Shelter	270m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> However, it has an open view of the West Harbour Crossing (WHC) Toll Plaza where it will have an off site construction of the external connection with the WKCD development. Views to the WKCD site are mostly blocked by ICC and other residential developments located immediately to the north of Austin Road West. Partial view of the western part of the WKCD. 	Low to Medium	DVIO2, DVIO4 & DVIO5	Small	Slight	GDF4, & MOP9.	Slight (subject to the detailed design of U shape hotel)	Acceptable (subject to the detailed design of U shape hotel)
VSR 15	West Kowloon Terminus	Located to the north of the WKCD site, bounded by Lin Cheung Road to the west, Jordan Road to the north and Austin Road West to the south.	30m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD in the foreground with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island. Close view of the proposed WKCD site can be seen. 	Medium	DVIO4 & DVIO5	Large	Moderate/Substantial	MOP1,MOP2, MOP5,MOP7, MOP8, & MOP9	Slight (subject to the detailed design of the buildings and structures within the WKCD)	Acceptable/Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 16	Planned CDA Development above West Kowloon Terminus	Located to the north of the WKCD site, bounded by Lin Cheung Road to the west, Jordan Road to the north and Austin Road West to the south.	30m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD in the foreground with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island. Close view of the proposed WKCD site can be seen. 	Medium	DVIO3, DVIO4 & DVIO5	Large	Moderate/Substantial (Lower levels)	GDF1,GDF2, GDF4, GDF5, MOP3,MOP4, MOP7,MOP8, & MOP9.	Slight (Lower levels)	Acceptable (Lower levels)
									Moderate (Upper levels) (Substantial cumulative impacts derived by committed developments)		Slight (Upper levels)	Acceptable (subject to the detailed design of the buildings and structures within the WKCD)
VSR 17	Austin Station	Located to the northeast of the WKCD site, bounded by Wui Man Road to the west, Jordan Road to the north and Austin Road West to the south.	75m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Existing view comprises the construction sites of the WKCD and West Kowloon Terminus with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. Close view of the proposed WKCD site can be seen. 	Medium	DVIO5	Large	Substantial	GDF1,GDF2, GDF4,MOP5, MOP7,MOP8, & MOP9.	Slight/Acceptable (subject to the detailed design of the buildings and structures within the WKCD)	Acceptable (subject to the detailed design of the buildings and structures within the WKCD)
VSR 18	Planned Residential Development above Austin Station	Located to the northeast of the WKCD site, bounded by Wui Man Road to the west, Jordan Road to the north and Austin Road West to the south.	75m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Existing view comprises the construction sites of the WKCD and West Kowloon terminus with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. Close view of the proposed WKCD site can be seen. 	High	DVIO3, DVIO4 & DVIO5	Large	Substantial (Lower levels)	GDF1, GDF2,GDF4, GDF5, MOP3,MOP4, MOP7,MOP8, & MOP9.	Slight (Lower levels)	Slight/Acceptable (Lower levels)
									Moderate (Upper levels) (Substantial cumulative impacts derived by committed developments)		Acceptable (Upper levels)	Acceptable (subject to the detailed design of the buildings and structures within the WKCD)
VSR 19*	Western Harbour Crossing Toll Plaza	Located to the northwest of the site and to the north of the Park at the WKCD	140m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Only western part of the WKCD site can be viewed Views to Victoria Harbour are currently partially blocked by the dense vegetation, the administration building and the WHC ventilation building. 	Low	DVIO2 & DVIO5	Intermediate	Slight to Moderate	GDF4.	Slight (subject to the detailed design of the U shape hotel within the WKCD)	Acceptable (subject to the detailed design of the U shape hotel within the WKCD)

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										Day 1	Year 10	
VSR 20	Wai On Building & Wai Hang Building	Located to the north of the intersection of Canton Road and Austin Road West	80m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD and Austin Station with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. Close and partial view of the WKCD site can be seen 	Medium to High	DVIO3, DVIO4 & DVIO5	Large	Substantial (Lower and upper levels)	GDF1,GDF4, MOP3,MOP4, MOP7,MOP8, & MOP9.	<p>Moderate (Lower levels)</p> <p>Acceptable (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>	<p>Slight /Acceptable (Lower levels)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
VSR 21	The Victoria Tower	Located to the south of the intersection of Canton Road and Austin Road West	40m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Existing view comprises the construction site of the WKCD and West Kowloon Terminus with Victoria Harbour and the high rise developments along the northern side of Hong Kong Island in the backdrop. Close and partial view of the WKCD site can be seen 	High	DVIO3, DVIO4 & DVIO5	Large	Substantial (Lower and upper levels)	GDF1,GDF4, GDF5, MOP3,MOP4, MOP7,MOP8, & MOP9.	<p>Moderate (Lower levels)</p> <p>Acceptable (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>	<p>Slight /Acceptable (Lower levels)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
VSR 22	Man King Building and Man Wah Building	Residential buildings located to the west of Ferry Street	500m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Currently, views to WKCD site are mostly blocked by committed developments at West Austin Station and West Kowloon Terminus. Slight view of the WKCD site can be viewed through the West Kowloon Terminus site. 	Low	DVIO4 & DVIO5	Small	Slight (Moderate cumulative impacts derived by committed developments)	GDF1	Insubstantial	Negligible
VSR 23	Lee Kiu Building and Wai Ching Court	Residential buildings located close to the junction of Ferry Street and Jordon Street	410m	<ul style="list-style-type: none"> Residential Many 	<ul style="list-style-type: none"> Currently, views to WKCD site are mostly blocked by committed developments at West Austin Station and West Kowloon Terminus. Slight view of the WKCD site can be viewed through the West Kowloon Terminus site. 	Low	DVIO4 & DVIO5	Small	Slight (Moderate cumulative impacts derived by committed developments)	GDF1	Insubstantial	Negligible
VSR 24	China Hong Kong City	Located to the southeast of the site in Tsim Sha Tsui	40m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the WKCD site and Victoria Harbour in the foreground with high rise developments and the construction site of West Kowloon Terminus in the backdrop. Open view of the WKCD can be seen in a short distance. 	Medium to High	DVIO2, DVIO3 & DVIO5	Large	Moderate/ Substantial	GDF1, GDF5, MOP2,MOP3, & MOP4.	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD site)</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD site)</p>
VSR 25	Hong Kong Hotel and Prince Hotel	Located to the southeast of the site in Tsim Sha Tsui	130m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the WKCD site and Victoria Harbour in the foreground with high rise developments and the construction site of West Kowloon Terminus in the backdrop. Part of the view of the WKCD site is blocked by Gateway Tower. 	Medium	DVIO2, DVIO3, DVIO4 & DVIO5	Large	Moderate/ Substantial	GDF1, GDF4, GDF5, MOP2,MOP3, MOP4, & MOP9.	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>

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VSR 26	Gateway Hong Kong	Located to the southeast of the site in Tsim Sha Tsui	250m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the Pacific Club and the WKCD site in the foreground with high rise developments in the backdrop. Open view of the WKCD site can be seen in a short distance at upper levels. 	Medium to High	DVIO2, DVIO3 & DVIO5	Large	Moderate/Substantial	GDF1,GDF4, GDF5, MOP1,MOP2, MOP3,MOP4 & MOP9.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 27	Harbour City and Ocean Centre	Located to the southeast of the site in Tsim Sha Tsui	645m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises the Pacific Club and the WKCD site in the foreground with high rise developments in the backdrop. Partial view of the WKCD site can be seen in a short distance at upper levels. 	Medium	DVIO2, DVIO3 & DVIO5	Intermediate	Moderate to Substantial	GDF1,MOP2, GDF4, GDF5,MOP1, MOP3,MOP4, & MOP9.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 28	The Marco Polo Hong Kong Hotel	Located to the southeast of the site in Tsim Sha Tsui	665m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises Ocean Terminal, the Pacific Club and the WKCD site in the foreground with high rise developments in the backdrop. Partial view of the WKCD site can be seen in a short distance at upper levels. 	Medium	DVIO2, DVIO3,DVIO4 & DVIO5	Intermediate	Moderate	GDF1,GDF4, GDF5, MOP1,MOP2, MOP3,MOP4, & MOP9.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 29	Hong Kong China Ferry Terminal	Located to the southeast of the site in Tsim Sha Tsui	220m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Existing view comprises the WKCD site and Victoria Harbour in the foreground with high rise developments and the construction site of West Kowloon Terminus in the backdrop. Open view of the WKCD site can be seen in a short distance 	Medium	DVIO2 & DVIO5	Large	Moderate/Substantial	GDF1,GDF4, GDF5, MOP1,MOP2, MOP3, & MOP4.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 30	Pacific Club Kowloon	Located to the southeast of the site in Tsim Sha Tsui	345m	<ul style="list-style-type: none"> Recreation and Commercial Medium 	<ul style="list-style-type: none"> Existing view comprises Hong Kong China Ferry Terminal, the WKCD site and Victoria Harbour in the foreground with high rise developments in the backdrop. Only western part of the WKCD site can be viewed. 	Low	DVIO2 & DVIO5	Intermediate	Slight/Moderate	GDF1,GDF4, GDF5, MOP1,MOP2, & MOP4.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 31	Ocean Terminal	Located to the southeast of the site in Tsim Sha Tsui	665m	<ul style="list-style-type: none"> Transportation Facility Many 	<ul style="list-style-type: none"> Existing view comprises Pacific Club, the WKCD site and Victoria Harbour in the foreground with high rise developments in the backdrop. The WKCD site can be seen in a short distance, however views to the WKCD site are mostly blocked by the Pacific Club Kowloon at ground and lower levels 	Low	DVIO2 & DVIO5	Intermediate	Slight/Moderate	GDF1,GDF4, GDF5, MOP1, MOP2, MOP3, & MOP4	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 32	Kwun Chung Municipal Services Building	Located to the northeast of the site, adjacent to the King George V Memorial Park and Austin Station	185m	<ul style="list-style-type: none"> GIC Facility Medium 	<ul style="list-style-type: none"> Existing view comprises Austin Station in the foreground with the construction site of West Kowloon Terminus and high rise residential developments in the backdrop. Views to the WKCD site are blocked by Austin Station at lower levels. 	Medium	DVIO5	Small	Slight/Moderate	GDF1,GDF2, & MOP4.	Slight	Small/ Negligible
VSR 33*	Lai Chack Middle School	Located to the east of the site, opposite Tsim Sha Tsui fire station, to the east of Canton Road	135m	<ul style="list-style-type: none"> GIC Facility Medium 	<ul style="list-style-type: none"> Views from to the WKCD site are blocked by China Hong Kong City buildings and Tsim Sha Tsui Fire Station. No view of the WKCD site can be seen. However, part of the WKCD site could be viewed after the fire station is relocated. 	Low	DVIO5	Small	Slight	MOP4 & MOP7.	Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)

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VSR 34*	Canton Road Government Primary School	Located to the east of the site, opposite Tsim Sha Tsui fire station, to the east of Canton Road	135m	<ul style="list-style-type: none"> GIC Facility Medium 	<ul style="list-style-type: none"> Views to the WKCD site are blocked by China Hong Kong City buildings and Tsim Sha Tsui Fire Station. However, part of the WKCD site could be viewed after the fire station is relocated. 	Low	DVIO5	Small	Slight	MOP4 & MOP7.	Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 35*	Kowloon Park (Entrance on Canton Road)	Located to the east of the site, opposite Tsim Sha Tsui fire station, to the east of Canton Road	155m	<ul style="list-style-type: none"> Recreation/ Open Space Few 	<ul style="list-style-type: none"> Currently the WKCD site cannot be seen from the gap of the buildings of Tsim Sha Tsui fire station and China Hong Kong City at ground level. However, part of the WKCD site could be viewed after the fire station is relocated. 	Low	DVIO5	Small	Slight	MOP4 & MOP7.	Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 36	King George V Memorial Park, Kowloon	Located to the north of the site, to the east of Austin Station	455m	<ul style="list-style-type: none"> Recreation/ Open Space Medium 	<ul style="list-style-type: none"> Existing view comprises Austin Station in the foreground with high rise residential developments in the backdrop. Views to the WKCD site at ground and lower levels are mostly blocked by Austin Station. 	Low	DVIO5	Small	Slight	MOP4 & MOP7.	Slight	Negligible
VSR 37	Heritage sites consisting of the declared monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory	Located to the east of the site, Kowloon Park and Nathan Road	455m	<ul style="list-style-type: none"> Heritage Site Few 	<ul style="list-style-type: none"> Existing view comprises Nathan Road and Kowloon Park in the foreground with high rise residential/commercial developments in the backdrop. Views to the WKCD site are blocked by Kowloon Park when viewed from ground and lower levels. 	Low	DVIO5	Negligible	Negligible	GDF1 & GDF3.	Negligible	Negligible
VSR 38	Miramar Arcade / Tower	Located to the east of the site, Kowloon Park and Nathan Road	460m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises Nathan Road and Kowloon Park in the foreground with high rise residential/commercial developments in the backdrop. Views to the WKCD site are blocked by Kowloon Park when viewed from ground and lower levels. 	Low	DVIO5	Negligible	Negligible	GDF1 & MOP4.	Negligible	Negligible
VSR 39	The One	Located to the east of the site, Kowloon Park and Nathan Road	540m	<ul style="list-style-type: none"> Commercial Many 	<ul style="list-style-type: none"> Existing view comprises Nathan Road and Kowloon Park in the foreground with high rise residential/commercial developments in the backdrop. Views to the WKCD site are blocked by Kowloon Park when viewed from ground and lower levels. 	Low	DVIO5	Negligible	Negligible	GDF1, & MOP4	Negligible	Negligible
VSR 40	Travellers on Ferries to/from Central and Tsim Sha Tsui	Located to the south of the site at various locations across Victoria Harbour	Varies	<ul style="list-style-type: none"> Transient Many 	<ul style="list-style-type: none"> Varying views depending on locations, but basically the existing view comprises the WKCD site and Victoria Harbour in the foreground and high rise residential/commercial developments in the backdrop. Open view of the WKCD site can be seen. 	Low	DVIO5	Small to intermediate	Small to Moderate	GDF1, GDF4, GDF5, MOP1, MOP2, & MOP4.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 41	Travellers along Austin Road West	Located immediately to the north of the site (various Locations)	Varies	<ul style="list-style-type: none"> Transient Many 	<ul style="list-style-type: none"> Varying views depending on locations along Austin Road West. Existing view comprises the WKCD site in the foreground with Victoria Harbour and high rise buildings along Hong Kong Island in the backdrop. Close and open view of the WKCD site can be seen. 	Low	DVIO5	Large	Moderate	GDF1, GDF2, GDF4, MOP4, MOP7, & MOP8.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)

VSRs	Location of VSRs	Approx. Viewing Distance (m)	Type & Approximate Number of VSRs	Description of Existing View & Degree of Visibility of DP	Receivers' Sensitivity	** Source of Impact	Magnitude of Change	Significance Threshold of Potential Visual Impact (Before Mitigation)	** Mitigation measure	Significance Threshold of Residual Impact (Upon Mitigation)	
										Day 1	Year 10
VSR 42	Travellers along Canton Road	Various locations located immediately to the east of the site	Varies <ul style="list-style-type: none"> ■ Transient ■ Many 	<ul style="list-style-type: none"> ■ Varying views depending on locations along Canton Road. . ■ Existing view comprises the WKCD site in the foreground with Victoria Harbour and high rise buildings along Hong Kong Island in the backdrop. ■ Close and open view of the eastern part of the WKCD site can be seen. 	Low	DVIO5	Large	Moderate	GDF1,GDF4, MOP4 ,MOP7 &MOP8.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 43	Tsim Sha Tsui Fire Station	Located within the site (at the southeast corner)	N/A <ul style="list-style-type: none"> ■ GIC Facility ■ Few 	<ul style="list-style-type: none"> ■ Existing view comprises the WKCD site in the foreground with Victoria Harbour and high rise buildings along Hong Kong Island in the backdrop. ■ Close and open view of the eastern part of the site can be seen. 	Low to Medium	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

* VSRs 33, 34 and 35 are anticipated to experience small visual impact because the view to the WKCD site is mostly blocked by Tsim Sha Tsui Fire Station and China Hong Kong City before the relocation of the fire station, but large visual impact after the relocation of the fire station during operation phase

** Please refer to **Table 10.13** Source of visual impacts during operation phase and **Table 10.23** Good design features and visual mitigation measures during operation phase.

