



Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities – The Road Connection Between HKBCF and the Airport, Chek Lap Kok

Landscape and Visual Plan

January 2022

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Airport Authority Hong Kong

Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities – The Road Connection Between HKBCF and the Airport, Chek Lap Kok

Landscape and Visual Plan

January 2022

**This Landscape and Visual Plan has been
reviewed and certified by the Environmental Team Leader (ETL)
in accordance with Condition 2.4 of
Further Environmental Permit No. FEP-01/353/2009/K.**

Certified by:



Heidi Yu
Environmental Team Leader (ETL)
Mott MacDonald Hong Kong Limited

Date 28 January 2022

Our Ref : 60440482/C/RMKY220128

By Email

Airport Authority Hong Kong
HKIA Tower, 1 Sky Plaza Road
Hong Kong International Airport
Lantau, Hong Kong

Attn: Mr. Lawrence Tsui, Principal Manager, Environmental Compliance

28 January 2022

Dear Sir,

Contract No. 3102
Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities – The Road Connection Between HKBCF and the Airport, Chek Lap Kok - Independent Environmental Checker Consultancy Services

Landscape and Visual Plan

We refer to the Landscape and Visual Plan submitted and certified by the ET Leader on 28 January 2022.

We would like to inform you that we have no adverse comment on the captioned submission. Therefore we write to verify the captioned submission in accordance with the requirement stipulated in Condition 2.4 of FEP-01/353/2009/K.

Should you have any query, please feel free to contact the undersigned at 3922 9141.

Yours faithfully,
AECOM Asia Co. Ltd.



Roy Man
Independent Environmental Checker

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1 Introduction

1.1 Project Background

To connect the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF) with the Hong Kong International Airport (HKIA), roads including an elevated bridge structure (hereinafter referred to as “the HKBCF Viaduct/Roads”) were proposed as part of the HKBCF project, as described in Section 4.5 of the approved Environmental Impact Assessment (EIA) report of the HKBCF project. The HKBCF Viaduct/Roads are located partly within the boundary of the Airport Island near Terminal 2 (T2) and partly within the boundary of the land corridor between HKBCF and the Airport Island, i.e. partly within the HKBCF boundary.

Under the HKBCF project, the arrangements for the planning of the construction of the HKBCF Viaduct/Roads were formulated based on the scenario with the existing two-runway system 2RS at the HKIA. The portion of the HKBCF Viaduct/Roads falling within the boundary of the land corridor between HKBCF and HKIA were originally planned to be constructed by Highways Department (HyD) of the Government of the Hong Kong Special Administrative Region (HKSARG) as part of the HKBCF project.

With the planned expansion of HKIA into a Three-runway system (3RS), a revised layout of the HKBCF Viaduct/Roads (hereinafter referred to as the proposed “HKIA-HKBCF Road Connection”) was formulated as part of the P282 Terminal 2 Expansion Design Consultancy of Airport Authority Hong Kong (AAHK). The proposed HKIA-HKBCF Road Connection has taken into account the design of the 3RS road network designed around the expanded T2 building. In addition to preparing the detailed design, it was also considered that the proposed HKIA-HKBCF Road Connection within the HKBCF boundary would be constructed by AAHK instead of HyD along with the 3RS road network planned within the Airport Island. Upon completion of the construction works, the new HKIA-HKBCF Road Connection outside the Airport Island would be handed over to HyD for future operation and maintenance.

The EIA for the HKBCF project, which covered the HKBCF Viaduct/Roads as a Designated Project (DP) based on the requirements set out in Item A.8. (i.e. A road bridge more than 100m in length between abutments) in Part 1 of Schedule 2 to the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499), was completed and approved (EIA Register No.: AEIAR-145/2009) and an Environmental Permit (EP) (EP No.: EP-353/2009) was granted under the EIAO to HyD. The construction for the HKIA-HKBCF Road Connection (hereafter as “the Project”) consists of a road bridge more than 100m in length between abutments connecting between HKBCF and the HKIA, which is part of the work for HZMB-HKBCF. Location of the Project Site is shown in **Appendix A**.

On the other hand, the 3RS EIA had subsequently commenced and completed (EIA Register No.: AEIAR-185/2014) by AAHK, and it has already taken the layout of the proposed HKIA-HKBCF Road Connection into account and has assessed the relevant cumulative environmental impacts. The planned change in implementation agent from HyD to AAHK for the construction of the proposed HKIA-HKBCF Road Connection outside the Airport Island would, involves a transfer of corresponding responsibilities under the HKBCF EP from HyD to AAHK. To this end, an Environmental Review Report (ERR) was prepared and submitted to the Environmental Protection Department (EPD) in November 2018 which concluded that the change of implementation agent from HyD to AAHK for the construction of the Project would not result in any exceedance or violation of the environmental performance requirements set out in the approved HKBCF and 3RS EIAs and the mitigation measures identified in these EIAs remained relevant and valid. A Further Environmental Permit (EP No. FEP-01/353/2009/K) for the

construction of the HKIA-HKBCF Road Connection was granted to AAHK in December 2018 in accordance with Section 12 of EIAO.

As stipulated in Condition 2.4 of FEP No. FEP-01/353/2009/K, “*The Permit Holder shall deposit with the Director, at least 1 month before the commencement of construction of relevant part of the Project, three hard copies and one electronic copy of a landscape and visual plan (the Plan) incorporating aesthetic architectural design on buildings structures and related infrastructure of the Project, streetscape elements, planting proposals and other measures including night-time lighting control.*”

1.2 Project Description

The Project will consist of the construction of a road bridge more than 100m in length between abutments connecting between HKBCF and the HKIA, which is part of the work for HZMB-HKBCF.

Landscape works under the Project include the following:

- (a) Construction of landscape softworks, including
 - Reinstatement works including shrub, groundcover and turf planting as well as reinstatement of existing irrigation system.

1.3 Objectives of the Landscape and Visual Plan

A Landscape and Visual Plan (LVP) is prepared to fulfill the Condition 2.4 of FEP. The objectives of the LVP include the following:

- To demonstrate the relevant landscape and visual design and mitigation measures adopted in the construction phase and operation phase with reference to the Section 14 – Landscape and Visual Impact Assessment (LVIA) of the approved HKBCF EIA Report, EM&A Manual for this Project and the approved LVP for the HKBCF (hereinafter referred to as “approved HKBCF LVP”).
- To incorporate aesthetic architectural design on buildings structures and related infrastructure of the Project, streetscape elements, planting proposals and other measures including night-time lighting control, if applicable;
- To describe locations, size, number and plant species to be provided for the Project, if applicable; and
- To provide implementation programme, maintenance and management schedules.

The LVP submission is required at least 1 month before the commencement of construction of relevant part of the Project (see **Section 1.1** above). To fulfill this commitment, a LVP was formally submitted to EPD on 3 September 2021, ET subsequently addressed EPD’s comments and resubmitted the LVP. The LVP was accepted by EPD on 11 November 2021.

The previous LVP mentioned that AAHK would take up the responsibility of planting 3 compensatory trees under HyD’s Contract No. HY/2019/01 for the project of Central Kowloon Route. However, in October 2021, HyD confirmed that the three concerned trees had been planted under the HKBCF project, fulfilling the relevant requirements of paragraph 1.1.9 of the latest approved HKBCF LVP (April 2021 version) and that of paragraph 3.2.3.15 of the latest approved Landscape Proposal of HKBCF project. AAHK then clarified with Planning Department (PlanD) for not planting the three concerned trees under the Project and PlanD had no adverse comment on not to plant the concerned trees by AAHK. This LVP has therefore been revised to reflect the change on the landscape planting proposal.

2 Design Considerations

2.1 Landscape and Visual Mitigation Measures Considered

In Section 14.3.3.2 of the approved HKBCF EIA Report, Section 13.2.4 of EM&A Manual of the Project and the approved HKBCF LVP, landscape and visual mitigation measures are proposed for construction and operation phases of the Project. These mitigation measures will be adopted during construction and operation as far as practicable.

Some of these design measures are applicable to HZMB Hong Kong Link Road (HKLR) and HKBCF, but not this Project. Relevant design measures as extracted from Section 14.3.3.2 of the approved HKBCF EIA Report are listed below:

- Protection measures for the trees to be retained during construction activities;
- Optimizing the sizes and spacings of the bridge columns;
- Fine-tuning the location of the bridge columns to avoid visually-sensitive locations; and
- Maximizing new tree, shrub and other vegetation planting to compensate tree felled and vegetation removed.

2.2 Landscape Design Consideration

This Project is located very close to the Hong Kong International Airport (HKIA) and underneath the air-flight route. Therefore, all proposed planting under this Project would follow the latest HKIA APSL (Revision 5.0: January 2018), which follows the recommendation provided in the approved HKBCF LVP. According to the zoning plan of the Airport Island presented in the HKIA APSL (appended as **Appendix C**), the works areas of the Project fall within Zone 1 and Zone 2 which have different restrictions on the planting design.

3 Adopted Design Measures

3.1 Landscape and Visual Design Measures Adopted

The proposed landscape and visual design measures in Section 14.3.3.2 of the approved HKBCF EIA Report, Section 13.2.4 of EM&A Manual of the Project and the approved HKBCF LVP are considered. They are proposed and adopted as far as practicable. The following sections summarize the development of relevant design measures relevant to the Project.

3.1.1 Protection measures for the trees to be retained during construction activities

Tree protection zone for all existing trees located within the works area shall be provided by the contractor in accordance with the tree protection specifications outlined in the Contract Specification. The maintenance of the existing trees are currently provided by the Management, Operation and Maintenance (MOM) Contractor and HyD Contract No. HY/2019/01.

3.1.2 Optimizing the sizes and spacings of the bridge columns

The sizes of the bridge columns have been minimized to reduce the bulkiness of the structure. Spacing of the bridge columns has also adopted an evenly distributed spacing of 30m to 42m so that the structure would be aesthetically more pleasing. The optimal balance between the size and spacing of the bridge columns is achieved to blend in with the surrounding environment and other built aesthetics.

