

13.8 Visual Impact Assessment

13.8.1 Existing Visual Baseline

- 13.8.1.1 The existing visual context is described in three stages to formulate the typical views or the sensitive receivers and their visual sensitivity;
- (a) Visual Envelope;
 - (b) Visual Envelope Zones; and
 - (c) Visually Sensitive Receiver Groups (VSRs).

13.8.2 Visual Envelope

- 13.8.2.1 The visual envelope is defined as the 'extent of the potential visibility of a site or development'. It does not consider screening of local views, the limitations of the human eye with distance, or the prevailing climatic conditions, which may further reduce actual visibility. The visual envelope mapping reflects the extent of ridgelines or buildings, beyond which views are not possible. The visual envelope, in the context of the existing visual context of SEKD, is the area from which any part of the proposed development area, principally the former airport, might potentially be seen and shown on **Drawing No. 22936/LV/516**.
- 13.8.2.2 The visual envelope of the site is extensive due to the scale of the proposed area for development, its high-rise character, the harbour front location, and the surrounding rising topography. It is considered that visual impact on views over a distance greater than 3-5 kilometres is unlikely to be significant due to the relatively small scale of the development within the overall views from that distance.
- 13.8.2.3 To the north of SEKD, the visual envelope is contained by the pronounced ridge of high ground, orientated east-west, that separates Kowloon from Tai Wai and the New Territories. The ridge extends from Beacon Hill at its western extent, eastward through Lion Rock Country Park and Tates Cairn, and then continues north east to Ma On Shan. A second, lower, but clearly identifiable ridgeline contains the majority of site visibility to the east. The ridgeline extends south from Kowloon Peak to Black Hill and Devil's Peak on the Lei Yue Mun peninsula. There are minor ridgelines between this ridge and the site, which may create limited zones of visual shadow within the visual envelope, e.g. Crocodile Hill.
- 13.8.2.4 The edge of the visual envelope to the west of the site is less defined as the topography is less pronounced. Site visibility is partially contained by a low ridgeline on Kowloon peninsula that runs north-south through Kowloon City to Ho Man Tin. However, the ridge is generally below 50mPD, although it reaches a maximum of 105mPD. It is within the urban area and is visually breached by high rise buildings. There are high-rise buildings to the west of the ridge, e.g. Ho Man Tin, that afford views over its crest. The highest parts of the local landform appear as steep sided outcrops rising out of the urban fabric and they provide elevated viewpoints, e.g. Ho Man Tin, Lok Fu Park, and the Chinese Christian Cemetery.
- 13.8.2.5 To the south-west, the visual envelope is more extensive, stretching across Victoria Harbour to Hong Kong Island as far as Sheung Wan, and is ultimately contained by the high ground; Mount Davis and Victoria Peak. The central watershed on Hong Kong Island, and particularly Mount Parker and Mount Collinson, define the edge of the visual envelope to the south of the SEKD site. However, the orientation of the main ridge and the spurs along its northern side creates areas of visual shadow (from where the site is screened from view) within the visual envelope. The spur of Braemar Hill, for example, causes Happy Valley to be

in visual shadow, i.e. there are no views of the site from Happy Valley. To the south east, the zone of visual influence theoretically extends beyond Lei Yue Mun Gap, along the Tathong shipping channel to the small island of Tung Leung Chau.

13.8.3 Visual Envelope Zones

13.8.3.1 From a visual perspective the site in its environs is a complex system. As such, to gain insight to the overall visual context of the proposed scheme, the visual envelope is refined into visual envelope zones. These are identified in respect to their distance, geographical location and direction to site. This process creates a more detailed review of the visual envelope and the types of views which are possible from the locations within it. A description of the visual envelope zones is given in **Table 13.13** and shown on **Drawing No. 22936/LV/516**.

13.8.4 Visual Sensitive Receiver Groups

13.8.4.1 The visual envelope zones describe the potential visibility of all or part of the development area. Within the visual envelope are the visually sensitive receivers. Due to the nature and scale of the development, i.e. a large high-rise development in a waterfront location within a dense urban environment, it is not practical to identify and describe each individual VSR. Thus within the envelope are receiver groups, relating to townscape or urban form and is often related to the different receiver types, e.g. residential, industrial, etc. These zones comprise a series of individual VSRs (i.e. buildings, locations, etc.) who all possess a similar view with respect to the development site, e.g. with respect to distance, angle of view and proportion of development visible. The extent and variation in the character of views (e.g. is the whole development area clearly visible, or just a small part) will be addressed, followed by more detailed analysis of the types and numbers of visual receivers that are affected.

13.8.4.2 The subdivision of the zones into VSRs and their sensitivity in the visual assessment was carried out through desktop and field survey based on the following principles.

- (a) Distance from site;
- (b) Degree of visibility (glimpse/partial/open view etc), often linked to degree of change to existing view;
- (c) Type of VSRs (residential/workers/recreational etc);
- (d) The population size or number of people, e.g. visitors, workers, in the VSR group;
- (e) Availability and quality of alternative views; and
- (f) Character of existing view.

13.8.4.3 Locations of particular importance are identified, e.g. scenic viewpoints, within these VSR groups as appropriate. The existing visual context of the VSR Groups is given in **Table 13.14** and their location shown on **Drawing Nos. 22936/LV/517 to 518**.

13.8.5 Summary Of Existing Visual Context Of The Site Proposed For Development

13.8.5.1 Although the theoretical visual envelope is extensive, clear views of the site are restricted by the surrounding buildings, which block the majority of views, to:

- (a) close views from buildings and open space on the immediate site periphery;
- (b) medium distance views from upper floors of occasional high rise buildings in surrounding districts; and
- (c) medium/long distant views from elevated ground to north, east and south.

13.8.5.2 The site is large enough that only distance and elevation enables an open view of the whole site and this is usually in the context of a panoramic view of a much wider area of Hong

Kong; for example from Lion Rock Country Park or Victoria Peak. Where open, close views are possible, the entire view may be taken up by a section of the site. There are few unobstructed ground level views due to intervening road structures and perimeter fencing for example. Many of the buildings surrounding the former airfield are low/medium height due to flight path restrictions. There are a few high-rise residential blocks in the surrounding districts that are recent developments; the towers rise above the general building height profile, affording unobstructed views over the site; Telford Gardens, and Richland Gardens for example.

- 13.8.5.3 The former runway is visually important, relative to the site as a whole, because it protrudes into the harbour. As a result it is easily identifiable in elevated views and the tip is visible from Central, where the concentration of tourism results in sensitive VSRs. In addition, the runway is a visually important feature at the western entrance of the harbour. This visual prominence makes the treatment of the runway tip especially significant in terms of visual amenity.

13.8.6 Existing Visual Amenity of the Site

- 13.8.6.1 The existing visual amenity of the site itself is generally low. However, the nature of the airport as a large, flat site with few buildings, located within the urban area, means that it generates an unusual sense of space by allowing relatively long views across it, and to the harbour, from the upper floors of adjacent buildings. Local residents and workers on the site periphery may enjoy views south across the harbour towards Hong Kong Island, or east to Kowloon Peak for example.
- 13.8.6.2 The airport itself is, despite its historical importance, essentially a disused and partially derelict area; many of the buildings are being dismantled and extensive areas of concrete are being broken up. There are no buildings of architectural merit and few landscape resources to provide visual interest. The southern section of the runway is currently being used for a golf driving range. The airfield perimeter is surrounded by chain link fence, so that at ground level locally, it is visually segregated from the surrounding townscape. In more distant views, it appears as a barren area of land, which is incongruous in the context of urban Hong Kong. The majority of the site itself is therefore of low visual amenity, however, the form of the land represents a significant part of Hong Kong's history.

Table 13.13 Summary of Visual Envelope Zones

Zone within Visual Envelope	Outline Description of View	Distance of view to site	Degree of visibility (Proportion of site visible)	Composition of visual envelope zone (to indicate likely VSRs and key viewpoints)	Key VSR Group Viewpoints
Views from Hong Kong Island					
ZONE 1: Harbour front from Sheung Wan to Central	Focus of views is across the harbour towards Tsim Sha Tsui. The site appears in the background and the view is restricted to the end of the runway which is just visible as a distant, shallow strip of land in the harbour.	> 6000m from tip of runway	Glimpse	<ul style="list-style-type: none"> • Predominantly high rise commercial / hotel • Tourist focus • Residential <i>Macau ferry terminal</i> <i>Star ferry pier</i>	1. Sheung Wan North 2. Central North 2a. Central Reclamation Phase III Promenade (future) 3. Admiralty North
ZONE 2: Harbour front from Wan Chai to Causeway Bay	Views focus on Tsim Sha Tui and the harbour foreground. View towards the site from the Exhibition Centre includes more of runway (1800m in length), from a distance of approx. 5000m. From Causeway Bay, the runway end is screened by North Point, but views into apron area of former airport are possible; the northern site boundary is approx. 6000m away. There is a noticeable retreat in the line of the built edge beyond Kowloon Bay, in contrast with TST etc in relative foreground of view	> 5000m	Partial	<ul style="list-style-type: none"> • Predominantly high rise commercial • Recreation ground • Residential <i>Exhibition centre</i> <i>Yacht Club</i>	4. Wanchai North 4a. Wanchai Reclamation Phase II Promenade (future) 5. Causeway Bay 6. Victoria Park
ZONE 3: Harbour front from North Point to Taikoo	The site is central to the main views across the harbour towards Kowloon. The runway tip is 1400m away at the nearest point, but it is visually insignificant in the wider view, as is the apron, due to its open, flat character. The ridge to the north creates a prominent skyline. The apparent width of the harbour in views from this location relates to the distance to the built edge beyond the site.	> 1400m	Open	<ul style="list-style-type: none"> • High rise residential • High rise commercial • Waterfront park <i>Quarry Bay Park</i>	7. North Point North 8. North Point Estate 9. North Point East 10. Quarry Bay Park
ZONE 4: Eastern coastal area (Shau Kei Wan, Chai Wan)	Views towards the site are along the coastline and oblique to the natural direction of views across the sea to Lei Yue Mun. Views towards the site are along the length of the runway, the end of which is 2700m from Shau Kei Wan, for example.	> 2700m	Glimpse	<ul style="list-style-type: none"> • High rise residential • Commercial/industrial • Open Space Lei Yue Mun Park	11. Quarry Bay 12. Kornhill 13. Sai Wan Ho South 14. Sai Wan Ho North 15. Aldrich Bay 16. Shau Kei Wan 17. Lei Yue Mun Park 18. Heng Fa Chuen

Zone within Visual Envelope	Outline Description of View	Distance of view to site	Degree of visibility (Proportion of site visible)	Composition of visual envelope zone (to indicate likely VSRs and key viewpoints)	Key VSR Group Viewpoints
ZONE 5: Western high ground (Lung Fu Shan to Mount Cameron)	The top of Hong Kong Island affords panoramic views over Victoria Harbour and Kowloon. Despite the distance from the site, on a clear day the relative elevation allows the viewer to pick out the configuration of the runway extending into the harbour, but it is a relatively minor part of the wider view comprising: foreground buildings, the harbour, urban Kowloon and high ground to the rear.	6000 – 8500m	Partial	<ul style="list-style-type: none"> • Medium/low rise residential • Walking trails/open space • Tourism focus Peak Tower	19. The Peak 20. Victoria Peak 21. Mount Gough 22. Jardine's Corner 23. Stubbs Road and hillside
ZONE 6: Eastern high ground (Mount Nicholson to Mount Parker)	As above, the high ground affords panoramic views across the local area. The character of the view is similar to those from the western end of the island, except that the site is closer and therefore forms a greater proportion of the view; it remains a relatively distant view however.	>4000m	Open	<ul style="list-style-type: none"> • Medium/low rise residential Walking trails	24. Jardine's Lookout West 25. Jardine's Lookout East 26. Siu Ma Shan West 27. Mount Butler / Mount Parker
ZONE 7: Sheung Wan to Happy Valley (not waterfront)	There are very limited views across the harbour from the urban area sandwiched between the waterfront development and the higher ground.	>4000m	Glimpse	Mixed high/medium rise residential and commercial	28. Sheung Wan 29. Central 30. Mid-levels 31. Hong Kong Park 32. Admiralty 33. Wanchai 34. Cemetery
ZONE 8: Caroline Hill to North Point (not waterfront)	There are very limited views across the harbour from the urban area sandwiched between the waterfront development and the higher ground.	>2000m	Glimpse	Mixed high/medium rise residential and commercial	35. Happy Valley 36. Tai Hang 37. Braemar Hill 38. North Point
View from Immediate Site Periphery					
ZONE 9: North	The main airport buildings, now disused, are situated along the northern edge of the site, parallel to Prince Edward Road East. The buildings are up to 12 storeys and block the majority of views to the open airport apron and runway to the south. A section of the major road along the northern site boundary is on viaduct and the structure obstructs some views from the north.	1 – 200m	Open	<ul style="list-style-type: none"> • Medium rise mixed use development • New high rise housing • Public open space Perimeter roads	39. Ma Tau Wai 40. Kowloon City 41. Kowloon Wall City Park 42. Tung Tau 43. San Po Kong 44. Choi Hung 45. Ping Shek Estate