10.5.3 Cumulative Impacts

An assessment of the cumulative landscape and visual impacts of the proposed WKCD development and the committed developments in the surrounding areas of the WKCD site has been undertaken. This considers changes that will result in conjunction with other existing and foreseeable proposals in the surrounding areas of the WKCD site. The concurrent designated projects include the Express Rail Link (XRL) and West Kowloon Terminus (WKT), residential development above West Kowloon Terminus and Austin Station, road works at West Kowloon and Central Kowloon Route, which pose cumulative impacts together with the proposed WKCD development on the nearby LR, LCAs and VSRs. In particular, the distinctive architectural design and future landmark of the WKT will form new visual resources to the VSRs with the proposed WKCD development, despite of the blockage of views to Victoria Harbour to some VSRs.

The sources of impacts from concurrent projects during construction and operation phases are summarised as **Table 10.17**:

Table 10.17: Sources of potential cumulative landscape and visual impacts from concurrent projects in the surrounding areas, and affected LR, LCAs and VSRs

Concurrent Designated Project	Sources of Impacts During Construction Phase	Sources of Impacts During Operational Phase	Affected LR/LCAs	Affected VSRs
Express Rail Link (and West Kowloon Terminus) (Please see Section 2.8.1 for the detailed descriptions for the project)	Construction of diaphragm wall and foundations, excavation, concreting and backfill works as well as the operation of concrete batching plant and barging points, etc.	Above-ground structures including WKT and ventilation buildings in West Kowloon	LR2.29; LCA09 and LCA10 (As construction is in progress, accumulative impacts are minimal.)	VSR 9, VSR 11, VSR 12, VSR 13, VSR 20, VSR 21, VSR 22, VSR 23, VSR 24, VSR 25, VSR 26, VSR 27, VSR 29, VSR 41, and VSR 42.
Road Works at West Kowloon (Please see Section 2.8.2 for the detailed descriptions for the project)	Excavation, roads/underpasses construction and construction of noise screening structures, etc.	Structures such as noise barriers		VSR 9, VSR 10, VSR 11, VSR 12, VSR 13, VSR 15, VSR 16, VSR 17, VSR 18, VSR 22, VSR 23, VSR 41, and VSR 42.
CDA Development above West Kowloon Terminus	Construction of foundations, excavation, concreting and backfill works as well as the operation of concrete batching plant etc	Above-ground structures		VSR 9, VSR 10, VSR 11, VSR 12, VSR 13, VSR 17, VSR 18, VSR 20, VSR 21, VSR 22, VSR 23, VSR 24, VSR 25, VSR 26, VSR 27, VSR 29, VSR 41, and VSR 42.
Residential Development above Austin Station	Construction of foundations, excavation, concreting and backfill works as well as the operation of concrete batching plant etc	Above-ground structures		VSR 9, VSR 10, VSR 11, VSR 12, VSR 13, VSR 15, VSR 16, VSR 20, VSR 21, VSR 22, VSR 23, VSR 24, VSR 25, VSR 26, VSR 27, VSR 29, VSR 41, and VSR 42.

Concurrent Designated Project	Sources of Impacts During Construction Phase	Sources of Impacts During Operational Phase	Affected LR/LCAs	Affected VSRs
Central Kowloon Route (Please see Section 2.8.4 for the detailed descriptions for the project)	Construction of a trunk road and tunnel, with administration and ventilation buildings; and associated works.	Structures such as ventilation buildings		VSR 14 & VSR 19

10.5.3.1 Affected LR/LCAs

Cumulative Impacts on Landscape Resources during Construction and Operation Phases

The concurrent projects in the surrounding area are concentrated at the northern site boundary. As the construction of the concurrent projects is in progress, accumulative landscape impacts to affected landscape resources are minimal. Only those LR/LCAs near the northern site boundary, e.g. LR2.29 will be affected by the construction of WKCD and concurrent projects. The cumulative impacts on landscape resources are the loss of existing roadside planting area and existing trees (36 trees in LR2.29). Some of the road side planting LR2.29 (~0.65ha) will be transformed to the future road works at West Kowloon. Affected road side planting will be reinstated after construction and the reduction of road side planting will be absorbed by the newly created landscape resources e.g. planting on the podium of West Kowloon Terminus and connection network between WKCD and XRL's West Kowloon Terminus.

With the implementation of proposed mitigation landscape measures (including compensatory tree planting) during construction phase, it is considered that there would not have any additional insurmountable landscape impact during construction phase. Tree loss due to the construction of WKCD and concurrent project will be compensated in a ratio of 1:1 or more in construction phase. Compensatory trees and transplanted trees will be located within the site boundary. It is expected to have a net gain of trees. New LR/LCAs will be established dependant on WKCD's landscape master plan and master layout plan will be available at a later stage. The residual cumulative impacts on existing trees during operation phase will be slight in Day 1 and substantial beneficial when compensation trees become mature in Year 10.

Cumulative Impacts on Landscape Character Area during Construction and Operation Phases

It is expected that construction of WKCD and other concurrent projects, i.e. XRL Terminus, Residential/CDA development above Austin Station and Road Works at West Kowloon and Central Kowloon Route will affect both LCA09 and LCA10, which LCA 10 is also under a change on ongoing development. As the construction of oncurrent projects is in progress, accumulative landscape impacts to affected LCAs are minimal. However, as the construction of the WKCD and concurrent projects follow the existing road networks, it will not create any insurmountable cumulative impact on the existing LCAs with the implementation of mitigation measures.

As a whole, cumulative impacts on LCAs will not create additional insurmountable adverse impact with the implementation of mitigation measures.

10.5.3.2 Affected VSRs

Construction Phase

For most of the VSRs except VSRs located immediately to the west of the WKT site, VSRs located to the south and southeast of the WKCD site, and VSRs located close to Austin Station, only negligible to

moderate significance of impacts would have resulted from the WKT and other concurrent projects. It is anticipated that most of the concurrent projects, except the WKT and residential development above Austin Station, will not be visible by most of the VSRs, as views to the WKT site will be mostly blocked by the proposed WKCD development and the surrounding developments or facilities.

Due to the long distance and/or the partial blockage of views of the WKCD site and the concurrent project sites by the developments in their surroundings, VSRs located across the harbour (i.e. VSR 1, VSR 2, VSR 3 and VSR 4) and VSRs located to the northwest of the WKCD site (i.e. VSR 5, VSR 6 and VSR 7) generally suffer slight cumulative visual impacts.

Institutional VSRs located to the east of Canton Road and opposite the Tsim Sha Tsui fire station (i.e. VSR 33 and VSR 34) and recreational VSR (i.e. VSR 35) are anticipated to have substantial cumulated visual impacts after the fire station is relocated during construction phase, but insubstantial cumulated visual impacts are anticipated before the fire station is relocated.

Due to the construction works on the sites of the WKCD and the concurrent projects, relevant road diversion works and other associated works, significant adverse cumulative impacts will be experienced by VSRs located immediately to the west of the WKT site (i.e. VSR 11, VSR 12 and VSR 13), VSRs located to the south and southeast of the WKCD site (i.e. VSR 24, VSR 25, VSR 26, VSR 27 and VSR 29), and VSRs located close to Austin Station (i.e. VSR 20, VSR 21, VSR 32 and VSR 36) during construction phase, which have an open or partial view of the sites of WKT, concurrent projects, and WKCD site.

Despite VSR 14 has no view or partial view of the western part of the WKCD site, it will experience adverse impacts derived by the construction of the external connection with the WKCD at West Harbour Toll Plaza. However, it is considered that the impacts are moderate due to the small scale of the construction of the footbridge. Transient VSR 19 (i.e. travellers along WHC Plaza) will also experience moderate visual impacts due to the construction of the footbridge, however it is temporary only.

In addition to VSRs mentioned above, moderate to substantial visual impacts will also be experienced by the pedestrians and visitors travelling around Austin Station, and on flyovers/ pedestrian bridges connecting the Elements, Austin Station (VSR 17), as well as road users on the roads around the WKT and the WKCD sites (i.e. VSR 41 and VSR 42). Currently, the views to the WKCD site from the pedestrian bridge linking the Elements and Austin Station are not blocked by the WKT. During construction phase, there will be significant cumulative visual impacts when travelling around the WKT site if the proposed WKCD and WKT development are built simultaneously.

Operation Phase

The cumulative visual impacts resulted from the concurrent projects such as the WKT and the residential development above Austin Station during operation phase are anticipated to be substantial to the nearby residential developments because of the loss of an open view, as a result of the blockage of view by the planned high rise buildings above the West Kowloon Terminus and Austin Station.

However, the cumulative impacts on many VSRs such as VSRs located to the south and southwest of the site are expected to be slightly beneficial due to the high compatibility of the proposed WKCD development with the surrounding areas and appropriate design mitigation measures which lessen the impacts or even enhance the overall visual amenity of the area.

The unique landscape design integrating the WKT and the WKCD is one of the mitigation measures. The integration of the WKCD with adjoining areas in terms of landscape and visual amenity and provision of good interface is essential to reinforce the linkage of surrounding developments and lessen the visual impacts. In particular, transient VSRs travelling close to the WKT will experience beneficial cumulative

impacts as a result of the unique landscape design integrating the WKT and the WKCD and beautiful streetscape along Austin Road West.

The cumulative visual impacts resulted from the concurrent projects during operation phase are anticipated to be slight or even negligible to the distant VSRs such as the VSRs located across the harbour and VSRs located to the northwest of the WKCD site.

10.6 Considerations of Alternatives

The WKCD conceptual plan currently adopted is based on the selected conceptual plan prepared by Foster + Partners, featuring a large city park. Alternative designs were explored during the conceptual planning stage, and desirable features have been incorporated into the modified conceptual plan prepared by Foster + Partners (see **Section 2.4**). Further amendments and refinements were made after a series of public consultations, leading to the current Development Plan for the WKCD development. Aside from landscape and visual considerations, other considerations such as technical feasibility and other environmental issues also needed to be taken into account for deriving the present Development Plan.

Nevertheless, for the current Development Plan, most of the major landscape and visually beneficial design concepts and components that were proposed in the original conceptual plans have been retained, including the Park; visual corridors created between WKCD buildings; low density and low to medium-rise building heights; provision of terrace gardens; tree planting along waterfront and the Avenue etc.

Other changes and modifications adopted were influenced by technical or other environmental considerations. For example, the locations of the Freespace venue in the Park has been moved to be closer to the waterfront instead of being close to the WHC Toll Plaza in order to reduce the noise impacts and allow the audiences to enjoy the view of Victoria Harbour. Consequently, the design of the Park was adjusted to be compatible with the changes and to reduce the potential visual impacts of the relocated CACF by appropriate design of the Park's topography. Similarly, the soft landscapes proposed in the original conceptual plan for the Avenue have been replaced by hard landscapes due to technical reasons, such as ease of pedestrian flow and maintenance issues.

The landscape interface with WKT is another major consideration. The design of the interfacing areas has been reviewed and will be further refined during detailed design stage to ensure that the proposed landscape design for this interface is optimal to integrate these two developments.

10.7 Mitigation Measures

10.7.1 Landscape Mitigation Measures

The construction works would inevitably create undesired adverse impacts to the landscape resources and landscape character areas.

10.7.1.1 Design Measures as Mitigation Measures during Detail Design Stage

Design measures will be developed as mitigation measures during detail design stages.

- Transplanting of mature tree in good health and amenity value where appropriate and reinstatement of areas disturbed during construction by compensatory hydro-seeding and planting;
- Protection measures for the trees to be retained during construction activities,

- Maximize coverage of greenery with tree, shrub and other vegetation planting to compensate the loss of existing trees and amenity planting area;
- Providing salt tolerant tree species along the planter strips at the waterfront promenade;
- Temporary greening measures, e.g. roadside ornamental planting in removable planters around peripheral of site works area as temporary screening and carry out removal green roof panel/vertical green panel on the roof/facade of site offices during construction works;
- Maximize the opportunity of soft landscape treatments, such as vertical green wall/ climber/ roof greening, etc, to soften the hard architectural and engineering structures and facilities;
- Landscape design shall be incorporated to architectural and engineering structures in order to provide aesthetically pleasing designs.

10.7.1.2 Mitigation Measures to be applied during Construction and Operation Phase

To reduce the impact towards the existing landscape resources, mitigation measures during construction and operation phase are proposed and summarized in **Table 10.18** and **Table 10.19**. Generally, mitigation measures shall be implemented as early as possible and many of these measures perform multiple functions.

Table 10.18: Landscape mitigation measures during construction phase

Ref. No.	Mitigation Measures during Construction Phase	Funding Agency	Implementation Agency	Management/Maintenance Agency
CM1	Trees should be retained in situ on site as far as possible. Should tree removal be unavoidable due to construction impacts, trees will be transplanted or felled with reference to the stated criteria in the Tree Removal Applications to be submitted to relevant government departments for approval in accordance to ETWB TCW No. 29/2004 and 3/2006.	WKCD	Contractor	WKCD or appointed landscape contractor
CM2	Compensatory tree planting shall be incorporated to the proposed project and maximize the new tree, shrubs and other vegetation planting to compensate tree felled and vegetation removed. Also, implementation of compensatory planting should be of a ratio not less than 1:1 in terms of quality and quantity within the site.	WKCD	Contractor	WKCD or appointed landscape contractor
CM3	Buffer trees for screening purposes to soften the hard architectural and engineering structures and facilities.	WKCD	Contractor	WKCD or appointed landscape contractor
CM4	Softscape treatments such as vertical green wall panel /planting of climbing and/or weeping plants, etc, to maximize the green coverage and soften the hard architectural and engineering structures and facilities.	WKCD	Detailed Design Consultant/ Contractor	WKCD or appointed landscape contractor
CM5	Roof greening by means of intensive and extensive green roof to maximize the green coverage and improve aesthetic appeal and visual quality of the building/structure.	WKCD	Detailed Design Consultant/ Contractor	WKCD or appointed landscape contractor
CM6	Sensitive streetscape design should be incorporated along all new roads and streets.	WKCD	Detailed Design Consultant/ Contractor	WKCD or appointed landscape contractor
CM7	Structure, ornamental planting shall be provided along amenity strips to enhance the landscape quality.	WKCD	Contractor	WKCD or appointed landscape contractor

Ref. No.	Mitigation Measures during Construction Phase	Funding Agency	Implementation Agency	Management/Maintenance Agency
CM8	Landscape design shall be incorporated to architectural and engineering structures in order to provide aesthetically pleasing designs.	WKCD	Detailed Design Consultant / Contractor	WKCD or appointed landscape contractor
CM9	Minimize the structure of marine facilities to built on the seabed and foreshore in order to minimize the affected extent to the waterbody	WKCD	Detailed Design Consultant / Contractor	WKCD or appointed landscape contractor

Table 10.19: Landscape mitigation measures during operation phase

Ref. No.	Mitigation Measures during Operation Phase	Funding Agency	Implementation Agency	Management/Maintenance Agency
OM1	Provide proper planting establishment works, including watering, pruning, weeding, pest control, replacement of dead plant, etc, on the new planting areas to enhance the aesthetic design degree	WKCD	Contractor	WKCD or appointed landscape contractor
OM2	Provision of open space in various forms and at different levels on or above ground, including park, waterfront promenade, piazzas and terrace garden and associated green connections for public enjoyment.	WKCD	Detailed Design Consultant / Contractor	WKCD or appointed landscape contractor

The Landscape Master Plan and general landscape arrangement for the WKCD development is shown in **Figure 10.27a**. The Plan is preliminary and for illustrative purposes only and subject to further amendments in detailed design stage. Details of landscape mitigation measures are shown in **Figure 10.27b to 10.27h**.

10.7.2 Preliminary Tree Planting Proposal and Implementation Programme

The overall landscape concept for the WKCD aims to create a lush and green environment with each precinct being compatible with the character and function of the various types of open space proposed within the WKCD. The Park is the focal point of the cultural district and is intended to create an undulating topography with intense treescape, focusing on naturalistic rather than formal planting style with trees grouped in clusters in order to soften the waterfront edge and provide a continuous green canopy. Planting at the Avenue, open space at Austin Road West, and the piazzas will be more formal and in an urban setting where light shaded trees will be planted at sitting out areas.