3.1.3 Fine-tuning the location of the bridge columns to avoid visually-sensitive locations

The locations of the bridge columns have been designed in the same aligned east and west axis, creating a limited and shorter elevations perceived from the VSRs at Airport Island, Tung Chung and North Lantau Island. In addition, locations of the bridge columns are slightly adjusted to avoid the columns becoming a prominent part of the views of at-grade road users as the column arrangement are heavily influenced by underground utilities.

3.1.4 Maximizing new tree, shrub and other vegetation planting to compensate tree felled and vegetation removed

In the overall landscape design of the Project, greening opportunities would adopt the design requirements provided in the HKBCF LVP. All existing trees would be retained and hence no compensatory trees would be required. When the construction activities are completed, the landscape area would be reinstated by the contractor. The landscape reinstatement works including the planting of shrub, groundcover and turf would follow the requirements in **Appendix B**.

4 Tree Treatment and Landscape Planting Proposal

The following section will describe the proposed tree treatment as well as the locations, size, number and species of the shrub planting for the Project.

4.1 Tree Treatment

According to the information available, a summary of proposed tree treatment is provided in **Table 4.1**.

Table 4.1: Proposed Tree Treatment

Trees proposed to be retained	Trees proposed to be transplanted	Tree proposed to be felled
39	0	0

Further details of tree treatment for “Trees to be Retained” are provided below:

All the existing trees (i.e. 39 nos.) were assessed as not being affected by the Project works and would be retained. The tree location is shown in **Appendix B**. Tree protection zone for the trees shall be provided by the contractor in accordance with the tree protection specifications outlined in the Contract Specification.

4.2 Landscape Planting Proposal

The construction works of the Project would remove part of the existing soft landscape including shrubs, groundcover and turf. When the construction works completed, the affected landscape area would be reinstated by the contractor. The planting layout plan is shown in **Appendix B**.

Different zones are classified for the Airport Island and areas in the vicinity based on the distances from runway centre lines and land use as shown in **Appendix C**. According to the classification, the available area for shrubs are within Zone 1 and Zone 2.

All the landscape planting shall follow the latest version of HKIA APSL, which is developed as an environmental management to strike a balance between aviation safety and landscape attractiveness to birds in HKIA and areas in the vicinity. The HKIA APSL restricts the plant species and size in different zones. Plant species selected for the Project is based on the planting criteria of each zone. **Table 4.2** provide a summary of distribution and species selected in the available planting areas.

Table 4.2: Summary of Proposed Shrub Planting Schedule

Zoning in the HKIA APSL	Plant Species	Spacing (Height x Spread) (mm)	Spacing (mm)
Zone 1	Shrub		
	<i>Aglaia odorata</i>	700 x 500	400
	<i>Ficus microcarpa</i> 'Golden leaves'	1000 x 700	600
	<i>Rhododendron pulchrum</i>	600 x 400	300
Zone 1 & Zone 2	Ground cover		
	<i>Lantana montevidensis</i>	200 x 300	200
	<i>Liriope spicata</i>	100 x 100	100
	<i>Ophiopogon japonicus</i>	150 x 150	100
	<i>Wedelia trilobata</i>	100 x 100	100
	<i>Zephyranthes candida</i>	100 x 100	100
	<i>Zephyranthes rosea</i>	150 x 200	100

5 Implementation of Landscape and Visual Mitigation Measures

5.1 Landscape and Visual Mitigation Measures

In Section 14.3.3.3 of the approved HKBCF EIA Report, Section 13.2.5 of the EM&A Manual of the Project and the HKBCF LVP, landscape and visual mitigation measures are proposed for construction and operation phases. These mitigation measures are considered and will be adopted during construction and operation as far as practicable.

In Figure 14.1.3 of the approved HKBCF EIA Report (see **Appendix D**), 4 out of 32 identified Visually Sensitive Receivers (VSRs), namely VSR10, VSR15, VSR26, VSR31, are relevant to the Project.

Implementation details of mitigation measures relevant to this Project are summarized in **Table 5.1**, which provides a review of the Project design against these landscape and visual mitigation measures, summarizing how they were considered and integrated into the Project. In general, the adopted layout is similar to that in the EIA stage. The proposed landscape and visual mitigation measures under the Project are illustrated in **Appendix E**, where the general landscape master plan in the EIA stage is shown in **Appendix F** for comparison. **Appendix G** shows the implementation schedule of all landscape and visual design and mitigation measures. **Appendix H** shows photomontages that demonstrate the development with the recommended landscape and visual mitigation measures for VSR 26 while **Appendix I** demonstrates the recommended landscape and visual mitigation measures for viaduct works with closer views.

Table 5.1: Summary of Mitigation Measures for Construction and Operation Phases

Mitigation Code	Mitigation Measures as Extracted from Section 13.2.5 of the Project EM&A Manual	Implementation Details of Mitigation Measure under the Project
Construction Phase		
G1	<i>Grass-hydroseed bare soil surface and stock pile areas.</i>	Whenever bare soil surface and stockpile areas are expected to be left unoccupied and exposed for reasonably long periods of time, which allows the establishment of hydroseeded grass.
G2	<i>Add planting strip and automatic irrigation system if appropriate at some portions of bridge or footbridge to screen bridge and traffic.</i>	New planting strip and automatic irrigation system will not be added under this Project. Instead, the existing irrigation system, which is affected during the construction period, shall be reinstated after the construction works if necessary.
G11	<i>All existing trees shall be carefully protected during construction.</i>	All existing trees shall be retained and be carefully protected during construction in accordance with the tree protection specifications outlined in the Contract Specification.
V1	<i>Minimize time for construction activities during construction period.</i>	The progress of construction works will be closely monitored to ensure that the time for construction activities is minimized during construction period.
V2	<i>Provide screen hoarding at the portion of the project site / works areas / storage areas near Visual Sensitive Receivers (VSRs) who have close low-level views to the Project during construction.</i>	Implementation of this construction mitigation measure shall be closely monitored during the construction period.

Mitigation Code	Mitigation Measures as Extracted from Section 13.2.5 of the Project EM&A Manual	Implementation Details of Mitigation Measure under the Project
Operation Phase		
G10	<i>Provide proper planting maintenance on the new planting areas to enhance the aesthetic degree.</i>	Planting maintenance such as watering, fertilizing, weeding, pruning and mowing etc. will begin immediately after planting. Appendix J shows the planting maintenance principle and schedule.
V3	<i>Lighting design to minimize glare at night. Decorative road lighting to be considered during detailed design stage.</i>	Decorative road lighting is not applicable to the Project. However, to minimize glare at night and avoid any unnecessary light spill to nearby VSRs (e.g. those on Airport Island and residents at Tung Chung and north Lantau), only minimum functional lighting will be provided for safety and all directional lighting will be facing towards, instead of away from, the Project Site.

5.2 Re-assessment of Residual Impacts

As mentioned in Section 1.1, the implementation agent for the construction of the Project has been changed from HyD to AAHK. In this connection, re-assessment on the residual impacts with the planned change of the implementation agent has been considered.

According to the ERR submitted to EPD in November 2018, the change of implementation agent from HyD to AAHK for the construction of the Project would not result in any exceedance or violation of the environmental performance requirements set out in the approved HKBCF EIA Report and the mitigation measures recommended in the approved HKBCF EIA Report remained relevant and valid.

In conclusion, the proposed change of implementation agent from HyD to AAHK does not affect the effectiveness of the landscape and visual mitigation measures as listed in this LVP under the Project. The residual impact will remain acceptable with mitigation measures recommended in this LVP.

5.3 Maintenance and Management

The Environmental Team (ET) engaged by AAHK will be responsible for the landscape and visual monitoring works as listed in the Monitoring Programme in Table 13.1 of the EM&A Manual of the Project during the construction period. The landscape and visual monitoring works shall make reference to this LVP once this LVP is endorsed by PlanD/ EPD. For reporting and submission on landscape and visual monitoring for the construction period, the ET will submit reports to the IEC to verify their works and to the AAHK for record.

During the construction, establishment and long-term management phases, the management and maintenance of existing trees are provided by the MOM Contractor and HyD Contract No. HY/2019/01. The remaining landscape and visual mitigation measures are provided by the Contractor of AAHK as stated in Table 5.1.

The long-term management and maintenance responsibilities, for the landscape works, requirement of hard landscape and soft landscape maintenance inspections and operations for this Project are adopted from the approved HKBCF LVP. The schedule of management and maintenance responsibilities for landscape works and operations and maintenance schedules are illustrated in **Appendix J**.

6 Summary

This LVP submission is prepared in fulfilment of Condition 2.4 of FEP No. FEP-01/353/2009/K to incorporate aesthetic architectural design on buildings structures and related infrastructure of the Project, streetscape elements, planting proposals and other measures including night-time lighting control of the Project.

The Project involves the construction of a road bridge more than 100m in length between abutments connecting between HKBCF and the HKIA, which is part of the work for HZMB-HKBCF. Landscape softworks include reinstatement of shrub and groundcover planting, turfing, and existing irrigation system.

All relevant design measures listed in Section 14.3.3.2 of the approved HKBCF EIA Report (Register No.: AEIAR-145/2009), Section 13.2.4 of the EM&A Manual of the Project and the approved HKBCF LVP have been considered and adopted for this Project.

To minimize potential landscape and visual impact, greening is maximised for the Project at the external open space as far as practicable, and the planting design fulfils the requirements of the HKIA APSL.

Landscape and visual mitigation measures for construction and operation phases as recommended in Section 14.3.3.3 of the approved HKBCF EIA Report, Section 13.2.5 of the EM&A Manual of the Project and the approved HKBCF LVP will also be adopted as far as practicable. Implementation details of mitigation measures relevant to this Project are described in this LVP submission.