Zone within Visual Envelope	Outline Description of View	Distance of view to site	Degree of visibility (Proportion of site visible)	Composition of visual envelope zone (to indicate likely VSRs and key viewpoints)	Key VSR Group Viewpoints
ZONE 10: East	Low level views, in particular, are partially blocked by the Kwun Tong bypass viaduct and airport perimeter fencing. There are a few existing buildings, including the International Trade Mart and former freight terminal, that block views from parts of Kowloon Bay to the west, for example. From upper floors, views are possible over the top of the road viaduct, across the former airport and Kowloon Bay towards the Kowloon peninsula.	1 – 200m	Partial	<ul style="list-style-type: none"> • Mixed low/medium rise residential/ commercial • High rise residential • Industrial • Perimeter roads (viaduct) 	46. Richland Gardens 47. Kowloon Bay North 48. Kowloon Bay 49. Kowloon Bay South
ZONE 11: South-east	Views into the site are limited to a section of the runway and are partially blocked by the Kwun Tong bypass viaduct. Views of the airport apron to the north are blocked by buildings in Kowloon Bay. Where there is a view of the site, it extends across the runway, Kwun Tong typhoon shelter and Kowloon Bay to Kowloon peninsula (Ho Man Tin etc).	1 – 200m	Partial	<ul style="list-style-type: none"> • Mixed low/medium rise residential/ commercial • Industrial • Perimeter road (viaduct) 	50. Kwun Tong West 51. Laguna City 52. Cha Kwo Ling
ZONE 12: West (Hung Hom frontage to Whampoa Gardens)	Buildings fronting Sung Wong Toi Road (typically low rise industrial units) face north-east across the minor airport buildings on the western airport perimeter across the apron. There are no views (or very oblique) towards the end of the runway. The western edge of Ma Tau Kok has a harbour frontage, with views from the water front across to the mid- section of the runway. There are oblique views of the northern airfield apron.	1 – 200m	Open	<ul style="list-style-type: none"> • Mixed low/medium rise residential/ commercial • High rise residential • Industrial • Public Open Space • Local road <p><i>Hoi Sham Park</i></p>	53. Whampoa Garden 54. Laguna Verde 55. To Kwo Wan Industrial Area 56. Hoi Sham 57. To Kwa Wan 58. Ma Tau Kok East 59. Ma Tau Kok North
ZONE 13: South-west	The area has harbour frontage with views across Kowloon Bay towards the runway and beyond to the built edge of Kwun Tong/Kowloon Bay. There are oblique views towards the NE corner of the apron, and to the ridgeline beyond, including Kowloon Peak.	1 – 200m	Glimpse	<ul style="list-style-type: none"> • Institutions • Tourism focus • Mixed low/medium rise residential/ commercial 	60. TST East Promenade 61. TST East 62. HK Coliseum Area
View from Surrounding Urban Area					
ZONE 14: High ground to north (Lion Rock/Kowloon Peak)	The high ground to the north affords unobstructed, panoramic views across Kowloon and Hong Kong Island. The highest point is Kowloon Peak at 603mPD. The site is visible within the urban area, but in the context of a very extensive view; it has a distinct character, in particular the runway tip in relation to the harbour, which enhances its significance in the view.	> 4000m	Partial	<ul style="list-style-type: none"> • Walking trails <p><i>Country Park</i></p>	63. Beacon Hill 64. Lion Rock 65. Kowloon Peak

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ZONE 15: View from ridge to east	South of Kowloon Peak, the ridgeline is lower, varying in height between 200-400m. The extent to which development has spread up the slope of the ridgeline varies, resulting in a complex visual context for views from this direction. There are views from some elevated footpaths and high floors in tower blocks across the site and harbour but these are screened in places.	> 1200m	Partial	<ul style="list-style-type: none"> • High rise residential • Village housing Walking trails 	66. Jordan Valley East 67. Jordan Valley 68. Sau Mau Ping 69. Shun Tin Estate 70. Tai Sheung Kok 71. Ma Yau Tong 72. Tsui Lam Estate
ZONE 16: View from urban 'Kowloon' to west	The majority of potential views of the site from within the urban area are screened by intervening buildings. Views from the ground level are limited. Any long views therefore tend to be from elevated locations in high rise buildings over the tops of lower buildings towards the ridgeline to the east, but the site is likely to be at least partially obscured and these views may be oblique.	> 200m	Partial	<ul style="list-style-type: none"> • High rise residential • Medium-rise mixed residential / commercial • Limited industrial Public open space 	73. Hung Hom South 74. Hung Hom 74a. Hung Hom North 75. Ho Man Tin 76. Ho Man Tin East 76a Ma Tau Kok
ZONE 17: View from urban area to east	The majority of potential views of the site from within the urban area are screened by intervening buildings. Views from the ground level are limited. Any views therefore tend to be from elevated locations in high rise buildings over the tops of the lower industrial buildings, but the site is likely to be at least partially obscured and these views may also be oblique. Views are essentially of urban Kowloon. The vegetated slopes of the high ground on Hong Kong Island and Kowloon Peak are visible obliquely.	>200m	Partial	<ul style="list-style-type: none"> • High rise residential • Medium rise mixed residential / commercial • Industrial Public open space 	77. Telford Gardens 77a. Kai Yip Estate 78. Ngau Tau Kok West 79. Ngau Tau Kok 80. Jordan Valley South 81. Ngau Tau Kok South 82. Crocodile Hill 83. Kwun Tong North 84. Sau Mau Ping South 85. Kwun Tong
ZONE 18: Sai Tso Wan - Lei Yue Mun	Views are restricted mainly to those from the waterfront, and to a partial view of the end of the runway.	>200m	Partial/ Glimpse	<ul style="list-style-type: none"> • Medium rise residential • Industrial Village housing 	86. Tsui Lam 87. Ng Kwai Shan 88. Lam Tin Park 89. Lam Tin 90. Sai Tso Wan 91. Kwun Tong Tsai Wan 92. Yau Tong Estate 93. Yau Tong 94. Lei Yue Mun 95. Pau Toi Shan

Zone within Visual Envelope	Outline Description of View	Distance of view to site	Degree of visibility (Proportion of site visible)	Composition of visual envelope zone (to indicate likely VSRs and key viewpoints)	Key VSR Group Viewpoints
ZONE 19 Urban Area to north	Views are restricted by intervening buildings, with the exception of those from the upper floors in high rise residential towers that face the site. Typical views are short, being contained by buildings and dominated by the urban form. There are longer views, from within the larger areas of open space, towards surrounding high ground.	> 450m	Partial / Glimpse	<ul style="list-style-type: none"> • High rise residential • Medium rise mixed residential/commercial • Industrial Public open space	96. Kowloon Tong 97. Lok Fu 98. Beacon Hill District 99. Wang Tau Hom 100. Wong Tai Sin North 101. Lok Fu East 102. Wong Tai Sin 103. Tsz Wan Shan 104. Diamond Hill 105. Fu Shan 106. Ngau Chi Wan 107. Choi Wan
Views from the Harbour					
ZONE 20: Eastern harbour	The ferry pier is located close to the tip of the runway, so there are open views of the nearest part of the proposed development area from the nearside of the ferry. From the majority of the harbour area, views are made up of water and marine traffic with urban development sandwiched between the harbour and open ridgeline.	> 100m	Open	<ul style="list-style-type: none"> • Ferry • Pleasure boats Commercial boats	108. Lei Yue Mun Gap
ZONE 21: Central harbour	The runway section of the site is clearly open to view from the nearside of the ferry, but views across the apron are partially obscured. Views will vary depending on the numbers and sizes of marine vessels moored in Kowloon Bay.	> 1400m	Partial	<ul style="list-style-type: none"> • Ferry • Pleasure boats Commercial boats	109. Hung Hom / North Point Ferry
ZONE 22: Western harbour	The views from these ferries are dominated by the buildings and the Peak in the foreground. Views of the site are very limited and distant.	> 4000m	Glimpse	<ul style="list-style-type: none"> • Ferry • Pleasure boats • Commercial boats 	110. Victoria Harbour West 111. Hung Hom / Wanchai Ferry
ZONE 23: Kowloon Bay	The ferry route between North Point and Ma Tau Kok affords views of the length of the runway to the east and north across the apron. The ferry route passes into the site area that is proposed for reclamation.	> 1m	Open	<ul style="list-style-type: none"> • Ferry 	112. Ma Tau Kok Ferry

NOTE: The assessment of sensitivity is set out using generic types of VSR such that sensitivity rating is an estimate of the median situation – i.e. the majority.

13.8.7 Visual Impact Assessment

- 13.8.7.1 The visual envelope groups have been refined to form the visually sensitive receiver groups. The existing views for each are described and assigned a sensitivity. This sensitivity is based on distance, angle to view, relative scale of site within entire view possible and importance of viewer (e.g. industrial are less sensitive than residential and key tourist sites are very sensitive).
- 13.8.7.2 The visual amenity of the site varies for the different VSRs and thus the impacts vary. The impact arise from four main sources:
- (a) major works during construction;
 - (b) a change in character in views from the former airport to high-rise residential urban development. This is in context of the surrounding areas, but considerably taller;
 - (c) an extension of the urban visual context, sometimes creating additional screening of local hillsides;
 - (d) a visual foreshortening of the views over the harbour from Hong Kong Island to the northern waterfront; and
 - (e) a screening of views, particularly across the harbour.
- 13.8.7.3 The likely impacts to the existing VSRs are described in **Table 13.14** and are summarised below. For consistency the VSRs are considered within their visual zone and general location as described in **Tables 13.13** and **13.14**.

Views from Hong Kong Island

ZONE 1: Harbour front from Sheung Wan to Central

- 13.8.7.4 Much of the SEKD will be screened by the intermediate developments in Kowloon. In general, only the Tourist Node at the eastern end of the runway will be clearly visible at considerable distance and will cause a minor foreshortening of views. Some of the taller buildings may also be visible above existing development, however, this is not a major intrusion on views. Impacts are only likely to be *slight adverse* overall.

ZONE 2: Harbour front from Wan Chai to Causeway Bay

- 13.8.7.5 Much of the SEKD will be screened, although some parts will be clearly visible. Waterfront views will experience a foreshortening of views across the harbour to the prominent development. Impacts are likely to be *slight to moderate adverse* overall.

ZONE 3: Harbour front from North Point to Taikoo

- 13.8.7.6 The SEKD will be prominent in views directly across the harbour causing a major foreshortening in views and a change in character of the site to a high-rise urban waterfront. During construction these are considered *moderate to significant adverse* impacts due to the unsightly works. However, in the long term the impacts are considered to be *moderate adverse* as the SEKD will cause a reduction in depth of views by prominent development.

ZONE 4: Eastern coastal area (Shau Kei Wan, Chai Wan)

- 13.8.7.7 In general, only parts of the SEKD are likely to be visible, with other sections being at least partially screened. They will experience a foreshortening in views and change in visual character to the high-rise urban waterfront. The VSRs further inland are likely only to see the taller buildings between the existing towers locally. Impacts will vary, being *moderate to significant adverse* in the worst case. In the more open views the impacts are considered to

vary from neutral to *moderate adverse* in the long term as the views will experience a change in views, with some having a reduction in depth of views by prominent development.

ZONE 5: Western high ground (Lung Fu Shan to Mount Cameron)

- 13.8.7.8 Views from these areas are elevated and look downward over Hong Kong Island, the harbour and over to SEKD. Where visible, the SEKD will cause a major change in visual character to a high-rise urban waterfront development. Impacts vary from *slight* to *significant adverse* during construction and are considered to be negative due to the works. In the long term the impacts are considered to vary from neutral to moderate adverse due to the change of character and reduction in depth of waterfront views.

ZONE 6: Eastern high ground (Mount Nicholson to Mount Parker)

- 13.8.7.9 Local topography and vegetation screen many of the views from these areas. The SEKD will only be partially visible, particularly the upper levels of the taller buildings. Impacts will only be minor ranging from *slight* to *moderate adverse*. In the long term the impacts are considered to be negative, as they do not benefit from viewing the SEKD in its entirety, but only from experiencing additionally high-rise buildings.

ZONE 7: Sheung Wan to Happy Valley (not waterfront)

- 13.8.7.10 In general, views from these areas will be screened by the dense urban development of Hong Kong Island, and Kowloon. Only the eastern end of the runway, together with the upper levels of the taller buildings may be visible. Impacts vary from being *negligible* to *slight to moderate adverse*.

ZONE 8: Caroline Hill to North Point (not waterfront)

- 13.8.7.11 Views from these areas are generally screened by the intermediate high-rise development. The upper floors of taller buildings may be visible in several views between buildings. Impacts will thus be minor at *slight adverse*.

View from Immediate Site Periphery

ZONE 9: North

- 13.8.7.12 Views arise from adjacent to the SEKD, primarily the NAKTA parts. Impacts are likely to be major, and will occur due to the blocking of views southwards over the current site to the harbour and Hong Kong Island. The SEKD will also create visual enclosure of those areas beyond the first row of buildings, as they are only medium-rise, and the NAKTA will be upto 40 storeys. Additional impacts will be experienced as the extension to the road network will also be clearly visible. Impacts will, thus, be major and primarily *significant adverse* in construction and long term.

ZONE 10: East

- 13.8.7.13 Views arise from areas adjacent to SEKD, and will thus experience major impacts due to the reclamation works, together with the blocking and foreshortening of views across the site to Kowloon, the harbour and Hong Kong Island. Beyond the first row of buildings, VSRs will experience visual enclosure due to the greater height of the SEKD buildings. Additional

impacts will also be experienced due to the proposed periphery roads. Impacts, thus are major and range from *moderate* to *significant adverse* during construction and in the long term.

ZONE 11: South-east

- 13.8.7.14 Views arise from east of the runway section of SEKD, and will thus experience major impacts due to the reclamation works, together with blocking and foreshortening of views across the site to Kowloon, the harbour and Hong Kong Island. Beyond the first row of buildings, VSRs will experience visual enclosure due to the greater height of the SEKD buildings. Additional impacts will also be experienced due to the proposed periphery roads. Impacts, thus are major, however for the VSRs in the south, alternative views are available. Impacts range from *moderate* to *significant adverse* during construction and in the long term.

