

Sites of Cultural Heritage Importance	Recommended Mitigation Measures / Further Investigation
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.

16.12 Landscape and Visual Impact

16.12.1 Landscape Impact Assessment

- 16.12.1.1 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.
- 16.12.1.2 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, together with temporary impacts during construction to Kowloon Rocks and Sung Wong Toi Rock, until they are restored on site.
- 16.12.1.3 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character as it will result in the barren site to become a high-quality waterfront urban landscape, still retaining historical references to the former airport.
- 16.12.1.4 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 NAKTA.

16.12.2 Visual Impact Assessment

- 16.12.2.1 The review of the existing visual context highlights that there are a high number of visually sensitive receivers, but that, broadly, they can be classified into large groups with similar views or view types. Broadly the views can be considered in the following groups:
- Distant views open to the site, e.g. from HK Island directly opposite the site, or surrounding high areas of Kowloon Hills;
 - Distant views partially screened to the site, e.g. the more inland areas of HK Island;
 - Adjacent views directly over the site and onward to Victoria Harbour and Hong Kong Island or Lei Yue Mun areas; and
 - Partially screened views from the more inland surrounding developed areas of Kowloon.
- 16.12.2.2 The first of these 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 *significant neutral* impacts, although a foreshortening of the developed waterfront is accepted.
- 16.12.2.3 The partially screened views from more distant areas will in general, experience the introduction of the taller buildings within their views and not likely to result in major impacts.

- 16.12.2.4 Views from adjacent to the site will experience major visual impacts. These VSRs 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.
- 16.12.2.5 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.

16.12.3 Conclusions

- 16.12.3.1 The scale of SEKD, particularly in a waterfront location, will inevitably result in major landscape and visual impacts. These have been minimised through careful consideration of the layout plans for the development to incorporate features such as view corridors, visual permeability, restriction of building heights to retain views of ridgelines, stepped building heights, retention of the runway coastline and relocation of Sung Wong Toi Rock. It will also create a new urban waterfront, however, the scale of SEKD and the extent of high-rise development is likely to significantly, and detrimentally, alter the landscape and visual context of the surrounding Kowloon Bay areas, particularly due to loss of waterfront, enclosure and blocking / reduction in depth of currently open views.
- 16.12.3.2 Overall, in context of the development brief and site location the SEKD is considered to be acceptable with mitigation measures (including incorporation of all design measures in the layout plan). However, some adverse impacts to the landscape and visual context of the neighbouring areas must be accepted in context of creating the new urban waterfront.

16.13 Land Use Option Arising from the New Locations of the Schools to Accommodate the Latest Layout of the Stadium

- 16.13.1 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.
- 16.13.2 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.
- 16.13.3 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. 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.
- 16.13.4 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.