The basic principles for maintenance of landscape works and detailed arrangement on maintenance and management of landscape works, which are adopted from the approved HKBCF LVP, are also summarized in this LVP.

Appendices

- A. Project Location
- B. Landscape General Arrangement Plan
- C. Zoning of the Airport Island for Existing Platform and Future 3RS
- D. Visually Sensitive Receiver Plan (extracted from the approved HKBCF EIA Report)
- E. Recommended Landscape and Visual Mitigation Measures
- F. Landscape Master Plan (extracted from the approved HKBCF EIA Report)
- G. Implementation Schedule
- H. Photomontages for Recommended Landscape and Visual Mitigation Measures for VSR26 (extracted from the approved HKBCF LVP Figure 4.9)
- I. Photomontages for Recommended Landscape and Visual Mitigation Measures for Viaduct Works (Extracted from the approved HKBCF LVP Figure 3.2)
- J. Operations and Maintenance Schedules (extracted from the approved HKBCF LVP Table 4.3 – 4.6)

Appendix A. Project Location

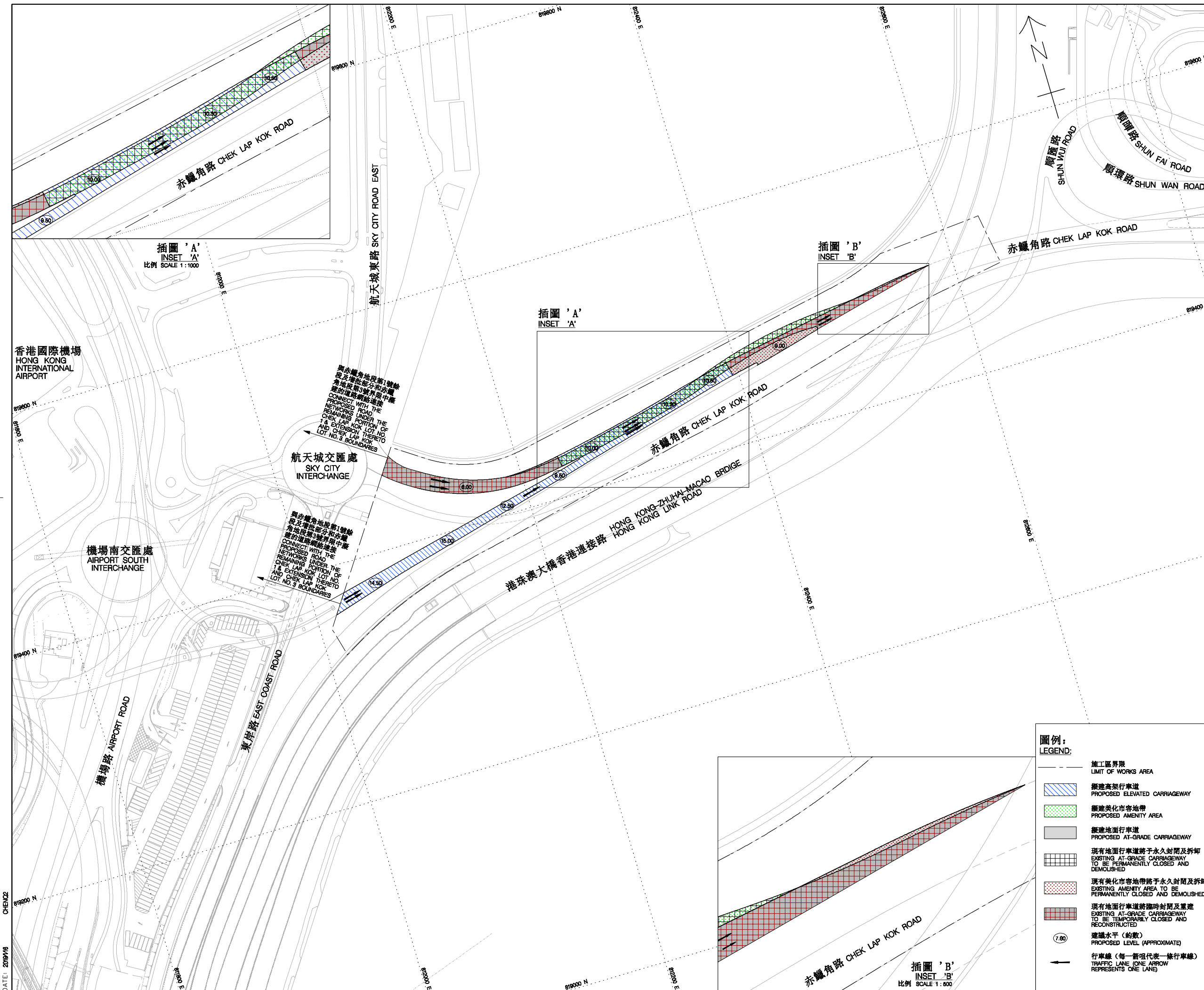


插圖 'A'
INSET 'A'
比例 SCALE 1:1000

插圖 'A'
INSET 'A'

插圖 'B'
INSET 'B'

插圖 'B'
INSET 'B'
比例 SCALE 1:600

- 圖例:**
LEGEND:
- 施工區界限
LIMIT OF WORKS AREA
 - ▨ 擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY
 - ▨ 擬建美化市容地帶
PROPOSED AMENITY AREA
 - ▨ 擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY
 - ▨ 現有地面行車道將予永久封閉及拆卸
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
 - ▨ 現有美化市容地帶將予永久封閉及拆卸
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
 - ▨ 現有地面行車道將臨時封閉及重建
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
 - (7.50) 建議水平 (約數)
PROPOSED LEVEL (APPROXIMATE)
 - 行車線 (每一箭頭代表一條行車線)
TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)

DATE: 2019/16
CHECKED

Appendix B. Landscape General Arrangement Plan



NOTES:

1. THE GENERAL NOTES, ABBREVIATIONS AND COMMON LEGENDS REFER TO DRAWING NO. ACM/P282RD-RDL/JDR/8000501 UNLESS OTHERWISE STATED.
2. THIS DRAWING IS READ IN CONJUNCTION WITH DRAWING NOS. ACM/P282RD-RDL/JDR/8000502 TO 8000504, UNLESS OTHERWISE STATED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN NO OBJECTION FROM PROJECT MANAGER AND THE MAINTENANCE PARTY FOR ANY REINSTATEMENT WORKS REQUIRED PRIOR TO THE COMMENCEMENT OF WORKS.
4. INFORMATION FOR ALL EXISTING PLANTING AND PLANTING TO BE DONE BY OTHER GOVERNMENT CONTRACTS ARE FOR REFERENCE. ONLY THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ON SITE AND LIAISE WITH THE RELEVANT GOVERNMENT DEPARTMENTS FOR THE LATEST INFORMATION.

LEGEND:

- SITE BOUNDARY
- [Symbol] PROPOSED PLANTING AREA
- [Symbol] EXISTING PLANTING AREA WITH SPECIES CODE FOR REFERENCE (REINSTATEMENT FOR THE PLANTING AREA AFFECTED BY THE WORKS IS REQUIRED AND SHALL REFER TO NOTE 4)
- [Symbol] PLANTING AREA BY OTHER GOVERNMENT CONTRACT (REINSTATEMENT FOR THE PLANTING AREA AFFECTED BY THE WORKS IS REQUIRED AND SHALL REFER TO NOTE 4)
- [Symbol] EXISTING TREES TO BE RETAINED

PLANTING SCHEDULE FOR REINSTATEMENT WORKS AND READ IN CONJUNCTION WITH DRAWING NOS. ACM/P282RD-RDL/JDR/8000502 TO 8000504 (SEE NOTE 4).

SHRUB PLANTING				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
Mar	Mavaviscus arboreus	大紅袍	700 H X 500 SP	450
Se	Strelitzia reginae	天堂鳥蕉	500 H X 400 SP	350
Fmi	Ficus microcarpa "Golden leaves"	黃金榕	1000 H X 700 SP	600
Pmy	Phyllanthus myrtifolius	瘤藤葉下珠	400H X 300 SP	250
Aod	Aglaa odorata	米仔蘭	700 H X 500 SP	400
Mi	Michelia figo	含笑	800 H X 500 SP	400
Rpu	Rhododendron pulchrum	錦繡杜鵑	600 H X 400 SP	300

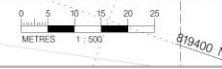
GROUND COVER PLANTING				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
Oja	Ophiopogon japonicus	麥冬	150 H X 150 SP	100
Wtr	Wedelia trilobata	蜂蝶菊	100 H X 100 SP	100
Lsp	Liriope spicata	山琴冬	100 H X 100 SP	100
Zan	Zephyranthes candida	惠蓮	100 H X 100 SP	100
Zo	Zephyranthes rosea	玫瑰蔥蓮	150 H X 200 SP	100
Lmo	Lantana montevidensis	鋪地黃金蕒	200 H X 300 SP	200
Spo	Syngonium podophyllum	合果芋	200 H X 300 SP	200
Nax	Nephrolepis exaltata	毛蕨腎蕨	150 H X 200 SP	150

LAWN/ GRASS				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
Za	Zoysia sp.	刺刺草	25 H	/

TREE				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
BV	Bauhinia variegata	豔粉草錦甲	4000-5000(H) x 3000(SP) x 100(DRH)	4000
GB	Grevillea banksii	紅花銀柳	3000-4000(H) x 2500(SP) x 100(DRH)	3000
JCX	Juniperus chinensis 'Kialzuka'	藍柏	4000-5000(H) x 3000(SP) x 100(DRH)	4000