ZONE 12: West (Hung Hom frontage to Whampoa Gardens)

- 13.8.7.15 VSRs are to the west of SEKD and will experience impact due to the reclamation works. In the long term, impacts will arise due to the blocking of the open views across the harbour to the east and across to Hong Kong Island. These are major impacts greatly foreshortening views resulting in *moderate* to *significant adverse* impacts.

ZONE 13: South-west

- 13.8.7.16 Many of the views are screened by intermediate Kowloon development with only the eastern end of the runway being visible. The upper floors of the taller buildings may also be visible in the distance over and between the existing development. The impacts are likely to be *neutral* in the long term.

View from Surrounding Urban Area

ZONE 14: High ground to north (Lion Rock/Kowloon Peak)

- 13.8.7.17 Views from these areas are from elevated locations and have open views over the site. The SEKD will be clear in their views and cause a major change in the existing visual character. These impacts are considered negative due to the scale of works and the major change in character, resulting in *significant adverse* impacts in construction and *moderate adverse* impacts in operation.

ZONE 15: View from ridge to east

- 13.8.7.18 Views from this zone vary, with many having partially screened views to the site. These are likely to only experience minor intrusion into views with *negligible* to *slight adverse* impacts during the construction and long term. Jordan Valley is a knoll within the areas and has open views over the site. SEKD will be clear within these views causing *significant adverse* impacts during construction with *slight* to *moderate adverse* impacts in operation due to the change in character of these views over the harbour.

ZONE 16: View from urban 'Kowloon' to west

- 13.8.7.19 Many views are screened, so reducing impacts. However, parts of SEKD may be visible between the intermediate buildings, although these are likely to minor impacts only. The Ho Man Tin areas will be worst affected as they are elevated. Notwithstanding, impacts will vary from *slight adverse* to *moderate* to *significant adverse* for both construction and in the long term.

ZONE 17: View from urban area to east

- 13.8.7.20 Although these areas are not adjacent to the site, some parts have views over the intermediate development. This results in the SEKD creating a foreshortening of views to Kowloon and blocking some views over to parts of Hong Kong Island. In most areas alternative views are available. Impacts are generally *slight to moderate adverse* for construction and in the long term, however, Telford Gardens is likely to experience *significant adverse* impact as its key views will be blocked.

ZONE 18: Sai Tso Wan - Lei Yue Mun

- 13.8.7.21 Views from this area vary from being open to partially screened and will, thus, experience differing impacts. The urban areas will benefit from screening by intermediate development and will have only *negligible to moderate adverse* impacts. However, the upland open space areas on the hillside will have clear views over the entire SEKD. This is likely to result in *moderate to significant adverse* impacts during construction and neutral impacts in the long term as they will experience a major change in visual character.

ZONE 19: Urban Area to north

- 13.8.7.22 The SEKD will, in general, only be partially visible in views from these areas. However, the taller buildings will screen some views over to the harbour and Hong Kong Island from the higher areas, notably Diamond Hill, which is likely to experience *moderate to significant adverse* impacts. Otherwise, impacts will range from *slight to moderate adverse* during construction and in the long term.

Views from the Harbour

ZONE 20: Eastern harbour

- 13.8.7.23 The SEKD will be clearly visible in views from the harbour. During construction, the extent of works is likely to result in *significant adverse* impacts, while in the long term the impacts are considered *moderate adverse* as the VSR will experience a change in visual character which is not necessarily negative. However, the projection of development and narrowing of the harbour would be noticeable result in a reduction in the depth of view, together with a reduction in the view to the green backdrop.

ZONE 21: Central harbour

- 13.8.7.24 The SEKD will be clearly visible in views from the central parts of the harbour. During construction, the extent of works is likely to result in *significant adverse* impacts, while in the long term the impacts are considered *moderate adverse* as the VSR will experience a change in visual character which is not necessarily negative. A foreshortening of views would be noticeable.

ZONE 22: Western harbour

- 13.8.7.25 Much of the SEKD is screened by the development on Kowloon. However, the development to the centre and eastern parts will be visible. This will cause a foreshortening of views at this points. The impacts are considered to be *moderate adverse* during construction and in the long term as they will experience a change in visual character.

ZONE 23: Kowloon Bay

- 13.8.7.26 Impacts will arise in the long term only as the ferry will not operate during construction. Impacts are considered *neutral* as they will experience a major change of visual character along the waterfront.

ZONE 24: NAKTA

- 13.8.7.27 The future residents will become the neighbouring VSRs on the edge of the development and will thus experience impacts similar to the existing areas around the site. Impacts will arise from the blocking and foreshortening of most views over the site to the harbour, Hong Kong Island and Lei Yue Mun. Due to the proximity, these will be major impacts, i.e. *significant adverse* in construction and the long term.

Summary of Impacts

- 13.8.7.28 Thus, in the long term, the key VSRs likely to suffer the major detrimental impacts are this immediately adjacent to the SEKD. This will be due to blocking and foreshortening of views across the site to the harbour and Hong Kong Island, other areas of east Kowloon, together with more local impacts from the peripheral roads, rail stations and rail dept structure. These are likely to experience up to significant adverse impacts.
- 13.8.7.29 The majority of other VSRs have at least partially screening or distant views only possible from the upper levels and will experience slight or moderate impacts due to an extension of the urban character and introduction of taller buildings locally.
- 13.8.7.30 The distant open views from the hillsides will experience long term impacts due to the reduction in open views across the harbour and a change in visual character, resulting in slight adverse impacts. Adverse impacts will also be experienced during construction.

Table 13.14 Visually Sensitive Receiver Groups and Visual Impact Assessment

Note: Names for VSR Groups are indicative only for ease of location and are not necessarily intended to be specific. An indication of S2 DPs has been given in order to alleviate impacts during the early design stages and for future reference.

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
Views from Hong Kong Island									
<i>ZONE 1: Harbour Front from Sheung Wan to Central</i>									
1. Sheung Wan North	Commercial / Ferry 5500m <i>Ferry pier</i>	Distant views are north-east over the harbour towards the dense mixed development of Kowloon. Views to site are much screened by intermediate development. However, the eastern parts of the runway are visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium	Views of reclamation NAKTA development unlikely due to screening by Kowloon. Tourist node development at end of runway causing minor reduction in depth of view and slight loss of view to green backdrop. Minor impacts only, persisting in long term.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
2. Central North	Commercial / Public Waterfront 5400-5600m <i>Waterfront</i>	Distant views are north-east over the harbour towards the dense mixed development of Kowloon. Views to ground level of site are screened by intermediate development. However, the eastern parts of the runway are visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium	Much of centre and western SEKD screened by Kowloon. High-rise and tourist node development at end of runway causing minor reduction in depth of view and slight loss of view to green backdrop. minor foreshortening of views. Minor impacts only, persisting in long term.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

Schedule 2 Designated Projects (Note: if no Schedule 2 DP is recorded, impacts will arise from the SEKD as a whole, i.e. the Schedule 3 DP)

- | | | | | |
|------------------------|------------------------|----------------------------------|--------------------------------|--------------------------------|
| 1: Trunk Road T1 | 5: Distributor Road D3 | 9: Reprovisioned Typhoon Shelter | 13: Sewage Pumping Station PS4 | 17: Sewage Pumping Station PS8 |
| 2: Trunk Road T2 | 6: Distributor Road D4 | 10: Sewage Pumping Station PS1 | 14: Sewage Pumping Station PS5 | 18: Sewage Pumping Station PS9 |
| 3: Distributor Road D1 | 7: Distributor Road D5 | 11: Sewage Pumping Station PS2 | 15: Sewage Pumping Station PS6 | 19: Marina |
| 4: Distributor Road D2 | 8: SEKD Reclamation | 12: Sewage Pumping Station PS3 | 16: Sewage Pumping Station PS7 | 20: Widening of Hoi Bun Road |

Noise Barriers

- | | | | |
|--|------------------------|---------------------------|---------------------------|
| Barrier 1: 5.5m vertical+2.2m horizontal | Barrier 2: 5m vertical | Barrier 3: Semi-enclosure | Barrier 4: Full enclosure |
|--|------------------------|---------------------------|---------------------------|

