

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.

15.1.4 With respect to the landscape resources, the stadium / school proposals in the original layout will not cause any impact. Thus, the alternate layout in the land use option at the same location will similarly not affect any existing landscape resources or any of the current design measures, view corridors, etc.

15.1.5 The stadium / schools proposal in the original layout will, in general, be screened from all existing VSRs by the surrounding high-rise housing proposals of NAKTA. Thus an alternate layout of the land use option at the same location will remain screened and not affect the study findings.

16. IMPLEMENTATION SCHEDULE OF MITIGATION MEASURES

16.1.1 A schedule for implementing the mitigation measures recommended in the EIA has been prepared. This schedule identifies what the mitigation measures are, by whom, when, where and to what requirements each mitigation measure should be implemented during both the construction and operational phases of the development. The implementation schedule is included in the EM&A Manual.

17. OVERALL CONCLUSIONS

17.1.1 The EIA has critically assessed various environmental issues of concern for the SEKD. Environmental impact mitigation measures, where considered necessary during construction and operational phases of the development, are recommended.

17.1.2 Findings of the EIA showed that, with the implementation of the recommended environmental mitigation measures, the SEKD would comply with all relevant environmental standards and legislation. No insurmountable environmental impact is expected during the construction and operational phases of the development.