

Our ref: 18-5-2021

18-5-2021

By hand

Environmental Protection Department

Environmental Assessment Division

Metro Assessment Group

Kowloon Section (2)

27th floor, Southorn Centre,

130 Hennessy Road,

Wan Chai, Hong Kong

(Attn: Mr. TANG Ho Him, Matthew)

Dear Mr. TANG,

Contract No. EDO 15/2018

Environmental Monitoring Works for Contract No. ED/2018/01 – Kai Tak Development – Stage 4 infrastructure at the Former Runway and South Apron

Submission of Landscape Mitigation Plan (Revision 2)

I refer to the Environment Permit (EP) No. EP-337/2009 and EP-445/2013/A for the captioned project.

Pursuant to Condition 2.11 of EP-337/2009 and Condition 2.5 of EP-445/2013/A., please find enclosed four hard copies and one electronic copy of Landscape Mitigation Plan (Revision 2), which has been certified by the ET leader and verified by the IEC for your reference.

Thank you very much for your attention and please feel free to contact Mr. Lee at 2618 2166 should you require further information.

Yours faithfully,

For and on behalf of

Ka Shing Management Consultant Limited

AKCL

Applied knowledge center limited

Company Secretary

Encl. Landscape Mitigation Plan (Revision 2)

Ref.: CEDKTDS4EM00_0_0152L.21.doc

17 May 2021

AECOM Asia Company Limited
8/F, Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
Shatin, Hong Kong

By Post and Email

Attention: Mr. Clive Cheng

Dear Sir,

**Re: Agreement No. EDO 14/2018
Independent Environmental Checker for
Contract No. ED/2018/01 – Kai Tak Development
Stage 4 Infrastructure at the Former Runway and South Apron**

Landscape Mitigation Plan

Reference is made to the submission of Landscape Mitigation Plan (Revision 2 dated 10 May 2021) certified by the ET Leader (ET's ref.: "11-05-2021") provided via email on 17 May 2021.

We are pleased to inform you that we have no adverse comment on the captioned submission. We hereby verify the Landscape Mitigation Plan (Revision 2) in accordance with Condition 2.11 of EP-337/2009 and Condition 2.5 of EP-445/2013/A.

Thank you for your attention. Please do not hesitate to contact the undersigned should you have any queries.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited



Y H Hui
Independent Environmental Checker (Deputy)

c.c.	CEDD	Attn.: Mr. Ronald Siu	Fax: 2739 0076
	Penta-Ocean	Attn.: Mr. Daniel Ho	Fax: 2572 4080
	Ka Shing	Attn.: Mr. Chan Pang	By email

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Contract No. ED/2018/01

Kai Tak development – stage 4 infrastructure at the former runway and south apron

SUBMISSION REVIEW FORM

CONTRACTOR : Penta-Ocean

DELIVERABLE : Landscape Mitigation Plan

REVISION : - ISSUE DATE : April 2021

DOCUMENT NO. : -

TRANSMITTAL NO. :

PAGE : 1 of 4

EPD's comments under letter ref. () in Ax(57) in EP 2/K19/S3/10 Pt.2 dated 24 February 2021

ITEM NO.	REVIEWER	DOCUMENT REFERENCE	REVIEWER'S COMMENT	OUR RESPONSE
1.	EPD	General Comment	Appendix A, Summary Tables 1 to 4: To serve as an implementation schedule of mitigation measures recommended in the submission, please include columns stating the location (by referring to relevant drawing), implementation party, maintenance party, and implementation timing of the respective mitigation measures.	Noted. The concerned tables are revised to include the location (with figure nos.), implementation party, maintenance party and implementation timing of the respective mitigation measures.
2.	EPD	<u>Landscape Impact</u> Specific comments for Condition 2.11 of Environmental Permit No. EP-337/2009 - Landscape Mitigation Plan for Road D3 (Part)	We have no adverse comment for the landscape and architectural treatments for the submitted portion of Road D3	Noted with thanks.
3.	EPD	<u>Landscape Impact</u> Specific comments for Condition 2.5 of Environmental Permit No. EP-445/2013/A - Landscape Mitigation Plan for Road D3A (Part) and Road D4A	With reference to Figures 44 and 45, it is indicated that landscape softworks are <u>not</u> within the scope of works under the concerned contract and the corresponding information is not submitted. Hence, we have no adverse comment for the landscape and architectural treatments for the indicated portion of works except the following: <i>OM3 - Attractive soft landscape adjoining visible structures, such as tall buffer screen tree / shrub / climber planting, vertical green and roof greening to soften hard engineering structures and facilities;</i> <i>OM4 - Structure, ornamental tree / shrub / climber planting along roadside amenity strips; and</i> <i>OM9 - Compensatory tree planting for the felled</i>	Noted. The relevant information for the mentioned OMs will be incorporated in the submission and fully documented once they have been agreed with relevant departments.

Contract No. ED/2018/01

Kai Tak development – stage 4 infrastructure at the former runway and south apron

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PAGE : 2 of 4

ITEM NO.	REVIEWER	DOCUMENT REFERENCE	REVIEWER'S COMMENT	OUR RESPONSE
			<p>trees.</p> <p>Relevant information for the above-mentioned OMs with agreement from relevant departments, when available, should be incorporated in the submission and fully documented for our further review.</p>	
4.	EPD	<u>Landscape Impact Advisory Comments for Improvement</u>	As per our previous comment for other part of Distributor Roads for Kai Tak Development, it is noted that the captioned submission is for part of Road D3, D3A and D4A only, while the other parts of Distributor Roads should be submitted for comments once available. Besides, for easy reference and proper record, the EP holder is advised to indicate the currently submitted portion of work (i.e. part of Road D3, D3A , and D4A etc .) together with the tentative status of other portions on a key plan with reference to Figure 13.6 of the AEIAR- 130/2009 and Figure 7.5.2.3 of AEIAR-170/2013.	A Key Plan and tentative status of other portion are added after Figure 3.
5.	EPD	<u>Landscape Impact Advisory Comments for Improvement</u>	The EP holder is also reminded that comments on this portion of works should generally be applicable to the remaining portions for "DP1-Distributor Roads".	The remaining portions for "DP1-Distributor Roads" is not under the scope of this contract (Contract No. ED/2018/01). Nevertheless, we have drawn the attention of the <i>Project Manager's</i> Delegate about this comment.
6.	EPD	<u>Landscape Impact Other Advisory Remark</u>	For any proposed tree preservation / removal application including compensatory proposal, the EP holder shall be reminded to approach relevant authority / government department(s) direct to obtain any necessary approval.	Noted. Prior to the commencement of the project, a formal Tree Preservation and Removal Submission (including compensatory proposal) was approved by Lands Department (DLO) under memo ref. (2) in PD/158(A)(V) dated 20 May 2019 as enclosed.

Contract No. ED/2018/01

Kai Tak development – stage 4 infrastructure at the former runway and south apron

SUBMISSION REVIEW FORM

CONTRACTOR : Penta-Ocean

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ITEM NO.	REVIEWER	DOCUMENT REFERENCE	REVIEWER'S COMMENT	OUR RESPONSE
				In case of changes on the proposed trees, we would submit a revised tree preservation and removal application including compensatory proposal to obtain necessary approval from relevant authority / government department(s).
7.	EPD	<u>Visual Impact</u>	Table 4: OM6 - It is unclear that how the minimum soil depth and height could avoid excessive bulk of the elevated landscape deck. Please elaborate.	Noted. The description has been elaborated in this submission where the elevated landscaped deck is proposed with a tapered profile to create a thin edge and avoided excessive bulk of the elevated landscape deck. Tree planting is proposed at the inner portion with 1.2m soil depth while shrubs/groundcover planting is proposed at the remaining outer portion with less soil depth as shown in Figure 55's section.
8.	EPD	<u>Visual Impact</u>	Table 4: OM7 – (i) The description of the landscape and visual mitigation measures adopted mainly focuses on noise barrier. It does not match with OM7. Please review and rectify.	Noted. Description of the landscape and visual mitigation measures of the Elevated Landscaped Deck have been added in Table 4.
9.	EPD	<u>Visual Impact</u>	(ii) There is no information regarding the form, color and surface details of the elevated landscaped deck. Besides Figure 56, the Consultant may consider providing visual illustration(s) showing a more close-up view of the landscape deck.	Noted. Please be informed the form, color and surface details of the elevated landscaped deck's design shall be in line with the design under Contract No. KL/2014/01, Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport. Hence close-up photos of Stage 2's elevated landscaped deck have been

Contract No. ED/2018/01

Kai Tak development – stage 4 infrastructure at the former runway and south apron

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ITEM NO.	REVIEWER	DOCUMENT REFERENCE	REVIEWER'S COMMENT	OUR RESPONSE
				provided in Figure 57 for reference.
10.	EPD	<u>Visual Impact</u>	Paragraph 2.2.9, Figures 20 & 55 - The trellis seating at the elevated landscaped deck as stated in Line 7 is not shown in Figures 20 and 55.	Noted. The trellis seating at the elevated landscaped deck is shown in Figures 20 and 55 in this submission.
11.	EPD	<u>Visual Impact</u>	Figure 11 - Please consider annotating the observation deck in Figure 22.	Noted. 'Observation Deck' has been annotated in Figure 11.

MEMO

<i>From</i> <u>District Lands Officer/Kowloon East</u>	<i>To</i> <u>Chief Engineer/E3 East Dev O, CEDD</u>
<i>Ref.</i> <u>(2) in PD/158 (A) (V)</u>	<i>(Attn.:</i> <u>Mr.Ronald SIU</u> <i>)</i>
<i>Tel. No.</i> <u>2300 1197</u>	<i>Your Ref.:</i> _____
<i>Fax. No.</i> <u>2782 5061</u>	<i>Dated</i> _____ <i>Fax.No.</i> <u>2739 0076</u>
<i>Date</i> <u>20 May 2019</u>	<i>Total Pages</i> _____ <u>2</u>

**Agreement No. CE 30/2008(CE)
Kai Tak Development- Infrastructure at Former Runway and Remaining Areas
Of Kai Tak Development and Improvement of Adjacent Waterways
– Design and Construction**

**Submission of Tree Preservation and Removal Proposal of
Stage 4 Infrastructure at the Former Runway and South Apron (TPRP)**

I refer to the letter of 24.8.2018 and email dated 27.11.2018 from AECOM and your subsequent email dated 26.3.2019 regarding the captioned application.

2. Having considered the comments from Agriculture, Fishers and Conservation Department (“AFCD”) and Leisure and Cultural Services Department (“LCSD”), I hereby give you consent:

- (i) to remove 254 trees as shown on Tree Survey Plan (Dwg no. 60102100/D3B/TT001(A), 60102100/D3B/TT002(A), 60102100/D3B8/TT003(A), 60102100/D3B/TT004, 60102100/D3B/TT005, 60102100/D38/TT008(A)) in Appendix II of the Tree Survey and Tree Preservation and Removal Application via AECOM letter dated 24.8.2018 and email dated 27.11.2018 subject to planting of 281 compensatory trees as shown on the Compensatory Plans (Dwg. No. 60102100/D3B/CP001(A), 60102100/D3B/CP002, 60102100/D3B/CP003, 60102100/D3B/CP004) in Appendix II of Tree Survey and Tree Preservation and Removal Application via AECOM’s letter dated 24.8.2018 to the satisfaction of LCSD. Upon implementation of your compensatory planting proposal, you shall be responsible to take up the maintenance responsibility of the affected tree during the establishment period, normally 12 months, before handing over it to LCSD for future maintenance.

3. I would like to draw your attention that as the proposed tree felling/planting works falls within the Shatin to Central Link Scheme Boundary, the Shatin to Central Link Building Plan Control Boundary and proposed Shatin to Central Link Vesting Boundary, you have to consult RDO/HyD and MTR Corporation Limited to ensure that your works will not damage, interface with or endanger any railway works, facilities, installation or the safe operation of Railway. Last but not all, the proposed works affected a number of permanent /temporary/proposed government land allocations (PGLA/TGLA) and including the Right-of-ways granted to other stakeholders in carrying out such infrastructure works. In this regard, you are advised to direct mediate with the concerned parties to sort out any possible interface issue.

4. For record purposes, you are reminded to advise me of your completion of the compensatory planting proposal.



(C T CHEUNG)

for District Lands Officer/Kowloon East



Civil Engineering and Development Department East Development Office

Contract No. ED/2018/01

Kai Tak development – stage 4 infrastructure at the former runway and south apron

Landscape Mitigation Plan

**Document No. POC/Q1068/014
Issue 2**

May 2021

**Contractor
Penta-Ocean Construction Co., Ltd.**



**Contractor's Designer
Mannings (Asia) Consultant Ltd.**



Contract No. ED/2018/01
Kai Tak Development – Stage 4 Infrastructure
at the Former Runway and South Apron

Landscape Mitigation Plan

	Name	Position	Signature	Date
Prepared by:	Aloysius WONG	Design Landscape Architect		10 May 2021
Reviewed by:	Mark CHEUNG	Design Manager		10 May 2021
Endorsed by:	Paul LI	Design Construction Manager		

Revision History

Revision	Date of Issue	Prepared	Reviewed	Endorsed	Description
0	2 January 2020	XL	KTC	PL	1st Circulation
1	10 November 2020	AW	KTC	PL	2nd Circulation
2	10 May 2021	AW	KTC	PL	3rd Circulation

Client

**Civil Engineering and Development
Department**



Contractor

Penta Ocean Construction Co., Ltd.



Contractor's Designer

Mannings (Asia) Consultants Ltd.



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I INTRODUCTION

I.1 Background

- I.1.1 Construction of the Stage 4 Infrastructure at the Former Runway and South Apron is one of the key projects under Kai Tak Development (KTD) for bringing the harbour to the people, providing quality living environment for the increasing population of the future developments and revitalising the surrounding districts in Kowloon East.
- I.1.2 The works mainly comprise of construction of a 1,130m long dual 2-lane district distributor carriageway, namely Road D3 (Metro Park Section) (MPS) connecting with Road D2 at the north and Road D3A at the south, 200m-long Elevated Landscaped Deck structure above part of Road D3 (Metro Park Section), lifts and staircase connecting to the Elevated Landscaped Deck under Contract No. KL/2014/01, the Sewage and Saltwater Pumping Stations, modification of the existing seawalls, noise barriers, sewage raising mains to To Kwa Wan Road and construction of Open Space and Promenade.
- I.1.3 It is a Design & Build Contract under Contract No. ED/2018/01 that commenced on 30 May 2019. Detail particulars of the Project are:

<i>Employer:</i>	The Government of the Hong Kong Special Administrative Region
<i>Project Manager:</i>	Chief Engineer (Ch_Engr/E5), East Development Office, Civil Engineering and Development Department
<i>Supervisor:</i>	AECOM Asia Company Limited (AECOM)
<i>Contractor:</i>	Penta Ocean Construction Co., Ltd. (POC)
<i>Contractor's Designer:</i>	Mannings (Asia) Consultants Ltd. (MACL)

- I.1.4 In complying with the Employer's Requirements (ER) Section 9.2, the Contractor has appointed Mannings (Asia) Consultants Ltd to carry out the detailed design of the permanent work under this design and build assignment.

