

## **13. LANDSCAPE AND VISUAL IMPACT**

### **13.1 Introduction**

**13.1.1** The proposed South East Kowloon Development comprises an extensive urban development on the former Kai Tak Airport. This section investigates and reports on the potential landscape and visual impacts, which are likely to occur due to the development.

**13.1.2** The proposed project comprises a Designated Project under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO). Within this project are a series of Schedule 2 Designated Projects (DPs) for which further EIA studies will be carried out as there is insufficient detail information at this stage for adequate study as part of an application for an Environmental Permit. Notwithstanding, these Schedule 2 DPs have been considered within this section in order to review their potential impacts at an early stage, ensure that design measures (e.g. site location) have been incorporated into the developmental layout plans and that potential impacts are alleviated where possible. This will reduce the potential for impact due to these Schedule 2 DPs in the future design and study.

#### **Scope**

**13.1.3** The overall developmental study area is defined by Hung Hom Road to the south-west and Ko Shan Road, Kau Pui Long Road and Tin Kwong Road to the west. The northern boundary includes Kowloon Walled City Park and follows Prince Edward Road East and the eastern edge of the study area follows the airport boundary. The waterfront marks the southern edge. The former Kai Tak Airport therefore comprises the majority of the study area. It is a highly disturbed landscape which, primarily, is located on reclaimed land. The landscape is lowlying and relatively flat. It is highly visible, due to the surrounding rising ground, both to the north and on Hong Kong Island. The adjacent high rise buildings and harbour-side location also contribute to its visibility.

**13.1.4** It is likely that the direct landscape impacts of the scheme on the existing airport site will be limited relative to the scale of the development, as there are few significant landscape features within the boundary of the former airport. However, the airport is of historical and cultural value and it is therefore important that the defining landscape characteristics are carefully considered; notably the protruding tip of the runway. Kai Tak is an integral part of Hong Kong's history and the airport is recognised worldwide. The proposals will be assessed in the context of the adjacent townscape of the adjoining districts and the key landscape features of the locality, such as Lion Rock and Kowloon Peak.

**13.1.5** The location of the airport, adjacent to the harbour, makes it highly visible. Visual receptors include: the adjoining residential and industrial districts, the north-facing harbour frontage on Hong Kong Island, boats using the harbour, and the properties and recreational routes on the surrounding high ground to north and south, including Victoria Peak. The large area of the airport and its relatively low level of development currently afford open views across it from the surrounding districts. It is likely that those existing views will be affected by future development on the site. A primary consideration of this assessment is to identify the extent to which previously open, long distance views would be blocked by the proposed development.