

Sites of Cultural Heritage Importance	Recommended Mitigation Measures / Further Investigation
Site of the Kowloon City Public Pier (the Old Lung Tsun Pier), and rock from the Kowloon Walled City	Archaeological site investigation with trial pit / trench is proposed around the 1943 coastline and the old reclamation area prior to the construction at the NAKTA area.
The new reclamation area of SEKD	Marine archaeological investigation with geophysical survey is proposed before the commencement of any dredging and reclamation activities to determine whether there is any site of archaeological significance.

14. LANDSCAPE AND VISUAL

- 14.1.1** The review of the landscape resources and character describes the existing landscape baseline of the site and surrounding areas. It highlights the importance of the site as a local landmark in Hong Kong's history but that, in general, it is a barren site, devoid of landscape elements of quality except for the boundary trees. The surrounding areas comprise the urban landscape of Kowloon, generally developed with a mix of residential and industrial landscape, but also with several open spaces.
- 14.1.2** The SEKD is likely to cause a number of landscape impacts. In general, there will only be relatively minor impacts to the landscape resources as the development is restricted to the former airport site. Impacts will arise from the loss of the boundary tree vegetation (approximately 1000 trees), together with temporary impacts during construction to Kowloon Rocks and Sung Wong Toi Rock, until they are restored on site. With respect to open space, Hoi Bun Road Park and Hoi Sham Park will both be affected, the former due to a road construction and the latter due to a loss of waterfront context. Additionally approx. 116 Ha of Victoria Harbour will be reclaimed.
- 14.1.3** With respect to the landscape character, the impacts to the airport site itself constitute a major change in the existing character. However, in the long term it is considered to be an impact causing a change of landscape character as it will result in the barren site to become a high-quality waterfront urban landscape, still retaining historical references to the former airport.
- 14.1.4** The SEKD is likely, however, to cause major detrimental impacts to many of the surrounding areas due to the introduction of such an extensive development causing enclosure of areas. In particular, significant adverse impacts will result from the loss of waterfront context of areas to the east, e.g. Hoi Sham Park, and moderate to significant adverse impacts to the areas north-east of North Apron area.
- 14.1.5** The review of the existing visual context highlights that there are a high number of visually sensitive receivers. The distant views open to site, e.g. from Hong Kong Island directly opposite the site or surrounding high areas of Kowloon Hills, will be able to view the SEKD in its entirety and so gain realisation of the change in character of view rather than suffer an impact such as blocking of view, particularly as measures have been incorporated in to the layout plan, such as retention of ridgelines and view corridors. Thus they are considered to experience overall *slight adverse* impacts, although a foreshortening of the developed waterfront is accepted.
- 14.1.6** The partially screened views from more distant areas, e.g. the more inland areas of Hong Kong Island, will in general experience the introduction of the taller buildings within their views and not likely to result in major impacts.
- 14.1.7** Views from adjacent to the site will experience more visual impacts. These visually sensitive receivers do not benefit from having views over the entire site, rather they experience more direct losses. The impacts will arise from the blocking of existing views either the harbour and Hong Kong and a severe foreshortening of views from open and distant to close proximity. As

these impacts arise from the introduction of permanent buildings and structures, they will persist in the long term causing *significant adverse* residual impacts.

14.1.8 The views from the more inland areas of Kowloon which are already partially screened will, in general, experience only smaller impacts primarily arising due to the extension of the high-rise urban development and / or visual enclosure.

14.1.9 A series of mitigation measures have been recommended for the construction and operation of the SEKD. The key measures include:

Measures incorporated into Layout Plans

- Creation of view corridors, links and visual permeability;
- Retention of Kowloon Hills ridgeline;
- Integration with surrounding areas;
- Consideration of character of Kowloon Bay;
- Retention of Kai Tak Runway;
- Consideration of building massing and height to reduce canyon effect and provide interest and variety to building frontage;
- Formation of open space framework, linkages and integration with surrounding open space;
- Minimisation of roads above ground or at-grade with maximisation of depressed or tunnel roads;
- Provision of compensatory planting.
- Consideration of design of earthworks.

Construction Stage

- Preservation through design or transplanting of significant trees disturbed and adequate protection of trees to be retained;
- Erection of hoardings to screen views of works;
- Stockpiling and reuse of topsoils;
- Construction of temporary open space.

Operation Stage

- Consideration of design of built form;
- Consideration of design of engineering structures;
- Provision of sturdy planting proposals;
- Consideration of design of all noise barriers.

15. LAND USE OPTION ARISING FROM THE NEW LOCATIONS OF THE SCHOOLS TO ACCOMMODATE THE LATEST LAYOUT OF THE STADIUM

15.1.1 Traffic air quality modeling was undertaken for the affected development areas in the land use option arising from the new locations of the schools to accommodate the latest layout of the stadium. The modeling results showed that the predicted air quality impact at the school sites of the land use option would all be within the Air Quality Objectives.

15.1.2 Results of the traffic noise modeling indicates that additional direct noise mitigation measures in the form of road side noise barriers and school boundary walls have to be implemented for the relocated school sites to protect the affected schools. For those classrooms with residual traffic noise impacts, indirect measures in the form of acoustic insulation and air conditioning are recommended.

15.1.3 From the perspective of the landscape character, the alternate layout of the land use option is located similar to the original layout and is separated from the surrounding urban areas, thus not causing any additional or different impact.