I.2 The Project Scope

- I.2.1 As stipulated in Clause I.4.1 of the ER, the Contract No. and Contract Title of this contract are ED/2018/01 and Kai Tak development – stage 4 infrastructure at the former runway and south apron. The works are to be executed for CEDD of the Government.
- I.2.2 According to ER Clause I.4.2, the purpose of the project is to provide infrastructure for the existing and the planned developments at the former runway of Kai Tak.

1.2.3 As stipulated in Section 1.4.3 of the Employer’s Requirements (ER), Works to be included in this contract for design and construction are summarized as below:

- An approximately 1,130m long dual 2-lane district distributor carriageway, namely Road D3 (Metro Park Section) connecting between Road D2 at the north and Road D3A at the south. Road D3 (Metro Park Section) comprises about 250m at grade road, about 360m elevated section (including Bridge D3, North and South Approach Ramps), about 320m depressed road section (North and South Depressed Roads) and about 200m underpass section (Underpass D3), with associated footpaths and pedestrian crossing facilities along the carriageway;
- An approximately 50m long single 2-lane carriageway, namely Road L12d, to connect between the Road D3A, the development sites (Area 4E), the Sewage and Saltwater Pumping Stations and the Metro Park, with associated footpaths and run-ins along the carriageway;
- An approximately 50m long 10m wide Pedestrian Street and amenity area;
- An approximately 200m long Elevated Landscaped Deck structure above part of Road D3 (Metro Park Section);
- Modification of junction Road D2/ Road L6/ Road D3 (Metro Park Section);
- Drainage, sewerage and water works;
- DCS Seawater Intake Box Culvert;
- Saltwater Pumping Station in site 4E and the associated about 160m Seawater Intake;
- Sewage Pumping Station in site 4E and the associated sewers from site 4E and sewage rising mains of about 1,100m to To Kwa Wan Road Sewage Pumping Station;
- Open Space and Promenade, including ancillary facilities and building works in promenade;
- section of Noise Barrier fronting Site 4B5 at Road D3A;
- decking for Underpass (Road L14) connecting to Tourism Node
- Four lifts (LT1 to LT4) and a staircase (ST1) connecting to the Landscaped Deck under Contract No. KL/2014/01;
- E&M installation and architectural finishes at Underpass (Road L14) connecting to Tourism Node
- Ancillary works including utilities installation, associated traffic aids, street lighting, street furniture, roadside landscaping works with irrigation system, environmental mitigation measures, and related monitoring and audit works. Works to be included in this contract as items Subject to Excision include the following
 - Abandon of existing DCS pits between Site 4A2 and Site 4C1;
 - Intake of DCS Seawater Intake Box Culvert Inlet near KTAC and diversion of sea water intake to South District Cooling System (DCS) plant at Kai Tak Approach Channel (KTAC) excluding the works as described in item (xiv) above;
 - Noise Barrier fronting Site 4B5 and bus lay-by at Road D3A excluding the works as described in item (xi) above;
 - decking for Underpass (Road L14) connecting to Tourism Node.
 - Public Lighting;
 - Tunnel Lighting;
 - General Lighting and Park Lighting;
 - Architectural Lighting;
 - Underpass pump system;
 - Ventilation system;
 - Water Features and Water Play;
 - Irrigation system;
 - Fire Services system;
 - Plumbing system.

1.3 Objective of Submission

- 1.3.1 Pursuant to the Condition 2.11 of Permit No.: EP-337/2009 and Condition 2.5 of the Environmental Permit No.: EP-445/2013/A, the Permit Holder shall, at least one month before the commencement of construction of the Project, submit Landscape Mitigation Plan(s) as conforming to the information and recommendations of landscape and visual mitigation measures contained in the approved EIA reports.
- 1.3.2 This Landscape Mitigation Plan is prepared for Contract No. ED/2018/01 and Kai Tak development – stage 4 infrastructure at the former runway and south apron as shown in Landscape Mitigation Plan (in **Figure 4, 5 and 45**). For the Landscape Mitigation Plan of the Kai Tak Development outside the captioned project boundary, it will be provided by other submission(s) for different phasing of the development separately.

2 LANDSCAPE DESIGN

2.1 Landscape Design Principles

- 2.1.1 The planning and architectural design of the project integrated concepts related to landscape design at an early stage. Some of the landscape design objectives that arose from the planning context include:
- Establish a coherent landscape framework and a setting for the built environment.
 - Creation of a large scale civic landscape that respond to the surrounding context and also retains its iconic characteristic along the precious waterfront.
 - Provide social spaces, gathering and informal seating opportunities.
 - Planting for circulation control, pedestrian protection and comfort.
 - Maximize the green area with trees and shrubs planting.
 - Enhance accessibility for all users (especially wheelchair users) to create a barrier-free environment
 - Maintenance concerns addressed as an integral part of the design process.

2.2 Design Concept of the Open Space and Promenade

Kai Tak Basecamp

- 2.2.1 The Kai Tak Basecamp is mainly composed of the Amphitheatre, the Water Play Plaza, the Under Bridge Open Space and other minor features.
- 2.2.2 Amphitheatre - The amphitheatre offers a covered area to support a diverse range of activities for different stakeholders at the waterfront. The amphitheatre is equipped with featured lighting which improves the functionality of the venue in the evening. The location and orientation of the stepped seating ensure that visitors can enjoy the unobstructed sea view leisurely.
- 2.2.3 Water Play Plaza – To add vibrancy to the Kai Tak Basecamp, interesting water play arrangements including dry fountain. People can move around and play with the water jets in the area.) shallow pool and rain garden are introduced in the Water Play Plaza. The dry fountain next to the Amphitheatre provides playful water display in the form of water jets. With an appropriate design of light and sound, the water jets of the dry fountain can encourage social interaction among bystanders. In

the northern roundabout of the new Shing Fung Road. The Elevated Landscaped Deck is designed for passive recreational space with the planting of trees at the western side of the deck to screen off the residential development. A continuous green strip with colourful amenity shrubs will create ornamental interest and visual attraction. Apart from creating a pleasant walking experience, trellis seating will be provided on the deck to encourage the social interaction of visitors and serve as a lookout pace for viewing the KTAC.

Greenway

- 2.2.10 The spatial quality of the promenades is featured by a meandering Greenway to create interesting spatial arrangement to accommodate the featured nodes as mentioned above. The Greenway extends from the Kai Tak Basecamp, and runs across the Floating Stage towards the Runway Precinct. The experience of both the visitors and the cyclists will be enriched by different spatial qualities such as by the seaside and within the relatively enclosed tree avenue and colourful amenity area. The legibility of the Greenway is further enhanced by the continuous rows of structural trees defining the edge of the Greenway and serve as a form of shading to the visitors and cyclists. Featured cycling parking and seating arbors with shelters on the side of the Greenway not only provide resting opportunities but also add visual interests.

Observation Deck

- 2.2.11 The design of the observation deck draws inspiration from the appearance of a water spiral, further accentuating the concept of water swirl and flow. In order to maximise the visual linkage and to create a unique sense of arrival, an entrance with circular structure to the POS is designed to facilitate pedestrian from the footpath of the elevated road of Road D3 (MPS) through an elevated walkway linking to the viewing platform which offers a panoramic vista of sea view. The circular structure also provides natural light from all angles, including from the skylight. This culminates in a strong sense of light for users under an even diffusion of natural light. This Observation Deck not only enhances the walking experience of the green web but also creates a sense of place for KTD by framing the stunning view of KTAC and the former runway of Kai Tak Airport for visitors.

Back-of-house Facilities

- 2.2.12 Shed(s) with detailed requirements for service yard storage areas, nursery storage areas with loading/ unloading bays, horticultural machinery store rooms, a refuse collection chamber and parking spaces for service vehicles shall be provided at the location under Bridge D3 as indicated in the Reference Design Drawings. These back-of-house facilities shall be screen off with materials of aesthetic design compatible with the architectural design of the adjoining performance space under Bridge D3 and shall have lockable doors wide enough for the manoeuvring of the heavy machineries as well as lorries and trucks. Holding/ transit nursery area for plantings of not less than 50 m² shall be provided at the open space adjacent to the area under Bridge D3 with close proximity to the nursery storage area. The holding/ transit area shall be provided with shading cover with materials to be agreed with LCSD. Sufficient water points for irrigation shall be provided within the holding/ transit nursery area for operation use.

2.3 Design Concept of the Roadside Landscape

- 2.3.1 The basis for the roadside landscape would be to maximise greenery within the urban environment while providing a green and comfortable environment for visitors. Where spatial constraints and the traffic engineering considerations allow, the planting of street trees are proposed to create interest at ground level enhancing the streetscape.
- 2.3.2 With reference to the “Public Lighting Design Manual” by Highways Department, trees and lighting columns shall be sited in such a way that the trees do not block off light onto the carriageways or cast confusing shadows. In general, the trees shall be planted at least 10m away from the road lighting columns and 15m away from high mast lighting columns.
- 2.3.3 Due to the difficulty of maintenance at the central divider, planters are proposed as green buffers along the vehicular road to separate traffic and pedestrians which is considered to be a more effective mitigation measure compared to the approved EIA report.

2.4 Design Concept of At-grade Open Space of the Sewage and Saltwater Pumping Stations

- 2.4.1 The landscape area at the pumping stations shall respond to the site context and provide connections to the Open Space and Promenade to the north, Site 4E1 to the east and Metro Park to the west. The ground level landscape is primarily designed to match with the landscape design of the Open Space and Promenade nearby.
- 2.4.2 As part of a sustainable approach to the landscape design is to adopt a green roof system. The use of green roofs has been proven to reduce the heat loading on a building and the transfer of heat through the roof and walls. Furthermore, it can also soften the architectural form particularly in elevated views of the site, creating a greater sense of landscape and visual integration between the building and its immediate environs. Taking the essence of the water flow concept, the layout of the planters and planting pattern have been designed to match the aesthetic of the overall design theme of the Kai Tak urban design guidelines.
- 2.4.3 Measures to create vertical greening have been considered as part of the proposal and this would be achieved through the establishment of climbing plants. This provides the most robust solution being preferred over proprietary vertical greening systems which are maintenance intensive and the length of their design life uncertain. Climbing plants will be grown on building façade to soften the hard surface.

2.5 Hard Landscape Design

- 2.5.1 The hard landscape is designed to complement the contemporary design of the landscape whilst consistent with the majority of characteristic building structural form.

The design language of the promenade is characterized by the wide use of fair-faced concrete materials and recycled timber which echo with the overall design theme.

- 2.5.2 The paving at Greenway will be a key connecting element running through along the Kai Tak promenade, a mixed of greytone coloured concrete tile, a non slip paving material is proposed to serve both pedestrians and cyclists as well as to act as part of the EVA routing. A gradual change of color tone of the paving pattern will be adopted to provide a cognitive signal to the pedestrians and cyclists on the Greenway and to highlight entrance areas to key landscape components. In addition, wood grain porcelain tile is proposed to highlight the route along the edge of the waterfront providing a hierarchy for pedestrian movement.

2.6 Soft Landscape Design

- 2.6.1 The overall soft landscape design will create an attractive and relaxing ambient which enhances the visual interest of visitors, injects vitality and beautifies the sea frontage. The landscape design will also link up various elements at the Kai Tak Basecamp and the Floating Stage. The planting will be of high amenity value and low horticultural maintenance demand.
- 2.6.2 In order to provide a consistent identity, coherent character as well as shade, a layer of structural trees will be provided along the Greenway. Large evergreen trees in uniform height and crown shape, *Cinnamomum burmannii* (陰香) will be planted.
- 2.6.3 Attractive amenity trees with seasonal interest and conspicuous flowering will be provided at featured areas such as the Gateway, the Elevated Landscaped Deck and the Floating Stage, etc.
- 2.6.4 Green buffer planting with gentle earth mound will be provided at the interfaces and periphery of the open space and promenade in order to screen off adjoining flyovers and at-grade roads adjacent to the open space and promenade. To enrich the overall biodiversity, native species will be selected. In conclusion, the majority of the tree planting will be evergreen and native species to provide a low horticultural maintenance demand and sustainability.
- 2.6.5 The plant species for the streetscape planters will provide colour throughout the year with seasonal variation. This will be achieved through the selection of species with an interesting form, colour and texture of their foliage and through the use of flowering species to provide an architectural highlight. As most of these planting form part of the landscape buffer between vehicular road and pedestrian path, most of the plant species are evergreen to fulfil their design intention throughout the year.
- 2.6.6 Adequate soil depths to ensure proper plant growth will be taken into account for all planting areas. The appropriate soil depths (approximate and excluding drainage layers) are 1500mm for trees (1200mm for trees at elevated landscape deck), 600 mm for shrubs and 300mm for groundcover/ grass/ climbers. Carefully selected species will ensure maximum greening effect with minimum maintenance requirements. Closed bottom planters will have proper and adequate subsoil drainage system and drain outlets to the storm water drainage system. Sufficient soil

APPENDIX A

Summary Tables of Compliance of Landscape Mitigation Plans

Table I

Landscape Mitigation Plan – Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report (Table 3.44) and EM&A Manual (Section 2.8.11) (Register No. AEIAR-130/2009)					
Construction Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation / Maintenance Party	Implementation Timing
CMI	All existing trees shall be carefully protected during construction.	Existing trees within the site area has been felled and compensatory tree planting was proposed. The existing trees to be retained are separated from the construction works with water-filled barriers.	The project area where appropriate (Figure 7)	The Contractor	All existing trees shall be protected during construction stage.
CM2	Trees unavoidably affected by the works shall be transplanted where practical. Detailed transplanting proposal will be submitted to relevant Government departments for approval in accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees shall be agreed prior to commencement of the work.	None of the existing trees were considered to be suitable for transplantation.	N/A	N/A	N/A
CM3	Control of night-time lighting.	Night-time lighting and glare are controlled by	The project area where	The Contractor	Night-time lighting will be controlled

Landscape Mitigation Plan – Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report (Table 3.44) and EM&A Manual (Section 2.8.11) (Register No. AEIAR-130/2009)					
Construction Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation / Maintenance Party	Implementation Timing
		hooding all lights	appropriate (Figure 8)		during construction stage.
CM4	Erection of decorative hoarding.	Hoarding with decorative graphics from Kai Tak 'Public Creatives' branding strategy were proposed along the site boundary of the Contract at certain locations facing sensitive receivers.	The project area where appropriate (Figure 9)	The Contractor	Hoarding will be erected during construction stage.