The planting within WKCD will integrate native trees as far as possible, and compliment them with the use of exotic species to maintain the distinctive character of Hong Kong. Trees will be planted at the spacing which allows sufficient space for canopy and root development and to facilitate future tree management and maintenance. Tree size at its maturity will determine the spacing, in general 4m to 8m tree spacing (centre to centre) is recommended for trees planting in the Park, waterfront promenade and planting strip of the Avenue. Tree pit design, tree hole and soil depth and width, for trees in hard paved area should take into account of the ultimate trunk size and root extent, but in no circumstances be less than 1.5m wide for tree pit or planter strip, 1.3m for soil depth and 600mm diameter for tree hole. Details of the design and planting arrangements for the Park will be further explored in the Park Study as part of the detailed design of the Park.

Treescape strategies for the WKCD are largely comprised of:

- Groups of large canopy trees which collectively provide a continuous green canopy of trees across the Park and its waterfront;

- Small groups of single species trees within the large canopy of trees within the Park which provide a dramatic seasonal – colour attraction (different species flowering at different times of the year) and thereby create a distinctive seasonal sense of place;
- Signature Street trees along the Avenue, which will provide a street-greening and light shade along primary east-west pedestrian routes between a series of signature squares and open space;
- Very large-scale signature trees (single trees or small group) which would be installed as relatively mature trees and would become a focal point in largely hardscaped open spaces and piazzas designed for a range of public activities and temporary events.

The preliminary planting strategies for the green spaces within WKCD are described below.

10.7.2.1 Planting Strategy for the Park

The planting strategy of the Park aims to appropriately create a continuous ‘living’ green ceiling over the ground plane. It aims to bring the natural landscape of Hong Kong countryside into the urban area with berms and undulating landscape. Dense tree canopies provide shade and create a comfortable microclimate. Selected tree species should:

- Be of various density of tree crown and foliage texture to provide different degrees of shade and dappled light;
- Provide visual interest and seasonal changes in form, colour and fragrance through foliage and flowers;
- Create various special qualities through variation of planting density;
- Be categorized and planted in response to the different constructed habitats.

To achieve the objective of promoting a naturalistic environment in the WKCD, the use of local tree species, which is intended to create local habitats for mostly resident birds and butterflies, are recommended. Approximately 70% of the trees are expected to be local species and domesticated species. Exotic species shall only be used as feature planting. Tree planting should consider aesthetic scene as well as local ecology. Plant species which attract different species of birds and bats visitation are encouraged. Tree perching sites for birds should only be planted in dense tree clusters.

Tree forms are preferably round / spreading in cluster with individual columnar trees serves as visual spots. Large, clear stemmed trees which allow unobstructed views towards Victoria Harbour should be planted along the waterfront. A secondary layer of planting, shrubs and smaller trees, should be provided under the emergent canopy. Seasonal effect in the Park could enhance the landscape impression. Deciduous trees with distinctive foliage colour change are proposed. These trees should be located closer to open lawns thus encourages more activity space in autumn and winter times. Flowering trees will be distributed in the Park with different flowering period randomly and thematically.

To balance between instant effect at the opening of the Park and plant establishment, semi-mature and heavy standard trees are recommended. Tree species, native and exotic are recommended with reference to the below:

- Native tree species in secondary woodland and Fung Shui woodland in Hong Kong
- Greening Master Plan for Mong Kok and Yau Ma Tei
- Greening Master Plan for Tsim Sha Tsui

Recommended native and exotic tree species, including *Ailanthus fordii*, *Albizia lebbek*, *Aquilaria sinensis*, *Bauhinia x blakeana*, *Bauhinia variegata*, *Bischofia javanica*, *Bridelia tomentosa*, *Celtis sinensis*, *Cerbera manghas*, *Choerospondias axillaris*, *Chorisia speciosa*, *Cinnamomum burmannii*, *Cinnamomum camphora*, *Cinnamomum parthenoxylon*, *Crateva unilocularis*, *Delonix regia*, *Elaeocarpus sylvestris*, *Falcataria moluccana*, *Ficus altissima*, *Ficus rumphii*, *Ficus microcarpa*, *Ficus virens*, *Liquidambar formosana*, *Litsea cubeba*, *Litsea glutinosa*, *Machilus breviflora*, *Machilus chekiangensis*, *Machilus pauhoi*, *Magnolia grandiflora*, *Mangifera indica*, *Melia azedarach*, *Michelia x alba*, *Peltophorum tonkinense*, *Phyllanthus emblica*, *Pongamia pinnata*, *Pterospermum heterophyllum*, *Pterocarpus indicus*, *Pyrus calleryana*, *Rhodoleia championii*, *Sapindus saponaria*, *Sapium discolor*, *Sapium sebiferum*, *Schima superba*, *Senna siamea*, *Senna surattensis*, *Sterculia lanceolata*, *Syzygium hancei*, *Syzygium jambos*, *Tabebuia chrysantha* and *Viburnum odoratissimum*, etc.

10.7.2.2 Planting Strategy for the Avenue

Signature street trees along the Avenue are proposed to promote quality streetscape and celebrate the vibrant streets of Hong Kong. A 4m wide planting zone along typical sections of the Avenue will encourage a series of activities under the canopy, promoting the idea of green corridor.

Low level planting will be included to soften the rigidity of the avenue and to provide more leisurely environment. Recommended tree species, *Terminalia mantaly*, as proposed during to Conceptual Plan stage, with its neat and open structure and layered branches is recommended. It is a semi-deciduous species commonly used in Hong Kong. It allows maximum daylight access to the Avenue in late autumn and winter which coincides with outdoor activities sunlight request in that period of the year. In some sections evergreen species with similar form, should be incorporated to allow for some greenery along the Avenue during winter time.

10.7.2.3 Planting Strategy for the Piazzas

The piazzas and squares in WKCD are major gathering places and are expected to have a heavy pedestrian flow. The design of these civic squares are contemporary in nature and should allow sufficient space for temporary exhibition and art activities. Tree planting should consider the visual corridors and facilitate activities in the area. Specimen trees with spreading crown are proposed to provide a 'human-scale' at the piazzas and squares. Specimen trees will naturally become the highlights at these open spaces for public activities and events. Heavy standard to semi-mature trees are recommended to avoid from human interference during the establishment of trees. Recommended tree species, including *Pyrus calleryana*, *Lagerstroemia speciosa* and *Tabebuia chrysantha*, etc. Planting proposals for the 3 major piazzas are described below.

Xiqu Square

Xiqu Square is located at the eastern side of the main axis next to the Xiqu Centre. It adjoins the future landscaped deck and provides pedestrian connectivity to Austin Station. Trees should be arranged in an urban setting where tree forms are neat and with high canopy to allow for through pedestrian flow underneath and form a green corridor towards the landscaped deck and Austin Station. Tree and low level planting will be arranged near the building and at the eastern side of square to provide screening to the adjacent highway.

Artist Square

Planting in Artist Square will be at the sides as a green backdrop softening the building edges but at the same time allowing a large central space for exhibition and temporary activities. Trees should be arranged in an urban setting where the forms are neat and with high canopy to allow for through pedestrian flow underneath. They provide shade and create a pleasant micro-climate as retreat points for people enjoying the square during summer time. As intimate contact between plants and users are anticipated, plants

chosen should not attract bugs or with spike surface on the bark. Signature trees should provide distinctive blossom to highlight the area.

Central Square

Central Square is a major node in the Avenue, connecting the future West Kowloon Terminus to the waterfront promenade. Trees should be arranged in an urban setting where tree forms are neat and with high canopy to allow for through pedestrian flow underneath. Trees and low level planting will be arranged at the sides of the Central Square to soften the edge of the buildings and frame the view of the waterfront in a green setting. Trees with brittle branches should be avoided as wind is anticipated to be strong during inclement weather.

10.7.2.4 Planting Strategy for the Waterfront Promenade

The planting along the waterfront promenade will be of a natural style rather than formal planting in order to soften the water edge. The waterfront trees will be arranged in clusters with horizontal layers, creating various spaces allowing the public enjoyment of the waterfront. Some of the tree species should correspond to those in the Park providing a naturalistic appearance and blending of planting materials. Trees should be of dense canopy such that the hard edge of the buildings along the waterfront are softened and screened by the lush greenery when WKCD is viewed from a distance. They also provide localized shaded environment to the exposed waterfront and to promote leisure walking experience. Tree form should be clearly stemmed with high tree crown to allow unobstructed views. Chosen species should be wind and salt-spray tolerant.

Recommended native and exotic tree species, including *Artocarpus heterophyllus*, *Bischofia javanica*, *Callistemon viminalis*, *Cinnamomum burmannii*, *Cinnamomum camphora*, *Cinnamomum parthenoxylon*, *Cleistocalyx nervosum*, *Crateva unilocularis*, *Ficus virens*, *Liquidambar formosana*, *Litsea glutinosa*, *Machilus breviflora*, *Machilus chekiangensis*, *Machilus pauhoi*, *Melia azedarach*, *Michelia x alba*, *Peltophorum tonkinense*, *Phyllanthus emblica*, *Pongamia pinnata*, *Pterospermum heterophyllum*, *Schima superba*, *Senna siamea*, *Sterculia lanceolata* and *Terminalia catappa*, etc.

10.7.2.5 Implementation Programme

Given the large scale and complexity of the Project, the tree planting proposal for the WKCD will be implemented over a relatively long time span and split into phases and construction stages to maintain the vibrancy and vitality of the area.

Subject to detailed design, it is scheduled that part of the Park and free spaces, to be followed by Xiqu square will be completed between 2014 and 2017. Other parts of the Park will be completed between 2017 and 2019. The construction of the waterfront promenade will commence as soon as the relevant works area within WKCD becomes available. The Avenue and the piazzas will be completed between 2017 and 2020. Further details of the implementation programme for tree planting will be finalised as part of the Park Study and during detailed design stage.

10.7.3 Significance Threshold of Impact (Before and After Mitigation Measures)

The significance threshold of each LR and LCA has been derived through the assessment of sensitivity and magnitude of change associated with the proposed works. **Table 10.1** shows the relationship between sensitivity and magnitude of change. The efficiency and success of proposed mitigation measures are taken in consideration when analyzing the significance of the threshold of residual impact after mitigation.

The impact of each LR and LCA regarding the significance threshold before and after mitigation measures are summarized in the **Table 10.20** and **Table 10.21**.

Table 10.20: Significance of impacts on landscape resources during construction and operation phases

LR No.	Landscape Resources	Sensitivity (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Significance Threshold of impacts before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance Threshold of Residual Impact after Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction Phase	Operation Phase	Construction Phase	Operation Phase	Construction Phase	Operation Phase		Construction Phase	Day 1	Operation YR 10
LR1: Open Space											
LR1.1	Kowloon Park	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.2	Plaza in front of Kowloon Mosque and Islamic Centre	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.3	Kowloon Park Drive Rest Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.4	Roof top Garden on Hong Kong China Ferry Terminal	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.5	Kowloon Park Drive Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.6	Canton Road Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.7	Temporary Open Space along the Waterfront Promenade within the Site Boundary	Medium	Medium	Large	Large	Moderate (adverse)	Moderate (adverse)	CM7 and CM8; OM1 and OM2	Moderate (adverse)	Insubstantial	Substantial (beneficial)
LR1.8	King George V Memorial Park	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.9	Ning Po Street and Shanghai Street Rest Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.10	Battery Street Sitting Out Area	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.11	Saigon Street Playground	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.12	Yau Tsim Mong Pet Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.13	Man Cheong Street Community Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.14	Man Cheong Street Rest Garden	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR1.15	Public Open Space at the podium of Kowloon Station	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2: Amenity Planting											
LR2.1	Roadside Plantation along Park Lane Shopper's Boulevard	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.2	Roadside Plantation along Observatory Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.3	Amenity Plantation around Tsim Sha Tsui Police Station	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.4	Roadside Trees along Hankow Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.5	Roadside Trees along Canton Road in front of Lippo Sun Plaza	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.6	Roadside Plantation along Haiphong Road	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.7	Amenity Planting Strip along Kowloon Park Drive	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.8	Trees along the Canton Road to Kowloon Park Drive	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.9	Roadside Plantation in front of Tsim Sha Tsui Fire Station	Medium	Medium	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM1, CM2; OM1	Slight (adverse)	Insubstantial	Slight (beneficial)
LR2.10	Roadside Trees along Scout Path	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.11	Roadside Trees along Austin Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.12	Roadside Trees along Tak Shing Street	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.13	Roadside Plantation along Nathan Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.14	Roadside Plantation along Canton Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.15	Roadside Plantation along Wui Cheung Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.16	Roadside Plantation along Jordan Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.17	Roadside Plantation Close to Jordan Road and Ferry Street Carpark	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.18	Roadside Trees at the junction of Kansu Street and Shanghai Street	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.19	Roadside Trees along Canton Road (near Yau Ma Tei Police Station)	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.20	Amenity Planting next to Yau Ma Tei Police Station	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.21	Roadside Trees along Ferry Street (near Yau Ma Tei Electric Substation)	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.22	Roadside Trees along Yan Cheung Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial

LR No.	Landscape Resources	Sensitivity (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Significance Threshold of impacts before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance Threshold of Residual Impact after Mitigation (Insubstantial, Slight, Moderate, Substantial)		
		Construction Phase	Operation Phase	Construction Phase	Operation Phase	Construction Phase	Operation Phase		Construction Phase	Operation	
										Day 1	YR 10
LR2.23	Roadside Trees along Man Cheong Street	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.24	Trees within construction site and vacant land near Man Cheong Street	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.25	Amenity Planting at the Bus Terminal near Jordan road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.26	Trees along West Kowloon Highway	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.27	Amenity Planting within the private development at the Kowloon Station	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.28	Roadside Plantation along Western Harbour Crossing Bus Stop next to Elements	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.29	Roadside Plantation along Austin Road West	Medium	Medium	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM1 to CM3, CM6 to CM8; OM1	Slight (adverse)	Insubstantial	Slight (beneficial)
LR2.30	Roadside Plantation next to Western Harbour Tunnel Administration Building	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial		Insubstantial	Insubstantial	Insubstantial
LR2.31	Trees Buffering Western Harbour Tunnel Entrance	Medium	Medium	Large	Large	Moderate (adverse)	Moderate (adverse)	CM1 to CM3; OM1.	Slight (adverse)	Slight (adverse)	Slight (beneficial)
LR2.32	Roadside Plantation along Western Harbour Crossing Bus Stop next to New Yau Ma Tei Typhoon Shelter	Medium	Medium	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM2, CM7; OM1	Slight (adverse)	Insubstantial	Slight (beneficial)
LR2.33	Trees along New Yau Ma Tei Typhoon Shelter Pier	Medium	Medium	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM2; OM1	Slight (adverse)	Insubstantial	Slight (beneficial)
LR2.34	Amenity Planting within Salt Water Pumping Station	Low	Low	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM1, CM2, CM7 and CM8; OM1	Slight (adverse)	Insubstantial	Slight (beneficial)
LR2.35	Tree Cluster in the Western Part within the Boundary Area	Low	Low	Large	Large	Moderate (adverse)	Moderate (adverse)	CM1, CM2 and CM5; OM1	Slight (adverse)	Insubstantial	Slight (beneficial)
LR2.36	Tree Cluster in the Eastern Part within the Boundary Area	Medium	Medium	Large	Large	Substantial (adverse)	Substantial (adverse)	CM1, CM2, CM3 and CM5; OM1	Moderate (adverse)	Insubstantial	Slight (Beneficial)
LR2.37	Amenity Planting at the end of Ashley Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR2.38	Trees next to Hong Kong Observatory Building	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR3: Water Body											
LR3.1	Victoria Harbour	High	High	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM9	Slight (adverse)	Insubstantial	Insubstantial
LR4: Cultural Heritage and Historical Features											
LR4.1	Kowloon Mosque and Islamic Centre	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR4.2	St. Andrew's Church and Former Kowloon British School	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR4.3	No. 190 Nathan Road	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial
LR4.4	Built Heritage within Kowloon Park	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial

*Notes: All significance thresholds are adverse unless otherwise stated.

