13.9 Mitigation Measures

13.9.1 Introduction

13.9.1.1 The previous sections have identified the landscape and visual impacts assessments, which are likely to occur due to the construction and operation of the SEKD. A series of mitigation measures have been formulated in order to alleviate some of the effects of these impacts where possible. It should also be noted that design measures have also been incorporated into the layout plans during the design stages. This has been undertaken in order to minimise impacts through design, rather than purely retroactively subsequent to construction. This section will thus be described in three parts, as follows:

(a) Summary of design measures incorporated into development layout plans to minimise impacts through design;
(b) Mitigation measures to alleviate identified landscape and visual impacts during the construction stage; and
(c) Mitigation measures to alleviate identified landscape and visual impacts during the operation stage.

13.9.2 Design Measures Incorporated in Development Layout

13.9.2.1 In context of the development brief, a series of measures to minimise impacts during the design stages have been incorporated. These can be summarised as follows and are indicated on **Drawing Nos. 22936/LV/523** to **22936/LV/526**:

Visual links

13.9.2.2 The relationship between the urban districts of Hong Kong and the undeveloped ridgelines and harbour is a key factor of the character of the city. Careful consideration has been given to the retention of the visual links between the city, both existing and the proposed development, and the surrounding landscape. The following have been incorporated:

Visual permeability and links

13.9.2.3 There is potential for visual intrusion resulting from the introduction of the high-rise development on the waterfront. In order to reduce the effects that this may cause it has been ensured that visual permeability through the development is possible. This has been achieved through the incorporation of open space linkages within the development allowing views through the SEKD and creates a visual depth to the built form from Hong Kong Island.

View Corridors

13.9.2.4 Three key view corridors have been incorporated into the layout to increase the visual permeability and links through the site. Two of these are to the local hills of Lion Rock to the north and Kowloon Peak to the north-east. These provide strong visual linkage between the SEKD, particularly the proposed public open space, and the surrounding areas. A third is provided in respect of the Sung Wong Toi Rock (Emperor's Rock). This runs to the south-east to Lei Yue Mun.

Retention of Kowloon Hills' Ridgeline

13.9.2.5 When viewed from areas such as Hong Kong Island and the southern areas of Kowloon, e.g. Tsim Sha Tsui, the surrounding ridgeline of the Kowloon Hills to the north currently provides a dramatic natural backdrop to the high-rise urban areas of Kowloon and are integral to the character of the city. This ridgeline is partially breached by the existing high-rise

developments particularly in Lam Tin, Sau Mau Ping, Crocodile Hill and Ngau Tau Kok. The SEKD layout respects this by having a restricted building height (maximum 40 storeys) and preserving views of the natural hillside ridgeline as far as possible. At some locations the ridgeline is reduced in elevation and is broken by the existing high-rise developments. Ridgelines to the east of Lion Rock have not been preserved in total, however, the SEKD layout has retained views as far as possible.

Integration with Surrounding Area

13.9.2.6 The shared boundary between the site and surrounding urban area is significant due to its length and because it cuts across the typical urban grain (due to evolution of urban area around the former airport). The existing perimeter roads (on viaduct) contribute further to interface problems between the development site and the adjacent districts. As a result, there is a risk that the proposed development will generate a walling effect in relation to the adjacent areas, resulting in poor integration between old and new, and adverse landscape and visual impacts.

13.9.2.7 In order to reduce the potential for segregation between SEKD and the surrounding areas a series of links, perceived and real have been incorporated in the layout. These include:

(a) Street pattern and orientation, and built form responds to surroundings in order to retain/enhance street vistas etc;
(b) Public open space that are adjacent to SEKD boundary in order to create suitable open space links with proposed landscape/urban design; and
(c) Integration of G/IC facilities (schools, hospital etc) and open space at periphery of proposed development in order to punctuate the high-rise residential estates and generate a varied height profile.

Character of Kowloon Bay

13.9.2.8 Kowloon Bay contributes to the overall character of Victoria Harbour, in part due to the widening of the water channel. Proposed reclamation in the bay and development along the runway will alter the character of Kowloon Bay and therefore that of the wider harbour, giving rise to landscape impact. The SEKD has been designed to respect this by the consideration of the building height, form and massing, retention of the runway and provision of waterfront open space.