Table 2:

Landscape Mitigation Plan – Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report (Table 3.45) and EM&A Manual (Section 2.8.11) (Register No. AEIAR-130/2009)						
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
OM1	Compensatory tree planting should be incorporated into the proposed projects where trees are affected.	Compensatory tree planting was incorporated into the project.	The project area where appropriate (Figure 11, 19, 20, 28, 29, 30, 31, 32)	The <i>Contractor</i>	LCSD	Compensatory tree planting will be planted after completion of construction works or prior to operation stage.
OM2	Tall buffer screen tree/ shrub/ climber planting shall be incorporated to soften hard engineering structures and facilities.	Various type of tall buffer screen trees and shrubs were proposed along the planters between Open Space and Promenade and Road D3. In addition, vertical green and roof greening were incorporated onto the Sewage & Saltwater Pumping Station to soften the building structure.	The project area where appropriate (Figure 11, 19, 20, 28, 29, 30, 31, 32, 34, 35, 36, 37, 38, 39, 40, 42)	The <i>Contractor</i>	LCSD	Proposed planting will be planted after completion of construction works or prior to operation stage.
OM3	Sensitive streetscape design should be incorporated along	The streetscape design has taken the connecting and strong-rooted theme from the 'Public	The project area where appropriate (Figure 11,	The <i>Contractor</i>	LCSD / HyD	This mitigation measure will be implemented at design and

Landscape Mitigation Plan – Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report (Table 3.45) and EM&A Manual (Section 2.8.11) (Register No. AEIAR-130/2009)						
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
	all new roads to reflect the new urban development in Kai Tak.	Creatives' branding strategy in developing the hard landscape elements. A gradual change of color tone of the paving pattern will be adopted at Road D3 to echo the overall tone at Kai Tak Development.	13, 17, 18, 20, 25, 26, 34, 35)			construction stage.
OM4	Structure, ornamental tree/ shrub/ climber planting should be provided along roadside amenity strips and central dividers to enhance the townscape quality, where space is available.	Various types of trees and shrubs were proposed along the roadside amenity strips to enhance the townscape quality. However, tree planting is limited as it may become obstructions to sightlines of motorists or pedestrians. Furthermore, trees are required to be at least 10m away from road light columns according to	The project area where appropriate (Figure 11, 13, 17, 18, 20, 31, 34, 35)	The Contractor	LCSD / HyD	Proposed planting will be planted after completion of construction works or prior to operation stage.

Landscape Mitigation Plan – Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report (Table 3.45) and EM&A Manual (Section 2.8.11) (Register No. AEIAR-130/2009)						
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		'Public Lighting Design Manual' issued by Lighting Division, Highways Department.				
OM5	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to all buildings, engineering structures and associated infrastructure facilities.	<p>The overall concept of the site was inspired by the Kai Tak River. River flow is energetic continuous, and enable interactions with its surroundings, thereby inspiring creativity. Theses area the core elements of the design.</p> <p>Beside from the being harmonious with the adjacent waterscape, extensive timber slats were adopted to incorporated the built elements with the surrounding landscape, promoting interaction</p>	The project area where appropriate (Figure 11, 18, 19, 20, 25, 26, 34, 35, 36, 37, 38, 39, 40, 41, 42)	The <i>Contractor</i>	Building proponents / HyD	This mitigation measure will be implemented at design and construction stage.

Landscape Mitigation Plan – Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report (Table 3.45) and EM&A Manual (Section 2.8.11) (Register No. AEIAR-130/2009)						
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		<p>with nature in an urban setting.</p> <p>Aesthetic pleasing design (e.g. paving blocks at footpath with aesthetically pleasing paving patterns) is proposed at roadside footpaths.</p>				

Table 3:

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.2) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)					
Construction Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation / Maintenance Party	Implementation Timing
CM1	The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.	Construction area and contractor's temporary works areas are minimised to avoid impacts on adjacent landscape.	The project area where appropriate (Figure 47)	The Contractor	Construction area and contractor's temporary works area are minimised during construction stage.
CM2	Control of night-time lighting and glare by hooding all nights.	The carriageway with lighting constructed under separate contract has been opened for use.	N/A	N/A	N/A
CM3	Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.	Hoardings are not required around the noise barrier as the carriageway has been opened for use. Temporary traffic arrangement will be implemented for the construction works.	N/A	N/A	N/A
CM4	Reduction of construction period to practical minimum.	The contractor will arrange night work (i.e. 19:00 ~ 23:00) to maximize the working hours daily in order to reduce the construction period. Any night works	The project area where appropriate	The Contractor	Reduction of construction period to practical minimum will be implemented during

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.2) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)					
Construction Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Location of the Mitigation Measure	Implementation / Maintenance Party	Implementation Timing
		shall be covered by a valid Construction Noise Permit			construction stage.
CM5	Limitation of / Ensuring no run-off into surrounding landscape and adjacent water sea areas.	Temporary terrain barriers with wastewater treatment facility is constructed to limit / ensure no direct run-off into surrounding landscape and adjacent water sea areas.	The project area where appropriate	The Contractor	Limitation of / ensuring no run-off into surrounding landscape and adjacent water sea areas will be implemented during construction stage.
CM6	Temporary or advance landscape should be provided along the temporary access roads to the Cruise Terminal until such time as Road D3 is open.	The permanent access roads to the Cruise Terminal other than Road D3 with landscape constructed under separate contract have been opened.	N/A	N/A	N/A

Table 4:

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
OMI	All above ground structures shall be sensitively designed in a manner as regard to the form, material and finishes and respond to the existing and planned urban context.	The architectural finishes and materials are chosen to present a contemporary appearance to reflect an iconic feature expressing the Aviation History of Kai Tak and the KTD Public Creatives Scheme as described in the Employer's	All above ground structures have been submitted to CEDD and various Government Departments for approval.	The project area where appropriate (Figure 49, 51, 52, 55, 56, 57)	The <i>Contractor</i>	HyD / LCSD	This mitigation measure will be implemented at design and construction stage.

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		Requirements.					
OM2	Streetscape elements shall be sensitively designed in a manner that responds to the existing and planned urban context.	The streetscape design make reference to the streetscape design of Contract KL/2014/01 in consideration of the coherence along D3A Road, in which the design has taken the connecting and strong-rooted theme from	The streetscape design has been submitted to CEDD and various Government Departments for approval.	The project area where appropriate (Figure 49, 51, 52, 55)	The <i>Contractor</i>	HyD / LCSD	This mitigation measure will be implemented at design and construction stage.

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		the Kai Tak 'Public Creatives' branding strategy in developing the layout as well as the hard and soft landscape elements.					
OM3	Attractive soft landscape in areas adjoining any visible structures such as tall buffer screen	The soft landscape design make reference to the streetscape design of Contract KL/2014/01 in	Proposed planting will be planted after completion of construction works or prior to	The project area where appropriate (Figure 49, 51, 52, 55)	The Contractor	HyD / LCSD	Proposed planting will be planted after completion of construction works or prior to operation stage.

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
	tree / shrub / climber planting, vertical green and roof greening where appropriate should be incorporated so as to provide a visual softening and greening effect and soften hard engineering structures and facilities.	consideration of the coherence along D3A Road, in which planting areas are proposed along the sides of Road D3A as green buffers to separate traffic and pedestrians.	operation stage.				

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
OM4	Structure, ornamental tree/ shrub/ climber planting should be provided along roadside amenity strips to enhance the townscape quality, where space is available.	Hedges and ornamental shrubs are proposed adjacent to noise barrier area along Road D3A.	Proposed planting will be planted after completion of construction works or prior to operation stage.	The project area where appropriate (Figure 49, 51, 52, 55)	The <i>Contractor</i>	HyD / LCSD	Proposed planting will be planted after completion of construction works or prior to operation stage.
OM5	Appropriate design of street lighting to avoid glare	Street lighting will be designed in accordance	The design of street lighting have been submitted to	The project area where appropriate	The <i>Contractor</i>	HyD	This mitigation measure will be implemented at design and

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
	and light pollution to surrounding areas.	with 'Public Lighting Design Manual' issued by Lighting Division, Highways Department.	CEDD and various Government Departments for approval.				construction stage.
OM6	Avoidance of excessive height and bulk of the associated landscaped deck to the central boulevard.	While the minimum soil depth and height have been adopted at the Elevated Landscaped Deck with reference to the Employer's Requirement, the design of Elevated	The design of the Elevated Landscaped Deck have been submitted to CEDD and various Government Departments for approval.	The project area where appropriate (Figure 49, 55, 56, 57)	The Contractor	HyD / LCSD	This mitigation measure will be implemented at design and construction stage.

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		Landscaped Deck follows the design concept to reflect the wing of an airplane by creating a tapered profile to the under-belly of the structure to help create a thin edge to the deck structure and visually reduce the weight of the structure.					
OM7	Elegant	Overall forms	The design of	The project	The <i>Contractor</i>	HyD / LCSD	This mitigation

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
	engineering design, sensitive architectural and chromatic treatment and generous planting of the associated landscaped deck to the central boulevard. The form, colour and surface detailing of these	of the noise barrier are the same as the adjacent built environments and Stage 2 noise barrier design to allow continuity of concepts of symbolized bodies of water. The soffit of the Elevated Landscaped Deck structure is to be of a sculpted surface free of	buildings, engineering structures and associated infrastructure facilities have been submitted to CEDD and various Government Departments for approval.	area where appropriate (Figure 49, 55, 56, 57)			measure will be implemented at design and construction stage.

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
	structures should be carefully considered to reduce their apparent height and bulk (visual weight).	visible services. Associated landscape features and E&M engineering facilities of the Elevated Landscaped Deck structure such as lighting, drainage, glass balustrade is integrated as part of the deck structure. While the columns supporting the					

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		deck is designed as a sculptural element and minimized in size to maintain a lightness appearance in order to create the effect where the deck structure seems to be visually “floating” overhead. Tree planting is proposed as					

Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		buffer to the residential lot to the west.					
OM8	Sensitive design of noise barriers & enclosures with greening (screen planting/ climbers/ green roofs) and chromatic measures.	Tree planting has been provided along the boundary adjacent to the noise barrier serving as a visual tree screen from the adjacent plots for views of the noise barrier.	Noise barriers and the adjacent planting design have been submitted to CEDD and various Government Departments for approval.	The project area where appropriate (Figure 49, 51, 52, 53)	The <i>Contractor</i>	HyD / LCSD	This mitigation measure will be implemented at design and construction stage.
OM9	Compensatory Tree Planting for felled trees.	Compensatory tree planting was incorporated	Compensatory tree planting will be planted	The project area where appropriate (Figure 49,	The <i>Contractor</i>	LCSD	Compensatory tree planting will be planted after completion of

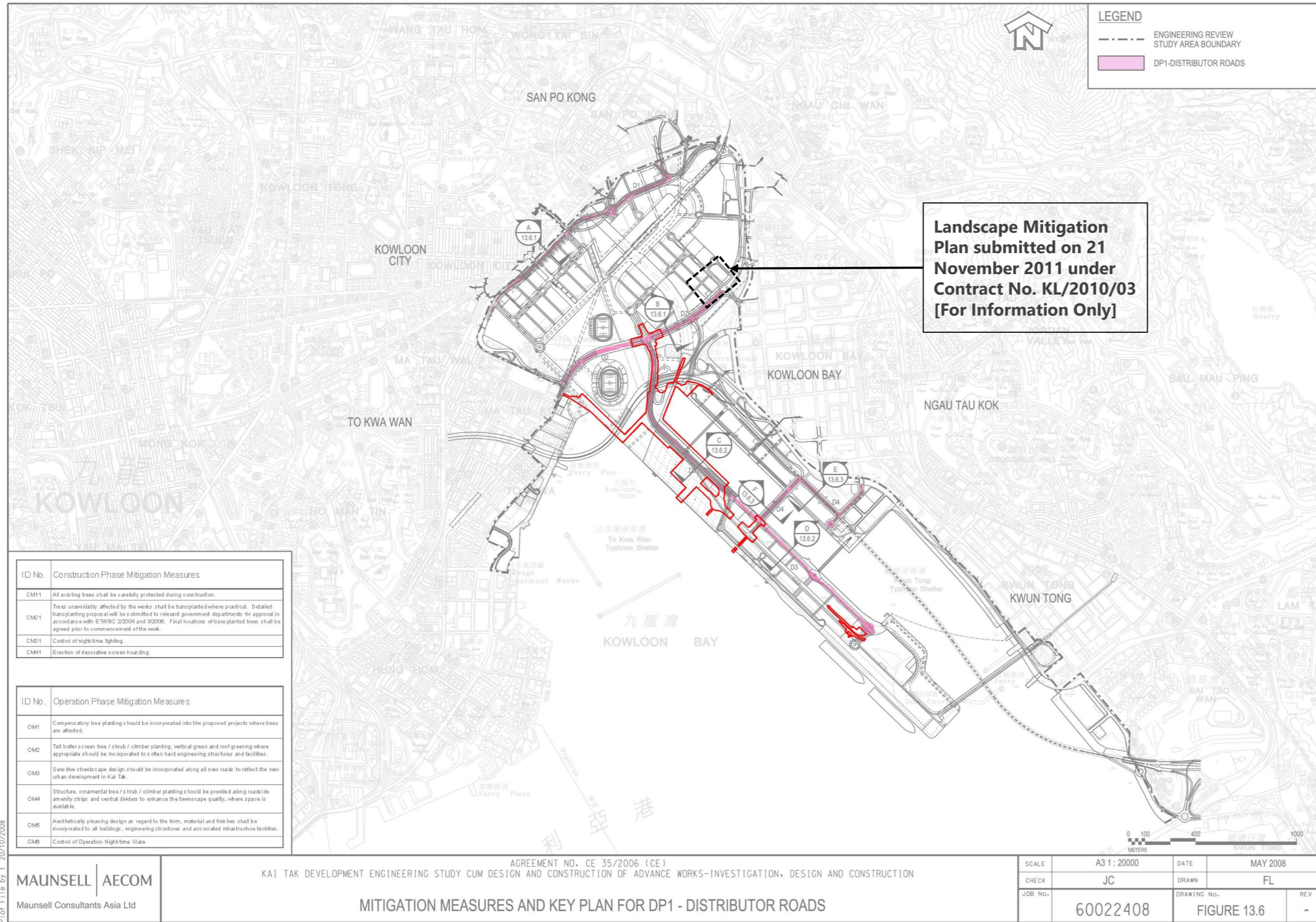
Landscape Mitigation Plan – Under Condition 2.5 of Permit Nos.: EP-445/2013/A and according to the approved EIA Report (Table 7.9.3) and EM&A Manual (Section 6.5.1) (Register No. AEIAR-170/2013)							
Operational Mitigation Reference	Suggested landscape and visual mitigation measures	Landscape and Visual Mitigation Measures adopted in the Landscape Mitigation Plan	Status and Action	Location of the Mitigation Measure	Implementation Party	Post-Construction Maintenance Department	Implementation Timing
		into the project.	after completion of construction works or prior to operation stage	55, 56, 57)			construction works or prior to operation stage.