Table 10.21: Significance of impacts on landscape character area during construction and operation phases (all impacts are adverse unless otherwise stated)

ID. No.	Landscape Character Areas	Sensitivity (Low, Medium, High)		Magnitude of Change (Negligible, Small, Intermediate, Large)		Significance Threshold of Impact before Mitigation (Insubstantial, Slight, Moderate, Substantial)		Recommended Mitigation Measures	Significance Threshold of Residual Impact after Mitigation (Insubstantial, Slight, Moderate, Substantial)			
		Construction Phase	Operation Phase	Construction Phase	Operation Phase	Construction Phase	Operation Phase		Construction Phase	Operation Phase	Day 1	Year 10
LCA01	West Kowloon Cultural District Landscape Character Area	Low	High	Large	Large	Moderate (adverse)	Substantial (adverse)	CM1 to CM7; OM1	Slight (adverse)	Substantial (Beneficial)	Substantial (Beneficial)	
LCA02	West Kowloon Cultural District Construction Area	Low	High	Large	Large	Moderate (adverse)	Substantial (adverse)	CM1, CM2, CM3, CM4, CM5, CM7, CM8 ; OM1	Slight (adverse)	Substantial (Beneficial)	Substantial (Beneficial)	
LCA03	West Kowloon Cultural District Temporary Waterfront Promenade	Low	High	Large	Large	Moderate (adverse)	Substantial (adverse)	CM2 to CM4, CM6 to CM8; OM1 and OM2	Slight (adverse)	Substantial (Beneficial)	Substantial (Beneficial)	
LCA04	New Yau Ma Tei Typhoon Shelter Landscape	Low	Low	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial	
LCA05	Victoria Harbour Inshore Water Landscape	High	High	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM9	Slight (adverse)	Slight (adverse)	Slight (adverse)	
LCA06	Victoria Harbour Strait Landscape	High	High	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM9	Slight (adverse)	Slight (adverse)	Slight (adverse)	
LCA07	New Yau Ma Tei Container Terminal Landscape	Low	Low	Small	Small	Slight (adverse)	Slight (adverse)	CM1 and CM2; OM1	Insubstantial	Slight (Beneficial)	Slight (beneficial)	
LCA08	Western Harbour Crossing Toll Gate Landscape	Medium	Medium	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM1 to CM3, CM6; OM1	Slight (adverse)	Insubstantial	Insubstantial	
LCA09	Tsim Sha Tsui Late 20C / early 21C Commercial / Residential Complex Landscape	Medium	Medium	Small	Small	Moderate (adverse)	Moderate (adverse)	CM1 to CM3, CM6 to CM8; OM1	Slight (adverse)	Slight (Beneficial)	Slight (beneficial)	
LCA10	Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) Terminus Construction Site and Austin Station	Low	Low	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM2 to CM3, CM6 to CM8; OM1	Slight (adverse)	Substantial (Beneficial)	Substantial (Beneficial)	
LCA11	Kowloon Park Urban Landscape	High	High	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial	
LCA12	Jordan Mixed Urban Landscape	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial	
LCA13	Tsim Sha Tsui Organic Mixed Urban Development Landscape	Medium	Medium	Negligible	Negligible	Insubstantial	Insubstantial	-	Insubstantial	Insubstantial	Insubstantial	
LCA14	Tsim Sha Tsui Commercial / Retail Complex Landscape	Medium	Medium	Intermediate	Intermediate	Moderate (adverse)	Moderate (adverse)	CM1, CM2, CM4, CM7 and CM8; OM1	Slight (adverse)	Insubstantial	Insubstantial	

*Notes: All significance thresholds are adverse unless otherwise stated.

10.7.4 Visual Mitigation Measures

Representative views from the key VSRs have been selected to illustrate the effectiveness of the proposed mitigation measures. Photomontages of the viewpoints viewed by the 10 selective key VSRs are shown in **Figures 10.13b to 10.22b**.

Figure 10.13a and Figure 10.13b present photomontages showing the unmitigated and mitigated visual impacts derived by the installation of wind turbines located along the western waterfront, the existing MTR and WHC ventilation buildings and the WKCD development from viewpoint 1 Sun Yat Sen Memorial Park respectively. In addition to the tree planting located in the Park and along the waterfront, the undulating berms with the trees planted on the berms and in the surroundings of the utility structures will be used for screening the WHC and MTR ventilation buildings. While the Park is a major component and a good design feature of the proposed WKCD development, the undulating berms in the Park are one of mitigation measures for reducing the visual impacts derived by the WKCD development (**Figure 10.27b**). The undulating topography with intense treescape and the planting along the waterfront will help integrate the WHC and MTR ventilation buildings into the Park, as well as help mitigate the visual impacts associated with these ventilation buildings when viewed from different locations. Wind turbines located along the waterfront will adopt natural colour tones (e.g. green colour), to make them visually more compatible with the surroundings

Figures 10.14a to 10.16b are the photomontages showing the views viewed from the VSRs located to the south of the WKCD across Victoria Harbour, including VSR 2 (Central Star Ferry Pier No.7), VSR 3 (Hong Kong Convention and Exhibition Centre) and VSR 4 (The Peak). The major mitigation for these VSRs is the unique designed building facades and the natural style planting along the waterfront promenade, aiming to create distinctive waterfront image and soften the water's edge respectively. Whilst terrace gardens are good design features that will form new visual resources, provision of the roof top gardens and green roofs are also a mitigation measure to reduce the visual impacts when viewed from higher levels,

Due to the VSR 5 (Hoi Fei Road Waterfront) is located a bit far from the WKCD and it is mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter, only part of the western portion of the WKCD can be seen. Similar to the mitigation measures for VSR 2, VSR 3 and VSR 4, the major mitigation measure for VSR 5 is to soften the water's edge by the use of natural style planting along the waterfront. Mitigation measures for wind turbines located along the waterfront include the use of natural colour tones (e.g. green colour), to make them visually more compatible with the surroundings (**Figure 10.17a and Figure 10.17b**).

As the VSR 9 (the Elements) is located immediately to the north of the WKCD, the major mitigation measures would be the buffer trees along Austin Road West for screening purposes or other softscape treatments such as podium and roof greening to be incorporated to soften the hard structures of the buildings and facilities. Aesthetic design of roads and streetscapes will also help improve the visual amenity. The buildings are also designed to provide visual permeability from the VSR 9 (**Figure 10.18b and Figure 10.26a**).

As the VSR 19 (Western Harbour Crossing Toll Plaza) only has a partial view of the Park located at the western part of the WKCD, the major mitigation measures would be the buffer trees located at the entrance of the WHC for screening purposes to be incorporated to soften the hard structures of the buildings and facilities (**Figure 10.19b**). Instead of blank walls, the façade of U shape hotel facing the WHC Toll Plaza will be articulated with unique designed patterns or texture, which is subject to the detailed design of the U shape hotel. Green roof and other softscape treatment such as planters will be encouraged for the U shape hotel.

Figure 10.20b shows photomontages of the viewpoint viewed from the VSR 20 (Wai On Building and Wai Hang Building) on Day 1 and in Year 10 with mitigation measures. The major mitigation measures would be the buffer trees along Austin Road West and Canton Road for screening purposes and other softscape treatments such as climbers, podium and roof greening to be incorporated to soften the hard structures of the buildings and landscape deck connecting the WKT and the proposed WKCD development. Aesthetic design of streetscapes will also help improve the visual amenity.

VSR 26 (Gateway Hong Kong) and VSR 31 (Ocean Terminal) are located to the southeast of the WKCD. Photomontages of these 2 viewpoints are provided in **Figures 10.21a to 10.22b**. The major mitigation measure is the natural style planting along the waterfront promenade, aiming to create distinctive waterfront image and soften the water's edge. The visual impacts derived by the solar panels are addressed by appropriate positioning and angling of the solar panels to avoid significant visual impacts on the VSRs located at upper levels in close proximity. The proposed green roofs to be adopted at various buildings can also provide visual relief which help to mitigate the industrial look of the solar panels.

10.7.4.1 Mitigation Measures during Construction Phase

Mitigation measures will be used to lessen any visual impacts of the construction works such as the use of decorative screen hoarding/boards, early introduction of landscape treatments and control of night time lighting. Control of night time lighting such as avoidance of lighting from spilling onto nearby residential developments will be one of the mitigation measures for the night time visual impacts during construction phase.

During the transition period, the temporary stand alone ventilation shafts for the basement including the underpass road will adopt a light colour to make them less visually dominant and more compatible with the surroundings. The use of greenery such as grass cover for the temporary landscaped areas in the transition period will help achieve the visual balance and reduce the visual impacts derived by the construction works within the WKCD site. These temporary landscape areas will be present at some of the CACFs' site prior to completion of the CACF and the location of the landscape areas is shown in **Figure 10.23**.

A summary of the visual mitigation measures to be implemented during construction phase is shown in **Table 10.22**.

Table 10.22: Visual mitigation measures during construction phase

	Mitigation Measure	Target VSRs	Funding Agency	Implementation Agency	Management / Maintenance Agency
MCP1	Use of decorative screen hoarding/boards	Mostly the VSRs located in proximity to the WKCD site and the transient VSRs VSR 1, VSR 2, VSR 3, VSR 8, VSR 9, VSR10, VSR 11, VSR 12, VSR 15, VSR 16, VSR 17, VSR 18, VSR 20, VSR 21, VSR 24, VSR 29, VSR 33, VSR 34, VSR 35, VSR 40, VSR 41 & VSR 42	WKCD	Contractor	Contractor
MCP2	Early introduction of landscape treatments	All VSRs except VSR 5, VSR 6, VSR 7, VSR 13, VSR 14, VSR 22, VSR 23, VSR 32, VSR 33, VSR 34, VSR 35, VSR 36, VSR 37, VSR 38, VSR 39 & VSR 43	WKCD	Contractor	WKCD or appointed landscape contractor
MCP3	Adopt a light colour for the temporary ventilation shafts for the basement during the transition period.	All VSRs except VSR 5, VSR 6, VSR 7, VSR 14, VSR 19, VSR 20, VSR 34, VSR 35, VSR 36 & VSR 39	WKCD	Design Architect / Contractor	WKCD

	Mitigation Measure	Target VSRs	Funding Agency	Implementation Agency	Management / Maintenance Agency
MCP4	Control of night time lighting such as avoidance of lighting from spilling onto nearby residential developments.	Mostly the nearby residential VSRs VSR 8, VSR 9, VSR 10, VSR 11, VSR 12, VSR 14, VSR 16, VSR 18, VSR 20, VSR 21, VSR 22, VSR 25 & VSR 28	WKCD	Contractor	Contractor
MCP5	The use of greenery such as grass cover for the temporary landscaped areas will reduce the visual impacts derived by the construction works in the surroundings within the WKCD site.	Mostly the VSRs located to the south, across the Harbour and in proximity VSR 1, VSR 2, VSR 3, VSR 4, VSR 8, VSR 9, VSR 10, VSR 11, VSR 12, VSR 16, VSR 17, VSR 18, VSR 20, VSR 21, VSR 25, VSR 26 & VSR 28	WKCD	Contractor	WKCD or appointed landscape contractor

10.7.4.2 Mitigation Measures during Operation Phase

The proposed WKCD development will incorporate a series of features aimed to avoid unacceptable visual impacts. In particular, control of development heights and massing, provision of open space at different levels and scale, and distinctive architectural design etc are essential for the WKCD to be developed into a world class integrated arts and cultural district and contribute to significant improvement of the visual amenity of the WKCD site.

A number of design measures have been incorporated in the urban design and landscape design concepts of the proposed WKCD development. Many of the visual mitigation measures are also landscape mitigation measures.

Good Design Features

Distinctive Architectural Design

The WKCD is to be developed into a world-class integrated arts and cultural district. Architectural design of the buildings is designed to achieve design excellence, which will be ascertained through both statutory and administrative means at the implementation stage. The buildings will be specially designed to take advantages of being located at a prime waterfront site and respond to the unique characteristics of the waterfront. Among them, some of the buildings will be designed to be the landmarks and iconic buildings.

An international design competition is expected to be undertaken in order to generate new ideas for the building design and the winning design will be chosen to be the blueprint of the design of the iconic or landmark venues. This aims to provide visual interest to the waterfront and to enhance the image of Victoria Harbour and the visual complexity and uniqueness of the District.

The design of the arts and cultural facilities will be architecturally distinguished to create landmarks and a distinctive outlook for Victoria Harbour, whilst different developments within the district should be coherent in design so that the WKCD would have a distinguished identity.

According to the *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*, the WKCD should be an integrated arts and cultural district with intrinsic arts and cultural components in public

space, in the inside and outside of individual arts and cultural facilities and infrastructure. Whilst the art integrated WKCD development will make a contribution to the improvement of the visual amenity particularly when viewed from a close distance, the innovative waterfront building design is anticipated to improve visual aesthetics and the appearance of the existing WKCD site.

Control of Development Heights and Massing

According to the *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*, the building height profile of the proposed WKCD development is required to preserve public views from various locations. The building height limits of different parts of the proposed WKCD development are required to be 70mPD, 100mPD and 50mPD respectively (**Figure 10.25a**). The WKCD is situated in a high-rise, high-density urban context with mixed use and residential developments in the surrounding areas. With well designed low to medium-rise buildings, it is anticipated that the proposed WKCD development will be highly compatible with the surroundings.

The low to medium rise buildings within the WKCD will also form an interesting contrast with the high rise development located to the north of the WKCD, and improve the existing visual composition of the WKCD site. To respond to the waterfront setting, buildings of various heights and diversity in building mass are encouraged for the proposed WKCD development to lessen the “wall effect” and to create a distinctive and vibrant waterfront for Victoria Harbour, by providing visual interest and diversity for the harbourfront.

Apart from the building height restrictions of 50mPD, 70mPD and 100mPD respectively, a generally stepped height profile descending towards the waterfront is also proposed under the Urban Design Framework to create height variation for this prominent waterfront development. **Figure 10.25b** illustrates the “S curve concept” of the WKCD, which shows that the height of most of the buildings along the WKCD waterfront are lower than the height of the row of WKCD buildings along Austin Road West, except a few buildings located close to the WKT, where the building heights are lower than those along the waterfront. This “S curve” of the building heights creates height variation within the stepped height profile descending towards the waterfront, and is more specifically aimed at creating a more spacious visual context for travellers and visitors arriving at the WKCD from the WKT. This concept reflects the disposition of the WKCD development seeking to promote human scale and context sensitive urban design.

Creation of New Open Space System

The open space will be provided in various forms at different levels in the WKCD, including piazzas, terrace gardens, a landscaped waterfront promenade and various green spaces, projecting a “green” image and enhancing the visual quality of the WKCD site (**Figure 10.27b** to **Figure 10.27h**). Landscape Master Plan showing the overall landscape design of the WKCD is shown in **Figure 10.27a**.

The open space at various levels mentioned above is part of the requirements stated in the *Approved West Kowloon Cultural District Development Plan No. S/K20/WKCD/2*. Creative landscape design at various scales of open space within the WKCD will further enhance the visual amenity. The planting along the waterfront promenade will be of a natural style rather than formal planting in order to soften the water edge. The waterfront trees will be arranged in clusters, creating various spaces allowing the enjoyment of the waterfront. Some of the tree species should correspond to those in the Park providing a naturalistic appearance and blending of planting materials. Trees should be of dense canopy such that the hard edge of the buildings along the waterfront are softened and screened by the lush greenery when the WKCD is viewed from a distance.

In turn, clusters of shade planting and appropriate landscaping along the waterfront promenade are designed to provide a relaxing waterfront environment and soften the water’s edge (**Figure 10.27d** and

Figure 10.27e). These design mitigation measures along the waterfront edge will help lessen the visual impacts on VSRs at ground and lower levels across the harbour or located to the south of the WKCD site.

Seasonal effect in the Park will also enhance the visual impression of the WKCD. Deciduous trees with distinctive foliage colour change are proposed. Flowering trees will be distributed in the Park with different flowering period thematically.

Despite terrace gardens could not be considered as mitigation measures, the use of ornamental planting will add the visual interest to terrace gardens when viewed from the nearby VSRs located at higher levels. Buffer trees for screening purposes or other softscape treatments such as vertical greening, climbers, green roof and podium greening will also be incorporated to soften the hard architectural and engineering structures and facilities. An artist's impression of aerial view of the WKCD (**Figure 10.28**) shows the use of green roof and vertical greening within the proposed WKCD development.

Upon completion of the landscaped waterfront promenade and major green spaces, the proposed WKCD development is anticipated to provide new visual resources to a number of VSRs and enhance the visual quality.

Creation of Visual Corridor

One of the good design features is to celebrate the views. The buildings within the WKCD are designed to allow visual permeability from the hinterland or surrounding developments of the WKCD to Victoria Harbour, which can be achieved by alignment of the buildings in the WKCD (**Figure 10.26a** to **Figure 10.26c**).