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
2a. Central Reclamation Phase III Promenade (future)	Public Waterfront	Distant views are north-east across the harbour from low levels towards the dense mixed development of Kowloon. Views to ground level of site are screened by intermediate development. However, the eastern parts of the runway are visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium	Much of centre and western SEKD screened by existing urban areas in Kowloon. High-rise and tourist node development at end of runway causing minor reduction in depth of views. Impacts also result from slight loss of view to green backdrop. Minor impacts only, persisting in long term.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
3. Admiralty North	Commercial / Public Waterfront 5300m <i>Promenade</i>	Views are north-east and open over the harbour towards the mixed developments of Kowloon and the site. The site at ground level is screened by Hung Hom and Ma Tau Kok development. The runway areas are partially visible in front of Kwun Tong, although HKCEC and North Point screen the eastern parts. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium	Much of centre and western SEKD screened although several of the tall buildings may be visible. High-rise and tourist node development at end of runway causing minor reduction in depth of view and slight loss of view to green backdrop. minor foreshortening of views. Minor impacts only, persisting in long term.	8	Low	Low	Slight adverse	Slight adverse
<i>ZONE 2: Harbour Front from Wan Chai to Causeway Bay</i>									
4. Wanchai North	Commercial / Public Waterfront 4700-5200m <i>HKCEC</i>	Views are north-east and open across the harbour to mixed development of Kowloon. Hung Hom and Kowloon screen much of the site. The runway is visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium-high	Much of centre and western SEKD screened although several of the tall buildings may be visible. High-rise and tourist node development at end of runway causing minor reduction in depth of view and slight loss of view to green backdrop. Minor impacts only, persisting in long term.	8	Low	Low	Slight to moderate adverse	Slight to moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
4a Wanchai Reclamation Phase II Promenade (future)	Public Waterfront	Views are north-east and relatively open across the harbour to mixed urban areas of Kowloon. Hung Hom and Kowloon screen much of the site. The runway is visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	High	Much of centre and western SEKD screened although several of the tall buildings may be visible. High-rise and tourist node development at end of runway causing minor reduction in depth of view and slight loss of view to green backdrop. Minor impacts only, persisting in long term.	8	Low	Low	Slight to moderate adverse	Slight to moderate adverse
5. Causeway Bay	Commercial / Public Waterfront 4500-5000m <i>Yacht Club Waterfront</i>	Views are north and north-east with Whampoa Gardens and Kowloon screening much of the site, with the runway more clearly projecting into the harbour. North Point and Braemar Hill screen the eastern part of the runway. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Waterfront views possible.	Medium	Much of centre and western SEKD at least partially screened although several of the buildings may be visible causing foreshortening of views over harbour. Eastern end of SEKD screened by North Point. Impacts result from minor reduction in depth of view and slight loss of view to green backdrop. Minor impacts only, persisting in the long term.	8	Low	Low	Slight to moderate adverse	Slight to moderate adverse
6. Victoria Park	Public Space and Waterfront 4200-4700m <i>Victoria Park</i>	Views are north and from ground level only with only a small part of the western site being visible across the harbour. Whampoa Gardens and North Point screen all other parts of the site. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Waterfront views possible.	Medium	Eastern SEKD screened by North Point. Waterfront views experience foreshortening in views due to eastern high-rise development. Impacts result from minor reduction in depth of view and slight loss of view to green backdrop. Minor impacts only persisting in the long term.	8	Low	Low	Slight to moderate adverse	Slight to moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
<i>ZONE 3: Harbour Front from North Point to Taikoo</i>									
7. North Point North	Commercial / HRR 3100m	Open views across the harbour to much of the site, except the eastern and western ends, which are screened by Ma Tau Kok and North Point Estate respectively. The remainder of the site is clearly visible in front of the mixed developments of Kowloon Bay and Kwun Tong with the mix of high-rise development and the broken Kowloon hills ridgeline in the background.	High	Much of the centre and western SEKD will be clearly visible in views, which will experience a change in character of views to the high-rise development. This will be in context of existing urban waterfront views but result in a reduction in depth of view will be a foreshortening of views across the harbour. Impacts result from minor reduction in view to green backdrop. Impacts are long term.	8, 19	Moderate	Moderate	Moderate to significant adverse	Moderate adverse
8. North Point Estate	HRR 3100m	Open views across the harbour to most of the site, except the western end, which is screened by Ma Tau Kok. The remainder of the site is clearly visible in front of the mixed developments of Kowloon Bay and Kwun Tong with the mix of high-rise development and the broken Kowloon hills ridgeline in the background. The Island Eastern Corridor screens some views.	High	SEKD will be clearly visible in views, which will experience a change in character of views to the high-rise development. This will be in context of existing urban waterfront views but will result in a reduction in depth of view across the harbour. Impacts are long term.	8, 9, 19	Moderate	Moderate	Moderate to significant adverse	Moderate adverse
9. North Point East	Commercial 3200-4000m	Open views across the harbour to most of the site, except a small part of the western end, which is screened by Ma Tau Kok. The remainder of the site is clearly visible in front of the mixed developments of Kowloon Bay and Kwun Tong with the mix of high-rise development and the Kowloon hills ridgeline in the background. The Island Eastern Corridor screens some views.	Medium	SEKD will be clearly visible in views, which will experience a change in character of views to the high-rise development. This will be in context of existing urban waterfront views, however there will be a reduction in depth of view across the harbour. Impacts also result from minor reduction view to green backdrop. Impacts will be permanent	8, 9, 19	Moderate	Moderate	Moderate adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
10. Quarry Bay Park	Public Space and Waterfront 4000-4600m <i>Quarry Bay Park and promenade</i>	Views are open across the harbour to the whole site in front of the urban areas of Kowloon City to Kwun Tong. In the background is high-rise development and the broken ridgeline of the Kowloon hills. The Island Eastern Corridor screens some views.	High	SEKD will be clearly visible in views, which will experience a change in visual character to the high-rise development. This will be in context of existing urban waterfront views, however there will be a reduction in depth of view across the harbour. Impacts also result from minor reduction view to green backdrop a foreshortening of views. Impacts will be permanent.	8, 9, 19	Moderate	Moderate	Moderate to significant adverse	Moderate adverse
<i>ZONE 4: Eastern Coastal Area (Shau Kei Wan, Chai Wan)</i>									
11. Quarry Bay	Commercial / HRR 4000-4600m	Open views from upper levels across the harbour to most of the site, except a small part of the western end, which is screened by Ma Tau Kok. The remainder of the site is clearly visible in front of the mixed developments of Kowloon Bay and Kwun Tong with the mix of high-rise development and the broken Kowloon hills ridgeline in the background. The Island Eastern Corridor screens some views.	High	SEKD will be clearly visible in views, which will experience a change in visual character to the high-rise development. This will be in context of existing urban waterfront views, however there will be a reduction in depth of view across the harbour. Impacts also result from minor reduction view to green backdrop a foreshortening of views over the harbour. Impacts will be permanent.	8, 19	Moderate	Moderate	Moderate to significant adverse	Moderate to significant adverse
12. Kornhill	HRR 4500-4900m	Views are north and partially screened by the intermediate buildings of Quarry Bay and Taikoo Shing. The views are over the harbour to the site in front of Kowloon Bay and Kwun Tong. In the background are high-rise developments and the broken Kowloon hills ridgeline. Views from upper levels only.	Medium	SEKD is likely to be visible in several of the already partially screened views. This will result in a slight change in visual character. At most this is likely to result in minor impacts only. Impacts will be permanent	Schedule 3 DP	Low	Low	Slight adverse	Neutral to Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
13. Sai Wan Ho South	HRR 4800-5500m	Views are north and north-west towards the site. Many of these views are fully screened by the dense development of Taikoo Shing, although small view corridors are present to the eastern end of the runway. Views are from upper levels only. The mixed high-rise development and broken Kowloon hills ridgeline is in the background. Minor views only.	Medium	SEKD is likely to be only partially visible in several of the already screened views. This will result in a slight change in visual character. At most this is likely to result in minor impacts only. Impacts will be permanent	Schedule 3 DP	Low	Low	Slight adverse	Neutral to slight adverse
14. Sai Wan Ho North	HRR 4700m	Views are north-west towards the site. These are open over the harbour to the site with the mixed high-rise developments and broken Kowloon hills ridgeline in the background.	High	Only the eastern end of the SEKD will be visible in acute secondary views with much of the remainder being screened. Impacts are likely to be relatively minor and permanent.	8, 9	Low	Low	Moderate adverse	Neutral to moderate adverse
15. Aldrich Bay	HRR 5100-5600m	Views are north-west over the harbour towards the site. The mixed high-rise developments and broken Kowloon hills ridgeline in the background.	High	Only the eastern end of the SEKD will be visible in acute secondary views with much of the remainder being screened. Impacts are likely to be relatively minor and permanent.	8, 9	Low	Low	Moderate adverse	Neutral to moderate adverse
16. Shau Kei Wan	HRR 5600-6000m	Views are north-west towards the site. Many of these views are fully screened by the dense developments of Aldrich Bay and Sai Wan Ho, although small areas at the eastern end have clear views to the site. Views are from upper levels only. The mixed development of Kowloon City and Wong Tai Sin, together with the broken Kowloon hills ridgeline is in the background. Minor views only.	Medium	Only the eastern end of the SEKD will be visible in already screened and secondary views with much of the remainder being screened. Impacts are likely to be relatively minor and permanent.	8, 9	Low	Low	Moderate to Slight adverse	Neutral to moderate / slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
17. Lei Yue Mun Park	Public Space 6000-6500m <i>Lei Yue Mun Park Museum of Coastal Defences Lei Yue Mun Fort</i>	Open elevated views are possible to the north-west across the harbour and along the runway to much of the site. The mixed development of Kowloon City and Wong Tai Sin, together with the broken Kowloon hills ridgeline is in the background.	High	SEKD will be clearly visible in views from the upper levels. These views will experience a change in visual character to high-rise residential, which will be in context of the urban waterfront, albeit taller. Impact will result in a reduction in depth of view across the harbour. Impacts will be permanent	8, 9	Moderate	Moderate	Moderate to significant adverse	Moderate adverse
18. Heng Fa Chuen	HRR 6300m	Views north-west to part of the site are possible from the northern parts of Heng Fa Chuen. A Kung Ngam headland screens some views. Otherwise views are open across the harbour along the runway. The mixed development of Kowloon City and Wong Tai Sin, together with the broken Kowloon hills ridgeline is in the background.	High	Only the eastern SEKD will be clearly visible in views. These views will experience a change in visual character to high-rise residential, which will be in context of the urban waterfront, however, it will be extended into the harbour. Impacts will be permanent	8, 9	Moderate	Moderate	Moderate to significant adverse	Neutral to moderate adverse
<i>ZONE 5: Western High Ground (Lung Fu Shan to Mount Cameron)</i>									
19. The Peak	Public Space 6500-7200m <i>Walking trails Peak Tower Peak Tram</i>	Distant views are north-east and partially screened by Ma Tau Kok development. Many views from trails are also screened by adjacent hillside vegetation and intermediate high-rise buildings on Hong Kong Island. From Peak Tower are key views of Hong Kong and are open towards the site with only partial screening from Ma Tau Kok. Most parts of Kai Tak Airport are visible and as a whole it is key feature of these views.	High	SEKD will be clearly visible in views from some locations at the Peak, e.g. the Peak Tower. Views will experience a change in visual character to high-rise residential. This will be in context of the surrounding urban areas albeit taller. There will be a reduction in depth of view across the harbour. Impacts will be permanent	8, 19	Moderate	Moderate	Moderate to Significant adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
20. Victoria Peak	Public Space 7000m <i>Walking Trails Peak Gardens</i>	Distant views are north-east and partially screened by Ma Tau Kok development. Many views from trails and gardens are screened by adjacent hillside vegetation. Some open views across the harbour are possible. The eastern parts of the runway are also partially visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium	SEKD will be clearly visible in views from some locations. Views will suffer a change in visual character to high-rise residential. This will be in context of the surrounding urban areas albeit taller. There will be a reduction in depth of view across the harbour. Impacts also result from minor reduction view to green backdrop. a foreshortening of views. Impacts will be permanent	8, 19	Moderate	Moderate	Moderate adverse	Moderate adverse
21. Mount Gough	LRR / Public Space 6200-7000m	Distant views are north-east with the NAKTA site being partially screened by Ma Tau Kok development. Adjacent hillside vegetation and topography screen many views. Some open views across the harbour are possible. The eastern parts of the runway are also partially visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium	SEKD will be partially visible in views from some locations. Views will suffer a change in visual character to high-rise residential. This will be in context of the surrounding urban areas albeit taller. There will be a reduction in depth of view across the harbour. foreshortening of views. Impacts will be permanent.	8, 19	Moderate	Moderate	Moderate adverse	Neutral to moderate adverse
22. Jardine's Corner	LRR / Public Space 7800-8300m	Distant views are north-east with the NAKTA site being partially screened by Ma Tau Kok development. Adjacent hillside topography and vegetation screen many views. Some open views across the harbour are possible particularly to the runway area. In the background is a mix of high-rise areas and the Kowloon hills ridgeline.	Medium	SEKD will be only partially visible in some views. Views will suffer a change in character to high-rise residential. This will be in context of the surrounding urban areas albeit taller. Views will experience a reduction in depth of view across the harbour be foreshortened and impacts will be permanent	8	Low	Low	Slight to moderate adverse	Neutral to slight / moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
23. Stubbs Road and hillside	Public Space 5900-6600m	Views are north-east and partially screened by the intermediate waterfront buildings. Hung Hom and Kowloon also screen the NAKTA site, with the runway more clearly projecting into the harbour. North Point and Braemar Hill screen the eastern part of the runway. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. More open views are possible from the upper levels.	Medium	SEKD is likely to be visible in some views from the upper levels. Views will suffer a change in visual character to high-rise residential. This will be in context of the surrounding urban areas albeit taller. There will be a reduction in depth of view across the harbour. Foreshortening of views over the harbour. Impacts will be permanent	8	Moderate	Moderate	Moderate adverse	Moderate adverse
<i>ZONE 6: Eastern High Ground (Mount Nicolson to Mount Parker)</i>									
24. Jardine's Lookout West	HRR 5600-6200m	Views are north towards the NAKTA part of the site and partially screened by the intermediate buildings in North Point, Tai Hang and Whampoa Gardens. North Point and Braemar Hill screen views to the runway. Views from upper levels only. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Minor views only.	Low	The upper levels of the taller buildings may be visible in the already partially screened views. These will experience at most a slight change in character of views. This is likely to result in minor impacts only. Impacts will be permanent	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
25. Jardine's Lookout East	Public Space 5700-6300m <i>Walking Trails</i>	Views are north and north-east over Braemar Hill towards the site. The NAKTA part are partially screened by the hill and North Point, with the runway being screened by the Braemar Hill to Mount Butler Hillside. Adjacent vegetation also screens many locations. Minor views only.	Low	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
26. Siu Ma Shan West	LRR / Public Space 4200-6000m <i>Walking Trails</i>	Views are north and north-east over Braemar Hill towards the site. The NAKTA part are partially screened by the hill and North Point, with the runway being screened by the Braemar Hill to Mount Butler Hillside. Adjacent vegetation also screens many locations. Most views from this group are from the western aspect hence only minor views possible.	Low	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts will be permanent	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
27. Mount Butler / Mount Parker	Public Space 4000-6500m <i>Walking trails</i>	Views are north towards the site from the hillslopes of Mount Butler and Mount Parker. The hillside topography and vegetation screen many of the views, however, several open views are present, particularly at the higher levels. These are over the urban areas of North Point and Quarry Bay, across the harbour to the site in front of Kowloon Bay and Kwun Tong. In the background is high-rise development and the broken Kowloon hills ridgeline.	Medium	The visibility of the SEKD will vary from being screened to being open in some views. They will experience a change in visual character to the high-rise development. This will be in context of the existing urban waterfront views. However, there will be a reduction in depth of view across the harbour. Impacts will be permanent	8, 19	Moderate	Moderate	Moderate adverse	Neutral
<i>ZONE 7: Sheung Wan to Happy Valley (not waterfront)</i>									
28. Sheung Wan	Commercial / Residential 5800-6300m	Distant views are north-east and partially screened by waterfront development to the harbour and towards the dense mixed development of Kowloon. Views to ground level parts of site are screened at lower levels by intermediate development. The eastern parts of the runway are partially visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Views from upper levels only.	Low	Only the eastern SEKD at the runway will be visible with the remainder being screened. Some high-rise development will be partially visible, creating a minor reduction in depth of view across the harbour of some secondary views. Impacts also result from minor reduction view to green backdrop. Impacts will be permanent	8	Negligible	Negligible	Negligible	Negligible
29. Central	Commercial / Residential 5700-6100m	Distant views are north-east and partially screened by waterfront development to the harbour and towards the dense mixed development of Kowloon. Views to ground level parts of NAKTA site are screened at lower levels by intermediate development. Partial views from upper levels only. The eastern parts of the runway are partially visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Low	Only the eastern SEKD at the runway will be visible with the remainder being screened. Some high-rise development will be partially visible, creating a minor a reduction in depth of view across the harbour of some secondary views. Impacts also result from minor reduction view to green backdrop. Impacts will be permanent	8	Negligible	Negligible	Negligible	Negligible