ZONE 2 ACCORDING TO HKIA'S APPROVED PLANT SPECIES LIST

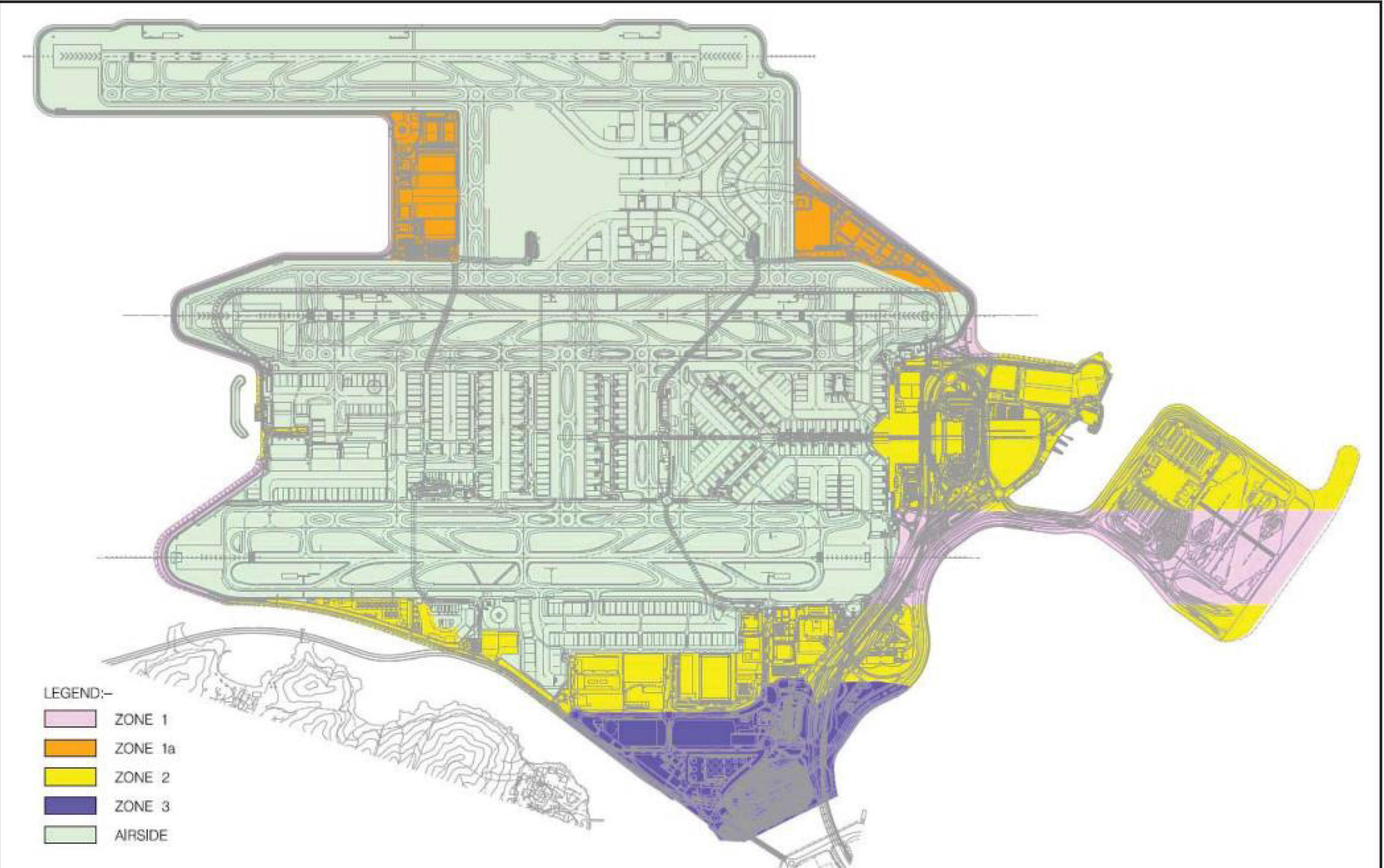
ZONE 1 ACCORDING TO HKIA'S APPROVED PLANT SPECIES LIST (NO TREE ZONE)



MATCH LINE - FOR CONTINUATION SEE DRAWING NO. ACM/P282RD-RDL/JDR/8000503

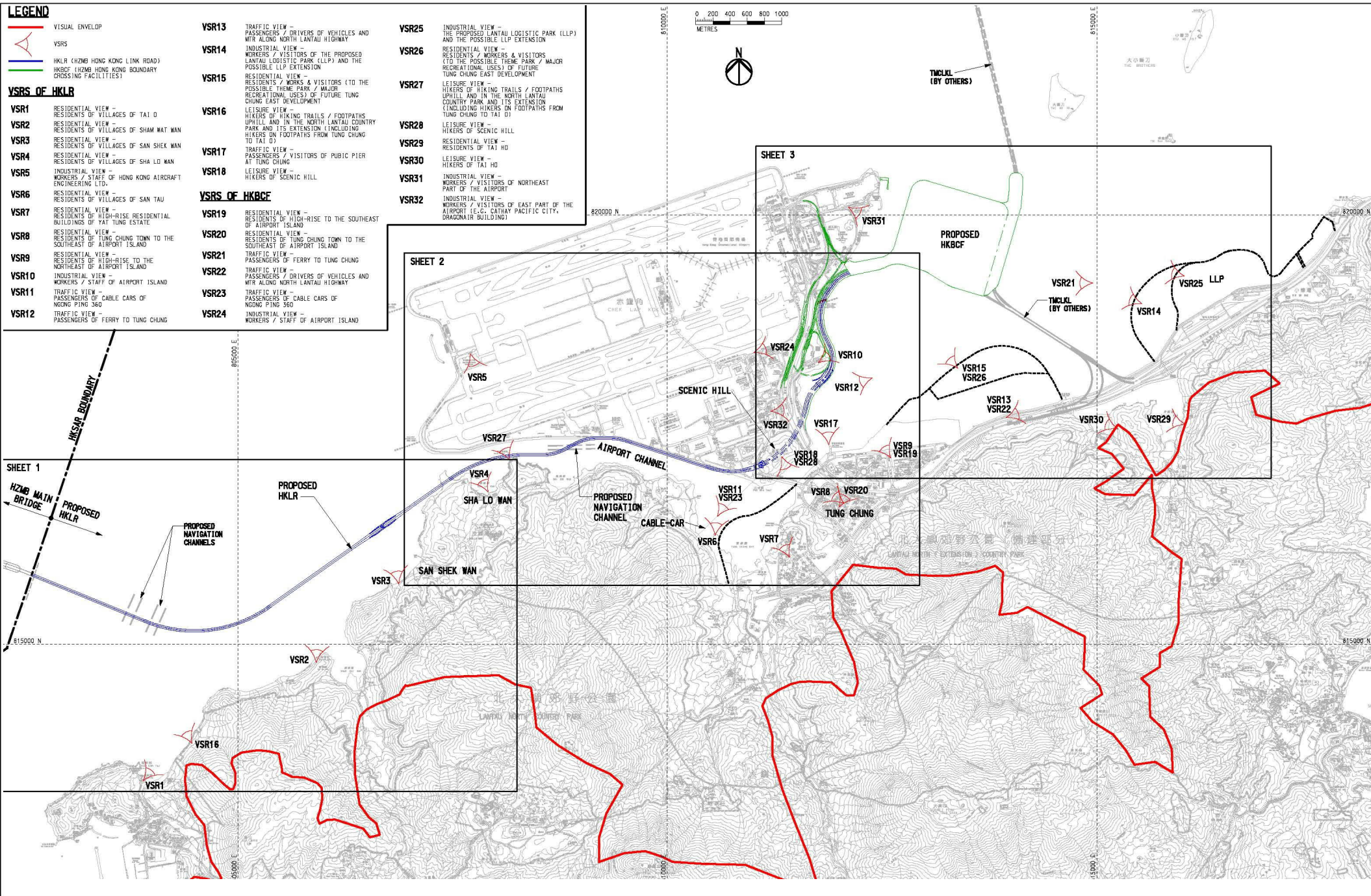
Appendix C. Zoning of the Airport Island for Existing Platform and Future 3RS

Zoning of the Airport Island for Existing Platform and Future 3RS (indicative only)



*Extracted from AAHK Approved Plant Species List Version 5.0 (Jul 2018)

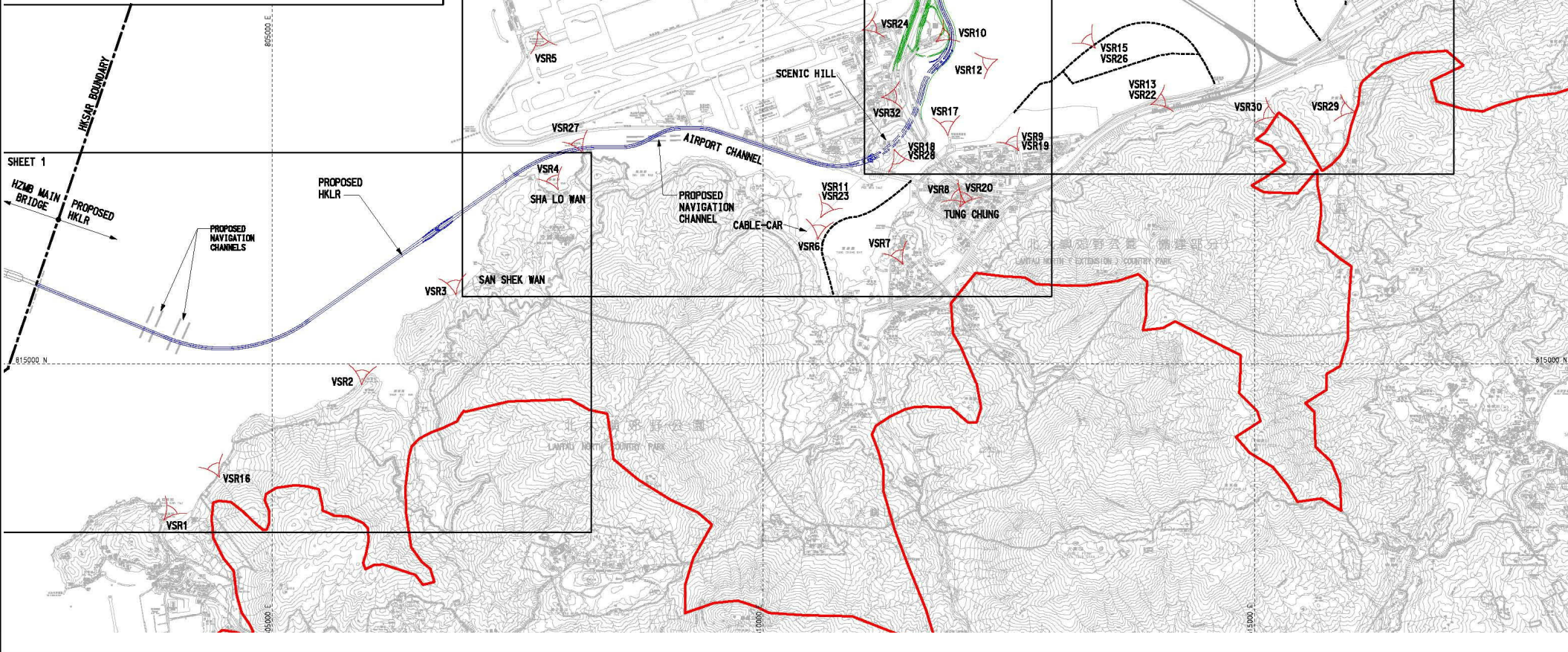
Appendix D. Visually Sensitive Receiver Plan (extracted from the approved HKBCF EIA Report)