In addition to the existing developments, the committed developments in the surroundings will be taken into design consideration to reduce the visual impacts or even enhance the visual amenity. As the arrival point from the WKT, Central Square is designed to provide a sense of framed views of the city by offering views to Victoria Harbour and Hong Kong Island, and serve as a visual corridor to Victoria Harbour by connecting the future WKT to the waterfront (**Figure 10.26d**).

Mitigation Measures

Human Scale Design for the WKT Plaza and the Intersection of Canton Road and Austin Road West

In addition to good interface design between the WKT and the WKCD, human scale design for the WKT Plaza and the intersection of Canton Road and Austin Road West is also a mitigation measure for the nearby VSRs and the transient VSRs such as the travellers travelling along Austin Road West and Canton Road.

To provide a more generous sense of space at the interface between the WKT and the WKCD, the WKCD buildings in front of the WKT and located close to the intersection of Austin Road West and Canton Road are designed to be lower than the first row of the buildings close to the waterfront. This mitigation measure aims to lessen the visual impacts resulted from the bulkiness of the buildings. This also helps create good interface between the WKT and the WKCD. In response to this, the northern part of Central Square is designed to correspond to that of Station Square of WKT by means of paving and planting arrangement (see **Figure 10.27g**).

Aesthetic Design of Roads and Streetscapes

Roads are potential visually detractors to visual amenity of the WKCD and its surroundings. Tree planting and aesthetic paving will be provided along the streets and the Avenue to soften and improve the hard concrete appearance (**Figure 10.27f**).

Mitigation Measures for the Visual Detractors

Mitigation measures will also be applied to reduce the adverse visual impacts derived from existing visual detractors within the WKCD site such as the WHC and MTR ventilation buildings. As these existing ventilation buildings are located close to the waterfront and they are visually prominent when viewed from different locations, it is proposed that undulating berms with the trees planted on the berms and in the surroundings of these existing ventilation buildings will be used for screening. The undulating topography with intense treescape will also help integrate these ventilation buildings into the Park (**Figure 10.27b**). Furthermore, clusters of shade planting and appropriate landscaping are not only designed to provide a relaxing waterfront environment and soften the water edge, but also help mitigate the visual impacts associated with these ventilation buildings.

To reduce the potential visual impacts to the VSRs particularly the VSRs located to the west of the WKCD, a mix of the high vertical axis wind turbines will be installed along the western and the northern sections of the waterfront promenade at the Park. The use of natural colour tones (e.g. green colour) also is a mitigation measure which makes them visually more compatible with the surroundings.

The possible mitigation measures for the reflection issues lead by the installation of solar panels on the roof top are to adjust appropriate positioning and angling of the solar panels. This aims to make sure that the potential adverse visual impacts on the VSRs located at upper levels in close proximity would be minimal. The proposed green roof to be adopted at various buildings can also provide visual relief which help to mitigate the industrial look of the solar panels.

Landscape Treatments as Mitigation Measures

Buffer trees for screening purposes or other softscape treatments such as vertical greening, climbers, green roof and podium greening will be incorporated to soften the hard architectural and engineering structures and facilities.

The unique designed roof top gardens and green roof could be considered as mitigation measures to lessen the visual impacts and provide new visual resources when viewed from the VSRs at higher levels (**Figure 10.28**).

Mitigation Measures for the Potential Night Time Visual Impacts

To mitigate the potential night time visual impacts during operation phase, lighting control measures such as the use of sensors and timers could help reduce usage of lighting after hours. Despite that the Park located in the western part of the WKCD is one of the major components of the proposed WKCD development and is not one of the mitigation measures, it is anticipated that the Park will reduce the night time visual impacts during operation phase, as the trees in the Park could block the light from most of the buildings and facilities located in the eastern part of the WKCD when viewed from the west of the WKCD such as VSR 1 (Sun Yat Sen Memorial Park) and VSR 2 (Central Star Ferry Pier No.7).

The night time lighting required for the outdoor performance venues and the stage could be oriented and directed away from the residential developments to help reduce potential night time visual impacts. In terms of event management, the duration of events or activities to be held at the WKCD at night should be limited to minimise the visual impacts derived from night time lighting on the residents living close to the WKCD. Control of façade lighting is also one of the mitigation measures to reduce the night time visual impacts on the VSRs nearby.

With the implementation of the appropriate mitigation measures, such as tree planting along the waterfront promenade and in the terrace gardens on the buildings, buffer trees, and other mitigation measures

mentioned in **Section 10.7.4**, the landscape and visual impacts during construction and operation phases of the proposed WKCD development are anticipated to be acceptable and even beneficial to most of the VSRs respectively.

A summary of the visual mitigation measures to be implemented during operation phase is shown in **Table 10.23**.

Table 10.23: Good design features and visual mitigation measures during operation phase

	Feature / Measure	Target VSRs	Funding Agency	Implementation Agency	Management / Maintenance Agency
Good Design Feature					
GDF1	<p>Control of Development Heights and Massing and Distinctive Architectural Design)</p> <p>With well designed low to medium-rise buildings, the proposed WKCD development is anticipated to be highly compatible with the surroundings.</p>	<p>Mostly the VSRs located to the south and the southeast of the WKCD site, across the Harbour and in proximity</p> <p>VSR 1, VSR 2, VSR 3, VSR 4, VSR 24, VSR 25, VSR 26, VSR 27, VSR 28, VSR 29, VSR 30, VSR 31, VSR 40.</p>	WKCDA	Design Architect / Contractor	WKCDA / developer of individual buildings
GDF2	<p>Creation of View Corridor</p> <p>The buildings within the WKCD are designed to allow visual permeability from the WKT to Victoria Harbour, which is achieved by alignment of the buildings within the WKCD.</p>	<p>VSRs located close to WKT</p> <p>VSR9, VSR 10, VSR 11, VSR 12, VSR 15, VSR 16 & VSR 41.</p>	WKCDA	Design Architect	WKCDA
GDF3	<p>Preservation of Open Vista from the Heritage Sites</p> <p>An open vista and green corridor from the heritage sites consisting of the declared monuments of St. Andrew's Church, former Kowloon British School (now Antiques and Monuments Office) and Hong Kong Observatory through Kowloon Park, and along the WKCD waterfront promenade towards the Victoria Harbour is preserved.</p>	VSR 37, VSR 38 & VSR 39.	WKCDA	Design Consultant / WKCDA	n/a
GDF4	<p>Provision of at Grade Open Space</p> <p>The open space will be provided in various forms at grade in the WKCD, including piazzas, terrace gardens, a landscaped waterfront promenade and various green spaces.</p>	All VSRs except VSR 36, VSR 37, VSR 38, VSR 39 & VSR 43.	WKCDA	Design Architect / Contractor	WKCDA or appointed landscape contractor
GDF5	<p>Provision of Terrace Gardens</p> <p>Unique designed terrace gardens is considered as good design feature to lessen the visual impacts and provide new visual resources when viewed from the VSRs at higher levels</p>	<p>Mostly the VSRs located at the upper levels, e.g.</p> <p>VSR 4, VSR 8, VSR 10, VSR 11, VSR 12, VSR 16, VSR 18, VSR 20, VSR 21, VSR 24, VSR 25, VSR 26, VSR 27 & VSR 28.</p>	WKCDA	Design Architect / Contractor	WKCDA or appointed landscape contractor / developer of individual buildings

Feature / Measure		Target VSRs	Funding Agency	Implementation Agency	Management / Maintenance Agency
Mitigation Measure					
MOP1	Undulating berms and the trees planted in the surroundings of the ventilation buildings.	Mostly the VSRs located to the south, the southeast and the west of the WKCD site, e.g. VSR 1, VSR 2, VSR 3, VSR 4, VSR 8, VSR 10, VSR 24, VSR 25, VSR 26, VSR 27, VSR 28, VSR 29, VSR 30, VSR 31 & VSR 41.	WKCD	Contractor	WKCD or appointed landscape contractor
MOP2	Clusters of shade planting and appropriate landscaping are designed to provide a relaxing waterfront environment, soften the water edge and helps mitigate the visual impacts associated with the existing MTR and WHC ventilation buildings.	Mostly the VSRs located to the south and the west of the WKCD site, and those located across the harbour, e.g. VSR 1, VSR 2, VSR 3, VSR 4, VSR 24, VSR 25, VSR 26, VSR 27, VSR 28, VSR 29, VSR 30, VSR 31 & VSR 40.	WKCD	Landscape Architect / Contractor	WKCD or appointed landscape contractor
MOP3	The unique designed roof top gardens and green roof could be considered as mitigation measures to lessen the visual impacts and provide new visual resources when viewed from the VSRs at higher levels.	Mostly the VSRs located at the upper levels, e.g. VSR 4, VSR 8, VSR 10, VSR 11, VSR 12, VSR 16, VSR 18, VSR 20, VSR 21, VSR 24, VSR 25, VSR 26, VSR 27 & VSR 28.	WKCD	Design Architect / Contractor	WKCD or appointed landscape contractor / developer of individual buildings
MOP4	Buffer trees for screening purposes or other softscape treatments such as green wall /climbers / green roof /vertical greening shall be incorporated to soften the hard architectural and engineering structures and facilities.	All VSRs except VSR 36, VSR 43	WKCD	Contractor	WKCD or appointed landscape contractor
MOP5	Adoption of natural colour tones (e.g. green colour) for wind turbines located along the waterfront, to make them visually more compatible with the surroundings.	Mostly the VSRs located to the south and the west of the WKCD site (e.g. VSR 1, VSR 2, VSR 4, VSR 25, VSR 26, VSR 27 VSR 28, VSR 29, VSR 30, VSR 31 & VSR 40)	WKCD	Design Architect / Contractor	WKCD
MOP 6	Appropriate positioning and angling of the solar panels to avoid significant visual impacts on the VSRs located at upper levels in close proximity.	VSRs located at upper levels in close proximity, e.g. VSR 9, VSR 10, VSR 11, VSR 12, VSR 16, VSR 18, VSR 20, VSR 21, VSR 25, VSR 26, VSR 27 & VSR 28.	WKCD / developer of individual buildings	WKCD / developer of individual buildings	WKCD / developer of individual buildings
MOP 7	Aesthetic design of roads and streetscapes	VSRs immediately located to the north and the east of the WKCD site eg. VSR 8, VSR 9, VSR10, VSR 11, VSR 12, VSR 15, VSR 16, VSR 17, VSR 18, VSR 20, VSR 21, VSR 33, VSR 34, VSR 35, VSR 36 and transient VSRs	WKCD	Design Architect / Contractor	WKCD or appointed landscape contractor

Feature / Measure		Target VSRs	Funding Agency	Implementation Agency	Management / Maintenance Agency
(i.e. VSR 41 & VSR 42)					
MOP 8	Human scale design for the WKT Plaza and the Intersection of Canton Road and Austin Road West	VSRs located close to the WKT Plaza and the Intersection of Canton Road and Austin Road West VSR 9, VSR 11, VSR 15, VSR 16, VSR 17, VSR 18, VSR 20, VSR 21 and transient VSRs (i.e. VSR 41 & VSR 42)	WKCD / MTRC	Design Architect / Contractor	WKCD or appointed landscape contractor
MOP 9	Night time lighting control measures such as the use of sensors and timers could help reduce usage after hours.	Mostly the nearby residential VSRs, e.g. VSR 8, VSR 9, VSR 10, VSR 11, VSR 12, VSR 16, VSR 18, VSR 21, VSR 22, VSR 25 & VSR 28	WKCD	WKCD / developer of individual buildings	WKCD / developer of individual buildings

10.7.5 Programme of Implementation of Landscape and Visual Mitigation Measures

The construction phase measures listed in **Table 10.18**, and **Table 10.22** should be adopted from the commencement of construction, and shall be in place throughout the entire construction phase. The operation phase mitigation measures listed in **Table 10.19** and **Table 10.23** should be adopted during the detailed design stage, and be built as part of the construction, so that they are in place at the date of commissioning of the Project. It should be noted that the soft landscape mitigation measures would not be appreciated for several years.

The proposed WKCD development will be constructed in many phases. Part of the proposed WKCD development (or other Designated Projects) will be completed and under operation when other parts are under construction. General good site practice will be adopted for all construction activities.

10.8 Residual Impacts

10.8.1 Residual Landscape Impacts during Construction and Operation Phase

Despite the mitigation measures mentioned in **Section 10.7**, it is inevitable that certain residual impacts would still be placed on the site, both in construction and operation phases. These residual impacts on Landscape Resources and Landscape Character Areas during construction and operation phases are elaborated in **Section 10.8.1.1** and **10.8.1.2**.

10.8.1.1 Residual Impact on Landscape Resources during Construction and Operation Phase

The residual impacts on landscape resources are generally moderate adverse to substantial adverse in construction phase and operation phase.

Impact on LR1 Open Space

LR 1.7 – Temporary open space along the waterfront promenade within the site boundary

There will be *moderate adverse* residual impact on this LR during construction phase due to the construction of the waterfront promenade and the Park of WKCD. Construction of the proposed

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development will result in temporary loss of public open space (1.6ha) during the construction phase. Affected landscape elements includes a temporary waterfront promenade, an existing cycling track, children's play equipment and seating areas under trellis primarily for passive recreation purposes. Plants affected are mainly flowering amenity species such as *Brassia actinophylla*, *Lantana camara*, *Hibiscus rosa-sinensis*, *Alternanthera paronychioides*, *Juniperus chinensis cv. Kaizuka*, *Ophipogon japonicus* and *Hymenocallis speciosa*.

During operation phase, as the affected area will be developed into part of the waterfront promenade and the Park for public enjoyment, which provision of open space including large Park with lush greenery planting will be provided and further improve the open space quality of the LR. Also, minimum 23ha of open space for public use will be provided within the site boundary. There would be *insubstantial* residual impact in Day 1 and *substantial beneficial* impact in Year 10 with the implementation of mitigation measures.

Impact on LR2 Amenity Planting

LR2.9 – Roadside Plantation in front of Tsim Sha Tsui Fire Station

Due to the construction of the pedestrian connection of between WKCD and Kowloon Park and the building close to the Tsim Sha Tsui Fire Station, there are total 15 no. of roadside tree in this LR would be affected by the proposed works, of which approximately 12 trees will be felled, including 1 large tree *Ficus microcarpa* and 3 trees will be transplanted. Tree species to be affected include *Acacia confusa*, *Aleruites moluccana*, *Ficus elastica*, *Ficus microcarpa*, *Macaranga tanarius*, *Litsea glutinosa*, *Clausema lansium* and *Morus alba*.

As the affected area will become one of the main entrance and pedestrian walkway to the WKCD, which transplanted tree will be planted within this LR and compensatory tree planting will be provided during construction period to improve the landscape quality. There will be *slight adverse* residual impact on this LR during construction phase. With the re-provided vegetation grows and established, residual impact on this LR will be *insubstantial* in Day 1 and *slight beneficial* in Year 10 during operation with the implementation of mitigation measures.

LR2.29 – Roadside Plantation along Austin Road West

This LR will be affected by the the construction of connection network between WKCD and XRL's West Kowloon Terminus, construction buildings along Austin Road West and temporary site access. There will be slight adverse residual impact on this LR during construction phase with 16 transplanted trees and new compensatory trees will be planted to develop new landscaped area in order to enhance the landscape quality along Austin Road West. During operation phase, part of the LR will permanently become part of the road works. With the re-provided vegetation grows and established, the residual impact to this LR will be *insubstantial* in Day 1 and *slight beneficial* in Year 10 during operation phase with the implementation of mitigation measures.

LR2.31 – Tree Buffering Western Harbour Tunnel Entrance

Although all trees (150 nos.) with tree buffer area (~0.89ha) will be felled during site clearance of the construction of the Hotel, Arena and the surrounding plaza and landscape area, 50 transplanted trees and new compensatory buffer trees will be planted in landscaped area of this LR with the sensitive streetscape design to improve the landscape quality and provide pleasant landscape design, it is considered the residual impact during construction phase will be slight adverse. During operation phase, most of this LR area will permanently transform into Hotel and hard-paved plaza area. With the re-provided vegetation grows and established, residual impact will be *slight adverse* in Day 1 and *slight beneficial* in Year 10 during operation phase with the implementation of mitigation measures.