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
30. Mid-levels	Residential 6500-7100m	Distant views are north-east and partially screened by waterfront development to the harbour and towards the dense mixed development of Kowloon. Views to ground level parts of site are screened at lower levels by intermediate development. Partial views from upper levels only. The eastern parts of the runway are partially visible in front of Kwun Tong. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Low	Only the eastern SEKD at the runway will be visible with the remainder being screened. Some of the taller buildings may have more open views with the high-rise development being partially visible, creating minor impacts. Impacts will be permanent	8	Low	Low	Slight adverse	Slight adverse
31. Hong Kong Park	Commercial / Public Space 5800-6300m <i>Hong Kong Park Zoological and Botanical Gardens</i>	Intermediate development and vegetation screen many views at lower levels. Some views from upper levels are possible to the north-east through the buildings and across the harbour to site. Ma Tau Kok screens some parts of the site. Views from HK Park and the Gardens are possible, especially from the upper paths. The runway is partially visible in front of Kwun Tong, although the eastern parts are screened by North Point. In the background of views is a mix of high-rise housing and the Kowloon ridgeline.	Medium/ high	View are generally screened however, several of the taller buildings may be visible. At most this is likely to result in minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
32. Admiralty	Commercial 5700m	Many views are screened by the intermediate buildings, roads, etc. however, some more open views north-east are possible. The ground level of the site is screened although the parts of the runway are visible. The eastern parts are screened by North Point.	Medium	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
33. Wanchai	Commercial / HRR 5200-5900m	Views are north-east and partially screened by the intermediate waterfront buildings. Hung Hom and Kowloon also screen the western site, with the central part of the runway more clearly projecting into the harbour. North Point screens the eastern part of the runway. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Views from upper levels only.	Medium-low	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight to moderate adverse	Slight to moderate adverse
34. Cemetery	Public Space 5600-6100m	Views are north-east and partially screened by the intermediate waterfront buildings. Hung Hom and Kowloon also screen the western site, with the runway more clearly projecting into the harbour. North Point and Braemar Hill screen the eastern part of the runway. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Only minor views possible	Low	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
<i>ZONE 8: Caroline Hill to North Point (not waterfront)</i>									
35. Happy Valley	HRR 5100-6000m	Views are north and north-east and partially screened by the waterfront buildings. Additionally, Whampoa Gardens and Kowloon screen some of site. The western part of the runway is visible but North Point and Braemar Hill screen the eastern part. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Waterfront views possible.	Medium	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
36. Tai Hang	HRR 4500-6000m	Views are north towards the site and partially screened by the intermediate buildings in North Point and Whampoa Gardens. North Point and Braemar Hill screen views to the runway. Views from upper levels only. In the background of views is a mix of high-rise housing and the Kowloon ridgeline. Minor views only.	Low	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
37. Braemar Hill	HRR 3900m	Views are north and north-east and screened by the buildings in North Point. Partial views are possible across the harbour to the site. In the background of views is a mix of high-rise housing and the broken Kowloon ridgeline. Minor views from upper levels only.	Low	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
38. North Point	Commercial / HRR 3400-4400m	Views are north and north-east and screened by the waterfront buildings. Partial views are possible across the harbour to the site from upper levels only. In the background of views is a mix of high-rise housing and the broken Kowloon ridgeline. Views from upper levels only.	Low- medium	The upper levels of the taller buildings may be visible in the already partially screened views. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
View from Immediate Site Periphery									
<i>ZONE 9: North</i>									
39. Ma Tau Wai	MRR Adjacent	Views are north-east over the NAKTA site with Kowloon Bay urban areas and the disturbed Jordan Valley areas in the background. The views of the site are not considered good as it is a derelict barren site, however, the openness is a benefit. At ground level the views are partially screened by the boundary tree planting. Views to other parts of the site are screened by intermediate development. Beyond the buildings nearest to site, only occasional views are possible.	High	The reclamation works will be clearly visible from the north parts causing major impacts during construction. The NAKTA part of SEKD will be constructed in relatively close proximity to viewers to the north of this group and those at upper levels. It will greatly foreshorten the depth of views to the urban development and is likely to screen views to the hills, enclosing views, although the	5, 8, 10, 12	High	High	Moderate to significant adverse	Moderate to significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
				adjacent open space will help to improve the character of views. The structure for the rail depot and the extension to the road system will cause additional impacts locally. Impacts will be permanent. Noise barriers: 600m + 1100m of Barrier 1.					
40. Kowloon City	MIR Adjacent	Views are east towards the site and are screened by the intermediate roads and mature tree planting in offsite amenity areas and the onsite former terminal buildings.	Medium	The reclamation works will be clearly visible from the north parts causing major impacts during construction. The NAKTA part of SEKD will be constructed in relatively close proximity to this viewer. However, the current views are already partly screened by the existing roads and terminal building (to be demolished) Notwithstanding, the development will result in a much greater height of development and be a dominating element in views. reducing the depth of view. The structure for the rail depot and the extension to the road system will cause additional impacts locally. Impacts will be permanent. Noise barriers: 1100m of Barrier 1	3, 5, 8, 10, 12	High	High	Moderate to significant adverse	Moderate to significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
41. Kowloon Wall City Park	Public Space Adjacent <i>Kowloon Wall City Park</i>	Views are enclosed due to the surrounding built development, except for the eastern sports pitches which look directly south-east to the onsite terminal building. The remainder of site is screened.	High	The reclamation will be screened from VSRs. A substantial amount of the upper storeys of the taller buildings in NAKTA part of SEKD are likely to be visible in views from the park and open space areas. This is likely to create additional height to the existing built form around the open space and reinforce the visual enclosure also screening the views across the site to the hills. The structure for the rail depot and the extension to the road system will cause additional impacts locally. Impacts will be permanent. Noise barriers: 1100m of Barrier 1	3, 5	High	High	Significant adverse	Significant adverse
42. Tung Tau	MRR Adjacent	Views are south-east towards the onsite terminal buildings. Intermediate elevated roads and amenity areas screen lower levels with mature tree planting. Views from upper levels are screened by the terminal buildings from the much of the eastern parts of the sites.	High	Reclamation works will generally be screened. The NAKTA part of SEKD will be constructed in relatively close proximity to this viewer. However, the current views are already screened by the existing roads and terminal building (to be demolished) Notwithstanding, the development will result in a much greater height of development and be a dominating element enclosing views. The extension to the road system will cause additional impacts locally. Impacts will be permanent. Noise barriers: 600m + 1100m of Barrier 1	3, 4, 5, 11	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
43. San Po Kong	MIR / Public Space Adjacent <i>Kai Tak East Playground</i>	Views are east and south-east towards the site and are screened by the intermediate elevated roads and amenity planting and by the onsite multi-storey car park and ancillary buildings. Views are considered poor value but in close proximity.	Medium	Parts of the reclamation works will be visible causing impacts during construction. The NAKTA part of SEKD will be constructed in relatively close proximity to this viewer. However, the current views are already screened by the existing roads and air cargo buildings (to be demolished) Notwithstanding, the development will result in a much greater height of development and be a dominating element enclosing views. The extension to the road system will cause additional impacts locally. Impacts will be permanent Noise Barriers: 1100m + 600m of Barrier 1 400m of Barrier 3	3, 5, 7, 8, 12	High	High	Moderate to significant adverse	Moderate to significant adverse
44. Choi Hung	MRR / HRR Adjacent	Views are south and south-west over the site towards east Kowloon, across the harbour and to Hong Kong Island. Views towards the runway are partially screened by the industrial buildings in Kowloon Bay, although the end of the runway is likely to be visible from the upper levels. Although the views across the barren site are considered low, the proximity and openness of views is of benefit	High	Parts of the reclamation works will be visible causing major impacts. The NAKTA development will be constructed in relatively close proximity to this viewer. The development will result in blocking of the openness of views across the site to Ma Tau Kok. The character of views will also change dramatically from the airport to dense urban development. Views will suffer greatly due to enclosure and a reduction in their depth of view. The extension to the road system will cause additional	1, 3, 8	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
				impacts locally. Impacts will be permanent					
45. Ping Shek Estate	MRR 200m	From upper levels views are west over the site towards Kowloon City urban areas. Although the barren airport is considered of poor quality, the views benefit from their openness. At lower levels, the views are generally screened by the elevated roads and tree planting.	High	The reclamation works will, in general be screened. The NAKTA part of SEKD will be constructed in relatively close proximity to this viewer. It will result in blocking of the openness of views across the site to Kowloon City. The character of views will also change dramatically from the airport to dense urban development. Views will suffer greatly due to visual enclosure and a reduction in depth of view. Impacts will be permanent.	1, 8	High	High	Significant adverse	Significant adverse
<i>ZONE 10: East</i>									
46. Richland Gardens	HRR Adjacent	Views are west over the site towards the terminal buildings with San Po Kong, Kowloon City and the urban areas of north Kowloon in the background. At lower levels views are screened by local vegetation and elevated roads, however, views from upper levels are open. Although they view the poor quality and barren site, the openness is a benefit.	High	The reclamation works will, in general, be screened. The NAKTA part of SEKD will be constructed in relatively close proximity to this viewer. It will result in blocking of the openness of views across the site to Kowloon City and San Po Kong. The character of views will also change dramatically from the airport to dense urban development. Views will suffer greatly due to visual enclosure and a reduction in depth of view. The extension to the road system will cause additional impacts locally. Impacts will be permanent.	1, 4, 8	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
47. Kowloon Bay North	Future Public Space Adjacent <i>Future Public Space</i>	Currently, this an area of mixed use, e.g. THA and derelict land, however, in future, it is proposed for public open space uses. Views are east towards the site but screened by the air cargo buildings, hence, in general views are enclosed. Minor views are possible to and across the site to east Kowloon. Views to the south are screened by the urban areas of Kowloon Bay with minor views possible along roads.	High	The reclamation works will be screened. The existing cargo buildings will partially screen the lower part of the NAKTA development, however, the upper storeys, together with substantial parts of it, are likely to be visible over these. Additionally some views to the north of the group will have clearer views of the development. The main effect will be the visual blocking and enclosure by the tall buildings. Impacts will be permanent	1, 4, 13	High	High	Significant adverse	Significant adverse
48. Kowloon Bay	MR Industrial Adjacent	Views vary from the north to south. Towards the north they are screened by the air cargo buildings and International Trademart, with only minor views possible to the site and Kowloon City between the buildings. To the south-west and south the views are more open, however, are screened at lower levels by the elevated road. At upper levels the views are open over the runway to the harbour and Hong Kong Island.	Low	The reclamation works will be clearly visible in views. The high-rise buildings of the SEKD, particularly on the runway, will block the existing views to the harbour and Hong Kong Island. Views to the west are likely to experience a foreshortening of reduction in the depth of view to the urban development. The extension to the road system will cause additional impacts locally. Impacts will be permanent.	1, 2, 7, 8, 13, 16	High	High	Moderate adverse	Moderate adverse
49. Kowloon Bay South	Industrial / Public Space Adjacent <i>Hoi Bun Road Park</i>	Views are east and direct to the runway part of the site. At lower levels the elevated road screens many views. At upper levels views are open over the runway to the harbour and on to Hong Kong Island. Views to other parts of the sites are screened by intermediate developments. Views from Hoi Bun Road Park are screened by its boundary planting at the lower levels. Notwithstanding it is an	High	The reclamation works will be clearly visible in views. The high-rise buildings of the SEKD, on the runway, will block the existing views to the harbour and Hong Kong Island. The extension to the road system including the widening of Hoi Bun Road will cause additional impacts locally. Impacts will be	1, 2, 6, 7, 8, 9, 16, 17, 18, 20	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
		important local park.		permanent.					
<i>ZONE 11: South-east</i>									
50. Kwun Tong West	Industrial 0m	Views are east and direct to the runway part of the site. At lower levels the elevated road screens many views. At upper levels views are open over the runway to the harbour and on to Hong Kong Island. Views to other parts of the sites are screened by intermediate developments.	Low	Reclamation works will be partially visible to the west. SEKD development on the runway will block views to the harbour and HK Island, although the typhoon shelter will provide some openness. Alternative views south will remain open. The extension to the road system will cause additional impacts locally. Impacts will be permanent.	2, 6, 8, 9, 17, 18	High	High	Significant adverse	Significant adverse
51. Laguna City	HRR 600m+	Views are west towards and along the runway to the harbour and east Kowloon areas and Hong Kong. At lower levels the views are much screened by the developments in Kwun Tong. At upper levels the views are open with much of the site visible.	High	Reclamation works will be partially visible. SEKD on runway will be prominent foreshortening views west over to Kowloon. Key views to HK Island will remain open, although at lower levels there will be view of the G/IC facilities, although open space will also be created. Impacts will be permanent.	6, 8, 9	Moderate	Moderate	Moderate to significant adverse	Moderate to significant adverse
52. Cha Kwo Ling	LRR / Future HRR 1000m+	Views are west and open towards and along the runway to the harbour and east Kowloon areas in the background. Much of the site is visible. Although the barren site is considered of poor quality, its openness and the airport as a feature is a benefit.	High	Reclamation works will be partially visible. SEKD on runway will cause a prominent reduction in depth of views west over to Kowloon. Key views to HK Island will remain open. Impacts will be permanent.	6, 8, 9	Moderate	Moderate	Moderate to Significant adverse	Moderate to Significant adverse
<i>ZONE 12: West (Hung Hom frontage to Whampoa Gardens)</i>									
53. Whampoa Garden	HRR / Open Space 500-2000m <i>Promenade</i>	Views are east and north-east across the harbour towards the runway, with much of the western site is screened by Hung Hom and Laguna Verde. The runway is in front of the Kowloon Bay and Kwun Tong mixed	High	Reclamation works will only be partially visible to the north. The eastern parts of SEKD will cause a be prominent foreshortening reduction in depth of views	8	Moderate	Moderate	Moderate to significant adverse	Moderate to significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
	<i>Tai Wan Shan Park</i>	development with high-rise development and the broken ridgeline of the Kowloon hills in the background. Views are from upper levels, waterfront and park only.		slightly to the east, but will remain in existing context. To the north, the upper levels of the taller buildings may be visible in views from the higher storeys. Impacts will be permanent					
54. Laguna Verde	HRR 0-2000m <i>Promenade</i>	Views are east and north, open over the harbour and typhoon shelter to the runway and much of the NAKTA, with only the western part being screened by the Ma Tau Kok. The site is in front of the mixed developments of San Po Kong to Kwun Tong. In the background is the high-rise development and broken ridgeline of the Kowloon hills. Views are concentrated east.	High	Reclamation works to the north will be adjacent and clearly visible. Open views north will be blocked by Hoi Sham parts of SEKD. The eastern parts of SEKD will be cause a prominent foreshortening reduction in depth of views slightly to the east, but will remain in existing context. Impacts will be permanent.	8	High	High	Significant adverse	Significant adverse
55. To Kwo Wan Industrial Area	Industrial / Commercial Adjacent <i>Waterfront</i>	Views to the east are open over the Bay to the runway but include the typhoon shelter. The runway is visible in front of the Kwun Tong and Yau Tong industrial areas with high-rise development and the broken Kowloon ridgeline in the background. To the north the views to NAKTA are screened by the intermediate development.	Medium	Reclamation works to the east will be adjacent and clearly visible. Open views east will be blocked by Hoi Sham parts of SEKD greatly reducing the depth of views. Road D2 will be introduced in local views. Impacts will be permanent.	3, 8, 15	High	High	Moderate to Significant adverse	Moderate to Significant adverse
56. Hoi Sham	Public Space (including future) Adjacent <i>Waterfront Hoi Sham Park</i>	Primary views are to the east over the Bay. Only the western parts of the runway are visible as the typhoon shelter screens the eastern section. In the background are the industrial areas of Kowloon Bay to Yau Tong, high-rise development and the broken ridgeline of Kowloon hills. Views to the NAKTA site are screened by Ma Tau Kok development. This is an important local public space on the waterfront.	High	Reclamation works to the east will be adjacent and clearly visible. Open views east will be blocked by Hoi Sham parts of SEKD greatly reducing the depth of views. Impacts will be permanent.	3, 6, 8, 14, 15	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
57. To Kwa Wan	MIR 50m	Views are concentrated to the east and from the upper levels are open over the park areas and the Bay to the runway with urban areas of Kowloon Bay to Yau Tong with the high-rise development and broken Kowloon hills ridgeline. Low level views are screened by the planting within the park areas.	Medium- Low	Reclamation works to the east will be clearly visible. Most views east are open as they are over open space and will be blocked by Hoi Sham parts of SEKD greatly foreshortening reducing the depth of views. Impacts will be permanent.	3, 6, 8, 14, 15	High	High	Moderate to Significant adverse	Moderate to Significant adverse
58. Ma Tau Kok East	MRR Adjacent	Views are concentrated to the east and are open over the Bay to the runway with urban areas of Kowloon Bay to Yau Tong with the high-rise development and broken Kowloon hills ridgeline.	High	Reclamation works to the east will be adjacent and clearly visible. Open views east will be blocked by Hoi Sham parts of SEKD greatly reducing the depth of views. The new rail station and extended road system will cause more local impacts. Impacts will be permanent.	3, 6, 8, 14	High	High	Significant adverse	Significant adverse
59. Ma Tau Kok North	MIR Adjacent	Views are north to the NAKTA site and are open directly over the site to San Po Kong areas with Diamond Hill and Tsz Wan Shan to Tung Shan ridgeline in the background. The views of the site are not considered good as it is a derelict barren site, however, the openness is a benefit. At ground level the views are partially screened by the boundary tree planting.	Medium	Reclamation works to the east will be adjacent and clearly visible. Open views north will be blocked by NAKTA parts of SEKD greatly foreshortening reducing the depth of views. The new rail station and extended road system will cause additional impacts locally. Impacts will be permanent. Noise barriers: 400m of Barrier 2	3, 5, 8, 10, 12	High	High	Moderate to significant adverse	Moderate to significant adverse
<i>ZONE 13: South-west</i>									
60. TST East Promenade	Public Space 7500-8200m <i>TST East Promenade</i>	Views are open, east across the harbour towards the end of the runway, with the NAKTA and western part of the runway screened by the dense development of Hung Hom. The runway, which is only just visible due to its low elevation, is in front of the Kwun Tong industrial development	High	Reclamation works will be screened. Only SEKD at end of runway will be visible reduction in depth of views slightly, although maintaining visual context. Impacts are permanent	Schedule 3 DP	Low	Low	Moderate adverse	Neutral