APPENDIX B

Figures

SECTION A
Landscape Mitigation Plan -
Under Condition 2.11 of Permit No.: EP-337/2009 and according
to the approved EIA Report (Tables 3.44 & 3.45) and EM&A
Manual (Section 2.8.11)
(Register No. AEIAR-130/2009)

Figure 13.6 of Approved EIA Report (Register No. AEIAR-130/2009)



Legend:

Contract No. ED/2018/01's Project Boundary/ Works Boundary

- Scope of Works under Permit No.: EP-337/2009 [For Information Only]:-**
- Package A – Cruise Terminal Development and related advance works
 - Package B – Infrastructure Works at North Apron, Phase 1 – Housing Sites and Government Offices
 - Package C – Kai Tak Approach Channel Improvement Works
 - Package D – Kai Tak Nullah Modification Works
 - Package E – Infrastructure Works at Runway and Metro Park
 - Package F – Infrastructure Works at North Apron, Phase 2
 - Package G – Trunk Road T2 and Infrastructure Works at South Apron

Plot File by : 20/10/2008

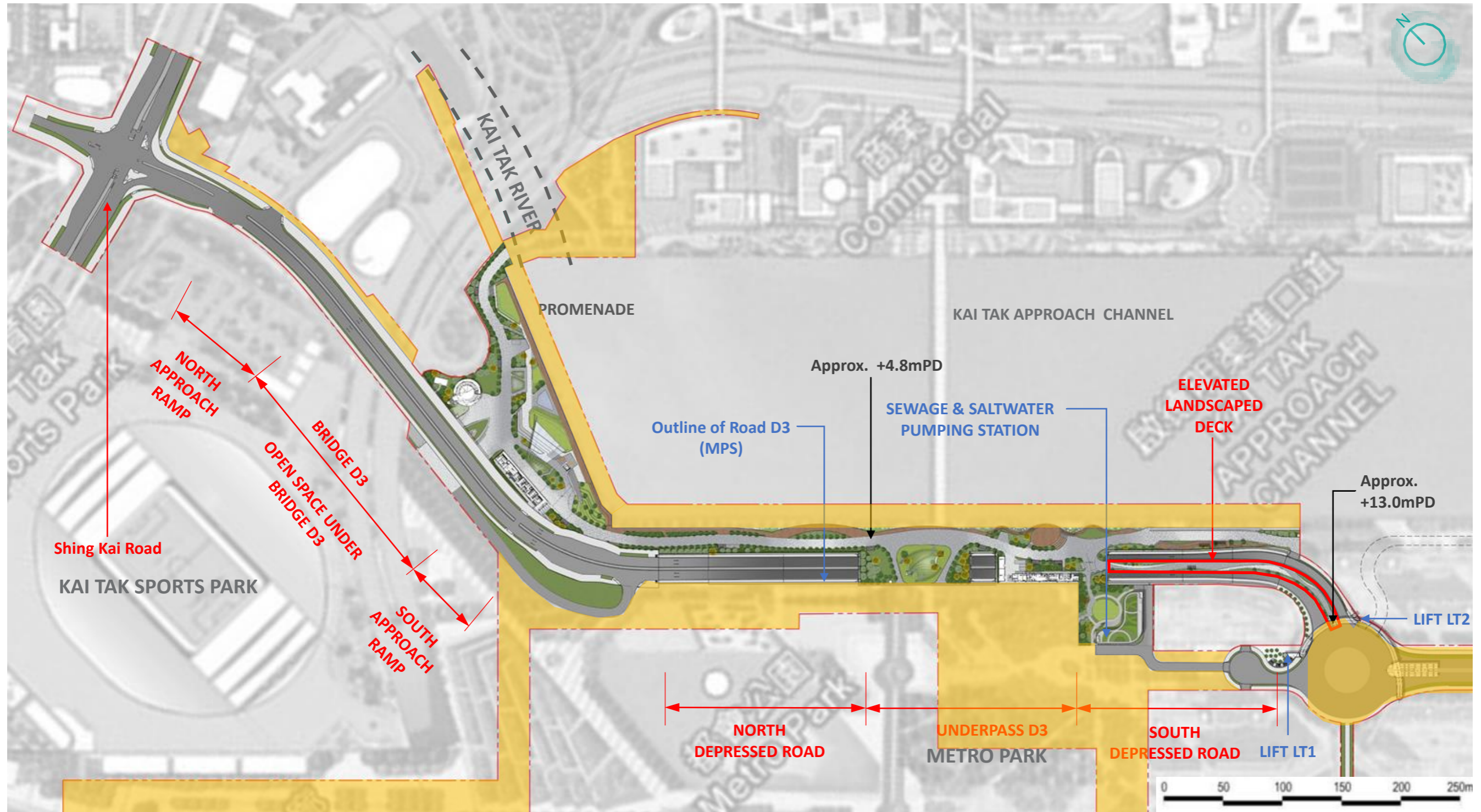
Master Landscape Plan under Contract No. ED/2018/01



Legend:

- - - Site Boundary of Permit No.: EP-337/2009
- Contract No. ED/2018/01's Project Boundary/ Works Boundary

Scope of Works under Contract No. ED/2018/01



- Design and construct highway structures (North Approach Ramp, Bridge D3, South Approach Ramp, North Depressed Road, Underpass D3, South Depressed Road and Elevated Landscaped Deck (connected to landscaped deck under separate contract))
- Design and construct civil provisions for Road D3
- Modify existing Shing Kai Road Junction
- Design and construct Sewage Pumping Station and Saltwater Pumping Station
- Design and construct the Open Space and Promenade

Legend:

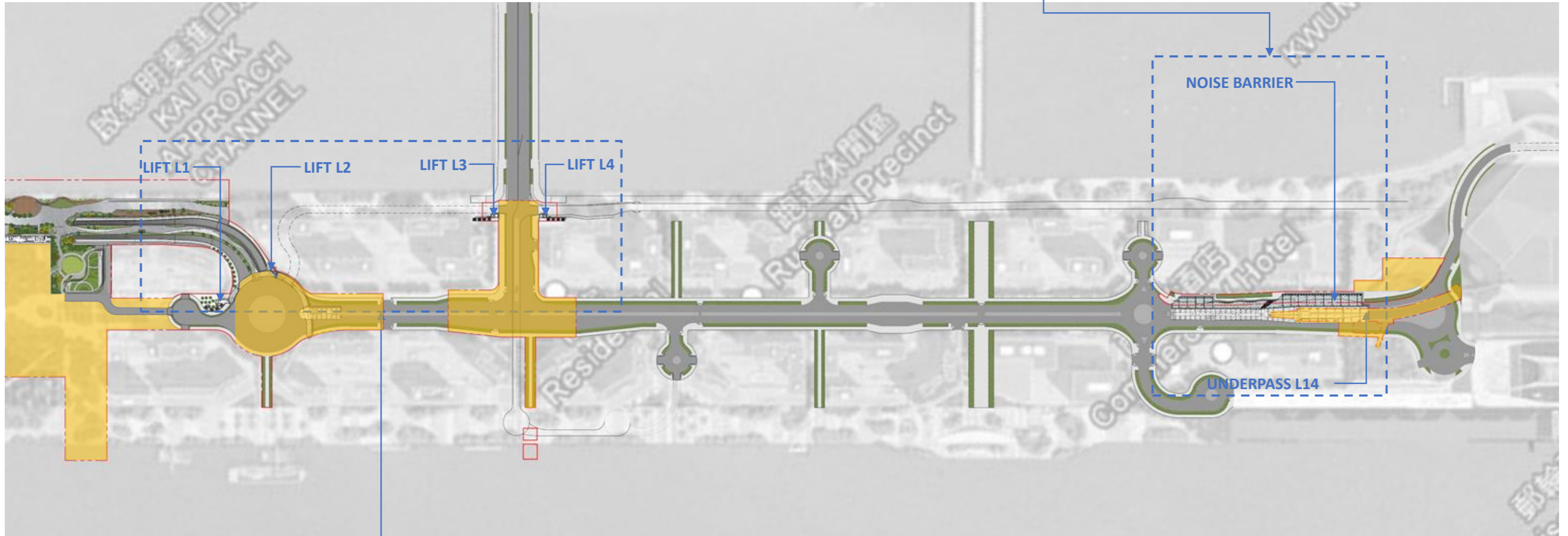
--- Project Boundary/ Works Boundary

-3.21mPD Proposed Site Formation Level (mPD)

Yellow shaded area: Landscape Softworks Not Within the Scope of Works under Contract No. ED/2018/01

Scope of Works under Contract No. ED/2018/01

- Design (architecture, landscape, structure, foundation, drainage and E&M) and construct the semi-enclosed noise barriers supported on ground and the open space level of landscaped deck. (Note: The landscaped deck has been designed and constructed under separate contract.)
- Design and construct the architectural finishes and E&M installations of Underpass L14



Design (architecture, landscape, structure, foundation, drainage, E&M, etc.) and construct one staircase and four lifts (LT1 to LT4) to serve two floor with landing entrance at the ground level and the open space level of the landscaped deck. (Note: The landscaped deck has been designed and constructed under separate contract.)

Legend:

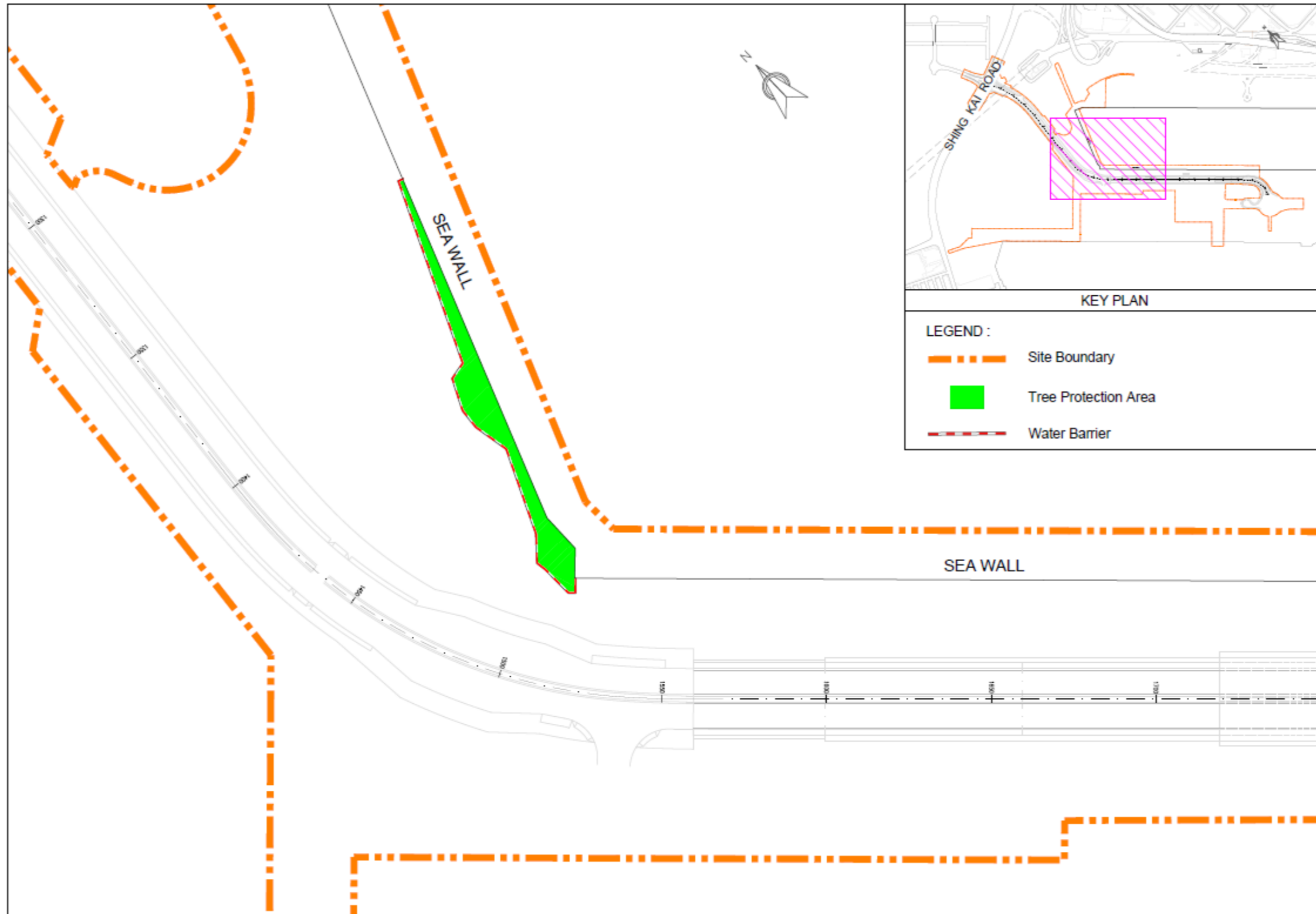
--- Project Boundary/ Works Boundary

-3.21mPD Proposed Site Formation Level (mPD)