Form of Kai Tak Airport Site

13.9.2.9 The redevelopment of the airport could potentially result in a loss of one of the most distinctive features in Hong Kong's modern history and has been realised from the early stages in the layout design. In order to respect the former airport the alignment of the runway along the waterfront, together with the end on the runway has been maintained. This will provide a recognisable and distinctive feature of the SEKD.

Building Massing and Height

13.9.2.10 The scale and shape of the site is such that the cumulative visual effect of the proposed buildings along the runway for example, particularly in more distant views, could give rise to a walling effect. The SEKD has been designed to create a varied and progressive stepped building height from the waterfront inland, i.e. lower buildings are located along the waterfront with progressively taller buildings behind. This avoids a canyon effect along the harbour frontage and interest to the building form of the SEKD. Additionally, the building frontage is varied in respect of the depth of building line from waterfront, e.g. variation in depth along the runway promenade, and the location of the Metropolitan Park on the waterfront. A variety of building types are also proposed. These principles act to provide visual interest to the SEKD in views from the south.

Cultural Heritage

13.9.2.11 The developmental layout plan takes account of the site heritage. The Sung Wong Toi Inscription Rock (Emperor's Rock) was originally located within the western part of the NAKTA area of the airport site. On expansion of the airport it was moved to an open space area, namely the Sung Wong Toi Garden to the north of Olympic Avenue, retaining its view corridor to Lei Yue Mun. This Rock is to be restored to its original location within the SEKD and as a central feature on an artificial mound creating a focus in a new park.

Open Space

13.9.2.12 Open space has been incorporated as an integral part of the SEKD. It has been provided in accordance with HKPSG in respect of creating Regional Open Space, District Open Space and Local Open Space. This has been a feature of the design stages for the layout, such that there is a sturdy open space and landscape framework as an integral part of the overall urban design of the SEKD. This framework provides a hierarchy of open space responding to the needs of the local surrounding, and future, residents, creating an opportunity for a high quality living environment.

Open Space Linkages

13.9.2.13 Several key open spaces are located on the periphery of the SEKD, including one on the waterfront at Hoi Sham, together with parks such as Kowloon Wall City Park, future open space south of Richland Garden and Hoi Bun Road Park. Open space linkages are provided to connect these surrounding areas to the proposed open space within SEKD. In particular, the following key linkages are provided:

(a) Hoi Sham Park – direct open space link (along "DO") from the park to the new waterfront;
(b) Kowloon Wall City Park – open space link between Kowloon Wall City Park, via recreation space north of Prince Edward Road East to a key gateway open space ("DO" Kai Tak Square) leading to the Lion Rock view corridor ("RO" Kai Tak Boulevard) an on to the Metropolitan Park ("RO"). A series of subways will provide direct pedestrian access across the roads;
(c) Richland Gardens – open space associated with Richland Gardens, together with a future open space to the south will have a direct link to the open space system; and
(d) Hoi Bun Road Park – open space link to the promenade system.

13.9.2.14 Additional to these are a number of pedestrian links connecting the SEKD open space to the surrounding areas. These linkages provide important elements in integrating the SEKD with the surrounding environs.

13.9.2.15 The scheme design and layout has considered the importance of these open space linkages from the early stages. As such any engineering elements, e.g. roads, drainage reserves, etc. which interface with the linkages have been have been fully considered and incorporated into layout design so that they do not form an obstruction. In order to ensure the development and use of these interface areas as open space, they are zoned as District Open Space ("DO") or Regional Open Space ("RO") on the recommended layout plans and as such will be subject to the statutory guidelines for the design of open space in *Hong Kong Planning Standards and Guidelines*. Examples include:

(a) landbridges with landscaped public open space on top are proposed which will unite areas of ground level open space on either side of highways; and,

(b) drainage reserves will be covered, landscaped and incorporated into open space. Maintenance access requirements have been considered and the use of multi-functional surfacing proposed (i.e. a good quality paving finish suitable for the pedestrian

environment, but which is also capable of supporting the maintenance access requirements). Access pointing into the reserves have been minimised and will be segregated from the pedestrian environment without obstructing the linkages.

(c) It should be ensured during the detail engineering design that there is adequate provision of underground space and soil depth over the box culvert for landscaping and recreational facilities.