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
		with high-rise development and the broken ridgeline of the Kowloon hills in the background. The promenade is a key tourist site.							
61. TST East	Commercial / University 5000-7000m <i>HK Polytechnic University Science and History Museums Hotels</i>	Views are east across the harbour towards the runway, with the NAKTA and western runway screened by Hung Hom. The runway is in front of the Kwun Tong industrial development with high-rise development and the broken ridgeline of the Kowloon hills in the background. Views are from upper levels only. This is a key tourist site due to the hotels.	High	Reclamation works will be screened. Partial views only of SEKD at end of runway causing slight foreshortening reduction in depth of views. Views of taller buildings in the central and eastern parts may also be visible. Impacts are permanent.	Schedule 3 DP	Low	Low	Moderate adverse	Neutral
62. HK Coliseum Area	Commercial 2800m HK Coliseum	Views are east across the harbour towards the runway, with the NAKTA and western runway screened by Hung Hom. The runway is in front of the Kwun Tong industrial development with high-rise development and the broken ridgeline of the Kowloon hills in the background. Views are from upper levels only. It is likely that these views will be fully screened when the reclamation area is fully developed.	Medium (Low future)	Reclamation works will be screened. Partial views only of SEKD at end of runway causing slight reduction in depth of views. Views of taller buildings in the central and eastern parts may also be visible. Impacts are permanent, but will reduce on completion of Hung Hom reclamation areas.	Schedule 3 DP	Low	Low	Moderate to Slight adverse	Neutral
View from Surrounding Urban Area									
<i>ZONE 14: High Ground to North (Lion Rock / Kowloon Peak)</i>									
63. Beacon Hill	Public Space 2000m+ Walking Trails	Views are from an elevated location and look to the south-east over the intermediate developed areas to much of the site and along the runway to eastern Hong Kong Island and Lei Yue Mun in the background. The openness of views, together with the airport as a feature result in these being important views.	High	Reclamation works to east will be visible. SEKD will be clearly visible as a major element in views changing their character from the airport to high-rise residential. In context that most of the existing urban form within the view is medium-rise this is will be a prominent development. Impacts will be permanent.	8	High	Moderate	Significant adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
64. Lion Rock	Public Space 2000m+ Walking Trails	Views are from an elevated location and look to the south-east over the intermediate urban areas to much of the site and along the runway to central Hong Kong Island and Mount Butler in the background. The openness of views, together with the airport as a feature result in these being important views.	High	All reclamation works will be visible. SEKD will be clearly visible as a major element in views changing their character from the airport to high-rise residential. In context that most of the existing urban form within the view is medium-rise this is will be a prominent development. Impacts will be permanent.	8	High	Moderate	Significant adverse	Moderate adverse
65. Kowloon Peak	Public Space 2000m+ Walking Trails	Views are south-west over the developments of Ngau Chi Wan and Kowloon Bay to the airport. Much of the NAKTA and runway is visible, except for the parts adjacent to, and screened by, the existing development. Views extend over the harbour to east Kowloon and Hong Kong Island. The airport is a key visual feature in these views.	High	All reclamation works will be visible. SEKD will be clearly visible as a major element in views changing their character from the airport to high-rise residential. In context that most of the existing urban form within the view is medium-rise this is will be a prominent development. Impacts will be permanent.	8	High	Moderate	Significant adverse	Moderate adverse
<i>ZONE 15: View from Ridge to east</i>									
66. Jordan Valley East	HRR 1700m	Views are west towards part of the NAKTA. They are generally screened, however, several glimpsed views are possible between the intermediate development. Views are generally contained by the neighbouring Jordan Valley hillside, which also screens views to the south. Minor views from upper levels only.	Low	Reclamation works will be screened. The upper storeys of the taller buildings may be visible between the existing screening buildings. This is likely to result in minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
67. Jordan Valley	Public Space 1200m+ Walking Trails	Views are possible from the upper levels only and are east and south towards the site. Intermediate development, and hillside vegetation screens many views, however, several more open views are possible. These are over the existing developments and the airport with the	High	Reclamation works for Hoi Sham area will be visible. The SEKD, particularly NAKTA, will be visible as a major element in some views changing their character from the airport to high-rise residential and reducing	8	High	Moderate	Significant adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
		harbour, east Kowloon and Hong Kong Island in the background.		the depth of many views east and south. In context that most of the existing urban form within the view is medium-rise this is will be a prominent development. Impacts will be permanent					
68. Sau Mau Ping	HRR 1500m	Views are west but are mostly screened by intermediate developments, however, several minor views are possible, generally from the upper levels. These are over the Kwun Tong areas towards parts of the runway and onwards over the harbour to Hong Kong Island. Views to the north-west are possible. Although the NAKTA is not visible, some glimpsed views across to Kowloon City are possible.	Low	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings may be visible between the existing screening buildings to the west and south. This is likely to result in minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
69. Shun Tin Estate	HRR 1600m	Jordan Valley screens views to most parts of the site. However, several glimpsed views are possible to the south-west to the end of the runway. These views are often screened by intermediate development with minor views only from upper levels.	Low	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings may be visible between the existing screening buildings to the west and south. This is likely to result in minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
70. Tai Sheung Kok	Public Space / Future HRR 1800m Public Space	Views are west but are mostly screened by intermediate developments, however, several views are possible, from the upper levels. These are over the Kwun Tong towards the runway and onwards over the harbour to Hong Kong Island. Minor views to parts of the NAKTA are also possible with Kowloon City and north Kowloon in the background.	High	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings may be visible between the existing screening buildings to the west and south. This is likely to result in minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
71. Ma Yau Tong	HRR 2500m	Only minor views from the upper levels are possible from Ma Yau Tong. All other views are screened. The views possible are south-west along a partial view corridor towards the end of the runway, which although is not visible, views are over it towards Hong Kong.	Low	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings at the end of the runway may be visible between the existing screening buildings and hills to the south-west. This is likely to result in very minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
72. Tsui Lam Estate	HRR 3200M	Only minor views from the upper levels are possible from Tsui Lam Estate. All other views are screened. The views possible are south-west along a partial view corridor towards the end of the runway, which although is not visible, views are over it towards Hong Kong.	Low	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings at the end of the runway may be visible between the existing screening buildings and hills to the south-west. This is likely to result in very minor impacts only. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
<i>ZONE 16: View from urban Kowloon to west</i>									
73. Hung Hom South	HRR / Commercial 2200-2700m <i>Future promenade</i>	Views are east across the harbour towards the runway, with the NAKTA and western runway screened by Hung Hom. The runway is in front of the Kwun Tong industrial development with high-rise development and the broken ridgeline of the Kowloon hills in the background. Views are from upper levels and waterfront only.	Medium	Reclamation works are unlikely to be visible. Partial views of the upper levels of the taller buildings may be visible in views north and east. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Moderate to Slight adverse	Moderate to Slight adverse
74. Hung Hom	MIR 500-2500m	Views are east and north-east to the site but are much screened by development in Whampoa Gardens, Hung Hom North and Ma Tau Kok. Minor views only are possible from upper levels.	Low	Reclamation works are unlikely to be visible. Partial views of the upper levels of the taller buildings may be visible in views north and east. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
74a. Hung Hom North	MIR / Open Space 200m <i>Hutchison Park</i>	Views are east and north towards the site, but screened by intermediate industrial development along the waterfront and the Ma Tau Kok areas. Some views are possible, however, from Hutchison Park to the side of the Laguna Verde towers. This is an important public space.	Medium	Reclamation works are unlikely to be visible. Partial views of the upper levels of the taller buildings may be visible in views north and east between existing towers. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight to moderate adverse	Slight to moderate adverse
75. Ho Man Tin	HRR 800m	Views from Ho Man Tin are elevated and possible only from the upper levels of some residential towers. They are east and north-east and vary from being screened to being relatively open, particularly to the runway, for the taller blocks. The better views are over the urban areas of east Kowloon, the Bay and airport to the Kowloon Bay areas of San Po Kong to Yau Tong. In the background are high-rise developments and the broken ridgeline of Kowloon hills.	High	Reclamation to the east is likely to be visible. Views from the upper levels will be affected by the change of visual character to high-rise residential. The development will be in context with the surrounding development but will be taller, will reduce the depth of views to the east and likely to reduce the views of the hills in the background. Alternative views will be available. Impact will be permanent.	8	Moderate	Moderate	Moderate to significant adverse	Moderate to significant adverse
76. Ho Man Tin East	MIR 500m	Views are to the east and north-east and are generally screened by the intermediate development. Occasional views only are possible to the site, although the ground level areas are not visible. In the background is the mixed developed areas from San Po Kong to Yau Tong with the high-rise development and broken Kowloon hills ridgeline. Occasional minor views only	Low	Reclamation works are unlikely to be visible. Partial views of the upper levels of the taller buildings may be visible in views east between existing towers. Some reduction in depth of view may occur. At most this is likely to result in minor impacts only. Impacts are permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
76a. Ma Tau Kok	MIR 100m	Views are to the east and north-east and are generally screened by the intermediate development. Occasional views only are possible to the site, although the ground level areas are not visible. In the background is the mixed developed areas from San Po Kong to Yau Tong with the high-rise development and broken Kowloon hills ridgeline. Occasional minor views only	Low	Reclamation works are unlikely to be visible. The upper levels of the taller buildings may be visible in views from the higher storeys causing visual enclosure to the area. Impacts will be permanent	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
<i>ZONE 17: View from urban area to east</i>									
77. Telford Gardens	HRR 500m	Views are concentrated east over the Kowloon Bay urban areas to the NAKTA and runway. The lower level views are screened by the intermediate development. Upper level views are open over Kowloon Bay, across the site to east Kowloon, the harbour and Hong Kong Island.	High	Reclamation works to the west will be visible. Lower level views are unlikely to be affected, however, upper storey views experience a change in visual character to high-rise residential. Views to north Kowloon and HK Island will also be screened and there will be a reduction in depth of many views. Impacts will be permanent.	8	High	High	Significant adverse	Significant adverse
77a. Kai Yip Estate	MRR 300m+	From upper levels views are west over the NAKTA site but are screened by the existing roads, air cargo building and Richland Gardens with only glimpsed views possible. To the south the runway is screened by the dense development of Kowloon City urban areas. Minor views from upper levels only.	Low	Reclamation works to the west will be visible. Lower level views are unlikely to be affected, however, upper storey views experience a change in visual character to high-rise residential. Views to north Kowloon and HK Island will also be screened. Impacts will be permanent.	8	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
78. Ngau Tau Kok West	MRR 600m	Telford Gardens and Kowloon Bay developments screen views to the east. Some views are possible to the south from the upper levels only. Other views are screened by the intermediate development. Minor views only from upper levels. Most views are enclosed.	Medium	Reclamation works are unlikely to be visible. Only partial views of SEKD will be possible, primarily to the south. The upper levels of the taller buildings will be visible screening the partial views to HK Island. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
79. Ngau Tau Kok	MRR / HRR 1000m	Intermediate developments in Kowloon Bay and Ngau Tau Kok screen many views to the east. Some views are possible from the upper levels only. Parts of the NAKTA are visible across the open areas of north Kowloon Bay towards the air cargo buildings. Other minor views to the runway are possible but screened by intermediate development. Most views are enclosed.	Medium	Reclamation works are unlikely to be visible. Only partial views of SEKD will be possible, primarily to the south. The upper levels of the taller buildings will be visible screening the partial views to HK Island. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
80. Jordan Valley South	MRR / HRR 800m	Most views are fully screened by intermediate developments, however, several minor views are possible, generally from the upper levels. These are to the south-east towards the runway and are glimpsed only between the intermediate buildings and onwards over the harbour to Hong Kong Island.	Medium	Reclamation works are unlikely to be visible. Only partial views of SEKD will be possible, primarily to the south. The upper levels of the taller buildings will be visible screening the partial views to HK Island. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
81. Ngau Tau Kok South	MRR / HRR 200m	Views to the north towards the NAKTA are screened by intermediate developments such as Telford Gardens. Views are possible to the south-west over the lower-rise intermediate buildings to the runway areas, the harbour and Hong Kong Island. Views are from the upper levels only. Intermediate buildings screen views from lower levels.	Medium	Reclamation works are unlikely to be visible. Only partial views of SEKD will be possible, primarily to the south. The upper levels of the taller buildings will be visible screening the partial views to HK Island. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
82. Crocodile Hill	MRR / HRR 600m	Most views are fully screened by intermediate developments, however, several minor views are possible, generally from the upper levels. These are to the south-east towards the runway and are glimpsed only between the intermediate buildings and onwards over the harbour to Hong Kong Island.	Medium	Reclamation works are unlikely to be visible. Only views to the eastern parts SEKD will be possible. The upper levels of the taller buildings will be visible screening the partial views to HK Island. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
83. Kwun Tong North	MRR 500m	Most views are fully screened by intermediate developments, however, several minor views are possible, generally from the upper levels and along roads. These are to the east and south-east towards the runway and are glimpsed only between the intermediate buildings and onwards over the harbour to Hong Kong Island.	Medium	Reclamation works are unlikely to be visible. Only views to the eastern parts SEKD will be possible. The upper levels of the taller buildings will be visible partially screening views to HK Island. Alternative views are available. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
84. Sau Mau Ping South	MRR / HRR 1500m	Most views are screened by intermediate developments, however, several minor views are possible, generally from the upper levels. These are to the east, over the Kwun Tong areas towards parts of the runway and onwards over the harbour to Hong Kong Island.	Medium	Reclamation works are unlikely to be visible. Only views to the eastern parts SEKD will be possible. The upper levels of the taller buildings will be visible partially screening views to HK Island. Alternative views are available. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
85. Kwun Tong	Industrial 200m	Views are east to the runway part of the site and screened by the intermediate development with only glimpsed views are possible. Where possible these views are towards the runway to the harbour and on to Hong Kong Island. Views to other parts of the sites are screened by intermediate developments. Minor views only.	Low	Reclamation works are unlikely to be visible. Only views to the eastern parts SEKD will be possible. The upper levels of the taller buildings will be visible partially screening views to HK Island and causing visual enclosure. Alternative views are available. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
<i>ZONE 18: Sai Tso Wan – Lei Yue Mun</i>									
86. Tsui Lam	HRR 3400m	Although the airport itself is not in views, it is possible to view across the site towards the higher areas of east Kowloon to the south-east. Glimpsed minor views only.	Low	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings at the end of the runway may be visible between the existing screening buildings and hills to the south-west. This is likely to result in very minor impacts only. Impacts will be permanent.	Schedule 3 DP	Negligible	Negligible	Negligible	Negligible
87. Ng Kwai Shan	Public Space 2000m+ <i>Walking Trails</i>	Views are from the elevated areas of the hillside to the west. They are open, over the urban areas of Lam Yin and Kwun Tong, to the runway and NAKTA, with the harbour and east Kowloon in the background. Views at the lower levels are partially screened by the high-rise developments of Lam Tin. Those from higher levels are open.	High	Reclamation works will be clearly visible to the east. SEKD will be clearly visible in views from the upper levels modifying the visual character. It will be a prominent element due to its height relative to the surrounding development and reduction in depth of some views, however, it will be in context of surrounding areas. Impacts reduced by distance relative scale of development in views. Impacts will be permanent.	8	Moderate	Moderate	Moderate to significant adverse	Neutral
88. Lam Tin Park	Public Space 1700m	Views are from the elevated hillside park to the west. They are much screened by the high-rise buildings in Lam Tin. The airport is not visible, however, the views look across it to the higher parts of east Kowloon. Sensitivity is much reduced by this screening.	Low	Reclamation works are unlikely to be visible. The upper storeys of the taller SEKD buildings may be visible between the existing screening buildings. This will further screen views to HK Island and provide additional visual enclosure. Impacts are minor and will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
89. Lam Tin	HRR 1100m+	Views are west and, at lower levels, much screened by intermediate developments. The views are over the urban and disturbed areas of Sai Tso Wan and Kwun Tong across the runway to the harbour and east Kowloon. The NAKTA site is much less visible, although views are possible across to the north Kowloon urban areas.	High	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings may be visible to the east between the existing screening buildings. Some reduction in depth of views to Kowloon may be experienced, though key views south are maintained. This is likely to result in minor permanent impacts only	Schedule 3 DP	Low	Low	Moderate adverse	Moderate adverse
90. Sai Tso Wan	Quarry / Future Public Space 1000m+ <i>Future Open Space</i>	Partially views west are possible between the Cha Kwo Ling remnant hillside (which will be replaced by high-rise housing) and Laguna City. The views are to the eastern part of the runway and across the harbour to east Kowloon. Minor and screened views only are possible.	Medium	Reclamation works are unlikely to be visible. The upper storeys of the taller buildings may be visible to the east between the existing screening buildings. Some reduction in depth of views to Kowloon may be experienced, though key views south are maintained. This is likely to result in minor permanent impacts only	Schedule 3 DP	Low	Low	Moderate to Slight adverse	Moderate to Slight adverse
91. Kwun Tong Tsai Wan	Industrial / Future CDA 1700m+	Views are west over the harbour to the runway with east Kowloon in the background. These are secondary views as primary views are across directly across the harbour to Quarry Bay (it is assumed that the CDA will also use this as the primary view in its design). Only the waterfront areas will view the site.	Low (future medium)	Minor views of reclamation to east are possible. Only SEKD at end of runway visible causing a reduction in depth of acute views to the west. Minor permanent impacts only.	8	Low	Low	Slight adverse (Future: Moderate to Slight adverse)	Slight adverse (Future: Moderate to Slight adverse)
92. Yau Tong Estate	HRR 2000m+	Views are east and much screened by Laguna City and the Cha Kwo Ling ridgeline (this screening will be increased by the Cha Kwo Ling development). Primary views are south across the harbour to east Hong Kong. Views to the site are secondary with only minor views only possible.	Low	Reclamation unlikely to be visible. Only SEKD at end of runway will be partially visible between existing screening buildings causing slight additional visual enclosure. Minor permanent impacts only.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
93. Yau Tong	Industrial 1900m+	Primary views are directly across the harbour to Hong Kong Island. Views to the site are north-west over the harbour to the runway with east Kowloon in the background and much screened by intermediate developed areas. Only waterfront areas can view the site.	Low	Only very acute views are possible to the NAKTA site. Impacts are likely to be minimal.	8	Negligible	Negligible	Negligible	Negligible
94. Lei Yue Mun	LRR / Public Space 2600m+ <i>Walking Trails</i> <i>Temple</i> <i>Urban Fringe</i> <i>Park</i>	Views are possible from both the village areas at the south of the headland, including a temple at Ma San Tsuen, and the upland areas of the hillside. The views are open, across the harbour, along the runway to NAKTA with east Kowloon in the background. This is an important visitor area for the local restaurants, temple, en route to the cemetery and walking trails.	High	Reclamation works will be distantly visible. The SEKD will be a prominent element in views due to its height relative to neighbouring urban areas although it will be in a similar context. Visual character will change to dense urban development. Views will experience a reduction in depth of view across to Kowloon. Impacts will be permanent	8	Moderate	Moderate	Moderate to significant adverse	Neutral
95. Pau Toi Shan	Public Space 2500m+ <i>Walking Trails</i>	Views are from the elevated areas of the hillside to the west. They are open, over the urban areas of Yau Tong, to the runway and NAKTA, with east Kowloon in the background. Views at the lower levels are partially screened by the high-rise developments of Yau Tong. Those from higher levels are open.	High	Reclamation works will be distantly visible. The SEKD will be a prominent element in views due to its height relative to neighbouring urban areas although it will be in a similar context. Visual character will change to dense urban development. Views will experience a reduction in depth of view across to Kowloon. Impacts will be permanent	8	Moderate	Moderate	Moderate to significant adverse	Neutral
<i>ZONE 19: Urban Area to north</i>									
96. Kowloon Tong	MRR / LRR 1000m	In general, only occasional views are possible from these areas, primarily along the district roads. Little of the site is visible as it is screened by the intermediate development of Kowloon City. However,	Low-Medium	Reclamation unlikely to be visible. At most the upper levels several of the tall buildings may be visible in views from the higher storeys. This is likely to	Schedule 3 DP	Moderate	Moderate	Slight to moderate adverse	Slight to moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
		there are several taller buildings and higher locations such as at Festival Walk which do have clear views over the intermediate urban areas, NAKTA and parts of the runway to Yau Tong and Lei Yue Mun.		result in relatively minor impacts only. From the higher areas though, the SEKD, an NAKTA in particular, will be clearly visible and will reduce the depth of part of their views towards Lei Yue Mun and change the character of their views to a degree. Impacts will be permanent.					
97. Lok Fu	HRR / Public Space 1000m <i>Kowloon Tsai Park Lok Fu Park Junction Road Park</i>	In general, only occasional views are possible from upper levels of the higher residential towers. Views are east and south-east towards the NAKTA and along the runway with the harbour and Lei Yue Mun and eastern Hong Kong island in the far background. Lower levels are screened by the intermediate development. There are no clear views from the park areas.	Medium	Reclamation works will not be visible. The upper levels of buildings may be visible causing additional visual enclosure around the open space. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight to moderate adverse	Slight to moderate adverse
98. Beacon Hill District	MRR / LRR 1500m	Only occasional views from the upper levels are possible of the further parts of the site, i.e. the eastern part of the runway, over the intermediate development with western parts being screened by the intermediate development. In the background are the eastern parts of the harbour, Hong Kong Island and Lei Yue Mun. Lower levels are screened by intermediate development.	Medium	Reclamation works will not be visible. The upper levels of buildings may be visible causing additional visual enclosure and reducing the depth of several views to the south-east. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight to moderate adverse	Slight to moderate adverse
99. Wang Tau Hom	MRR 1000m	Occasional views from the upper levels of the further parts of the site are possible, i.e. the eastern part of the runway, over the intermediate development with western parts being screened by the intermediate development. In the background are the eastern parts of the harbour, Hong Kong Island and Lei Yue Mun. Lower levels are screened by intermediate development.	Medium	Reclamation works will not be visible. The upper levels of buildings may be visible causing additional visual enclosure and reducing the depth of several views to the south-east. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight to moderate adverse	Slight to moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
100. Wong Tai Sin North	HRR / MIR / Temple 1000m <i>Wong Tai Sin Temple</i>	Views are south from the upper levels over and partially screened by the intermediate development. In some views the more southern and eastern parts of the site are visible. In the background of these views are the harbour and Hong Kong Island. The Temple is enclosed with no views towards the site.	Medium	Reclamation works will not be visible. The upper levels of buildings may be visible between existing screening towers, causing additional visual enclosure to the south-east. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight to moderate adverse	Slight to moderate adverse
101. Lok Fu East	LRR / Cemetery 700m <i>Chinese Christian Cemetery</i>	Views are generally elevated due to landform, however, no direct views of the NAKTA and runway at ground level are possible. Views are enclosed by the neighbouring development.	Low	Reclamation works will not be visible. The upper levels of buildings may be visible between existing screening towers, causing additional visual enclosure to the south-east. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
102. Wong Tai Sin	MRR / HRR Public Space 1000m <i>Morse Park</i>	Views from lower levels are generally screened. Views from upper levels are south-east and partially screened by the intermediate development of San Po Kong. However, some views of the eastern parts of the runway are possible with the eastern parts of Hong Kong Island, the harbour and Lei Yue Mun possible.	Medium	Reclamation works will not be visible. The upper levels of buildings may be visible between existing screening towers, causing additional visual enclosure to the south-east. Also, there is potential for the existing partial views to the harbour and Hong Kong being lost. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
103. Tsz Wan Shan	HRR 1000m	Views are south from an elevated position and screened by the intermediate development of Diamond Hill and Wong Tai Sin. Parts of the NAKTA site are visible with the harbour and Hong Kong in the background. Minor views from upper levels only.	Low	Reclamation works will not be visible. The upper levels of buildings may be visible between existing screening towers, causing additional visual enclosure to the south. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
104. Diamond Hill	HRR / LRR / Public Space 400m <i>Future public space</i>	Views are south and elevated towards NAKTA and the runway. NAKTA is partially screened by intermediate high-rise development. Kowloon, the harbour and Hong Kong Island are in the background. Views are from the upper levels only.	Medium	Reclamation works may be partially visible views south. SEKD is likely to increase the screening of views towards Kowloon and Hong Kong Island from the upper areas of Diamond Hill. Although it will be in context with the neighbouring urban areas it will be a prominent development due to its height. Impacts will be permanent.	8	High	High	Moderate to Significant adverse	Moderate to Significant adverse
105. Fu Shan	HRR 700m	Views are south-west towards the NAKTA and possible from the upper levels only. They are partially screened by intermediate high-rise development. The harbour, east Kowloon and Hong Kong Island are in the background. Hammer Hill screens views south towards the runway. Minor views from upper levels only.	Low	Reclamation works will not be visible. The upper levels of buildings may be visible between existing screening towers, causing additional visual enclosure to the south. Impacts will be permanent.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
106. Ngau Chi Wan	LRR / Public Space 300m	Views are generally enclosed, but several views are possible south-west across the NAKTA site, primarily along road corridors, towards east Kowloon. Views are dominated by hard urban forms and thus of poor quality.	Medium	Reclamation works are unlikely to be visible. The NAKTA part of SEKD will extend the existing urban views within the few areas of the site that are visible. The upper storeys are likely to be visible in some higher views reducing the depth of views to Kowloon and HK Island. Impacts will be permanent.	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse
107. Choi Wan	HRR 700m	Views are east towards the NAKTA, and are screened by intermediate development. In the background is east Kowloon. Views from the upper levels only. Jordan Valley screens views towards the runway in the south.	Medium	Reclamation works are unlikely to be visible. The NAKTA part of SEKD will extend the existing urban views within the few areas of the site that are visible. The upper storeys are likely to be visible in some higher views reducing the depth of views to	Schedule 3 DP	Moderate	Moderate	Moderate adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
				Kowloon. Impacts will be permanent.					
Views from the Harbour									
<i>ZONE 20: Eastern Harbour</i>									
108. Lei Yue Mun Gap	Channel 2500m+ <i>Lei Yue Mun/ Sai Wan Ho Ferry Pleasure Boats Cruise Liners</i>	Views are north-east along the runway with Kowloon City in the background. As the views are from lower levels, the airport is only just visible although the views across are important.	High	Reclamation works will be visible in distant views. The SEKD will be clearly visible and prominent in views, which will experience a change in visual character and a reduction in depth of views of the developed waterfront. Impacts will be permanent.	8	High	Moderate	Significant adverse	Moderate adverse
<i>ZONE 21: Central Harbour</i>									
109. Hung Hom / North Point Ferry	Ferry 1700-2000m <i>Star Ferry Hung Hom/ North Point</i>	Views vary but overall are north-east across the harbour. They are open over the harbour towards the runway, which due to its low level is only just visible. Partial screening is present from the To Kwo Wan typhoon shelter and the ship moorings. The runway is in front of the mixed industrial developments Kwun Tong with high-rise development and the broken Kowloon hills ridgeline in the background.	High	Reclamation works will be visible. The SEKD will be clearly visible and prominent in views, which will experience a change in visual character and a foreshortening of the developed waterfront resulting in a reduced depth of view, together with a reduction of the green backdrop. Impacts will be permanent.	8	High	Moderate	Significant adverse	Moderate adverse
<i>ZONE 22: Western Harbour</i>									
110. Victoria Harbour West	Ferry 5000-5300m <i>Star Ferry TST/ Central and TST/Wanchai</i>	Views vary but overall are north-east and east. Only the eastern part of the runway of visible with all other parts being screened by TST and Hung Hom. The runway, which due to its low level is only just visible, is in front of the mixed industrial developments Kwun Tong with high-rise development and the broken Kowloon hills ridgeline in the background. The ferry is a key tourist site in Hong Kong.	High	Reclamation works are unlikely to be visible. Only SEKD at the end of the runway is likely to be visible, causing a slight reduction in depth of views to the east. Impacts will be permanent.	Schedule 3 DP	Low	Low	Moderate adverse	Moderate adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
111. Hung Hom / Wanchai Ferry	Ferry 2300-4500m <i>Star Ferry Hung Hom/ Wanchai</i>	Views vary but overall are north-east. They are open over the harbour towards the runway, which due to its low level is only just visible. Partial screening is present from the To Kwo Wan typhoon shelter and the ship moorings. The runway is in front of the mixed industrial developments Kwun Tong with high-rise development and the broken Kowloon hills ridgeline in the background.	High	Reclamation works are unlikely to be visible. Only the central and eastern SEKD is likely to be visible, causing a slight reduction in depth of views to the east. Impacts will be permanent.	Schedule 3 DP	Low	Low	Moderate adverse	Moderate adverse
<i>ZONE 23: Kowloon Bay</i>									
112. Ma Tau Kok Ferry	Ferry Adjacent	Views are open over the harbour and along the runway, together with the partial screening from the To Kwa Wan typhoon shelter and ship moorings. In the background is Kwun Tong with high-rise development and the broken Kowloon hills ridgeline in the background.	High	Ferry will not operate during works and will be related to the SEKD during operation. Thus, no impact during construction. In the long term, the SEKD will cause a major change to the visual character of the site.	8	NA	High	NA	Neutral
<i>ZONE 24: Future VSRs on NAKTA</i>									
113. Site 1A	HRR	Views to the later SEKD phases will be south and south-west, however they will be screened by the intermediate high rise residential development of NAKTA.	Medium	Views already screened to works, resulting in no impacts. (Noise barriers: 600m + 400m of Barrier 3 250m +150m of Barrier 4 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	Negligible	Negligible	Negligible	Negligible
114. Site 1B	HRR	Views to the later SEKD phases will be west, however they will be screened by the intermediate high rise residential development of NAKTA.	Medium	Views already screened to works, resulting in no impacts	16	Negligible	Negligible	Negligible	Negligible