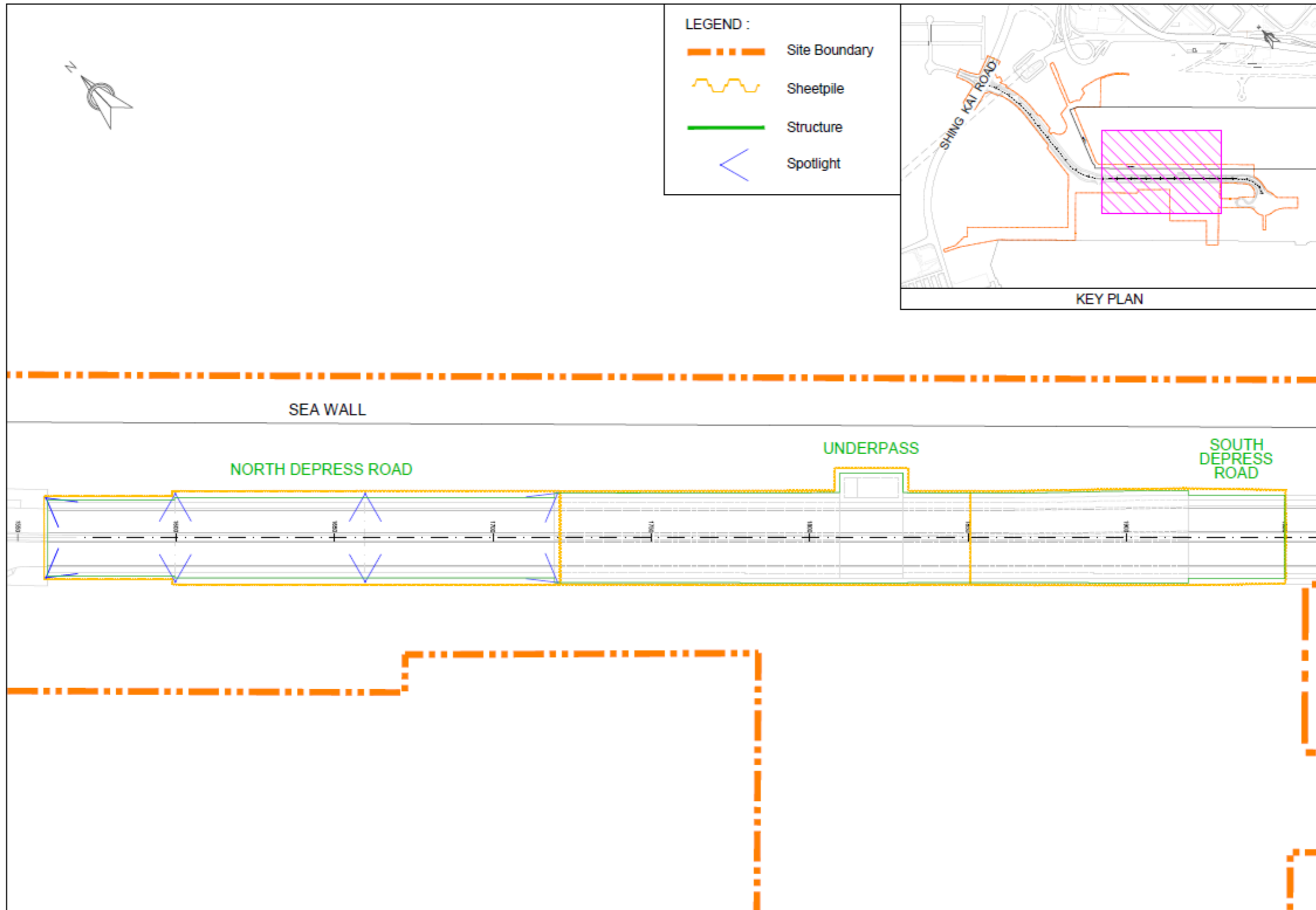
■ Landscape Softworks Not Within the Scope of Works under Contract No. ED/2018/01

Construction Mitigation Measures

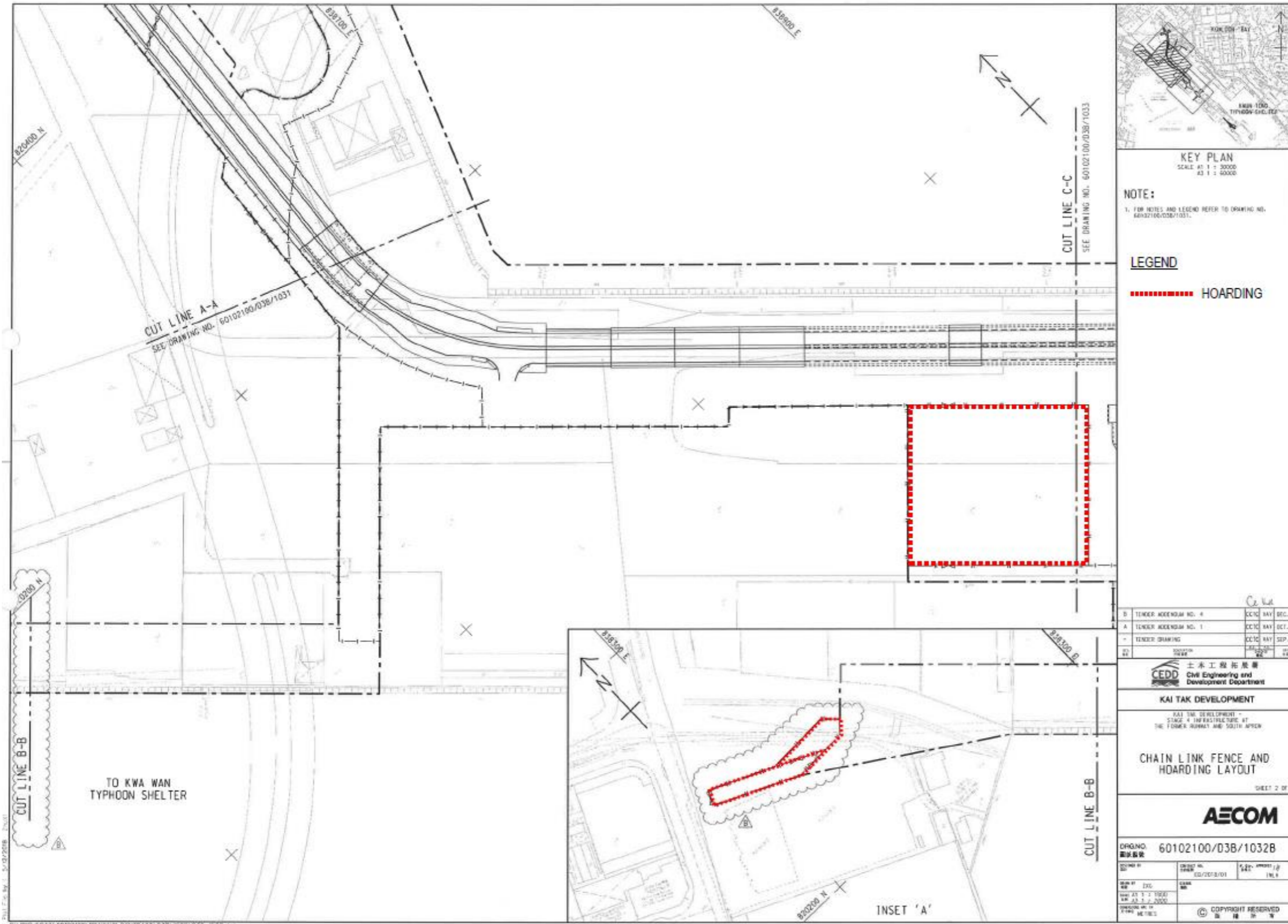
CM1 -All existing trees shall be carefully protected during construction.