LR2.32 – Roadside Plantation along Western Harbour Crossing Bus Stop next to New Yau Ma Tei Typhoon

This LR will be affected by construction of Arena and the surrounding plaza and landscape area, which all trees (22 no.) with planter (~0.03ha) will be felled. However, the affected LR will be developed, which ornamental planting with new trees will be compensated along amenity strips to enhance the landscape quality, there will be *slight adverse* residual impact on this LR during construction phase. With the re-provided vegetation grows and established, residual impact on this LR is become *insubstantial* in Day 1 and *slight beneficial* in Year 10 during operation phase with the implementation of mitigation measures.

LR2.33 – Trees along New Yau Ma Tei Typhoon Shelter Pier

This LR will be affected by the construction of Arena and the surrounding plaza and landscape area, which all trees (20 nos.) with relatively small area shrubs and grassland (~0.15ha) in this LR will be felled. However, affected LR will be developed into landscape area with new compensatory tree during later stage of construction period and become part of the waterfront promenade, there will be *slight adverse* residual impact on this LR during construction phase. With the re-provided vegetation grows and established and enhancement of landscape quality in this LR, residual impact on this LR will become *insubstantial* in Day 1 and *slight beneficial* in Year 10 during operation phase with the implementation of mitigation measures.

LR2.34 – Amenity Planting within Salt Water Pumping Station

Part of this LR will be affected by the construction of Arena and the surrounding plaza and landscape area, which 35 trees with grassland (~0.08ha) will be felled from site. However, new compensatory trees with ornamental planting will be provided along amenity planting strip to further enhance the landscape quality and become part of the waterfront promenade in this LR, there will be *slight adverse* residual impact on this LR during construction phase. With the re-provided vegetation grows and established, residual impact on this LR will become *insubstantial* in Day 1 and slight beneficial in Year 10 during operation phase with the implementation of mitigation measures.

LR2.35 – Tree Cluster in the Western Part within the Boundary Area

161 trees with grassland (~1.41ha) in this LR will be felled by the construction of Tree Nursery and Park. At the later stage of construction phase, 21 transplanted trees and large amount of new compensatory trees will be provided in the amenity planting areas, which will form part of the Park, there will be *slight adverse* residual impact on this LR during construction phase. With the re-provided vegetation grows and established, there will be *insubstantial* residual impact in Day 1 and *slight beneficial* in Year 10 during operation phase with the implementation of mitigation measures.

LR2.36 – Tree Cluster in the Eastern Part within the Boundary Area

All 372 trees with grassland (~1.54 ha) in this LR will be felled from site by the construction of M+ and surrounding infrastructure. Although 22 transplanted trees with medium amenity value will be planted in the new amenity area in this LR and Aesthetic landscape design, with new compensatory trees, will be incorporated to architectural/engineering structures to enhance the landscape quality of this LR, part of this LR will be transformed as part of the building of M+ and hard-paved artist square, there will be *moderate adverse* residual impact on this LR during construction phase. With the re-provided vegetation grows and established, and enhancement of landscape quality in this LR, there will be *insubstantial* residual impact in Day 1 and *slight beneficial* in Year 10 during operation phase with the implementation of mitigation measures.

Impact on LR3 Water Body

Part of this LR (approximately 0.25ha seawater) will be affected by the construction of piers and a viewing platform at the southern and western edge of WKCD. All marine facilities such as the piers and viewing platform are subject to the Protection of the Harbour Ordinance and relevant Government Department agreement. Although the size and number of pier and viewing platform are to be confirmed in later development stage, the affected area is anticipated to relatively small when compared to the size of Victoria Harbour. It is considered that that proposed marine facilitates in operation phase will further enhance marine accessibility and allow public enjoyment on the waterfront activities. The landscape impact on seawater body can only be slightly mitigated by minimizing affected area and construction period. During operation phase, proposed marine facilities will further enhance marine accessibility and allow public enjoyment on the waterfront activities. Therefore, it is considered that the residual landscape impact will be *insubstantial* in Day 1 and Year 10 during operation phase.

Impact on LR4 Cultural Heritage and Historical Features

None of these landscape resources will be affected during construction/operation phase as the location of these LRs are too far from the proposed development in WKCD.

10.8.1.2 Residual Impact on Landscape Character Areas during Construction and Operation Phase

Residual impacts on landscape character areas are generally slight adverse to moderate adverse in construction phase and slight adverse to substantial beneficial in operation phase. The residual impact on landscape character areas during operation phase are mostly considered to be beneficial in the long term. Details are summarised in **Table 10.24**.

Table 10.24: Residual impacts on landscape character areas during construction and operation phase

Ref. No.	Landscape Character Areas	Residual Impact on Landscape Character Areas during construction and operation phase
LCA01	West Kowloon Cultural District Landscape Character Area	<p>13.42 ha of this LCA will be affected permanently, which will result in existing trees with planting area (~2.85 ha) to be felled and and incompatibility to the LCA.</p> <p>There are total 476 trees in LR2.31(150 trees in tree buffer area (~0.89ha)), LR2.34(65 trees), LR2.35 (161 trees) and LR2.36 (100 trees) will be affected, which 100 trees will be felled and 50 trees will be transplanted in LR2.31, 30 trees will be felled and 35 trees within pumping station will be retained in situ in LR2.34, 140 trees will be felled with grassland (~1.41ha) and 21 trees will be transplanted in LR2.35 and 78 trees to be felled with grassland (~0.55ha) and 22 trees to be transplanted in LR2.36.</p> <p>However, this LCA will largely become Park area and part of the M+ extension area, MPV, Hotel and the Arena Plaza during operation phase, which will convert the currently unused space into a flexible public open space for public enjoyment. New compensatory trees with ornamental planting will be provided in this LCA during construction period. Also, aesthetic landscape design will be incorporated to architectural/engineering structure to further enhance the landscape quality. The quality of the greenery space will be greatly improved. There will be slight adverse residual impact on this LCA during construction phase. With the re-provided vegetation grows and established, residual landscape impact is considered to be substantial beneficial in Day 1 and Year 10 during operation phase with implementation of mitigation measures.</p>
LCA02	West Kowloon Cultural District Construction Area	<p>19.8ha of this LCA will be permanently affected, which will result in existing tree to be felled (272 nos.) with grassland (~1.95ha) and incompatibility to the LCA.</p> <p>However, new compensatory trees with ornamental planting will be provided in this LCA, there will be slight adverse residual impact on this LCA during construction phase. During operation phase, this LCA will mainly become the waterfront promenade and the avenue area and part of the Park area, which will convert the currently unused space into a flexible public open space for public enjoyment. It will be a vibrant public space with landscape softworks to provide amenity value. As the current site has been taken up by construction, the re-provided vegetation grows and</p>

Ref. No.	Landscape Character Areas	Residual Impact on Landscape Character Areas during construction and operation phase
		established enhancement of landscape quality in this LCA, the residual impact upon completion of all WKCD facilities is considered to be substantially beneficial in Day 1 and Year 10 during operation phase with implementation of mitigation measures.
LCA03	West Kowloon Cultural District Temporary Waterfront	<p>4.1ha of the LCA will be permanently affected, which will result in loss of temporary open space (~0.64ha).</p> <p>However, this LCA will be substituted by a newly-designed waterfront promenade providing better facilitates and open space quality, there will be slight adverse residual impact on this LCA during construction phase. With the re-provided vegetation grows and established and the provision of open space for public enjoyment, the residual impact in operation phase is considered to be substantially beneficial in Day 1 and Year 10 with implementation of mitigation measures during operation phase</p>
LCA05	Victoria Harbour Inshore Water Landscape	<p>Part of this LCA (approximately 0.04ha seawater) will be affected by the construction of pier. All marine facilities such as the pier is subject to the Protection of the Harbour Ordinance and relevant Government Department agreement. Although the size and number of piers and viewing platform are to be confirmed in later development stage, the worst case scenario is considered in the assessment. The affected area is anticipated to relatively small (0.02% of total 161.6ha harbour area) when compared to the size of Victoria Harbour. The landscape impact on seawater body can only be slightly mitigated by minimizing affected area and construction period. Therefore, it is considered that there will be slight adverse residual impact on this LCA during construction phase</p> <p>During operation phase, proposed marine facilities will further enhance marine accessibility and allow public enjoyment on the waterfront activities. Therefore, the residual landscape impact will be insubstantial in Day 1 and Year 10 during operation phase even with the implementation of mitigation measures.</p>
LCA06	Victoria Harbour Strait Landscape	<p>Part of this LCA (approximately 0.04ha seawater) will be affected by the construction of pier. All marine facilities such as the pier is subject to the Protection of the Harbour Ordinance and relevant Government Department agreement. Although the size and number of piers and viewing platform are to be confirmed in later development stage, the worst case scenario is considered in the assessment. The affected area is anticipated to relatively small (0.13% of total 161.6ha harbour area) when compared to the size of Victoria Harbour. The landscape impact on seawater body can only be slightly mitigated by minimizing affected area and construction period. Therefore, it is considered that there will be slight adverse residual impact on this LCA during construction phase</p> <p>During operation phase, proposed marine facilities will further enhance marine accessibility and allow public enjoyment on the waterfront activities. Therefore, the residual landscape impact will be insubstantial in Day 1 and Year 10 during operation phase even with the implementation of mitigation measures.</p>
LCA07	New Yau Ma Tei Container Terminal Landscape	<p>0.27ha of this LCA will be affected, which result in existing tree will be felled and incompatibility of construction works to the LCA.20 trees with grass land (0.15ha) in LR2.33 and 22 trees with planters (~0.03ha) in LR2.32 will be felled. Part of this LCA (~0.27ha) will convert into the part of waterfront promenade area for public enjoyment. With ornamental planting with new compensatory trees will be provided in this LCA during construction phase, there will be insubstantial residual impact on this LCA during construction phase.</p> <p>During operation phase, the open spaces quality will be improved compare to the current space. Since the impacted space is relatively small and with the re-provided vegetation grows and established, the residual impact is considered to be slightly beneficial in Day 1 and Year 10 with implementation of mitigation measures during operation phase.</p>
LCA08	Western Harbour Crossing Toll Gate Landscape	<p>0.3ha of this LCA will be permanently affected and converted to WKCD hotel area, 100 trees in LR2.21 will be retained in situ. Ornamental planting with new compensatory trees will be provided in this LCA during construction phase, there will be slight adverse residual impact on this LCA during construction phase.</p> <p>During operation phase, new bridges for better connection during operation phase largely improve the accessibility within the WKCD and its neighbour area. LCA08 comprise West Harbour Crossing Toll Plaza and carriageways contribute its high compatible with proposed connection and with the re-provided vegetation grows and established, the residual impact is considered to be insubstantial in Day 1 and Year 10 with implementation of mitigation measures during operation phase.</p>

Ref. No.	Landscape Character Areas	Residual Impact on Landscape Character Areas during construction and operation phase
LCA09	Tsim Sha Tsui Late 20C / Early 21C Commercial Residential Complex Landscape	<p>0.47ha of this LCA will be affected, which will result existing trees will be felled, removal of shrubs in raised planter (~0.16ha) and incompatibility of construction works to the LCA. There are total 96 trees in LR2.29, of which 20 trees will be felled, 16 trees to be transplanted and 60 trees will be retained in situ.</p> <p>Ornamental planting with new compensatory trees will be provided in this LCA during construction phase, there will be slight adverse residual impact on this LCA during construction phase.</p> <p>During operation phase, new bridges for better connection can largely improve the accessibility within the WKCD and its neighbour area. Since the impacted space is relatively small and with the re-provided vegetation grows and established, the residual impact is considered slight beneficial in Day 1 and Year 10 with implementation of mitigation measures during operation phase.</p>
LCA10	Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) Terminus Construction Site and Austin Station	<p>1.1ha of this LCA will be permanently affected by the road works. However, part of this LCA will form the landscape area with new compensatory tree planting at the interface between XRL and WKCD, which form an important component of the development, there will be slight adverse residual impact on this LCA during construction phase. As XRL is anticipated to be completed earlier than WKCD, the connection of WKCD with XRL (~1.1ha) with the re-provided vegetation grows and established and further enhancement of landscape quality to current space, there will be substantially beneficial in Day 1 and Year 10 with implementation of mitigation measures during operation phase.</p>
LCA14	Tsim Sha Tsui Commercial/Retail Complex Landscape	<p>Part of this LCA (~0.7ha) will permanently become part of the WKCD area, which will result to the existing tree to be felled (15 nos.) and incompatibility to this LCA. However, aesthetic landscape design with new compensatory tree and ornamental planting will be incorporated into WKCD development during construction phase, there will be slight adverse residual impact on this LCA during construction phase. During operation phase, with the re-provided vegetation grows and established, it is considered that insubstantial in Day 1 and Year 10 with implementation of mitigation measures during operation phase.</p>

Impact on Existing Tree

Based on the broad brush tree survey, approximately 4445 trees are surveyed within the study boundary. There are total 1001 trees will be affected by the proposed development. Many of them are located within and or near the site boundary. There are approximately 694 trees will need to be felled, 190 trees will need tree protection measures during the construction period, and 117 no. of trees will be transplanted. Many of them are not recommended to transplant as they are either in poor form and health or weed species. None of the affected trees are LCS D Champion Trees or Registered Old and Valuable Trees. There are no rare species or endangered species but common species. All trees with high amenity value which are unavoidably affected by the works will be transplanted within the site boundary. Detail tree felling application and compensatory planting proposals will be submitted in accordance with ETWB TC 3/2006 during the detailed design stage. Implementation of compensatory planting should be of a ratio not less than 1:1 in terms of quality and quantity within the site. The quality of compensatory trees should be at least of "heavy standard" (Section 3 of the General Specification for Civil Engineering Works refers). Proposals which deviate from this principle will be supported with justification, in order to ensure the greening opportunity within the site is optimised where feasible. Also, sufficient space will be provided for the planting of compensatory trees with the consideration of minimum space required to cater for the establishment and healthy growth of the trees.

Affected tree species include *Acacia auriculiformis*, *Acacia confusa*, *Aleurites moluccana*, *Bauhinia spp.*, *Carica papaya*, *Casuarina equisetifolia*, *Celtis sinensis*, *Clausena lansium*, *Ficus benjamina*, *Ficus elastica*, *Ficus microcarpa*, *Ficus virens*, *Hibiscus tiliaceus*, *Koelreuteria bipinnata*, *Leucaena leucocephala*, *Litsea glutinosa*, *Livistona chinensis*, *Macaranga tanarius*, *Melia azedarach*, *Morus alba*, and *Washingtonia robusta*. The majority of tree species affected is *Leucaena leucocephala*. The condition of the tree range from poor to fair. Amenity value range from low to medium.

The actual figure of trees to be transplanted/ felled should depend on the result of a more detailed tree survey on the affected trees. The quantities of trees affected are summarized in **Table 10.25**.

Table 10.25: Residual impacts on existing trees during construction phase

Ref. No.	Landscape Resources	Source of Impact	Residual Impacts during Construction Phase			
			Total no. of tree in LR	No of trees to be felled	No of trees to be transplanted	No of trees to be retained
LR2.9	Roadside Plantation in front of Tsim Sha Tsui Fire Station	LC1-5, LC1-8 and LC1-11	15	12	3	0
LR2.29	Roadside Plantation along Austin Road West	LC1-6, LC1-7 and LC1-9	96	20	16	60
LR2.31*	Trees Buffering Western Harbour Tunnel Entrance	LC1-2 and LC1-3	250	100	50	100
LR2.32	Roadside Plantation along Western Harbour Crossing Bus Stop next to New Yau Ma Tei Typhoon Shelter	LC1-3	22	22	0	0
LR2.33	Trees along New Yau Ma Tei Typhoon Shelter Pier	LC1-3	20	15	5	0
LR2.34	Amenity Planting within Salt Water Pumping Station	LC1-3	65	35	0	30
LR2.35	Tree Cluster in the Western Part within the Boundary Area	LC1-1	161	140	21	0
LR2.36*	Tree Cluster in the Eastern Part within the Boundary Area	LC1-4, LC1-10 and LC1-12	372	350	22	0
Total:			1001	694	117	190

* Note that some trees located in LR2.36 are currently being relocated to areas around LR2.31 by LCSD, hence the actual tree numbers are subject to further changes.