- LEGEND**
- VISUAL ENVELOPE
 - △ VSRs
 - HKLR (HZMB HONG KONG LINK ROAD)
 - HZMB HONG KONG BOUNDARY CROSSING FACILITIES
- VSRs OF HKLR**
- VSR1 RESIDENTIAL VIEW - RESIDENTS OF VILLAGES OF TAI O
 - VSR2 RESIDENTIAL VIEW - RESIDENTS OF VILLAGES OF SHAM WAT WAN
 - VSR3 RESIDENTIAL VIEW - RESIDENTS OF VILLAGES OF SAN SHEK WAN
 - VSR4 RESIDENTIAL VIEW - RESIDENTS OF VILLAGES OF SHA LO WAN
 - VSR5 INDUSTRIAL VIEW - WORKERS / STAFF OF HONG KONG AIRCRAFT ENGINEERING LTD.
 - VSR6 RESIDENTIAL VIEW - RESIDENTS OF VILLAGES OF SAN TAU
 - VSR7 RESIDENTIAL VIEW - RESIDENTS OF HIGH-RISE RESIDENTIAL BUILDINGS OF YAT TUNG ESTATE
 - VSR8 RESIDENTIAL VIEW - RESIDENTS OF TUNG CHUNG TOWN TO THE SOUTHEAST OF AIRPORT ISLAND
 - VSR9 RESIDENTIAL VIEW - RESIDENTS OF HIGH-RISE TO THE NORTHEAST OF AIRPORT ISLAND
 - VSR10 INDUSTRIAL VIEW - WORKERS / STAFF OF AIRPORT ISLAND
 - VSR11 TRAFFIC VIEW - PASSENGERS OF CABLE CARS OF NGONG PING 360
 - VSR12 TRAFFIC VIEW - PASSENGERS OF FERRY TO TUNG CHUNG

- VSR13 TRAFFIC VIEW - PASSENGERS / DRIVERS OF VEHICLES AND MTR ALONG NORTH LANTAU HIGHWAY
 - VSR14 INDUSTRIAL VIEW - WORKERS / VISITORS OF THE PROPOSED LANTAU LOGISTIC PARK (LLP) AND THE POSSIBLE LLP EXTENSION
 - VSR15 RESIDENTIAL VIEW - RESIDENTS / WORKS & VISITORS (TO THE POSSIBLE THEME PARK / MAJOR RECREATIONAL USES) OF FUTURE TUNG CHUNG EAST DEVELOPMENT
 - VSR16 LEISURE VIEW - HIKERS OF HIKING TRAILS / FOOTPATHS UPHILL AND IN THE NORTH LANTAU COUNTRY PARK AND ITS EXTENSION (INCLUDING HIKERS ON FOOTPATHS FROM TUNG CHUNG TO TAI O)
 - VSR17 TRAFFIC VIEW - PASSENGERS / VISITORS OF PUBLIC PIER AT TUNG CHUNG
 - VSR18 LEISURE VIEW - HIKERS OF SCENIC HILL
- VSRs OF HKBCF**
- VSR19 RESIDENTIAL VIEW - RESIDENTS OF HIGH-RISE TO THE SOUTHEAST OF AIRPORT ISLAND
 - VSR20 RESIDENTIAL VIEW - RESIDENTS OF TUNG CHUNG TOWN TO THE SOUTHEAST OF AIRPORT ISLAND
 - VSR21 TRAFFIC VIEW - PASSENGERS OF FERRY TO TUNG CHUNG
 - VSR22 TRAFFIC VIEW - PASSENGERS / DRIVERS OF VEHICLES AND MTR ALONG NORTH LANTAU HIGHWAY
 - VSR23 TRAFFIC VIEW - PASSENGERS OF CABLE CARS OF NGONG PING 360
 - VSR24 INDUSTRIAL VIEW - WORKERS / STAFF OF AIRPORT ISLAND

- VSR25 INDUSTRIAL VIEW - WORKERS / VISITORS OF NORTHEAST PART OF THE AIRPORT
- VSR26 INDUSTRIAL VIEW - THE PROPOSED LANTAU LOGISTIC PARK (LLP) AND THE POSSIBLE LLP EXTENSION
- VSR27 LEISURE VIEW - HIKERS OF HIKING TRAILS / FOOTPATHS UPHILL AND IN THE NORTH LANTAU COUNTRY PARK AND ITS EXTENSION (INCLUDING HIKERS ON FOOTPATHS FROM TUNG CHUNG TO TAI O)
- VSR28 LEISURE VIEW - HIKERS OF SCENIC HILL
- VSR29 RESIDENTIAL VIEW - RESIDENTS OF TAI HO
- VSR30 LEISURE VIEW - HIKERS OF TAI HO
- VSR31 WORKERS / VISITORS OF NORTHEAST PART OF THE AIRPORT
- VSR32 INDUSTRIAL VIEW - WORKERS / VISITORS OF EAST PART OF THE AIRPORT (E.G. CATHAY PACIFIC CITY, DRAGONAIR BUILDING)



Appendix E. Recommended Landscape and Visual Mitigation Measures

Mitigation Code	Mitigation Measures as Extracted from Section 13.2.5 of the Project EM&A Manual	Implementation Details of Mitigation Measure under the Project
Construction Phase		
G1	Grass-hydroseed bare soil surface and stock pile areas.	Whenever bare soil surface and stockpile areas are expected to be left unoccupied and exposed for reasonably long periods of time, which allows the establishment of hydroseeded grass
G2	Add planting strip and automatic irrigation system if appropriate at some portions of bridge or footbridge to screen bridge and traffic.	New planting strip and automatic irrigation system will not be added under this Project. Instead, the existing irrigation system, which is affected during the construction period, shall be reinstated after the construction works if necessary.
G11	All existing trees shall be carefully protected during construction.	All existing trees shall be retained and be carefully protected during construction in accordance with the tree protection specifications outlined in the Contract Specification.
V1	Minimize time for construction activities during construction period.	The progress of construction works will be closely monitored to ensure that the time for construction activities is minimized during construction period.
V2	Provide screen hoarding at the portion of the project site / works areas / storage areas near Visual Sensitive Receivers (VSRs) who have close low-level views to the Project during construction.	Implementation of this construction mitigation measure shall be closely monitored during the construction period.
Operation Phase		
G10	Provide proper planting maintenance on the new planting areas to enhance the aesthetic degree.	Planting maintenance such as watering, fertilizing, weeding, pruning and mowing etc. will begin immediately after planting. Appendix J shows the planting maintenance principle and schedule.
V3	Lighting design to minimize glare at night. Decorative road lighting to be considered during detailed design stage.	Decorative road lighting is not applicable to the Project. However, to minimize glare at night and avoid any unnecessary light spill to nearby VSRs (e.g. those on Airport Island and residents at Tung Chung and north Lantau), only minimum functional lighting will be provided for safety and all directional lighting will be facing towards, instead of away from, the Project Site.

NOTES:

- THE GENERAL NOTES, ABBREVIATIONS AND COMMON LEGENDS REFER TO DRAWING NO. ACM/P282RD-RDL/JDR/8000502 TO 8000504, UNLESS OTHERWISE STATED.
- THIS DRAWING IS READ IN CONJUNCTION WITH DRAWING NOS. ACM/P282RD-RDL/JDR/8000502 TO 8000504, UNLESS OTHERWISE STATED.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN NO OBJECTION FROM PROJECT MANAGER AND THE MAINTENANCE PARTY FOR ANY REINSTATEMENT WORKS REQUIRED PRIOR TO THE COMMENCEMENT OF WORKS.
- INFORMATION FOR ALL EXISTING PLANTING AND PLANTING TO BE DONE BY OTHER GOVERNMENT CONTRACTS ARE FOR REFERENCE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ON SITE AND LIAISE WITH THE RELEVANT GOVERNMENT DEPARTMENTS FOR THE LATEST INFORMATION.