CM3 -Control of night-time lighting



CM4 -Erection of decorative hoarding

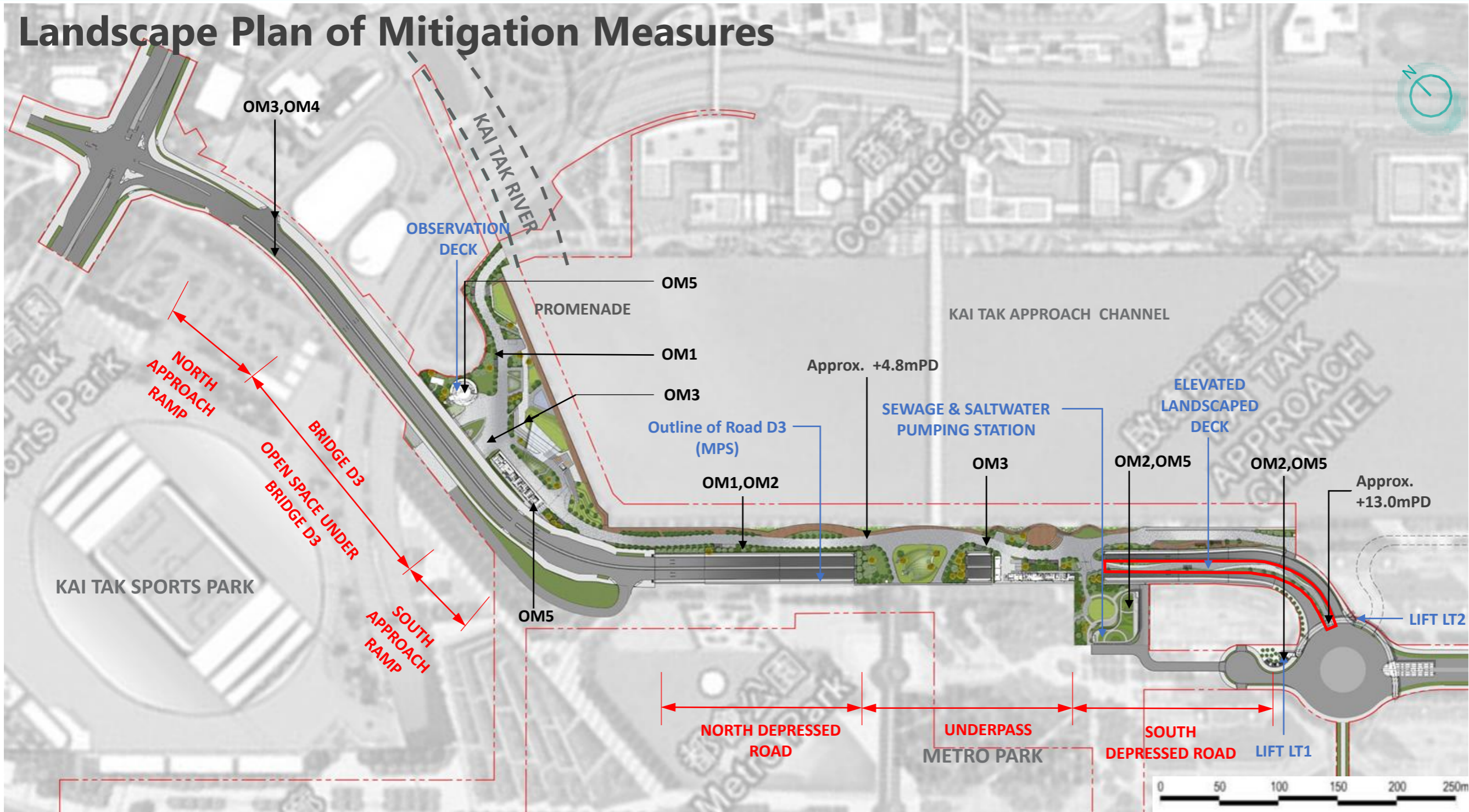


啟德
KAI TAK
活力磁場
Current of Vitality

Decorative graphics from Kai Tak
'Public Creatives' branding strategy

Operation Mitigation Measures

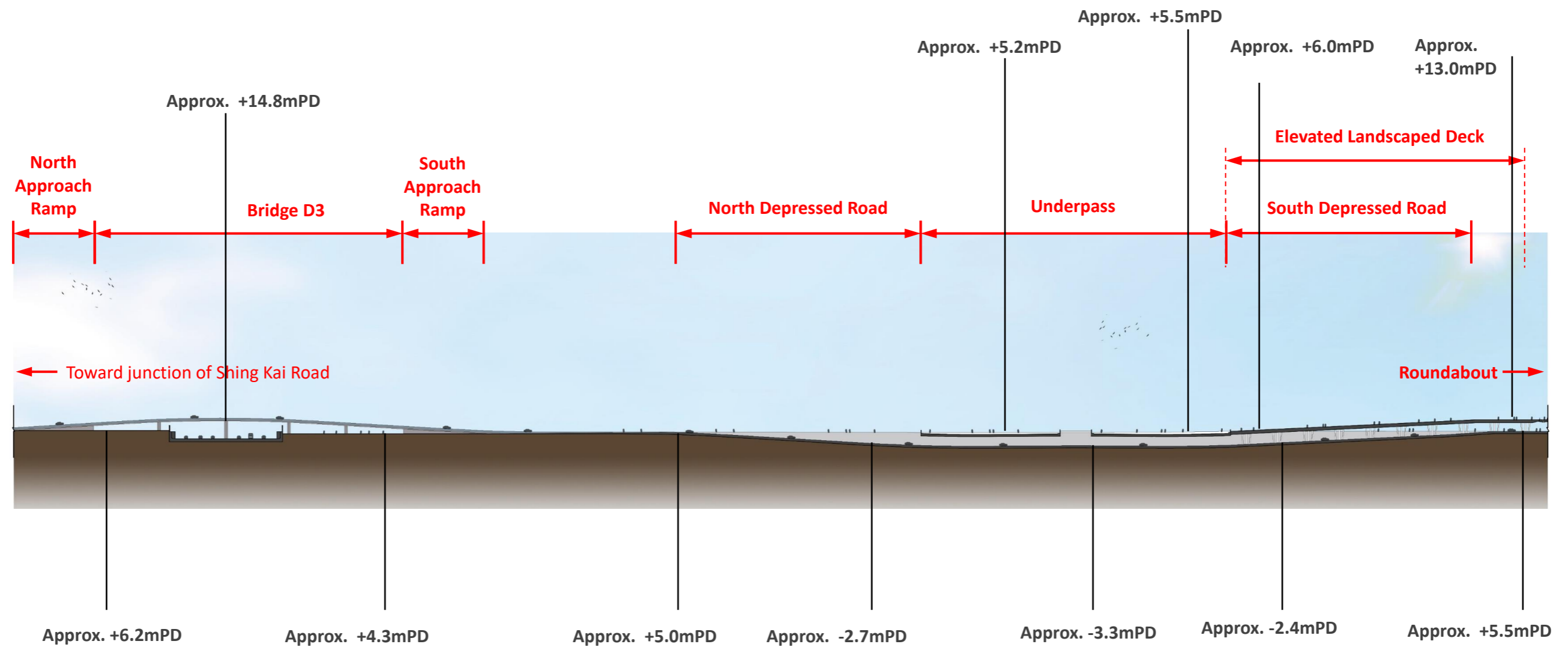
Landscape Plan of Mitigation Measures



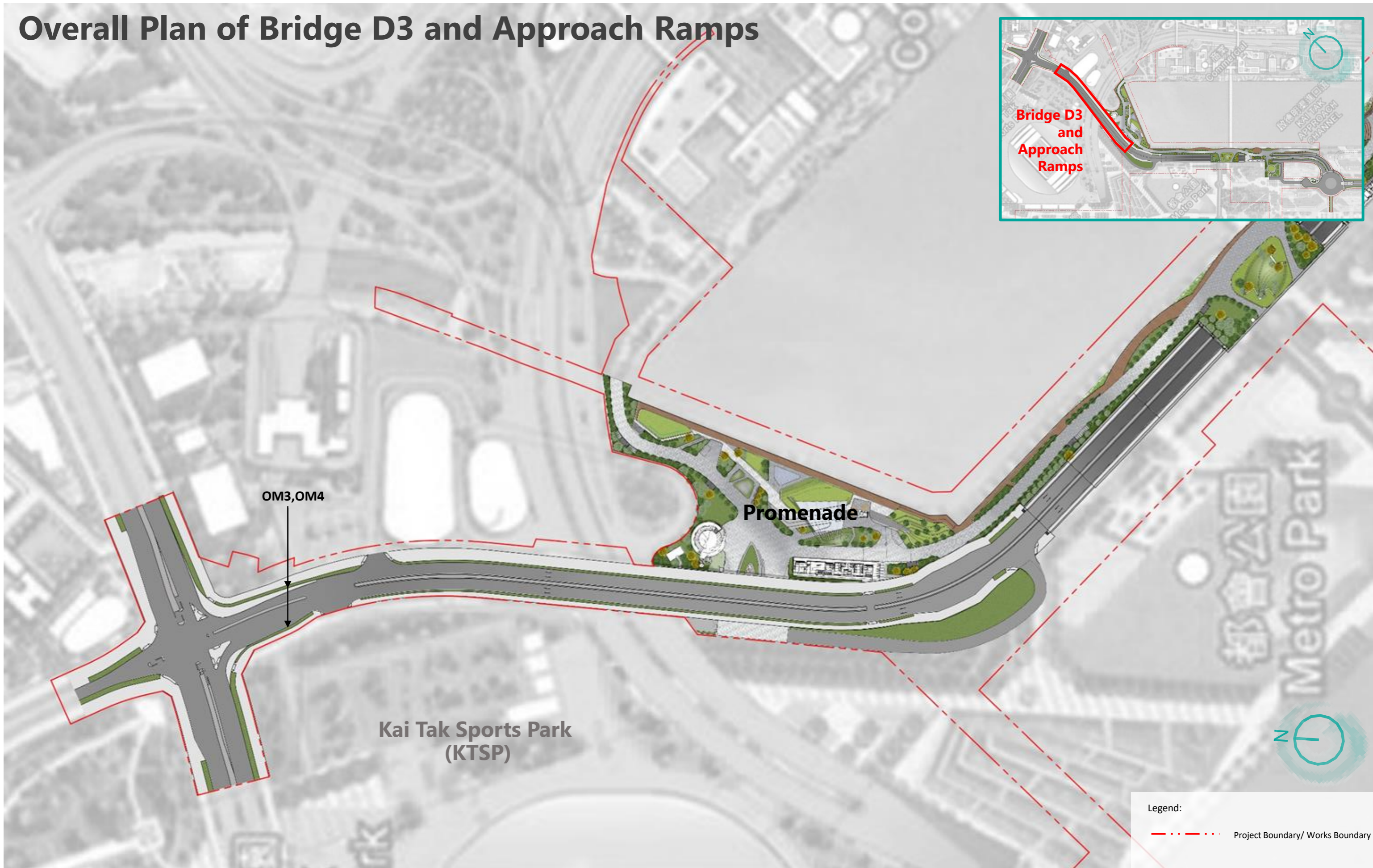
Mitigation Measures	
ID No.	Under Condition 2.11 of Permit No.: EP-337/2009 and according to the approved EIA Report and EM&A Manual (Register No. AEIAR-130/2009)
OM1	Compensatory tree planting should be incorporated into the proposed projects where trees are affected.
OM2	Tall buffer screen tree/ shrub/ climber planting, vertical green and roof greening where appropriate should be incorporated to soften hard engineering structures and facilities.
OM3	Sensitive streetscape design should be incorporated along all new roads to reflect the new urban development in Kai Tak.
OM4	Structure, ornamental tree/ shrub/ climber planting should be provided along roadside amenity strips and central dividers to enhance the townscape quality, where space is available.
OM5	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to all buildings, engineering structures and associated infrastructure facilities.

- Legend:
- Project Boundary/ Works Boundary
 - - - - - -3.21mPD Proposed Site Formation Level (mPD)

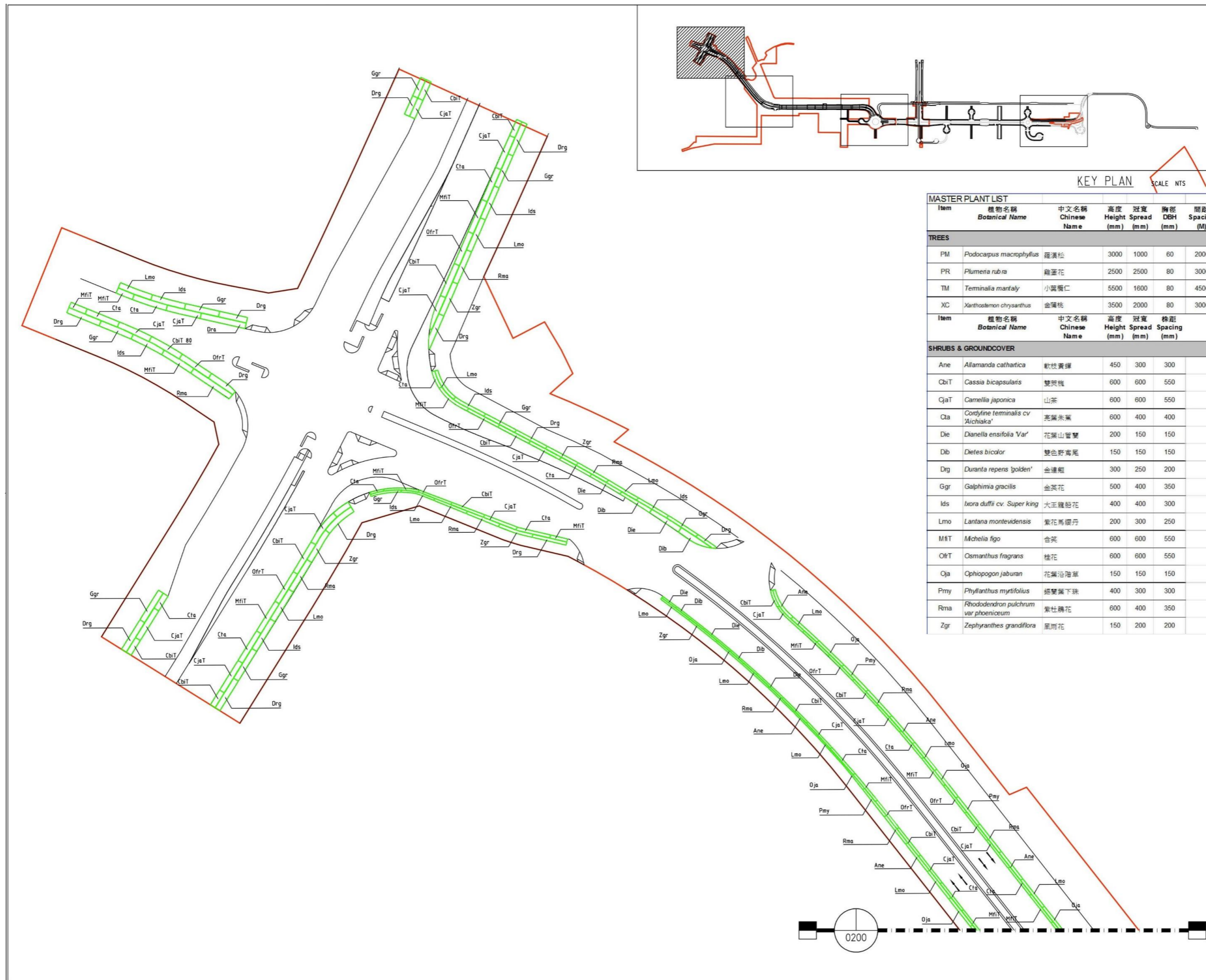
Elevation of Road D3 under Contract No. ED/2018/01



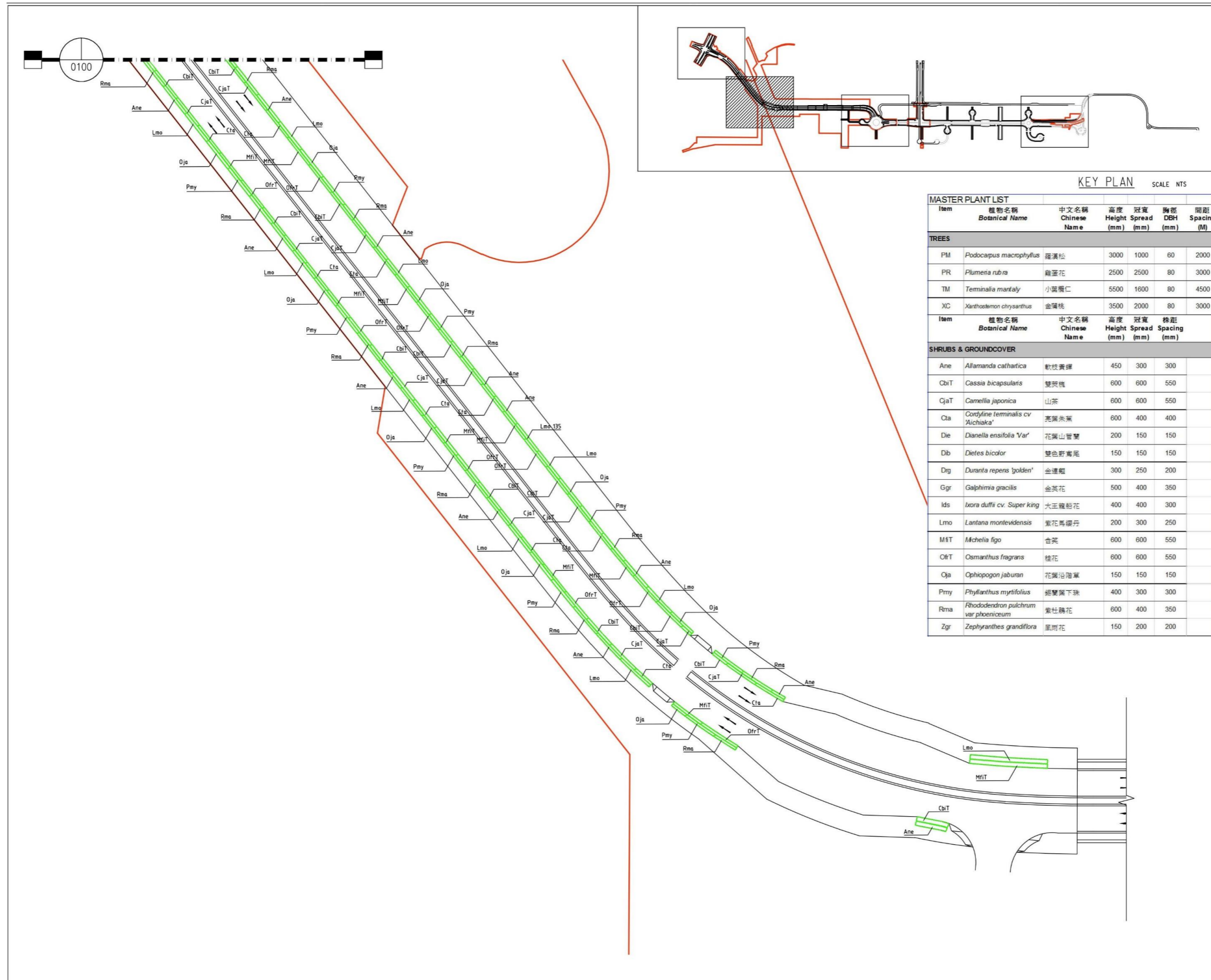
Overall Plan of Bridge D3 and Approach Ramps



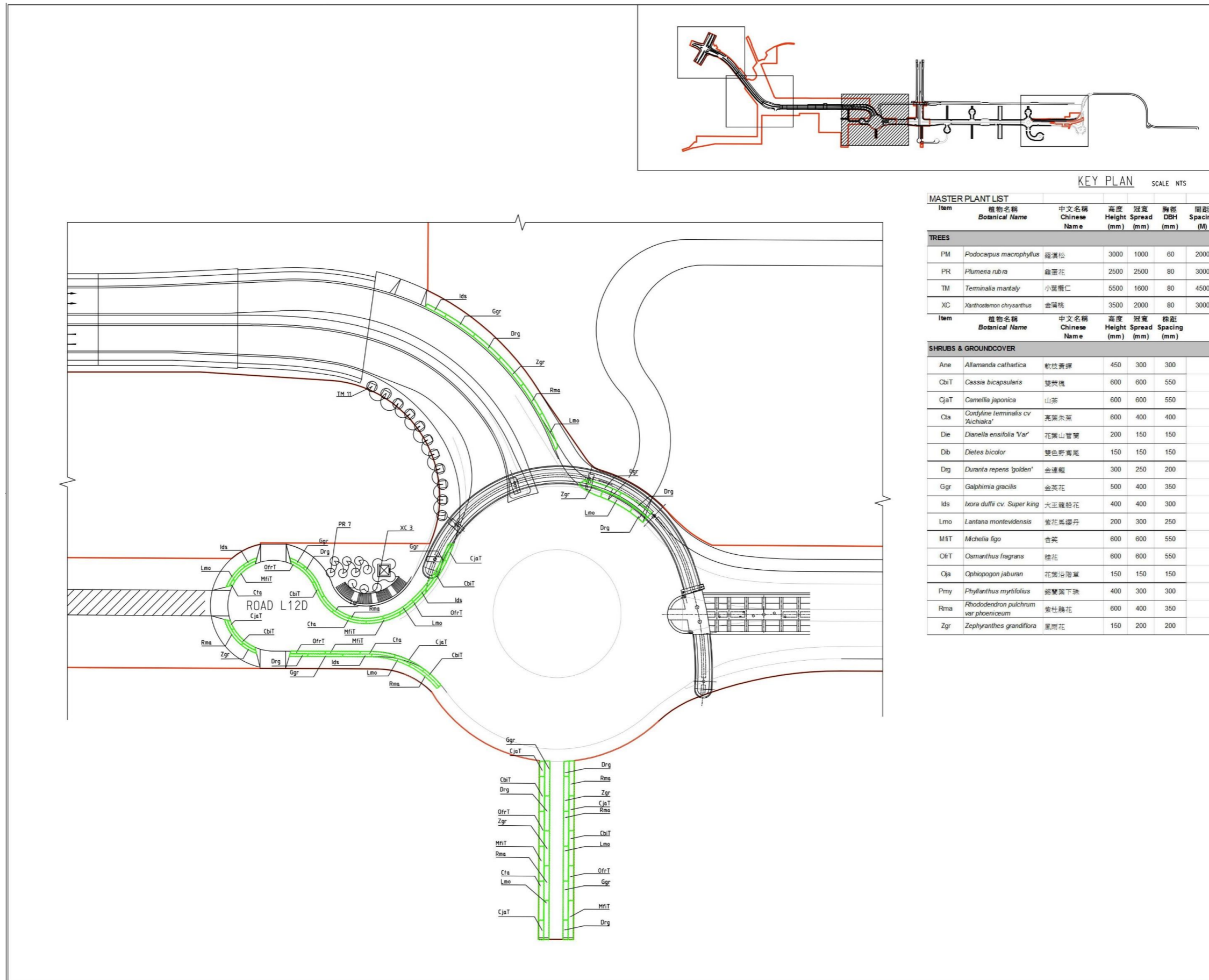
Planting Plan (1)