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						Construction	Operation	Construction	Operation
115. Site 1C	HRR	Views to the later SEKD phases will be west and south. Only views from upper floors will be possible. Views south will be over the road interchange and existing cargo buildings to the undeveloped runway and reclaimed areas to the harbour. To the west they will be over the stadium to the undeveloped areas and on to medium rise Ma Tau Kok.	High	Views will experience partial blocking of views to harbour, although a narrowed view will be possible. Views will also be reduced in depth due to the high-rise development. Impacts will be permanent.	13, 16	High	High	Significant adverse	Significant adverse
116. Site 1D	HRR	Views to the later SEKD phases will be south-west and south. Only views from upper floors will be possible. Views south will be over the road interchange and existing cargo buildings to the undeveloped runway and reclaimed areas to the harbour. To the west they will be over the stadium to the undeveloped areas and on to medium rise Ma Tau Kok.	High	Views will experience partial blocking of views to harbour, although a narrowed view will be possible. Views will also be reduced in depth due to the high-rise development. Impacts will be permanent.	13, 16	High	High	Significant adverse	Significant adverse
117. Site 1E	HRR	Views to later SEKD phases will be south-west over the undeveloped areas to the medium-rise Ma Tau Kok and the developed areas of south Kowloon.	High	Views will be blocked by the future development causing a foreshortening reduced in depth of visual character. (Noise barriers: 1100m + 600m +300m + 50m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
118. Site 1F	G/IC	Views to the later SEKD phases will be south-west, however they will be screened by the intermediate high rise residential development of NAKTA.	Low	Views already screened to works, resulting in no impacts (Noise barriers: 50m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	Negligible	Negligible	Negligible	Negligible
119. Site 1G	G/IC	Views to the later SEKD phases will be south-west, however they will be screened by the intermediate high rise residential development of NAKTA.	Low	Views already screened to works, resulting in no impacts (Noise barriers: 1100m + 600m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	Negligible	Negligible	Negligible	Negligible
120. Site 1H DO	Open Space	Views, in general, are screened by surrounding residential development.	High	Views already screened to works, resulting in no impacts	Schedule 3 DP	Negligible	Negligible	Negligible	Negligible
121. Site 1J Kai Tak Square (including Kai Tak Boulevard)	Open Space	Views to the later SEKD phases are west and over the undeveloped site to the medium rise Ma Tau Kok and south to the harbour.	High	Views will be enclosed to the west and south with view corridor retained to Metropolitan Park and HK Island. (Noise barriers: 1100m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
122. Site 1K	HRR	Views to the later SEKD phases are west and over the undeveloped site to the medium rise Ma Tau Kok with some views south over the stadium towards Lei Yue Mun	High	Views will be blocked and enclosed to the west. Views south will be reduced in depth of view. (Noise barriers: 300m + 100m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	High	High	Significant adverse	Significant adverse
123. Site 1L	Stadium	Views to the later SEKD are west and over the undeveloped site to the medium rise Ma Tau Kok.	High	Views will be enclosed to the west. (Noise barriers: 300m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	High	High	Significant adverse	Significant adverse
124. Site 1M Kai Tak Nullah LO	Open Space	Views, in general, are screened by surrounding development including the residential areas, stadium, roads and utilities development.	High	Views may experience some additional enclosure by the introduction of buildings to the west. Minor impacts only	Schedule 3 DP	Low	Low	Moderate adverse	Moderate adverse
125. Site 1N	Mixed utilities	Views, in general, are screened by surrounding development including the residential areas, stadium, roads and utilities development.	Low	Views may experience some additional enclosure by the introduction of buildings to the west. Minor impacts only	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
126. Site 1P	Education	Views are west over Kai Tak Boulevard to the undeveloped areas and to Ma Tau Kok. To the south views are partially blocked by the airport tunnel portal, but are otherwise over the undeveloped site to the harbour and HK Island.	Medium	Views to west will be blocked and experience a reduction in depth of view by the high-rise residential development. Views to south will improve with construction of Metropolitan Park, resulting in neutral impacts in the long term.	Schedule 3 DP	High	High	Significant adverse	Neutral
127. Site 2A	Rail depot with HRR above	Views toward the remainder of the site are generally screened and enclosed by the neighbouring high-rise development of SEKD. Oblique views south are possible over the To Kwa Wan areas, the harbour and over to Hong Kong Island.	High	Relatively minor impacts due to construction of stadium, which will persist in the long term. Views to the south, however, will be screened by the later development at Hoi Sham blocking views to the harbour. (Noise barriers: 1100m + 600m of Barrier 1 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	High	High	Significant adverse	Significant adverse
128. Site 2B	HRR	Key views are east towards SEKD high-rise development of Sites 1 and onward to the developed areas of Kowloon Tong with the Kowloon Hills in the background.	High	Impacts will arise due to construction of the stadium as a major prominent element in views, screening many at the lower levels.	Schedule 3 DP	High	High	Significant adverse	Significant adverse
129. Site 2C	HRR	Key views are east towards SEKD high-rise development of Sites 1 and onward to the developed areas of Kowloon Tong with the Kowloon Hills in the background.	High	Impacts will arise due to construction of the stadium as a major prominent element in views, screening many at the lower levels.	Schedule 3 DP	High	High	Significant adverse	Significant adverse