Roads

13.9.2.16 Roads are potentially significant detractors to both the landscape and visual amenity of the SEKD. In order to minimise the impacts which they may cause, a series of measures have been incorporated into the layout. These include:

(a) Creation of a pleasant pedestrian environment with sympathetic landscape treatments for the road networks within the site. This should include extensive tree and shrub planting for shade, aesthetic purposes, and as a buffer to the roads and developments. Wide footpaths, together with provisions for roadside landscape strips have been incorporated into the layout in order to allow more separation between pedestrians and traffic.
(b) Roadside planting. Provision is made, through building setbacks, for roadside planting, particularly trees along all new roadsides, including local roads, district distributors and trunk roads. Roadside areas are sufficiently wide to improve the overall environment;
(c) Minimisation of roads required. The extent of roads has been reduced as far as possible, while still maintaining the traffic / transport requirements and standards. This improves the overall landscape and visual quality of the SEKD;
(d) Depression and tunnelling of roads. Where possible, sections of the district distributor roads and trunk roads have been depressed or put in tunnel in order to reduce the visual impact and improve the potential for a quality landscape environment at the ground level. Sections of the following roads are depressed or in tunnel:
- Trunk Road T2;
- District Distributor D4;
- District Distributor D5; and
- Central Kowloon Route.

Compensatory Planting

13.9.2.17 As described above substantial amount of public open space will be created as an integral part of the SEKD forming part of the overall open space and landscape framework. This will provide opportunity for the loss of any planting disturbed by the works.

13.9.3 Construction Stage Mitigation Measures

13.9.3.1 A series of mitigation measures to alleviate impacts for the construction stage has been formulated. It should be noted that as many of the VSRs are elevated and overlooking the site, restricting the potential for mitigation measures, particularly screening. A summary of the mitigation measures with respect to the funding, implementation, management and maintenance of the landscape works, based on the guidelines outlined in *WBTC 18/94 Management & Maintenance of both Natural Vegetation & Landscape Works* is given at the end of the section. The mitigation measures are described below.

Existing Vegetation

Tree preservation

13.9.3.2 Vegetation clearance will be restricted to those areas requiring engineering construction in order to maximise retention of existing vegetation, particularly trees and tree groups. Where

tree felling is unavoidable, it shall only be undertaken in accordance with the Government approved tree felling application as outlined in WBTC 24/94 Tree Preservation.

13.9.3.3 Tree felling will be compensated by new tree planting within the site, specifically this will include all the public open space areas (regional, district and local open spaces), and within amenity areas and strips including roadsides. Trees will be planted at an appropriate level of maturity to ensure their establishment. At a minimum, the same number of trees will be replanted as those felled. Compensatory planting proposals will be submitted to the relevant Government Departments under whose jurisdiction and maintenance the planting will apply, as part of the Tree Felling Application.

Protection of existing vegetation and trees to be retained

13.9.3.4 Adequate measures for the protection of existing vegetation should be fully specified. Existing vegetation identified to be retained shall be protected from disturbance by robust fencing and hoarding. As a minimum this should be sturdy 1.8m protective fencing to be located at the edge of the tree canopy and not around the trunk. There will be prohibition of the storage of materials, the movement of construction vehicles and the washing of equipment including concrete mixers beneath the tree canopy. Plans will be produced which clearly identify the no-go zones for the contractor, which he shall not be permitted to enter.

Tree transplanting

13.9.3.5 As part of the tree survey, all trees affected by the works will be assessed for their suitability for transplanting. Where physically feasible and cost effective, trees should be transplanted. New locations for transplanted trees will be agreed with the relevant government department. Trees to be transplanted should be indicated on the Tree Felling Application to Government. Adequate provisions and safeguards should be made within the specification for transplanting trees. The tree transplanting and planting works would be implemented by approved landscape contractors and inspected and approved on site by a qualified landscape architect. A tree protection/transplanting specification would be included within the contract documents.

Hoardings

13.9.3.6 A minimum 2.5m hoarding should be used around the boundary of the works. Although high-rise VSRs may not benefit due to their height, views from the lower levels and street will benefit. In particular this should be used during the reclamation.

Temporary Open Space

13.9.3.7 The development of temporary open should be considered to provide outdoor recreational areas for the first population intake as there is a considerable period prior to development of other parts of the site.

Reclamation

13.9.3.8 All areas of reclamation which are programmed to remain undeveloped for more than 12 months shall be hydroseeded with grass in order to provide a temporary vegetative cover.