Planting Plan (2)

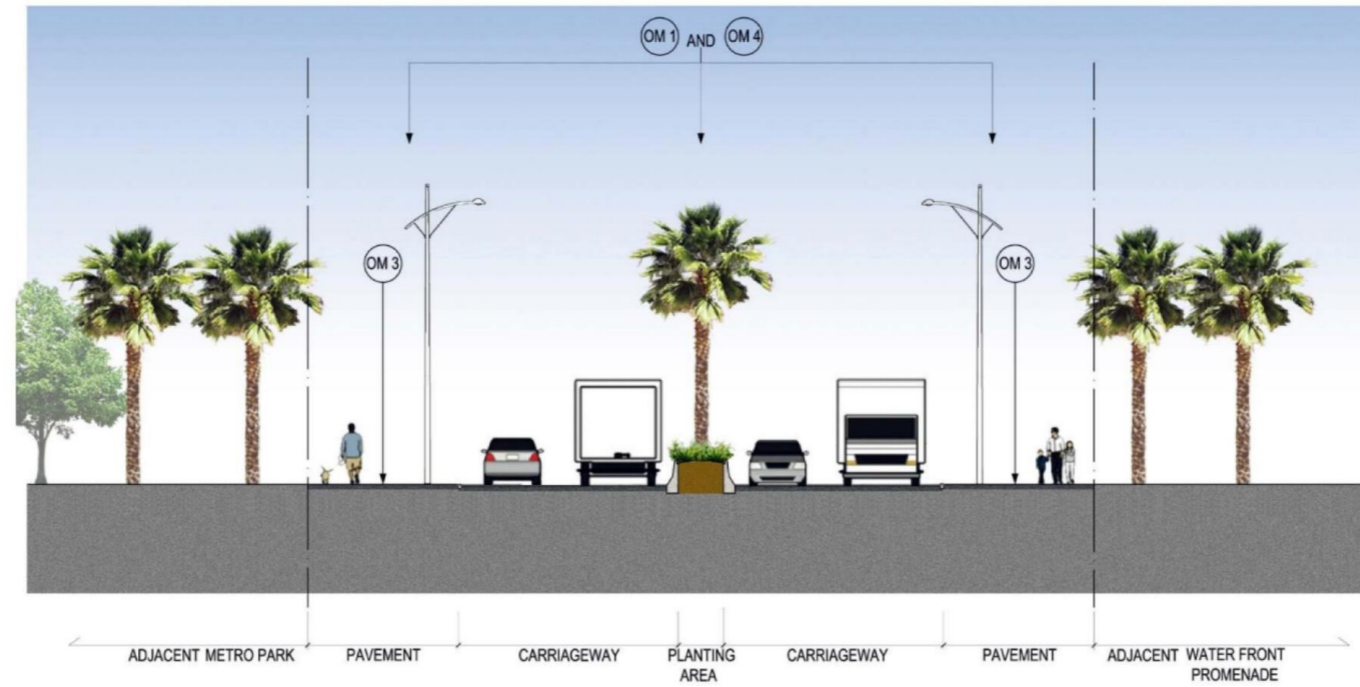


Planting Plan (3)



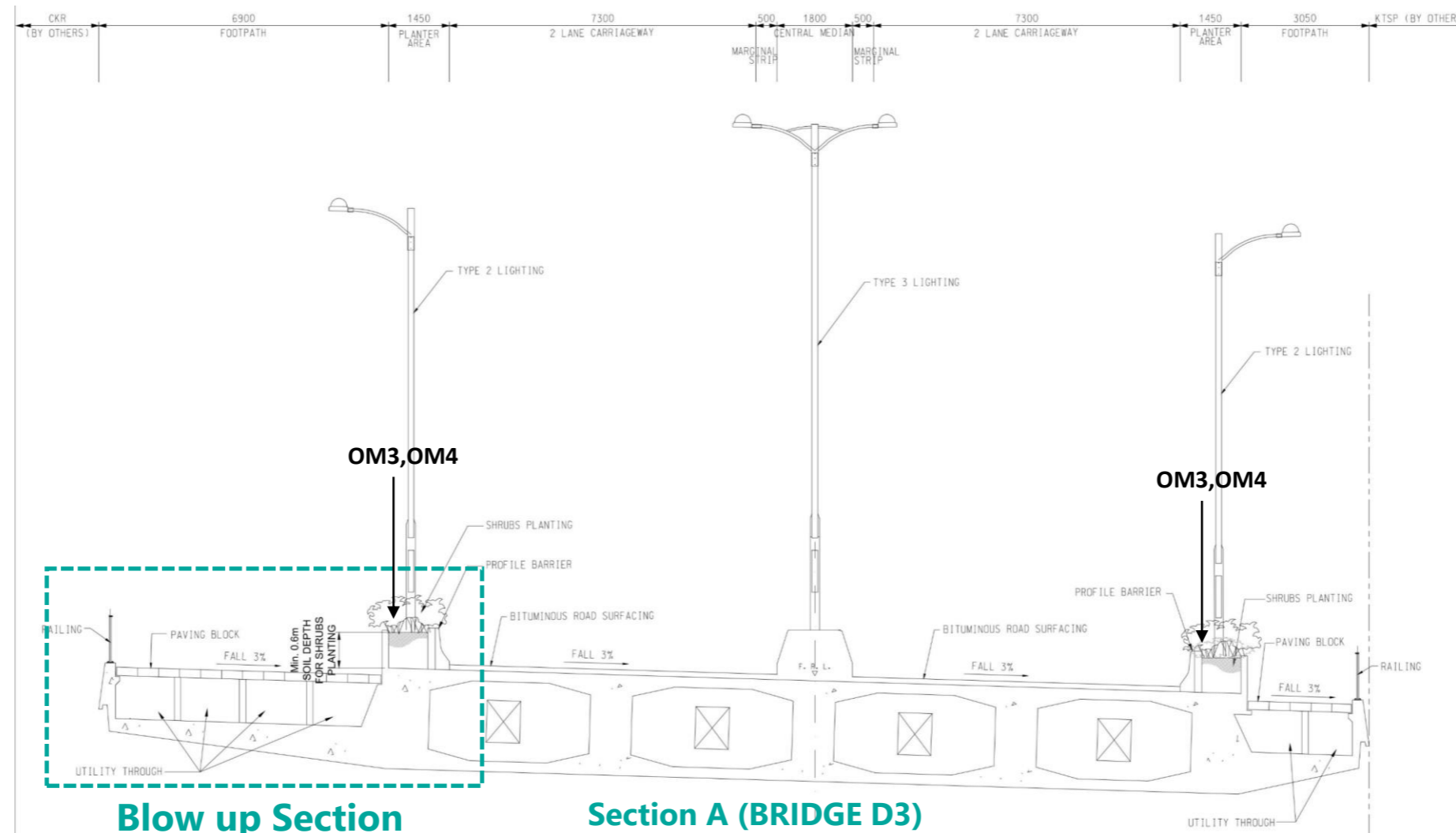
Comparison of Figure 13.6.2 of AEIAR-130/2009

APPROVED



SECTION - C (ROAD D3)

CURRENT

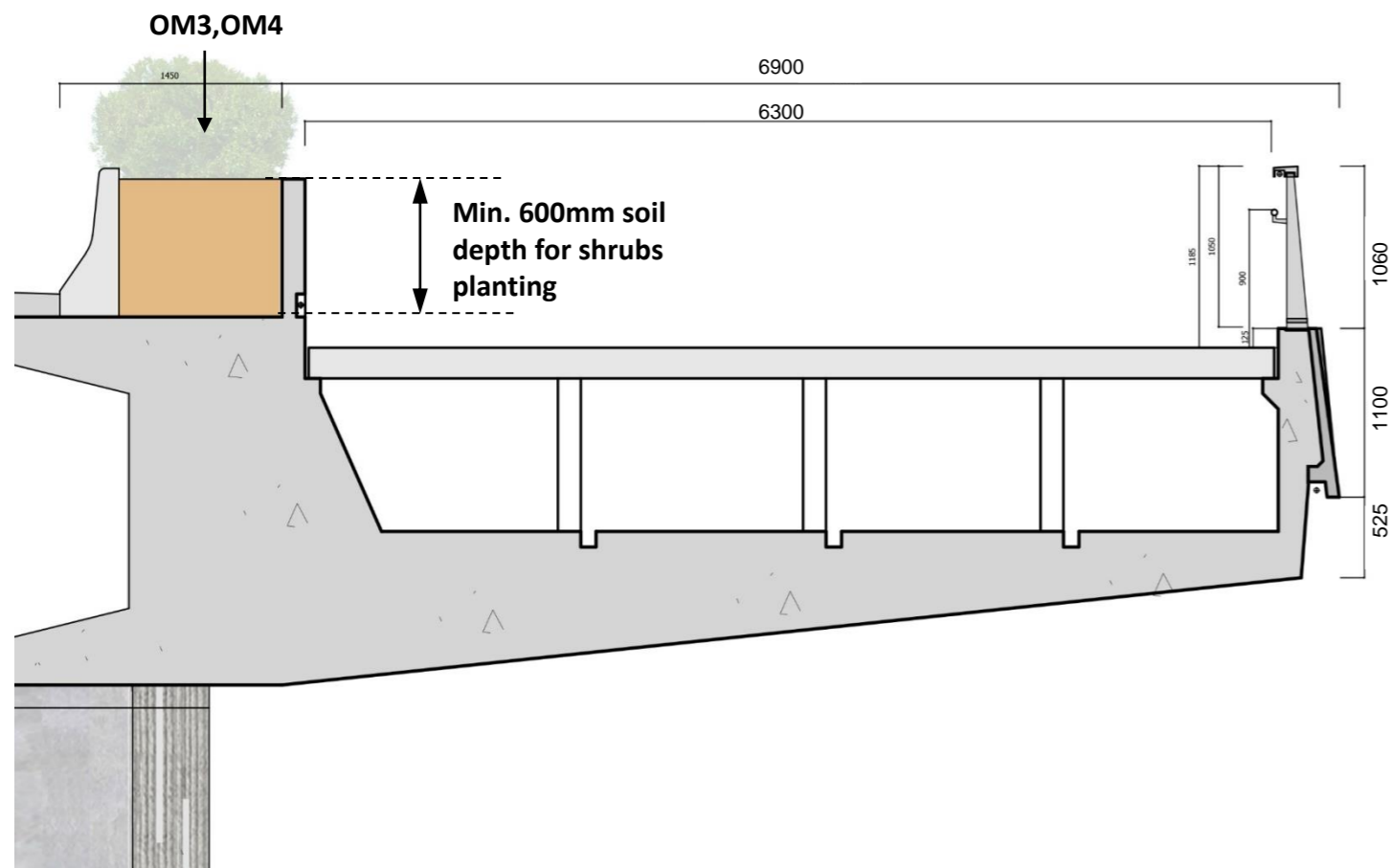
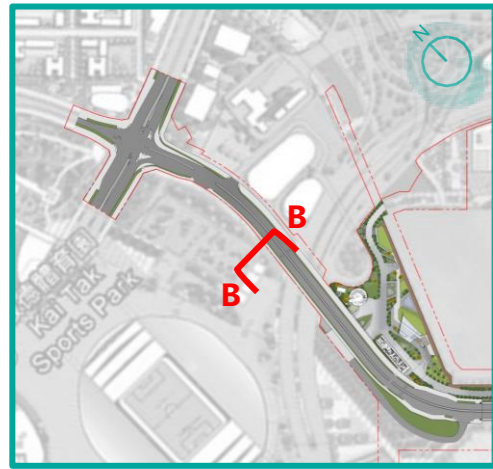


Blow up Section

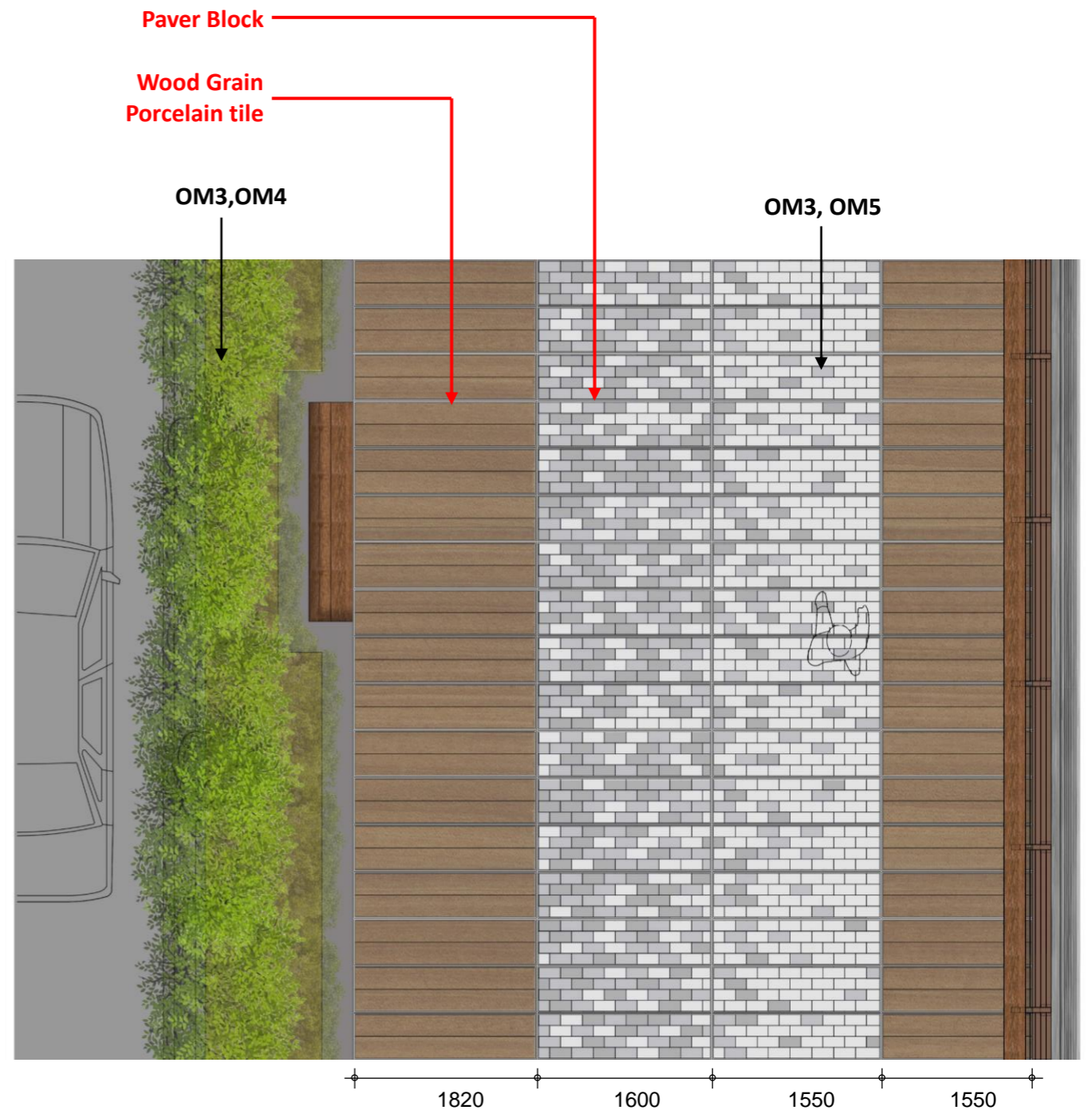
Section A (BRIDGE D3)