LEGEND:

- SITE BOUNDARY
- PROPOSED PLANTING AREA
- EXISTING PLANTING AREA WITH SPECIES CODE FOR REFERENCE (REINSTATEMENT FOR THE PLANTING AREA AFFECTED BY THE WORKS IS REQUIRED AND SHALL REFER TO NOTE 4)
- PLANTING AREA BY OTHER GOVERNMENT CONTRACT (REINSTATEMENT FOR THE PLANTING AREA AFFECTED BY THE WORKS IS REQUIRED AND SHALL REFER TO NOTE 4)
- EXISTING TREES TO BE RETAINED

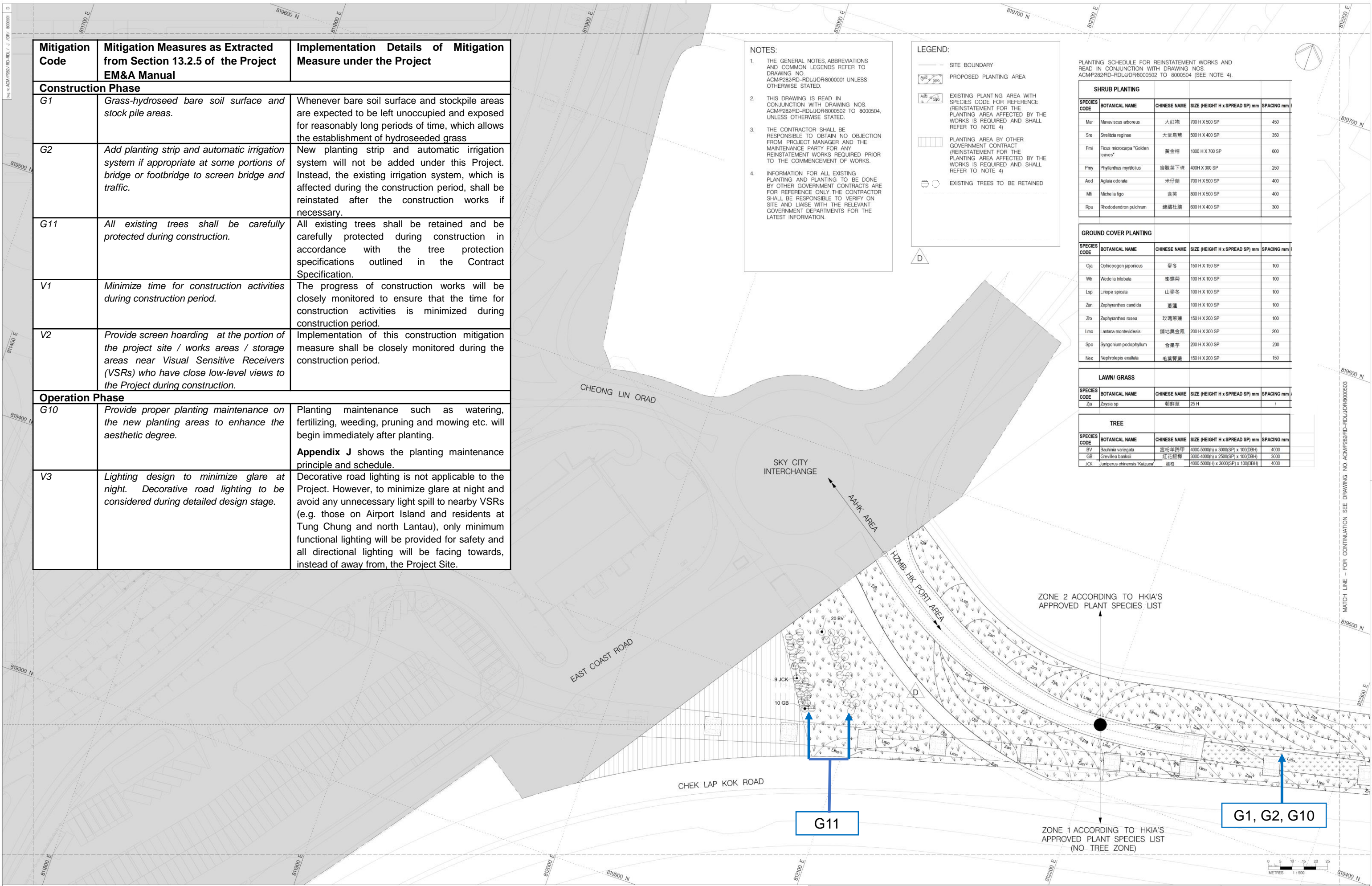
PLANTING SCHEDULE FOR REINSTATEMENT WORKS AND READ IN CONJUNCTION WITH DRAWING NOS. ACM/P282RD-RDL/JDR/8000502 TO 8000504 (SEE NOTE 4).

SHRUB PLANTING				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
Mar	Maraviscus arboreus	大紅袍	700 H X 500 SP	450
Sre	Strelitzia reginae	天堂鳥蕉	500 H X 400 SP	350
Fmi	Ficus microcarpa "Golden leaves"	黃金榕	1000 H X 700 SP	600
Pmy	Phyllanthus myrtifolius	瘤藤葉下珠	400H X 300 SP	250
Aod	Aglaa odorata	米仔蘭	700 H X 500 SP	400
Mi	Michelia figo	含笑	800 H X 500 SP	400
Rpu	Rhododendron pulchrum	錦繡杜鵑	600 H X 400 SP	300

GROUND COVER PLANTING				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
Oja	Ophiopogon japonicus	麥冬	150 H X 150 SP	100
Wt	Wedelia trilobata	柳葉菜	100 H X 100 SP	100
Lsp	Liriope spicata	山羅冬	100 H X 100 SP	100
Zan	Zephyranthes candida	惠蓮	100 H X 100 SP	100
Zo	Zephyranthes rosea	玫瑰蔥蓮	150 H X 200 SP	100
Lmo	Lantana montevidensis	鋪地黃金藤	200 H X 300 SP	200
Spo	Syngonium podophyllum	合果芋	200 H X 300 SP	200
Nax	Nephrolepis exaltata	毛蕨	150 H X 200 SP	150

LAWN/ GRASS				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
Za	Zoysia sp.	鵝觀草	25 H	/

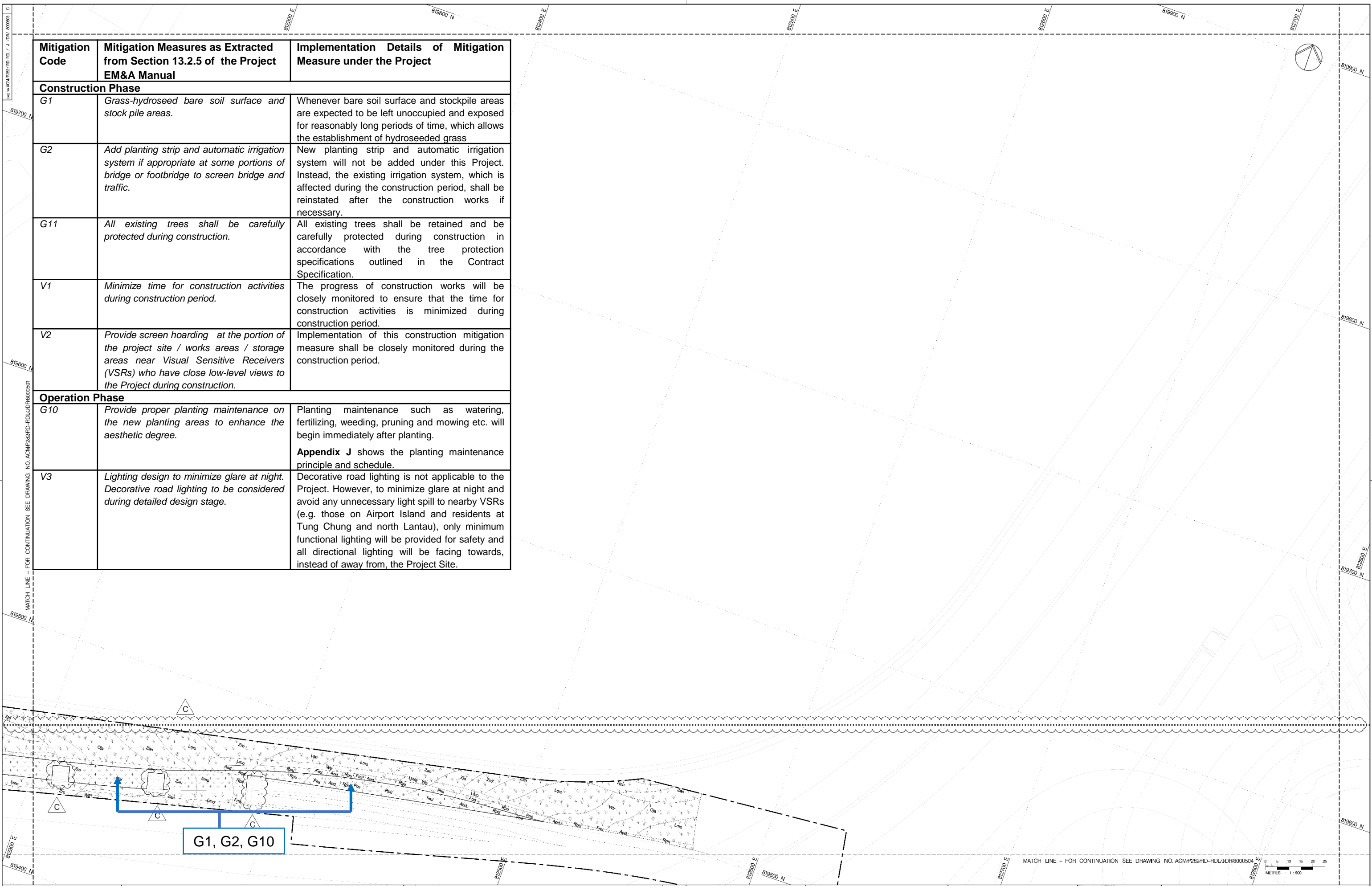
TREE				
SPECIES CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HEIGHT H x SPREAD SP) mm	SPACING mm
BV	Bauhinia variegata	豔粉紫錦甲	4000-5000(H) x 3000(SP) x 100(DRH)	4000
GB	Gavilea banksia	紅花銀柳	3000-4000(H) x 2500(SP) x 100(DRH)	3000
JCX	Juniperus chinensis 'Katzucca'	藍柏	4000-5000(H) x 3000(SP) x 100(DRH)	4000