13.9.4 Operation Stage Mitigation Measures

13.9.4.1 A series of mitigation measures to alleviate impacts during the operation stage have been formulated. In respect of these measures it should be noted that many landscape proposals, including design measures to reduce impacts, and the provision of e.g. open space, etc. are included as part of the layout plan, landscape plan.

Landscape Considerations In The Earthworks Design

13.9.4.2 In consideration of the site, it is unlikely that there will be a requirement to create many new cut slopes from existing slopes. However, it is likely that here will be earthworks and site formation required as follows:

(a) for depressed roads;
(b) for cut and cover tunnels and at tunnel portals; and
(c) embankments for major roads where elevated (abutments, etc.).

Topsoil

13.9.4.3 The potential for any future re-use of the topsoils on-site must be taken in consideration of the contamination of the soils, which is currently being treated. Notwithstanding, any topsoil proposed to be disturbed should be tested to investigate its quality. Should the soil be of good quality it should be removed and stockpiled for future use on the project. If this is not practicable, it should be removed and used on projects elsewhere. If soils are contaminated they should be identified and treated / removed accordingly. Poor, but uncontaminated, soils may be treated to improve their quality where practicable or removed from site for other uses.

Earthworks

13.9.4.4 The following general principles should be considered in the design of the earthworks:

(a) slopes will be designed to be capable of supporting trees and vegetation. In general, a minimum of 1200mm of graded topsoil should be placed on the surface of fill embankments;
(b) the slope gradient should allow the slope to be safely planted and maintained. Generally, it is difficult to plant slopes steeper than 1:1.5, with slopes normally being no more than 1:3. Slopes steeper than this should be planted using an alternative method such as by hydroseeding;
(c) earthworks should aim, as far as possible, to blend with the surrounding and adjacent landforms. In this highly urban environment of Kowloon, it may be more appropriate to consider more sculptural landforms as part of the overall landscape design;
(d) in critical locations where there are space limitations, retaining walls may be used to achieve greater slope gradients. These systems may then be planted at the base, on the wall and on any terraces so formed; and
(e) access to planted areas for both planting works and slope maintenance operations must be considered from the outset. It is generally anticipated that service vehicles and operatives will use the roads system to access roadside planting, although this may not be possible for link roads and elevated roads. Where roadside access is impossible, additional methods of access should be provided.

Planting Proposals

13.9.4.5 Planting proposals associated with the development are an important mitigation measure, both in relation to landscape and visual impacts. The design of mitigation planting will take into account the following:

(a) Landscape Treatment Of Roadside Slopes will be used to
- screen of structures from adjacent sensitive viewpoints;
- compensate for trees felled as part of the construction works;
- enhancement of the ecological and landscape value of the area;

(b) Hydroseeding. Once the shape and extent of soft slopes is determined, the initial action is to hydroseed directly onto the newly formed slope. The specification should fully describe ground preparation measures that are required prior to commencement of hydroseeding;

(c) Planting. Slopes will be hydroseeded on completion with a grass seed mix. Where appropriate, hydroseeding will be followed by pit or notch planting of whips, small trees and shrubs. Planting works should follow during the first planting season. Planting mixes shall be based on a variety of species that will rapidly establish a vegetative cover. These shall include a proportion of quick growing 'nurse' species as well as slow growing but long lived native trees. Shrubs will be included to create an understorey to the developing woodland. Woodland mixes shall, where appropriate, reflect the species lost due to the works. However, the potential for enhancement and the use of more appropriate species should be used, particularly for ecological considerations;

(d) Landscape Below Elevated Structures. The relative height of elevated structures should be reviewed to assess whether plant material would establish below the structure. Shade tolerant species should be included below the elevated road structures wherever possible. Provision of waterpoints must be provided to facilitate maintenance. Appropriate landscape treatments should be found for land beneath elevated structures where it is assessed that planting will not thrive. In highly visible areas, creative hard landscape solutions should be included which add visual interest to the townscape but which require little maintenance. Design solutions should be sculptural in nature;

(e) Where roadside planting is proposed, the planting area will be separate from that set aside for utilities, i.e. a landscape planting corridor will be established free of all utilities;

(f) Tree and shrub screen planting, including roadside amenity planting will be considered as appropriate; and

(g) Tree planting areas will be provided with a minimum of 1200mm depth topsoil.