VSR Group	VSR Type Distance from proposals Scenic Viewpoint	Description of Existing View	Sensitivity of Existing View	Impact of Proposals on Visual Amenity	DPs that contribute to impact	Magnitude of Change		Potential Impact Significance Threshold	
						Construction	Operation	Construction	Operation
130. Site 2D	HRR	Views are primarily east and south-west over the site. To the east these are over the development of Kowloon Bay to the Kowloon Hills in the background. To the west views are over the To Kwa Wan areas but with views over to the harbour and Hong Kong Island	High	Impacts will arise in particular due to the blocking and enclosure of view to the harbour and Hong Kong Island by development of the Hoi Sham areas. Views east will experience a narrowing of views to the hills, but will be retained to a degree.	Schedule 3 DP	High	High	Significant adverse	Significant adverse
131. Site 2E	HRR	Views are enclosed by other SEKD development except to the south-west and are over the areas of south Kowloon and, obliquely, over the harbour to Hong Kong Island.	High	Impacts will arise in particular due to the blocking and enclosure of view to the harbour and Hong Kong Island by development of Hoi Sham areas.	Schedule 3 DP	High	High	Significant adverse	Significant adverse
132. Site 2F	HRR	Views are enclosed by other SEKD development except to the south-west and are over the areas of south Kowloon and, obliquely, over the harbour to Hong Kong Island.	High	Impacts will arise in particular due to the blocking and enclosure of view to the harbour and Hong Kong Island by development of Hoi Sham areas.	Schedule 3 DP	High	High	Significant adverse	Significant adverse
133. Site 2G	G/IC	Views will arise from low and medium rise areas and will, thus be generally enclosed to the neighbouring existing and future SEKD (Sites 2F and 2H).	Low	Minor impacts may arise due to additional visual enclosure by the tall buildings of the Hoi Sham area.	Schedule 3 DP	Low	Low	Slight adverse	Slight adverse
134. Site 2H	Open space	Views will be enclosed by the surrounding SEKD and existing developments.	High	Minor impacts may arise due to additional visual enclosure by the tall buildings of the Hoi Sham area. (Noise barriers: 400m of Barrier 2 Noise barriers are not included as impacts as they will be constructed in the same phase, however will cause visual intrusion)	Schedule 3 DP	Low	Low	Moderate adverse	Moderate adverse