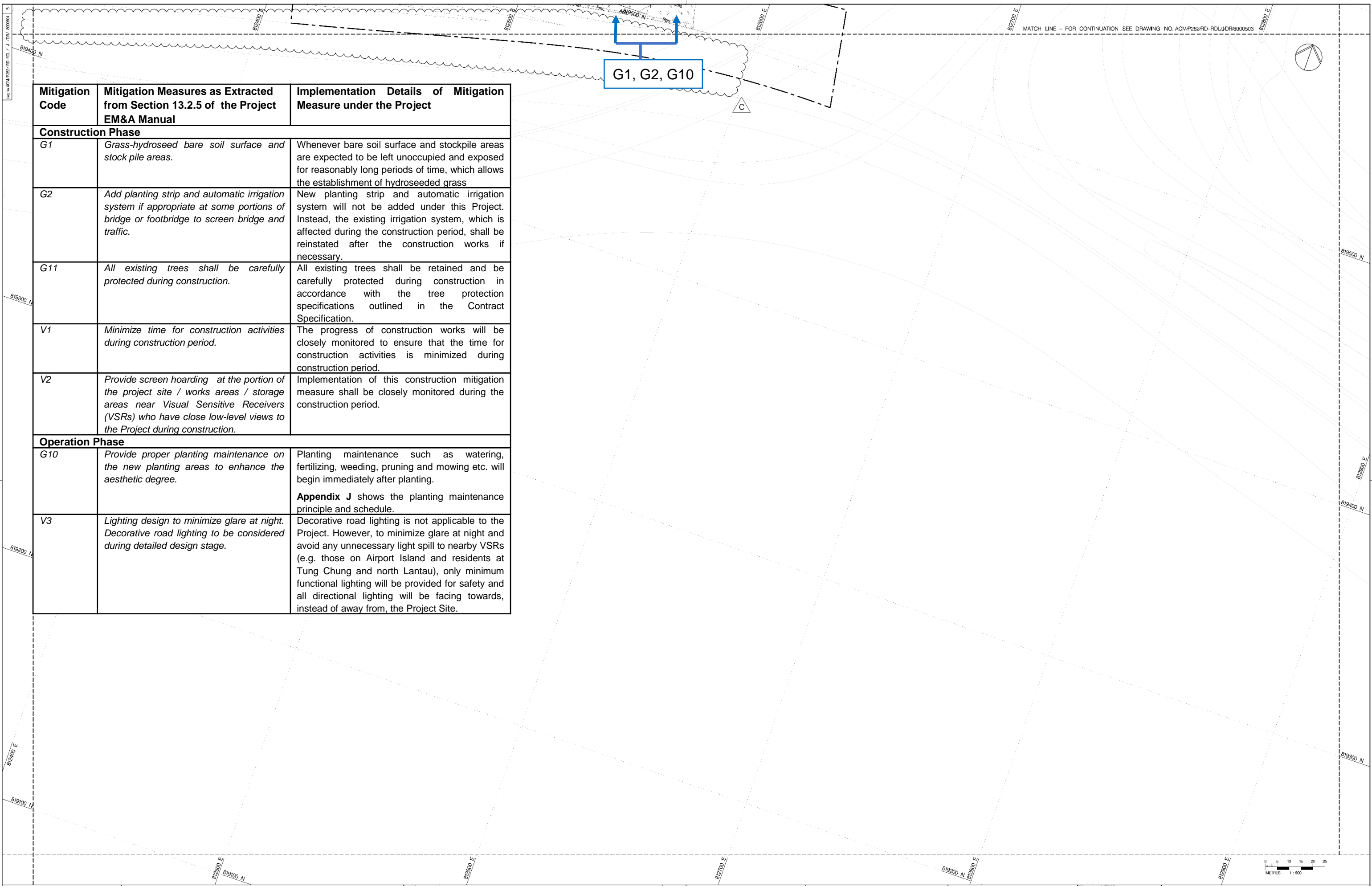
G11

G1, G2, G10

Mitigation Code	Mitigation Measures as Extracted from Section 13.2.5 of the Project EM&A Manual	Implementation Details of Mitigation Measure under the Project
Construction Phase		
G1	Grass-hydroseeded bare soil surface and stock pile areas.	Whenever bare soil surface and stockpile areas are expected to be left unoccupied and exposed for reasonably long periods of time, which allows the establishment of hydroseeded grass
G2	Add planting strip and automatic irrigation system if appropriate at some portions of bridge or footbridge to screen bridge and traffic.	New planting strip and automatic irrigation system will not be added under this Project. Instead, the existing irrigation system, which is affected during the construction period, shall be reinstated after the construction works if necessary.
G11	All existing trees shall be carefully protected during construction.	All existing trees shall be retained and be carefully protected during construction in accordance with the tree protection specifications outlined in the Contract Specification.
V1	Minimize time for construction activities during construction period.	The progress of construction works will be closely monitored to ensure that the time for construction activities is minimized during construction period.
V2	Provide screen hoarding at the portion of the project site / works areas / storage areas near Visual Sensitive Receivers (VSRs) who have close low-level views to the Project during construction.	Implementation of this construction mitigation measure shall be closely monitored during the construction period.
Operation Phase		
G10	Provide proper planting maintenance on the new planting areas to enhance the aesthetic degree.	Planting maintenance such as watering, fertilizing, weeding, pruning and mowing etc. will begin immediately after planting. Appendix J shows the planting maintenance principle and schedule.
V3	Lighting design to minimize glare at night. Decorative road lighting to be considered during detailed design stage.	Decorative road lighting is not applicable to the Project. However, to minimize glare at night and avoid any unnecessary light spill to nearby VSRs (e.g. those on Airport Island and residents at Tung Chung and north Lantau), only minimum functional lighting will be provided for safety and all directional lighting will be facing towards, instead of away from, the Project Site.



MATCH LINE - FOR CONTINUATION SEE DRAWING NO. ACOMP282RD-RDL/JDR6000504
 METRES 1:500



Mitigation Code	Mitigation Measures as Extracted from Section 13.2.5 of the Project EM&A Manual	Implementation Details of Mitigation Measure under the Project
Construction Phase		
G1	Grass-hydroseed bare soil surface and stock pile areas.	Whenever bare soil surface and stockpile areas are expected to be left unoccupied and exposed for reasonably long periods of time, which allows the establishment of hydroseeded grass
G2	Add planting strip and automatic irrigation system if appropriate at some portions of bridge or footbridge to screen bridge and traffic.	New planting strip and automatic irrigation system will not be added under this Project. Instead, the existing irrigation system, which is affected during the construction period, shall be reinstated after the construction works if necessary.
G11	All existing trees shall be carefully protected during construction.	All existing trees shall be retained and be carefully protected during construction in accordance with the tree protection specifications outlined in the Contract Specification.
V1	Minimize time for construction activities during construction period.	The progress of construction works will be closely monitored to ensure that the time for construction activities is minimized during construction period.
V2	Provide screen hoarding at the portion of the project site / works areas / storage areas near Visual Sensitive Receivers (VSRs) who have close low-level views to the Project during construction.	Implementation of this construction mitigation measure shall be closely monitored during the construction period.
Operation Phase		
G10	Provide proper planting maintenance on the new planting areas to enhance the aesthetic degree.	Planting maintenance such as watering, fertilizing, weeding, pruning and mowing etc. will begin immediately after planting. Appendix J shows the planting maintenance principle and schedule.
V3	Lighting design to minimize glare at night. Decorative road lighting to be considered during detailed design stage.	Decorative road lighting is not applicable to the Project. However, to minimize glare at night and avoid any unnecessary light spill to nearby VSRs (e.g. those on Airport Island and residents at Tung Chung and north Lantau), only minimum functional lighting will be provided for safety and all directional lighting will be facing towards, instead of away from, the Project Site.

Appendix F. Landscape Master Plan (extracted from the approved HKBCF EIA Report)

Appendix G. Implementation Schedule

Appendix G Implementation Schedule

EIA ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Implementation Agent	Location	When to implement the measure?	Implementation Status (as of Aug 2021)
Landscape & Visual (Detailed Design Phase)							
S14.3.3.2	LV1	2.4, 3.1	General design measures include: <ul style="list-style-type: none"> • Protection measures for the trees to be retained during construction activities; • Optimizing the sizes and spacing of the bridge columns; • Fine-tuning the location of the bridge columns to avoid visually-sensitive locations; and • Maximizing new tree, shrub and other vegetation planting to compensate tree felled and vegetation removed. 	Detailed designer	All location within the project works area	Design Phase	Fully implemented
Landscape & Visual (Construction Phase)							
S14.3.3.3	LV2	2.4, 3.1	<u>Mitigate both Landscape and Visual Impacts</u>				
			G1. Grass-hydroseed bare soil surface and stockpile areas.	AAHK's Contractor	All location within the project works area	Construction Phase	To be implemented.
			G2. Add planting strip and automatic irrigation system if appropriate at some portions of bridge or footbridge to screen bridge and traffic.	New planting strip and automatic irrigation system will not be added under this Project. Instead, existing irrigation system would be reinstated after the construction works if necessary.			
			G11. All existing trees shall be carefully protected during construction. ⁽¹⁾	AAHK's Contractor	All location within the project works area	Construction Phase	To be implemented.
S14.3.3.3	LV3	2.4, 3.1	<u>Mitigate Visual Impacts</u>				
			V1. Minimise time for construction activities during construction period.	AAHK's Contractor	All location within the project works area	Construction Phase	To be implemented.
			V2. Provide screen hoarding at the portion of the project site/ works areas/ storage areas near VSRs who have close low-level views to the Project during construction.	AAHK's Contractor	All location within the project works area	Construction Phase	To be implemented.
Landscape & Visual (Operation Phase)							
S14.3.3.3	LV4	2.4, 3.1	<u>Mitigate both Landscape and Visual Impacts</u>				
			G10. Provide proper planting maintenance on the new planting areas to enhance the aesthetic degree.	Highways Department	All location within the project works area	Operation Phase	To be implemented.
S14.3.3.3	LV5	2.4, 3.1	<u>Mitigate Visual Impacts</u>				
			V3. Lighting design to minimize glare at night. Decorative road lighting to be considered during detailed design stage ⁽²⁾ .	Highways Department	All location within the project works area	Operation Phase	To be implemented.