13.9.4.6 In terms of mitigation measures to alleviate the identified impact of disturbance to vegetation, the proposed planting will compensate trees that are removed as a result of the works. Further to this, the layout plan proposes many new open space areas, which will provide opportunity for extensive planting schemes and proposals, together with being a key landscape element in the redevelopment of the site, particularly in improving the overall urban environment, roadsides, etc. of Kowloon.

Design of Buildings

13.9.4.7 It is important that the designs of the built elements of the proposed scheme are consistent in design and form. In all cases they should be considered as elements which must integrate with the landscape and development as a whole.

13.9.4.8 The design of buildings should be considered in context of the SEKD as a new feature cityscape of Hong Kong. As such, building should be designed to be contemporary, providing aesthetic and visual interest as well as a quality urban environment. Notwithstanding, the use of reflective materials should be restricted, particularly on the south-facing elevation, to avoid reflection across the harbour.

13.9.4.9 Utilities buildings, e.g. those in G/IC areas, will be designed to be feature buildings within the development. The use of standard building form will be avoided. This may be achieved by the use of clad materials over the structure, such as tiles, coloured panels, etc. Boundary tree and shrub planting will be used to provide a landscape buffer and visual screen.

Design of Engineering Structures

13.9.4.10 The design of all structures is to be consistent through the SEKD, i.e. structures to have consistent features and elements for the whole development to create a distinctive identity. This can by achieved through the use of materials and the design of form. Additionally thematic features, e.g. panels within the structures, could be used to reflect the former airport site.

(a) Viaducts

13.9.4.11 Viaduct structures to be designed to have a narrow profile and slender columns in order to reduce their visual intrusion. Spans between columns should be maximised in order to reduce the number required. All additional engineering elements, e.g. drainage provision, associated with the viaduct will be concealed within structures. Noise barriers, etc. will be designed as an integral part of the viaduct in order to minimise visual clutter.

(b) At-grade Structures

13.9.4.12 The visual appearance of at-grade structures should:

- be aesthetically compatible with the environment;
- avoid deterioration of the existing environment for pedestrians; and
- incorporate effective landscape treatments.

13.9.4.13 Particular attention should be given to the appearance of the at-grade supports. It is proposed that concrete columns may be preferable to steel supports that, at the scale required, will have a heavy, industrial appearance and may present a long term maintenance problem. Concrete supports would relate to the existing highway materials such as the road columns, which are common in the urban environment. These could be tiled in pedestrian areas to reduce their scale.

13.9.4.14 For maintenance reasons, it will be difficult to soften the structure by growing climbing plant material over it. In the limited locations where space permits, trees and shrubs should be planted. Where space is limited, external climbing frames could be attached to both retaining walls. However, textured or clad finishes will be considered, in particular to overcome staining problems from car emissions and rain.

(c) Tunnel Portals and Ventilation Buildings

13.9.4.15 Tunnel portals will be constructed using contemporary design and materials. They will be considered as local features within the urban environment. They will be integrated with the local urban environment and townscape. Ventilation buildings will also be designed as features within the local landscape. The designs for all such structures will avoid overly utilitarian design and form. Landscape will be integrated with the design of these elements in order to provide a softening buffer to the buildings.

(d) Retaining Walls

13.9.4.16 A number of retaining walls will be required adjacent to roads, e.g. Road D4, as they become depressed and enter tunnel. These retaining walls will be designed as features along the roadside with a thematic design appropriate for the former airport. This may be achieved by the use concrete panels or cladding.

13.9.4.17 Retaining walls should be designed to relate to their context. In residential areas or in close proximity to schools, the design intention should be to reduce their massive nature and create

visual interest. All walls should be softened and screened by incorporating plant material both at grade and at the top of the wall.

(e) Planting

13.9.4.18 Tree and shrub planting will be used associated with structures to help reduce the apparent scale of the engineering structures in the landscape.

(f) Materials

13.9.4.19 All structure should be finished to minimise glare and staining, such as the use of textured concrete finish or by clad materials, e.g. coloured panels.

(g) ACABAS

13.9.4.20 The design of all engineering structures will be reviewed and approved by ACABAS.

Noise Barriers

13.9.4.21 The requirement for noise barriers has been avoided as far as possible by the use of building setbacks in layouts or by locating non-sensitive buildings adjacent to the source. However, there are a number of noise barriers, which are required to alleviate the noise impacts. Where possible these should be incorporated into the building structure such as in boundary walls or in the location of podia.

