

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

### 14.1 Introduction

**14.1.1** The Layout Plans (**Drawing Nos. 22936/TP/101 to 129**) included in Section 3 of this report incorporated a 50,000-person stadium at Site 1L1 within the North Apron for Kai Tak Area (NAKTA) District. The stadium site would include a warm-up track and other ancillary facilities together comprising some 16 ha. In locating the stadium, a main concern is the ease of transport. As such, it is located in close proximity (within some 500m to 600m or maximum 10 minutes walking distance) to 2 railway stations on the Shatin to Central Link. These 2 stations will help the crowd dispersal after an event to be held in the stadium.

**14.1.2** Two school villages of four schools each are located to the north and south of the stadium. As the operation hours of the stadium and the school villages are staggered, the school villages are able to coexist with the stadium operations. These may also be same potential sharing of facilities, principally the sports facilities such as the warm - up track. In addition, the school villages provide relatively low-rise development adjacent to the stadium site. Further as the sites at NAKTA can be available early, the school village can be accomplished at the relatively early stage of the development. The ventilation shaft and administration building for the Central Kowloon Route also lie to the south of the proposed stadium.

**14.1.3** It should be noted, however, that the school village remains a key planning concept within SEKD. The provision of school villages would help to meet various ongoing education initiatives including reducing the shortfall in schools in the East Kowloon hinterland area. Early availability of land is a factor to be considered.

**14.1.4** The findings of the Consultancy Study on Requirements for Major New Sports and Recreation Venues currently being undertaken by Home Affairs Bureau have recently been presented to the CPLD meeting with the principal concerns being that:

- There is a need for the stadium to be visible from the Metropolitan Park, harbour and Hong Kong side;
- The setting could be improved by removing the school village located to the north of the stadium adjacent to Road D1;
- The ventilation shaft and administration building for the Central Kowloon Route may cause visual impacts for the stadium; and
- The residential development currently located at Area 4A adjacent to the Metropolitan Park would limit views of the stadium.

**14.1.5** A land use option is therefore arising from the new locations of the schools to accommodate the latest layout of the stadium (see **Drawing No. 22936/TP/507** in **Appendix 14C**). The option comprises the following:

- The two school villages (each with four schools) located to the north and to the south of the stadium are relocated to the other part of SEKD;
- One school is located at Area 1E;
- Two schools join the two already located with Area 2B to form a four-school village;
- One school is located at Area 4A;

- One school village of four schools is located to Areas 4P/4Q requiring the larger of the two swimming pools to be relocated to the stadium site; and
- Area 4A is given over to residential use but restricted to retain vistas of the stadium from the Metropolitan Park.

**14.1.6** The swimming pool complex is the alternative option arising from the new stadium layout, i.e. one of the larger swimming pool will be moved to the stadium area. It is immediate north of the warm-up track and stadium facilities.

## **14.2 Findings of this EIA Report and Environmental Implications of the Land Use Option**

**14.2.1** This EIA Report has concluded the following regarding the stadium and ancillary facilities:

1. Based on noise monitoring at the Fukuoka Dome, which has a retractable roof, in Japan during a rock concert, noise levels at nearby noise sensitive receivers were found to be similar to the background level. A stadium with a retractable roof therefore would not cause unacceptable noise impact to nearby sensitive uses if similar roof type is adopted.
2. The stadium would be considerably higher than the schools in the nearby school villages. There would be no direct line of sight from the school to the activities within the stadium when the retractable roof is open. No noise impact to the schools in nearby school villages was expected.
3. The current planning intention of the warm-up track does not cater for any noise generating activities like concerts. Major noise sources would be the crowd noise and noise from the amplified PA system. Night-time operation after 11:00 p.m. should be restricted. Precautionary measures such as proper distribution of sound systems and loud speaker use directives were suggested to prevent possible noise impacts.
4. The swimming pool complex would have noise impacts similar to the warm-up track. The nearest NSR would be at the residential area at site 2D and 4A which is approximately 140m and 200m away from the site boundary of swimming pool complex respectively. The number of seats provided would be less than 10,000 and would not be a designated project under the EIAO. Depending on the scale of the spectator area, noise from swimming pool complex may include both from the crowd and the amplified announcements using loud speakers. The loud speaker announcement may tend to have higher noise impacts because it occurs more frequently than loud crowd noise and is considered more annoying than the non-intelligible character of crowd noise. Night-time operation after 11:00 p.m. should be restricted. While noise emanating from pumping facilities of the swimming pool would be enclosed and thus potential adverse noise impacts are not expected. Precautionary measures such as proper sound distributed system and proper loud speaker directivity are suggested to prevent the possible noise impacts.

**14.2.2** The land use option involves the increase in land take for the stadium site. This results in slight reduction in residential population and employment in the SEKD, as well as less traffic flows during peak hour. This should lead to lower environmental impacts for SEKD compared to the predictions in this EIA Report. For completeness, traffic air quality, traffic noise, and landscape and visual impact assessments were re-examined for the affected development areas in SEKD under this land use option and are given in Sections 14.3 to 14.5 below.