

- 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.