13.9.4.22 Where this is not possible, all noise barriers and semi-enclosures will be based on one design theme to create a single family of structures, and also to minimise visual impact. Principles for their detail design are as follows:

13.9.4.23 Emphasis will be put on the use of clear panels, particularly on those barriers located on viaducts. However, as this is a also an urban development, consideration should be given to creating features of those barriers at ground level by the use of coloured or feature panels. Such panels could have a thematic design reflecting the former airport use of the site and should be considered for barriers adjacent to residential areas and open space, where they can also be used to partially screen the wide roads and traffic. However, it will be ensured that key views will be retained and not screened by the use of opaque barriers.

13.9.4.24 All barriers will be designed to be integrated with the local streetscape in order to avoid visual clutter. When proposed on viaducts, the entire system will be designed as single entity to create a simple and uncluttered form. Where practicable, planting will be associated with the barriers in order to soften their appearance. The design of all noise barriers will be submitted to ACABAS for approval during the detail design stages of the project.

13.9.4.25 A Summary of the mitigation measures with regard to funding, implementation, management and maintenance is given below:

Mitigation Measure	Funding	Implementation	Management	Maintenance
Detail Design Stages				
Incorporation of Design Measures in Layout Plans / Advance Infrastructure Works	TDD	TDD	N/A	N/A
All Earthworks Design	TDD	TDD	N/A	N/A
Construction Stages				
Existing Vegetation				
Tree Survey / Felling Application, Felling, Transplanting Preservation	TDD	TDD	TDD	TDD

Mitigation Measure	Funding	Implementation	Management	Maintenance
Hoardings	TDD	TDD	TDD	TDD
Temporary Seeding of Reclamation (if required)	TDD	TDD	TDD	TDD
Stockpiling and reuse of topsoil	TDD	TDD	TDD	TDD
Operation Stage				
Planting Proposals				
Roadside verge and planting area below viaducts	TDD	TDD	LCSD	LCSD
Public Open Space (i.e. LO, DO, RO)	TDD	TDD	LCSD	LCSD
Amenity Areas	TDD	TDD	LCSD	LCSD
Open Space in Development Lots	Developer	Developer	Developer	Developer
Over Drainage Reserves in Open Space	TDD	TDD	LCSD	LCSD
Design of Road Structures				
Design of all Road Structures, Tunnel Portals, retaining walls, etc.	TDD	TDD	na (design issue only)	na (design issue only)
Noise Barriers	TDD	TDD	HyD	HyD

13.9.5 Standards, Legislation And Guidelines

13.9.5.1 A series of Hong Kong standards relate to the design of the landscape and visual mitigation measures. They shall be undertaken in accordance with the following guidelines:

(a) *Hong Kong Planning Standards and Guidelines*, particularly Chapter 4 for Recreation and Open Space and Chapter 9 for with regard to the buffer distance between pollution sources and the planning of recreational facilities in open space;
(b) *Tree Preservation (Works Branch), WBTC 24/94*;
(c) *Management & Maintenance of both Natural Vegetation & Landscape Works (Works Branch), WBTC 18/94*;
(d) *Management & Maintenance of Landscape Works along Public Roads. Aug 1996 (HyD. Guidance Notes), LU/GN/001*;
(e) *Control of Visual Impact of Slopes (Works Branch), WBTC 25/93*;
(f) *Allocation of Space for Urban Street Trees (Works Branch), WBTC*;
(g) *Appearance of Structures. Lands and Works Branch Technical Circular No. 11/89*; and
(h) *Improvement to the Appearance of Slopes, WBTC 17*/2000.

13.9.6 Schedule 2 Designated Projects

13.9.6.1 A series of specific mitigation measures for each of the Schedule 2 Designated Projects has been formulated. These are outlined in Section 13.11 and **Tables 13.18** to **13.36**.

13.10 Residual Impacts

13.10.1 Introduction

13.10.1.1 The mitigation measures described in the previous section have been formulated to alleviate the identified landscape impacts. However, as the SEKD is a permanent proposal, it is likely that impacts will persist in the long term operational stage. This section will describe those impacts likely to remain in the long term. In consideration of these residual impacts, the following should be noted:

(a) The SEKD is a permanent development on an extensive scale, hence it is likely that impacts will remain in the long term;