During operation phase, the development is targeted to create a large urban greenery area with the Park as the dominant green space. The Park is expected to be a public space with lush greenery and both the waterfront promenade and the avenue area will be planted with rows of trees for amenity value. The compensatory tree planting and new landscape works as mitigation measures to the loss of greenery are proposed for the development. As the landscape quality of the existing trees is low, the proposed substantial number of new tree plantings as a mitigation measures are sufficient to compensate the existing trees to be felled. The overall cumulative residual impacts on existing trees are considered to be beneficial in the longer term after development. The beneficial impact would substantially increase with time after trees reach maturity.

10.8.2 Residual Visual Impacts during Construction Phase

VSRs located immediately adjacent to the WKCD site will be generally subject to substantial adverse visual impacts during construction phase before implementation of mitigation measures. The residual visual impacts will be reduced to moderate with the use of mitigation measures such as the use of decorative screen /boards and the early introduction of landscape treatments. However, for the residential VSRs in close proximity to the WKCD site, the residual impacts are still considered to be substantial even with the implementation of mitigation measures, in particular VSR 10, VSR 11 and VSR 21 at lower levels, given its high sensitivity to the sources of impacts, obstruction of existing views, permanent loss of open view and reduction in the depth of views. Tsim Sha Tsui Fire Station located within the WKCD site also will experience substantial residual impacts before its relocation during construction phase.

For other VSRs at a distance which only have partial views of the WKCD development such as the VSRs located across the harbour and to the northeast of the WKCD site, the residual impacts during construction phase are expected to be slight or moderate.

Since the views to the WKCD site are blocked by Tsim Sha Tsui Fire Station and China Hong Kong City, the residual visual impacts during construction phase on VSRs located opposite the fire station are slight before the relocation of the fire station, but intermediate during and after the relocation of the fire station.

During the transition period in construction phase, the ventilation shafts for the WKCD basement will be painted in light colour to make them less visually dominant and more compatible with the surroundings. The use of greenery such as grass cover at the temporary landscaped areas will help achieve the visual balance and reduce the visual impacts derived by these temporary ventilation shafts. Upon the end of the transition period and completion of the remaining WKCD facilities, the ventilation shafts will form part of the WKCD development. The CACF buildings will be well designed to visually hide the ventilation shafts so people would hardly notice them. In addition to the hidden location of these ventilation shafts, well designed louvre system/ ventilated facade will be used for screening the ventilation shafts.

The visual impacts during the transition period are anticipated to be acceptable.

All construction phase impacts are temporary. With the implementation of all practicable mitigation measures, the residual impacts are considered to be acceptable.

10.8.3 Residual Visual Impacts during Operation Phase

The adverse residual impacts during operation phase are expected to be slight/insubstantial or even slightly beneficial with the implementation of the appropriate mitigation measures and good design features.

Many of the VSRs such as VSRs located to the south and southeast of the WKCD site and the transient VSRs travelling around the WKCD site are even anticipated to experience beneficial residual impacts. This is due to the proposed good design features incorporated in the development layout, including the provision of extensive open space, iconic building structures and street planting along Austin Road West and Canton Road which are expected to create new visual resources. Accordingly it is anticipated that the visual amenity will be improved.

Currently, the visual amenity of the WKCD site and its surroundings is not ideal, except for part of the WKCD site that have been planted with vegetation for amenity purposes (i.e. the eastern part of the WKCD site abutting the portal of the WHC), which is a result of the planting regime initiated in 1990s. There are some existing elements on the WKCD site and its surrounding areas that are considered as visually incompatible with the existing landscape and visual context, including a saltwater pumping station and existing ventilation buildings for the WHC and the MTRC railways. The part of the WKCD site currently used as the XRL temporary works areas is also visually distracting.

After the implementation of mitigation measures, the negative visual impacts associated with the operation phase of the proposed WKCD development will be minimised or even enhanced by extensive planting along the water's edge and introducing unique landscape design for the Park, green roofs, roof top gardens and terrace gardens. Hence, the visual impacts on the VSRs especially when viewed from opposite the WKCD across the harbour and to the south and southeast of the WKCD are anticipated to be mostly beneficial.

In particular, the undulating berms with the trees planted on them and in the surroundings of the utility structures (ie. MTR and WHC ventilation buildings) will be used for screening (**Figure 10.27b**). The undulating topography with intense treescape will also help integrate the WHC and MTR ventilation

buildings into the Park and help mitigate the visual impacts associated with these utility structures when viewed from different locations.

The trees planted along the waterfront promenade will block most of the view to the existing MTR and WHC ventilation buildings. Despite of the presence of the existing WHC and MTR ventilation buildings, it is anticipated that these two ventilation buildings will be integrated into the Park and so they will be more visually compatible with the new buildings proposed for the WKCD development and the Park than the existing open space with little landscape resources.

Despite a number of wind turbines will also be seen along the waterfront promenade at the Park by many VSRs such as VSR 1 and VSR 2, they appear relatively small when comparing to the large scale development of the WKCD. The visual impacts derived by the wind turbines can be mitigated by adopting a more natural colour tone, as the trees planted in the Park will help make the wind turbines visually less dominant. It is anticipated that the impacts derived by the wind turbines are acceptable, particularly as the visual impacts are also reversible.

Since the installation of solar panels may lead to reflection issues, the solar panel orientation and angle would be adjusted to make sure that the potential visual impacts to the neighbouring VSRs would be minimal.

Aesthetic design of roads and streetscapes is a mitigation measure, as roads are potential visually detractors to visual amenity of the WKCD and its surroundings. Tree planting and aesthetic paving will be provided along the streets to soften and improve the hard concrete appearance.

The proposed WKCD development will incorporate a series of features aimed to avoid unacceptable visual impacts. Buildings of various heights and diversity in building mass are encouraged for the proposed WKCD development to avoid a monotonous harbourfront image, in addition to providing visual interest and diversity for the harbourfront. Yet the dynamism of the building height will be respectful of the Kowloon ridgelines and preserve the views currently enjoyed from Hong Kong Island. Hence, innovative waterfront building design will greatly improve visual aesthetics and the appearance of the current WKCD site.

It is assumed that design coherence and harmony will be achieved by the consistency of character of elements in the architectural and landscape design. Despite that the Project is still at the early design stage and the detailed design has yet to be finalised, the design excellence standards for the proposed WKCD development will be integrated and achieved by implementation mechanisms in terms of statutory and administrative means.

Having building design with height restriction and variations from 50mPD, 70mPD and 100mPD; and a stepped height profile descending towards the waterfront, with creative design by means of competition; greening amenities such as the Park and piazzas, the proposed WKCD development will be visually compatible with the setting and the surroundings during operation phase, particularly after implementation of mitigation measures. Accordingly, the visual impacts derived from the proposed WKCD development are anticipated to be generally beneficial to many of the VSRs upon its completion.

Celebration of the views is one of the good design features of the proposed WKCD development. The buildings within the WKCD are designed to allow visual permeability from the WKT to Victoria Harbour, which can be achieved by alignment of the buildings within the WKCD (**Figure 10.26a**). Central Square will serve as a visual corridor to Victoria Harbour by connecting the future WKT to the waterfront.

Due to the urban setting of the WKCD and its surroundings, there are a number of light sources in the surrounding areas of the WKCD. Hence, the potential adverse night time lighting impacts derived by the proposed WKCD development are anticipated to be generally acceptable to most of the VSRs upon its

completion, particularly after the implementation of mitigation measures such as the tree planting along the waterfront and the Park located in the western part of the WKCD, it is anticipated that these could mitigate the potential night time lighting impacts especially when it is viewed from the foreshore of Hong Kong Island opposite the WKCD site.

Compared with the existing visual conditions of the WKCD site, the visual impacts of the proposed WKCD development on most of the VSRs are anticipated to be beneficial. The proposed WKCD development will change the existing landscape and visual character of the area, presenting an opportunity for enhancing the visual context of the West Kowloon Reclamation area, despite some initial visual impacts will be resulted due to the creation of new building masses on previously open spaces and the temporary ventilation shafts for the WKCD basement during the transition period.

10 selected viewpoints are used for the preparation of photomontages to illustrate the view to the WKCD from these selected viewpoints with mitigation measures on Day 1 and in Year 10 (presented in **Figures 10.13b to 10.22b**) (It is noted that due to lack of design details at present, only general façades for the non-cultural facilities such as the U shaped hotel and the mixed use buildings are shown to illustrate the external appearance, whilst glass façade is used to illustrate the external appearance of the core arts and cultural facilities in the photomontages. However, the architectural and façade design for all buildings within the WKCD is subject to further detailed design, and the cultural facilities are also subject to design competition to be awarded at a later stage.) The major difference between the views on Day 1 and Year 10 is the tree planting along the waterfront and in the Park. On Day 1 of operation phase, many trees located along the waterfront and in the Park are still not mature. However, it is anticipated that the trees located in the Park and the planting mitigation measures along the waterfront and in other parts of the WKCD would have reached a level of maturity by Year 10.

The assessment of the residual visual impacts during operation phase are summarised in **Table 10.26**.

Table 10.26: Residual impacts on visually sensitive receivers during operation phase

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
<p>VSR 1 (Sun Yat Sen Memorial Park)</p> <p>VSR 1 is located approximately 1440m from the WKCD and has an open view of the proposed WKCD development. It is directly facing the proposed Park which will comprise of extensive landscaping and tree plantation. A range of cultural and retail facilities will be seen further away from this viewpoint. A number of wind turbines also will be seen from viewpoint 1, but they appear relatively small when comparing to the large scale development of WKCD. With the mitigation measure of painting the wind turbines in natural colour tone, the wind turbines will be visually compatible with the surroundings.</p> <p>The proposed WKCD development will be visually compatible with the surrounding developments, particularly the new iconic buildings and the new tree planting will form new visual resources and enhance the visual amenity.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 2 (Central Star Ferry Pier No. 7)</p> <p>VSR 2 is located approximately 1160m from the WKCD and has an open view of the proposed WKCD development. Despite some wind turbines will be seen along the western section of waterfront promenade at the Park, they appear relatively small when comparing to the large scale development of WKCD. With the mitigation measure of painting the wind turbines in natural colour tone, the wind turbines will be visually compatible with the surroundings.</p> <p>The proposed WKCD development will be visually compatible with the surrounding developments, particularly the proposed extensive tree plantation at the Park and the new iconic design buildings at the eastern part of the site are expected to create new visual resources and enhance the visual amenity.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 3 (Hong Kong Convention and Exhibition Centre)</p> <p>VSR 3 is located approximately 2400m from the WKCD and has a partial view of the</p>	<p>Insubstantial</p>

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
<p>proposed WKCD development. Since it is a distance view, the residual impact is considered as insubstantial</p>	
<p>VSR 4 (the Peak)</p>	
<p>VSR 4 is located approximately 1430m from the WKCD and has a partial view of the WKCD development. Due to its elevated location at the Peak area and its view from a distance, the proposed WKCD development with good design feature such as provision of open space at various levels and scale, in particular the planting along the waterfront and the green roof/ terrace gardens, it is anticipated that the WKCD will be visually compatible with the surrounding developments and even form new visual resources to Viewpoint 4.</p>	<p>Insubstantial / Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 5 (Hoi Fei Road Waterfront)</p>	
<p>VSR 5 is located approximately 1550m from the WKCD and has a partial view of the western part of the WKCD development (i.e. the Arena and the Park) when viewed from ground level. It is a distance view and the proposed WKCD development is mostly blocked by the water transportation at New Yau Ma Tei Typhoon Shelter in the foreground, the buildings located immediately north to the site. Hence, the residual visual impact is considered as insubstantial</p>	<p>Insubstantial</p>
<p>VSR 6 (One Silversea)</p>	
<p>VSR 6 is located approximately 1580m from the WKCD and has a partial view of the western part of the WKCD development (i.e. the Arena and the Park) It is a distance view and the proposed WKCD development is mostly blocked by the buildings located immediately north to the site. Hence, the residual visual impact is considered as insubstantial</p>	<p>Insubstantial</p>
<p>VSR 7 (Island Harbourview)</p>	
<p>VSR 7 is located approximately 1700m from the WKCD and has a partial view of the western part of the WKCD development (i.e. the Arena and the Park). It is a distance view and the proposed WKCD development is mostly blocked by the buildings located immediately north to the site. Hence, the residual visual impact is considered as insubstantial</p>	<p>Insubstantial</p>
<p>VSR 8 (International Commerce Centre)</p>	
<p>VSR 8 is located approximately 90m from the WKCD and has a close and full view of the WKCD development. Despite views to Victoria Harbour will be blocked when viewed from lower levels, the duration and frequency of view of the workers and visitors is not long and occasional</p> <p>Views from the upper floors e.g. Ritz Carlton Hotel and Sky 100 would not be affected or slightly affected. The new iconic buildings and the new tree plantation in the Park will form new visual resources. Open space at various levels and scale such as green roof and terrace garden will be seen from upper levels.</p>	<p>Acceptable (Lower levels) Slightly beneficial (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 9 (The Elements)</p>	
<p>VSR 9 is located approximately 65m from the WKCD and has a close view of the WKCD development. Despite view to Victoria Harbour will be blocked when viewed from the ground and lower levels, the duration and frequency of view is short and occasional. The new iconic buildings with unique façade design and the street tree planting along Austin Road West will form new visual resources.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable/ slightly beneficial.</p>	<p>Acceptable/ Slighting beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 10 (The Harbourside)</p>	
<p>VSR 10 is located approximately 80m from the WKCD and has a close view of the WKCD development. Despite views to Victoria Harbour will be blocked when viewed from the lower levels, the new iconic buildings and the street tree planting along Austin Road West will form new visual resources. Open space at various levels and scale such as green roof and terrace garden will be seen from upper levels.</p>	<p>Slightly adverse/Acceptable (Lower floors) Slightly beneficial (Upper levels) (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 11 (The Arch)</p>	

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
<p>VSR 11 is located approximately 95m from the WKCD and has a close view of the WKCD development. Despite view to Victoria Harbour will be blocked when viewed from the ground and lower levels, the new iconic buildings and the street tree planting along Austin Road West will form visual resources. Open space at various levels and scale such as green roof and terrace garden will be seen from upper levels.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable.</p>	<p>Slightly adverse/Acceptable (Lower floors)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 12 (The Waterfront)</p> <p>VSR 12 is located approximately 200m from the WKCD and has partial view of the WKCD development. Despite views to the Victoria Harbour will be blocked, the new iconic buildings at the WKCD and WKT, the nice interface between the WKT and the WKCD and the street tree planting along Austin Road West will form new visual resources. Open space at various levels and scale such as green roof and terrace garden will be seen from upper levels.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable/ slightly beneficial.</p>	<p>Acceptable/ Slightly beneficial (Lower levels)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 13 (Sorrento Towers)</p> <p>VSR 13 is located approximately 395m from the WKCD and currently has partial view of the WKCD development. Despite the blockage of views by the committed development at WKT, the new iconic buildings at WKT and the nice interface between the WKT and WKCD will form visual resources.</p>	<p>Negligible (Slightly beneficial cumulative impacts)</p>
<p>VSR 14 (The Cullinan)</p> <p>VSR 14 is located approximately 270m from the WKCD and only has a partial view of the Park located in the western part of the WKCD and the U shaped hotel located in front of the West Crossing Harbour entrance. .Despite the U shaped hotel will block part of the views to Victoria Harbour, the unique design of the façade and the buffer trees will mitigate the visual impacts derived by the proposed WKCD development.</p>	<p>Acceptable</p>
<p>VSR 15 (West Kowloon Terminus)</p> <p>VSR 15 is located approximately 30m from the WKCD and has a close view of the WKCD development. Despite views to Victoria Harbour will be blocked when viewed from the ground and lower levels, the duration and frequency of view of the passengers/visitors arriving West Kowloon Terminus is short and occasional. The new iconic buildings and the street tree planting along Austin Road West will form new visual resources, whilst good interface for the WKT Plaza and the WKCD is anticipated to improve the visual amenity of the WKCD and its surroundings.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable/ slightly beneficial.</p>	<p>Acceptable/ Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 16 (Planned CDA Development above West Kowloon Terminus)</p> <p>VSR 16 is located approximately 30m from the WKCD and has a close view of the WKCD development. Despite view to Victoria Harbour will be blocked when viewed from the lower levels, the new iconic buildings and the street tree planting along Austin Road West will form new visual resources. Good interface for the WKT Plaza and the WKCD is anticipated to improve the visual amenity of the WKCD and its surroundings. Green roof and terrace garden will be seen from upper levels.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable/ slightly beneficial.</p>	<p>Acceptable (Lower floors)</p> <p>Acceptable (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 17 (Austin Station)</p> <p>VSR 17 is located approximately 75m from the WKCD and has a close view of the WKCD development. The new iconic buildings and the street tree planting along Austin Road West will form new visual resources Despite views to Victoria Harbour will be blocked when viewed from the ground and lower levels, the duration and frequency of view of the</p>	<p>Acceptable (subject to the detailed design of the buildings and structures within the WKCD)</p>