Notes:

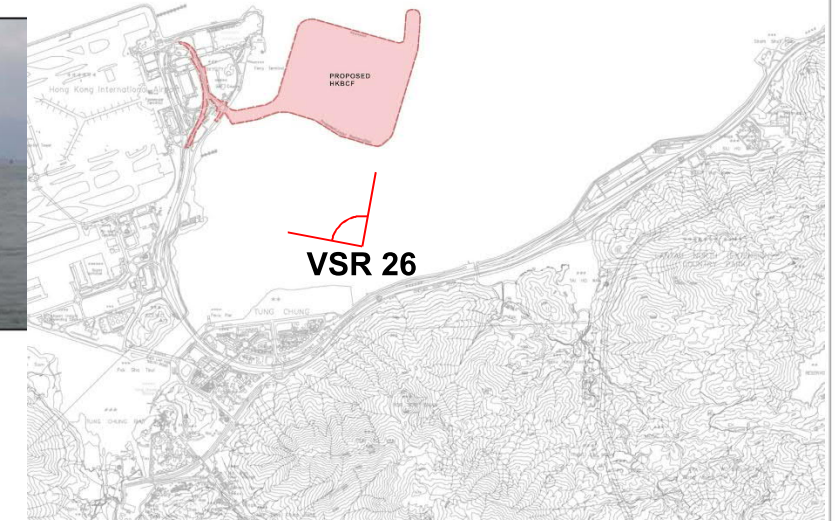
(1) Tree protection zone shall be provided by AAHK's contractor.

(2) Decorative road lighting is not applicable to the Project. However, to minimize glare at night and avoid any unnecessary light spill to nearby VSRs (e.g. those on Airport Island and residents at Tung Chung and north Lantau), only minimum functional lighting will be provided for safety and all directional lighting will be facing towards, instead of away from, the Project Site.

Appendix H. Photomontages for Recommended Landscape and Visual Mitigation Measures for VSR26 (extracted from the approved HKBCF LVP Figure 4.9)



Existing Baseline Condition - Viewing Towards HKBCF (Day 1 of Construction Phase)



Development without Mitigation (Day 1 of Operational Phase)



Development with Mitigation (Day 1 of Operational Phase)

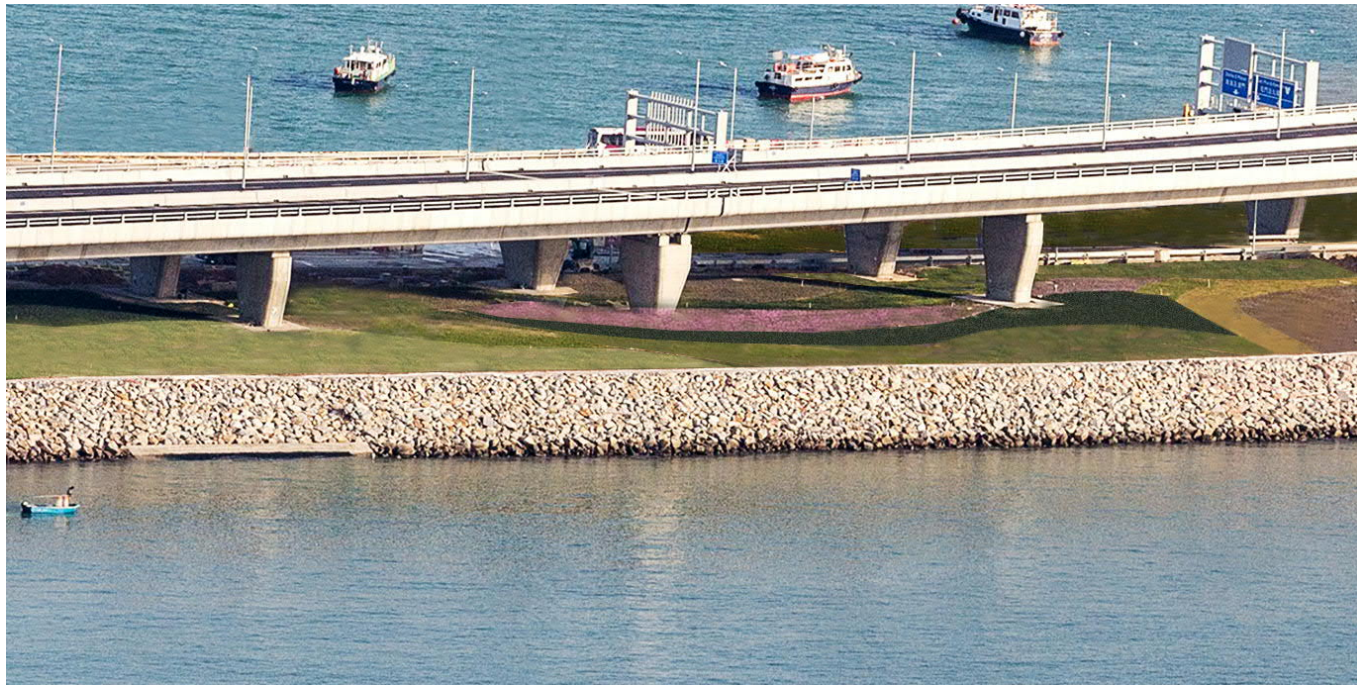


Development with Mitigation (Year 10 of Operational Phase)

Note: Reference to Landscape and Visual Impact Assessment (Ref. 072-02)

SCALE	NA	DATE	JUL 2014
CHECK	ELK	DRAWN	TRT
JOB No.	AECMP01	DRAWING No.	Figure 4.9
		REV	-

Appendix I. Photomontages for Recommended Landscape and Visual Mitigation Measures for Viaduct Works (Extracted from the approved HKBCF LVP Figure 3.2)



Optimized size, spacing and locations of bridge columns



Roadside planting



Planting along embankments of elevated roads

Appendix J. Operations and Maintenance Schedules (extracted from the approved HKBCF LVP Tables 4.3 to 4.6)

Appendix J Operations and Maintenance Schedules (extracted from the approved HKBCF LVP Table 4.3 – 4.6)

Landscape Works Schedule of Management and Maintenance Responsibilities

Item	Detailed Description	Management Authority	Maintenance Agent
Soft Landscape			
1	At-grade planting works (trees, shrubs, groundcovers, turf and hydroseeding) ⁽¹⁾	IDMC of HK Port ⁽²⁾	HKBCF MOM Contractor (engaged by HyD)
2	At-grade irrigation system ⁽¹⁾	IDMC of HK Port ⁽²⁾	HKBCF MOM Contractor (engaged by HyD)

⁽¹⁾ No new planting works and automatic irrigation system will be provided under this Project. Instead, existing planting and irrigation system which are affected during construction phase would be reinstated after the construction works if necessary.

⁽²⁾ "IDMC of HK Port" denotes Inter-departmental Management Committee of Hong Kong Port.

Soft Landscape Maintenance Principles

Planting

Watering	Watering to all plants to ensure satisfactory growth and health (manual and automatic irrigation)
Fertilizing	Twice a year November and March with emphasis on March application
Fungicide/ Insecticide	Spray as necessary or 3 times a year with approved non-toxic pesticides
Weeding	Use selective herbicide to reduce maintenance costs as required.
Securing	Adjust tree stakes, guys and ties as required for safety and avoid chaffing of bark
Repairing	After exceptional weather conditions replace dead plants, repair damaged plants, bed in all plants that have blown over, firm up all other plants and immediately thereafter, remove dead plants and plant debris from the site
Litter Removal	Remove all litter and debris
Pruning Shrubs/ Groundcovers	Prune shrubs and ground covers twice a year in March and November in accordance with HKIA APSL (Revision 5.0: January 2018) for Zone 1 or Zone 2
Pruning Trees	Prune trees/limb overhanging branches in accordance with HKIA APSL (Revision 5.0: January 2018) for Zone 2 , monthly and as required for safety to minimise usage by birds
Mowing:	Mow grass twice a year in March and October in accordance with HKIA APSL (Revision 4.0.1: October 2015) or the latest revision of HKIA APSL for respective zones (i.e. Zone 1 or Zone 2)
Tree Risk Assessment	Undertake Tree Risk Assessment in accordance with the latest edition of <i>Guidelines for Tree Risk Assessment and Management Arrangement</i> promulgated by Tree Management Office of Development Bureau

Soft Landscape Maintenance Schedule

	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
Watering*	●	●	•	•	•	•	•	•	•	•	•	•
Fertilizing			•								•	
Fungicide/ Insecticide			•						•			•
Weeding		•	•	•	•	•	•	•		•		•
Securing			•						•			
Repairing	As required											
Litter Removal	•	•	•	•	•	•	•	•	•	•	•	•
Pruning Shrubs/ Groundcovers			•								•	
Pruning Trees	•	•	•	•	•	•	•	•	•	•	•	•
Mowing			•							•		
Tree Risk Assessment			•									

*Dot size denotes watering frequency, which will be higher in dry season and lower in wet season in general. Exact frequency of watering shall be adjusted from time to time as required to suit the site condition.