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
<p>passengers and the visitors arriving Austin Station is short and occasional.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable.</p>	
<p>VSR 18 (Planned Residential Development above Austin Station)</p>	
<p>VSR 18 is located approximately 75m from the WKCD and has a partial view of the WKCD development. Despite view to Victoria Harbour will be blocked when viewed from the lower levels, the new iconic buildings and the street tree planting along Austin Road West will form visual resources. Good interface for the WKT Plaza and the WKCD is anticipated to improve the visual amenity of the WKCD and its surroundings. Green roof and terrace garden will be seen from upper levels.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable.</p>	<p>Slightly adverse/Acceptable (Lower floors)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 19 (Western Harbour Crossing Toll Plaza)</p>	
<p>VSR 19 is located approximately 140m from the WKCD and has a partial view of the Park located in the western part of the WKCD. The planting at the entrance of the WHC and the unique design of the façade of the U shape hotel are used to lessen the visual impacts derived by the U shaped hotel. The short duration and occasional frequency of view of the travellers arriving at the toll plaza explain why the residual visual impact in Year 10 is acceptable.</p>	<p>Acceptable (subject to the detailed design of U shape hotel within the WKCD)</p>
<p>VSR 20 (Wai On Building & Wai Hang Building)</p>	
<p>VSR 20 is located approximately 80m from the WKCD and has a close view of the WKCD development. Despite views to Victoria Harbour will be blocked when viewed from the lower levels, the new iconic buildings and the street tree planting along Austin Road West will form new visual resources. Green roof and terrace gardens will be seen from upper levels.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable.</p>	<p>Slightly adverse/Acceptable (Lower floors)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 21 (Victoria Tower)</p>	
<p>VSR 21 is located approximately 40m from the WKCD and has a close view of the WKCD development. Despite views to Victoria Harbour will be blocked when viewed from the lower levels, the new iconic buildings and the street tree planting along Austin Road West will form new visual resources. Green roof and terrace garden will be seen from upper levels.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are acceptable.</p>	<p>Slightly adverse/ Acceptable (Lower floors)</p> <p>Slightly beneficial (Upper levels)</p> <p>(subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 22 (Man King Building and Man Wah Building)</p>	
<p>VSR 22 is located approximately 500m from the WKCD. Their views to the WKCD are blocked by the footbridges connecting Austin Station and the Elements, as well as committed developments at West Kowloon Terminus.</p>	<p>Negligible</p>
<p>VSR 23 (Lee Kiu Building and Wai Ching Court)</p>	
<p>VSR 23 is located approximately 410m from the WKCD. The views to the WKCD are blocked by the footbridges connecting Austin Station and the Elements, as well as committed developments at West Kowloon Terminus and Austin Station.</p>	<p>Negligible</p>
<p>VSR 24 (China Hong Kong City)</p>	
<p>VSR 24 is located approximately 40m from the WKCD and has a close view of the WKCD development from the southeast of the WKCD. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park. The proposed WKCD development is anticipated to be compatible with the surrounding environment. Open space at various levels and scale such as the terrace gardens and green roof and the proposed extensive tree planting at the Park and the new iconic design buildings are expected to create new visual resources and hence enhance the visual amenity.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
<p>VSR 25 (Hong Kong Hotel and Prince Hotel)</p> <p>VSR 25 is located approximately 130m from the WKCD and has a close view of the WKCD development from the southeast of the WKCD. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park. The proposed WKCD development is anticipated to be compatible with the surrounding environment. Open space at various levels and scale such as green roof and terrace garden, the proposed extensive tree planting at the Park and along the waterfront, and the new iconic design buildings are expected to create new visual resources and hence enhance the visual amenity.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 26 (Gateway Hong Kong)</p> <p>VSR 26 is located approximately 250m from the WKCD and has a partial view of the WKCD development from the southeast of the WKCD. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park. Green roof and terrace garden will be seen from upper levels. The proposed WKCD development is anticipated to be compatible with the surrounding environment. Open space at various levels such as the proposed extensive tree planting at the Park and along the waterfront, and the new iconic design buildings are expected to create new visual resources and hence enhance the visual amenity.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 27 (Harbour City and Ocean Centre)</p> <p>VSR 27 is located approximately 645m from the WKCD and has a partial view of the proposed WKCD development. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park with the undulating topography with intense treescape. Green roof and terrace garden will be seen from upper levels. The proposed WKCD development is anticipated to be compatible with the surrounding environment. Open space at various levels such as proposed extensive tree planting at the Park and along the waterfront and the new iconic design buildings are expected to create new visual resources and hence enhance the visual amenity.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 28 (The Marco Polo Hong Kong Hotel)</p> <p>VSR 28 is located approximately 665m from the WKCD and has a partial view of the WKCD development. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park with the undulating topography with intense treescape. Green roof and terrace garden will be seen from upper levels. The new iconic buildings and open space at various levels and scale such as the proposed extensive tree planting at the Park and along the waterfront will form visual resources. The proposed WKCD development is anticipated to be compatible with the surrounding environment.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 29 (Hong Kong China Ferry Terminal)</p> <p>VSR 29 is located approximately 220m from the WKCD and has a close view of the WKCD development. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park with the undulating topography with intense treescape. Green roof and terrace garden will be seen from upper levels. The new iconic buildings, open space at various levels and scale such as the proposed extensive tree planting at the Park and along the waterfront will form visual resources. The proposed WKCD development is anticipated to be compatible with the surrounding environment.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 30 (Pacific Club Kowloon)</p> <p>VSR 30 is located approximately 345m from the WKCD and has partial view of the WKCD development from upper levels. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park with the undulating topography with intense treescape. The new iconic buildings and the open space at various levels and scale such as proposed extensive tree planting at the Park and along the waterfront will form visual resources. The proposed WKCD development is anticipated to be compatible with the surrounding environment.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 31 (Ocean Terminal)</p> <p>VSR 31 is located approximately 665m from the WKCD. Part of the view of the WKCD development is blocked by Pacific Club. The planting along the waterfront will soften the water's edge, whilst the ventilation buildings will be integrated into the Park with the undulating topography with intense treescape. Green roof and terrace gardens will be seen from upper levels. The new iconic buildings and open space at various levels and scale such as proposed extensive tree planting at the Park and along the waterfront will form</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
<p>visual resources The proposed WKCD development is anticipated to be compatible with the surrounding environment.</p>	
<p>VSR 32 (Kwun Chung Municipal Services Building)</p>	
<p>VSR 32 is located approximately 185m from the WKCD site and has partial/no view of the proposed WKCD development because the views to the WKCD are blocked by Austin Station and the planned residential development above Austin Station.</p> <p>Despite the cumulative visual impacts derived by these committed developments are anticipated to be significant, but the visual impacts derived by the proposed WKCD development are negligible.</p>	<p>Small/ Negligible</p>
<p>VSR 33 (Lai Chack Middle School)</p>	
<p>VSR 33 is located approximately 135m from the WKCD site and has partial view of the WKCD development after the relocation of Tsim Sha Tsui Fire Station. It is anticipated that the proposed WKCD development and the street tree planting along Canton Road will improve the visual amenity after the relocation of the fire station comparing to the existing view to the WKCD site.</p>	<p>Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 34 (Canton Road Government Primary School)</p>	
<p>VSR 34 is located approximately 135m from the WKCD site and has partial view of the WKCD development after the relocation of Tsim Sha Tsui Fire Station. It is anticipated that the proposed WKCD development and the street tree planting along Canton Road will improve the visual amenity after the relocation of the fire station comparing to the existing view to the WKCD site.</p>	<p>Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 35 (Kowloon Park (Entrance on Canton Road))</p>	
<p>VSR 35 is located approximately 70m from the WKCD site and has partial view of the proposed WKCD development after the relocation of Tsim Sha Tsui Fire Station. It is anticipated that the proposed WKCD development and the street tree planting along Canton Road will improve the visual amenity after the relocation of the fire station comparing to the existing view to the WKCD site.</p>	<p>Slightly Beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>
<p>VSR 36 (King George V Memorial Park, Kowloon)</p>	
<p>VSR 36 is located approximately 155m from the WKCD site and has partial/no view of the proposed WKCD development because the views to the WKCD are blocked by Austin Station and the planned residential development above Austin Station.</p> <p>Despite the cumulative visual impacts derived by the committed developments are anticipated to be significant, the visual impacts derived by the proposed WKCD development are negligible.</p>	<p>Negligible</p>
<p>VSR 37 (Heritage Sites Consisting of Declared Monuments of St. Andrew's Church, Antiques and Monuments Office and Hong Kong Observatory)</p>	
<p>VSR 37 is located approximately 455m from the WKCD site and has partial view of the proposed WKCD development at upper levels. Since the views to the WKCD are mostly blocked by Kowloon Park, the visual impacts derived by the proposed WKCD development are considered to be negligible.</p>	<p>Negligible</p>
<p>VSR 38 (Miramar Arcade/ Tower)</p>	
<p>VSR 38 is located approximately 460m from the WKCD site and has partial view of the proposed WKCD development at upper levels. Since the views to the WKCD are mostly blocked by Kowloon Park, the visual impacts derived by the proposed WKCD development are considered to be negligible.</p>	<p>Negligible</p>
<p>VSR 39 (The One)</p>	
<p>VSR 39 is located approximately 542m from the WKCD site and has partial view of the proposed WKCD development. Since the views to the WKCD are mostly blocked by Kowloon Park, the visual impacts derived by the proposed WKCD development are considered to be negligible.</p>	<p>Negligible</p>
<p>VSR 40 (Travellers on Ferries to/from Central and Tsim Sha Tsui)</p>	
<p>VSR 40 has an open view of the proposed WKCD development. The proposed extensive tree planting at the Park and along the waterfront promenade, and the new iconic design buildings are expected to create new visual resources and enhance the visual amenity. Hence, the proposed WKCD development will be compatible with the surrounding environment.</p>	<p>Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)</p>

VSR	Residual Visual Impacts in Year 10 (The impacts are considered to be adverse unless specified)
VSR 41 (Travellers along Austin Road West)	
VSR 41 has a close view of the proposed WKCD development. Different from other VSRs, VSR 41 is a transient VSR and only has a glimpse view of the proposed WKCD development. Good interface for the WKT Plaza and the WKCD is anticipated to improve the visual amenity of the WKCD and its surroundings. The new iconic design buildings at the eastern part of the WKCD and the aesthetic design of streetscape are expected to create new visual resources and enhance the visual amenity. Hence, the proposed WKCD development will be compatible with the surrounding environment.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 42 (Travellers along Canton Road)	
VSR 42 has a close view of the proposed WKCD development. Different from other VSRs, VSR 42 is transient VSR and only has a glimpse view of the proposed WKCD development. The new iconic design buildings at the eastern part of the WKCD and the aesthetic design of streetscape are expected to create new visual resources and enhance the visual amenity. Hence, the proposed WKCD development will be compatible with the surrounding environment.	Slightly beneficial (subject to the detailed design of the buildings and structures within the WKCD)
VSR 43 Tsim Sha Tsui Fire Station	
Tsim Sha Tsui Fire Station will be relocated during operation phase. Hence, the residual visual impacts in year 10 are not provided.	N/A

10.9 Environmental Monitoring and Audit

In addition to ensuring the effective implementation of mitigation measures recommended in **Section 10.7** and compliance with relevant environmental standards; systematic procedures for monitoring, auditing and minimizing the environmental impacts associated with construction and operation phase is required.

During the construction and operation phase, monitoring programs are required to ensure that Contractors and Operators properly carry out mitigation measures and evaluate the actual impacts on landscape and visual amenity. This should be undertaken by a qualified Registered Landscape Architect (RLA), or capable person, as landscape auditor. Corrective actions should be undertaken if there are unacceptable adverse impacts.

10.10 Conclusion

The WKCD is to be developed into a world-class integrated arts and cultural district to enrich the arts and cultural life for the people in Hong Kong and neighbouring areas. Due to the scale and the location of the proposed WKCD development, it is considered that potential impacts on both landscape and visual amenity are unavoidable. The major sources of impacts include various construction activities during construction phase. Potential impacts have been considered during the preliminary design stage to avoid direct impacts on significant landscape resources and the VSRs. Major residual landscape impacts are the construction of pier and viewing platform. The major impact would be induced on the landscape resources (LR 3.1) and landscape character area (LCA 05 and LCA06). Those impacts would result in direct loss of these LCAs and LRs. However, the quantity of loss of the seawater resources and character is relatively small in comparison with the large extent of adjacent seawater landscape resources and character.

There are 58 LRs, 14 LCAs and 43 representative VSRs identified within the assessment area that may be affected by the proposed WKCD development. As the Project is a large scale development, there will be moderate adverse to substantial adverse impacts on some of the LRs, LCAs and VSRs at close proximity to the WKCD site during construction phase. However, impacts during construction phase are temporary only.

The proposed WKCD development will be undertaken in a phased manner, and there will be a transition period when temporary ventilation shafts for the WKCD basement and the underpass road may be seen in the eastern part of the WKCD site. However, upon the completion of the remaining WKCD facilities, the ventilation shafts will form part of the WKCD development and they will no longer be visible as individual structures.

The planning intention of the WKCD is to create a world class integrated arts and cultural district for public enjoyment. The proposed WKCD development, therefore, is expected to be a place which showcases distinctive architectural and landscape design in response to its planning intentions (please refer to **Section 10.2.1.4**) and its prime waterfront location.

Despite the proposed WKCD development will initially create adverse visual impacts during construction phase, the visual amenity of the WKCD site will be significantly improved upon its completion through the approaches of the innovative design of the buildings and provision of green spaces at various locations within the WKCD, including the Park, the Avenue and piazzas. In addition to creating new visual resources, the extensive planting at the Park and along the waterfront, and the undulating landscape design of the Park will lessen the adverse impacts derived by the existing WHC and MTR ventilation buildings. Ornamental plants will be used at various locations including along the waterfront promenade, in the Park and the terrace gardens etc. for their aesthetic characteristics, which add visual interest to these areas and further improve the visual amenity of the WKCD.

Well designed low to medium rise buildings will achieve the urban design goals for this prime waterfront site. The low to medium rise buildings with dynamic building height profile will give an interesting contrast to the high rise developments located to the north of the WKCD, and this would enhance the visual composition with the proposed WKCD development in the foreground when viewed from the south, the southeast and the west of the WKCD.

To promote sustainable energy, it is proposed to install wind turbines along the western and northern sections of the Park, and solar panels on the roof top of some WKCD buildings. Compared to the scale of the proposed development, the wind turbines appear relatively small particularly when viewed from various locations across the harbour. Hence, the visual impacts on VSR 1, VSR 2 and VSR 4 would be acceptable, particularly with the adoption of natural colour tones for the wind turbines to make them look more compatible with the surrounding areas and less visually dominant.

Potential reflective glare is one of the visual impacts derived from the installation of solar panels. This could be addressed by appropriate positioning and angling of the solar panels to avoid significant visual impacts on the VSRs located at upper levels in close proximity. The proposed green roof and terrace gardens to be adopted at various buildings can also provide visual relief to the industrial look of the solar panels. It is important to note that the installation of solar panels and wind turbines are minor components of the WKCD development, and the visual impact derived by these renewable energy facilities are reversible.

As the existing WKCD site is largely undeveloped reclaimed land with minimal landscape resources, it is considered that the proposed WKCD development would enhance the existing landscape character and visual amenity by providing extensive planting at the Park and introducing landscape design and treatments such as ornamental planting along the water's edge, green roof, roof top garden and vertical greening. The overall residual landscape impact associated with the construction and operation phases of the proposed WKCD development is anticipated to be generally beneficial with the implementation of the appropriate mitigation measures. In terms of visual impact, some VSRs will experience blockage of view. However, with the implementation of appropriate mitigation measures, the overall residual visual impact is anticipated to be acceptable and even slightly beneficial subject to the detailed design of the WKCD buildings.