Streetscape Design of Bridge D3 and Approach Ramps

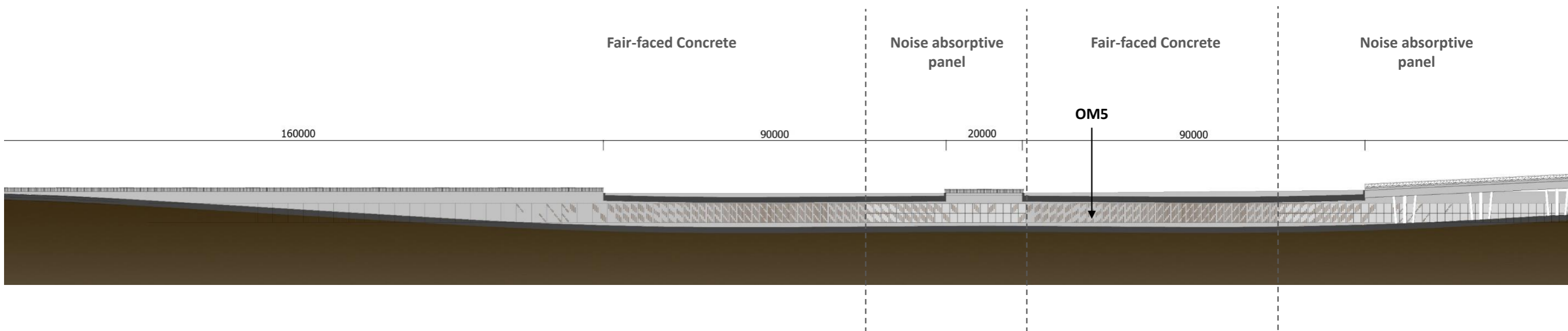
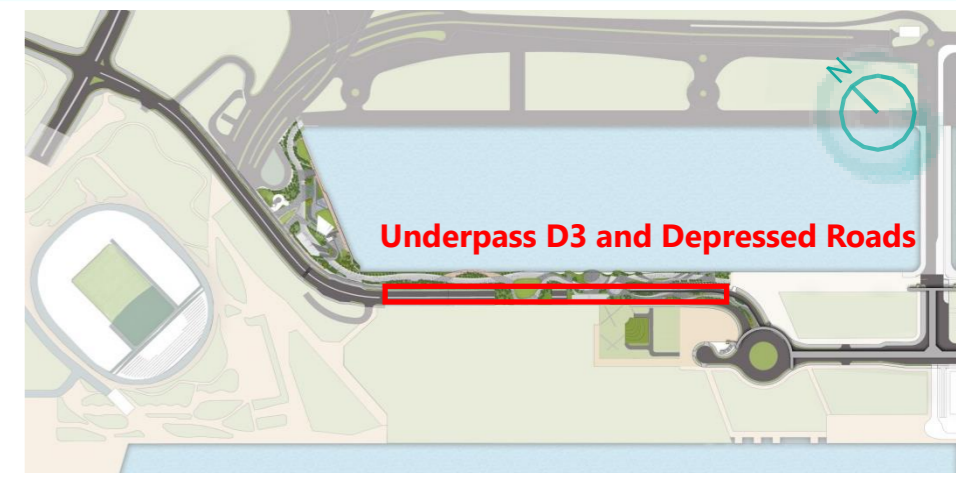


Blow up Section



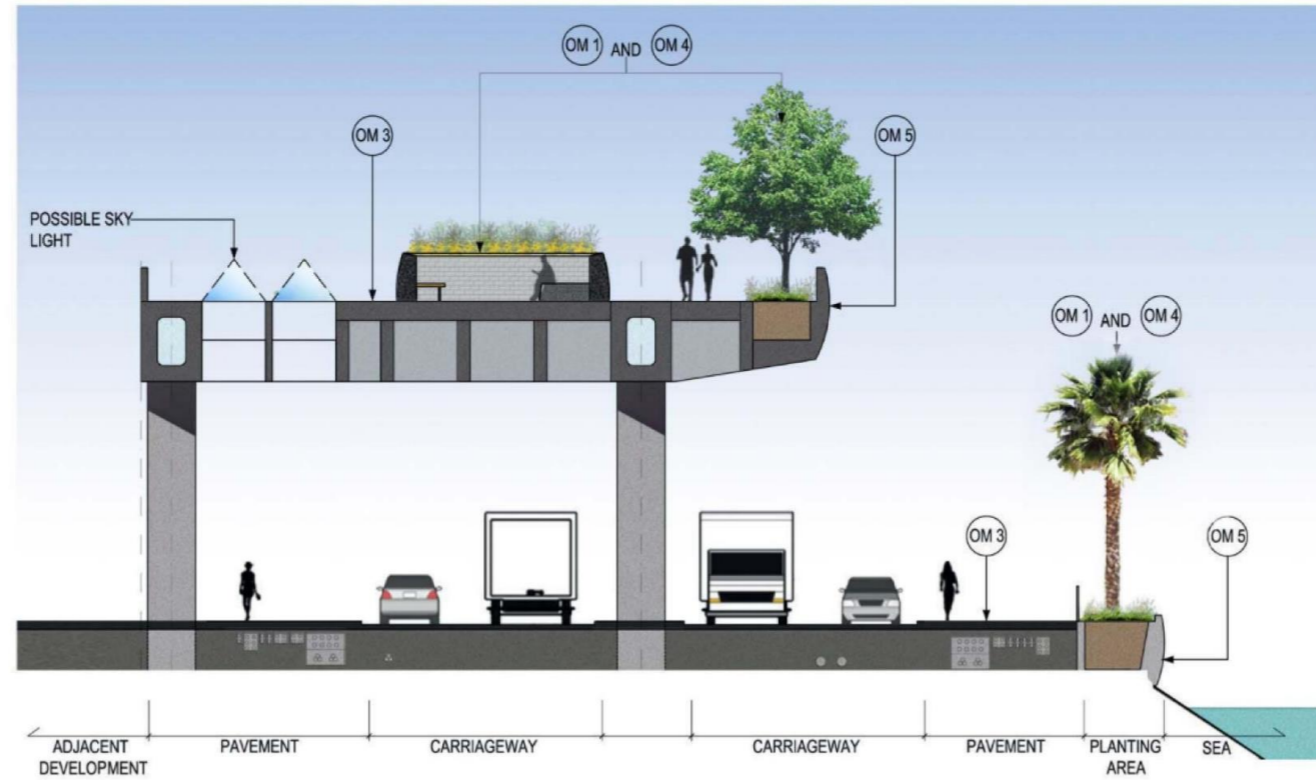
Paving Design

Underpass D3 and Depressed Roads



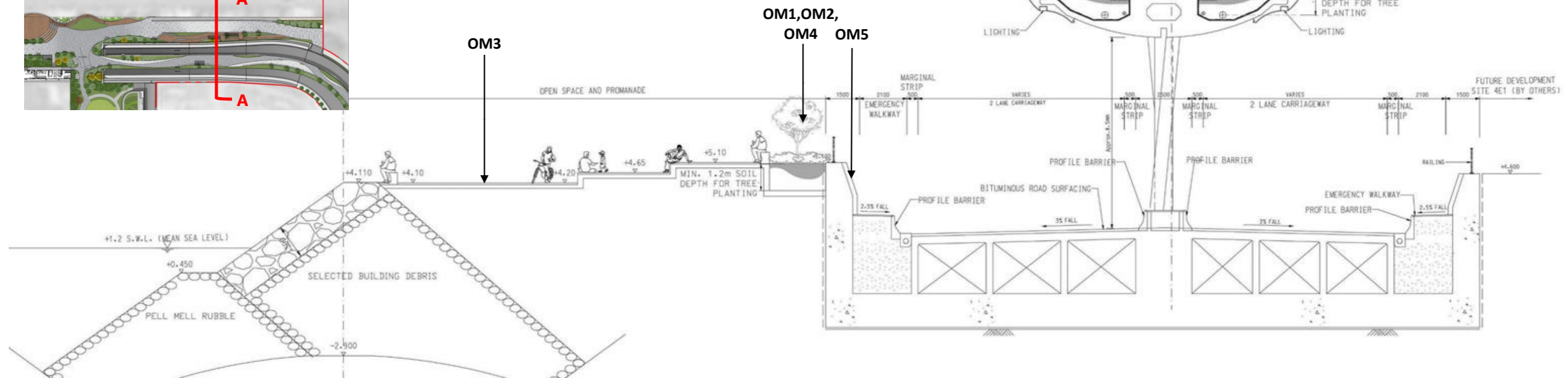
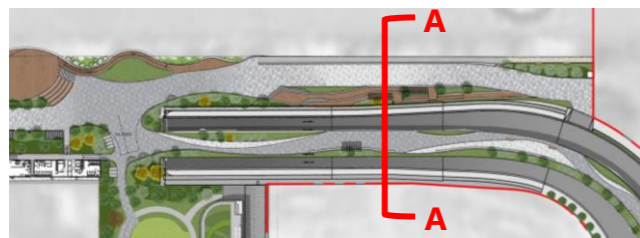
Comparison of Figure 13.6.2 of AEIAR-130/2009

APPROVED



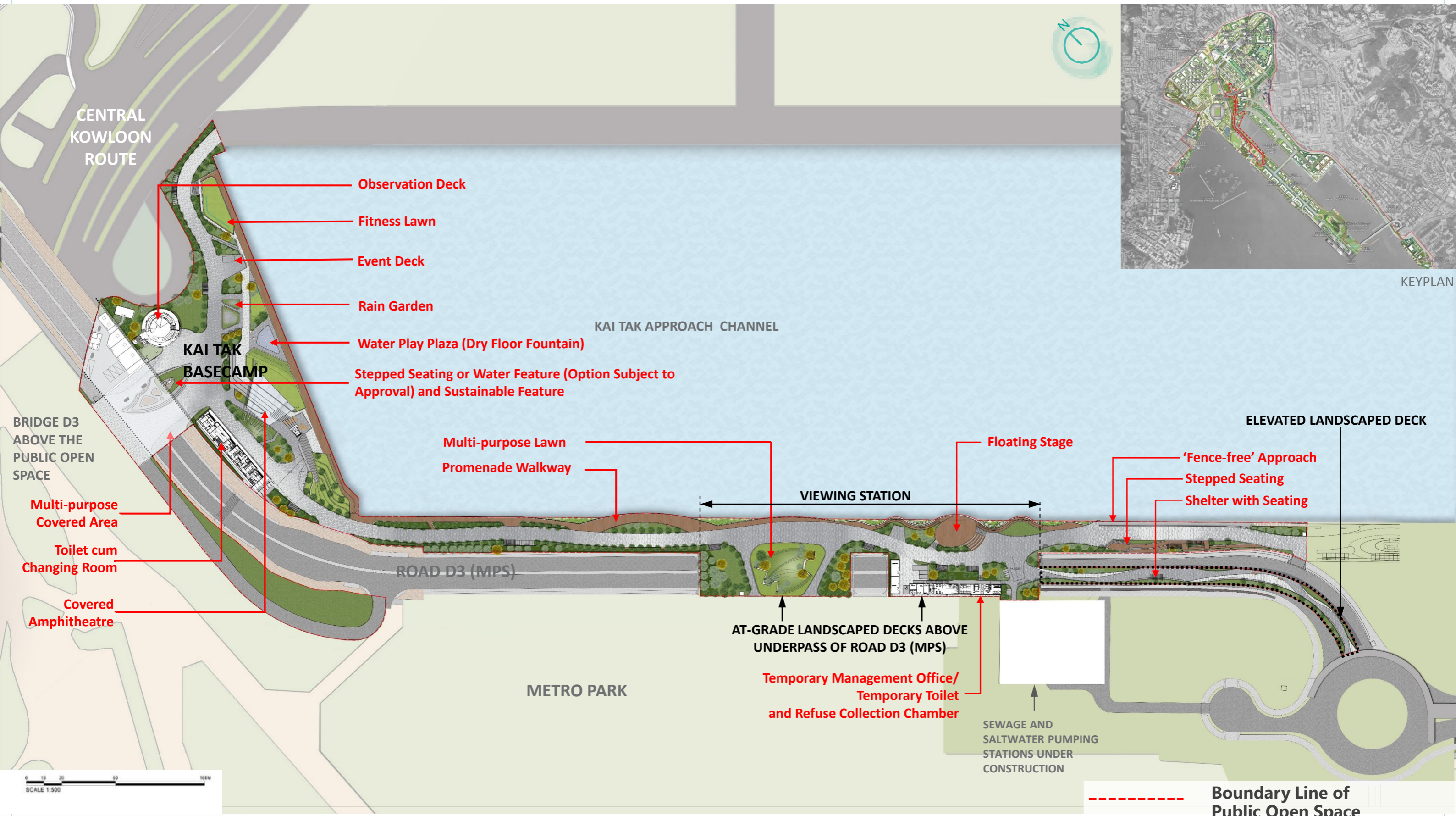
SECTION - D (ROAD D3 - ELEVATED DECK)

CURRENT

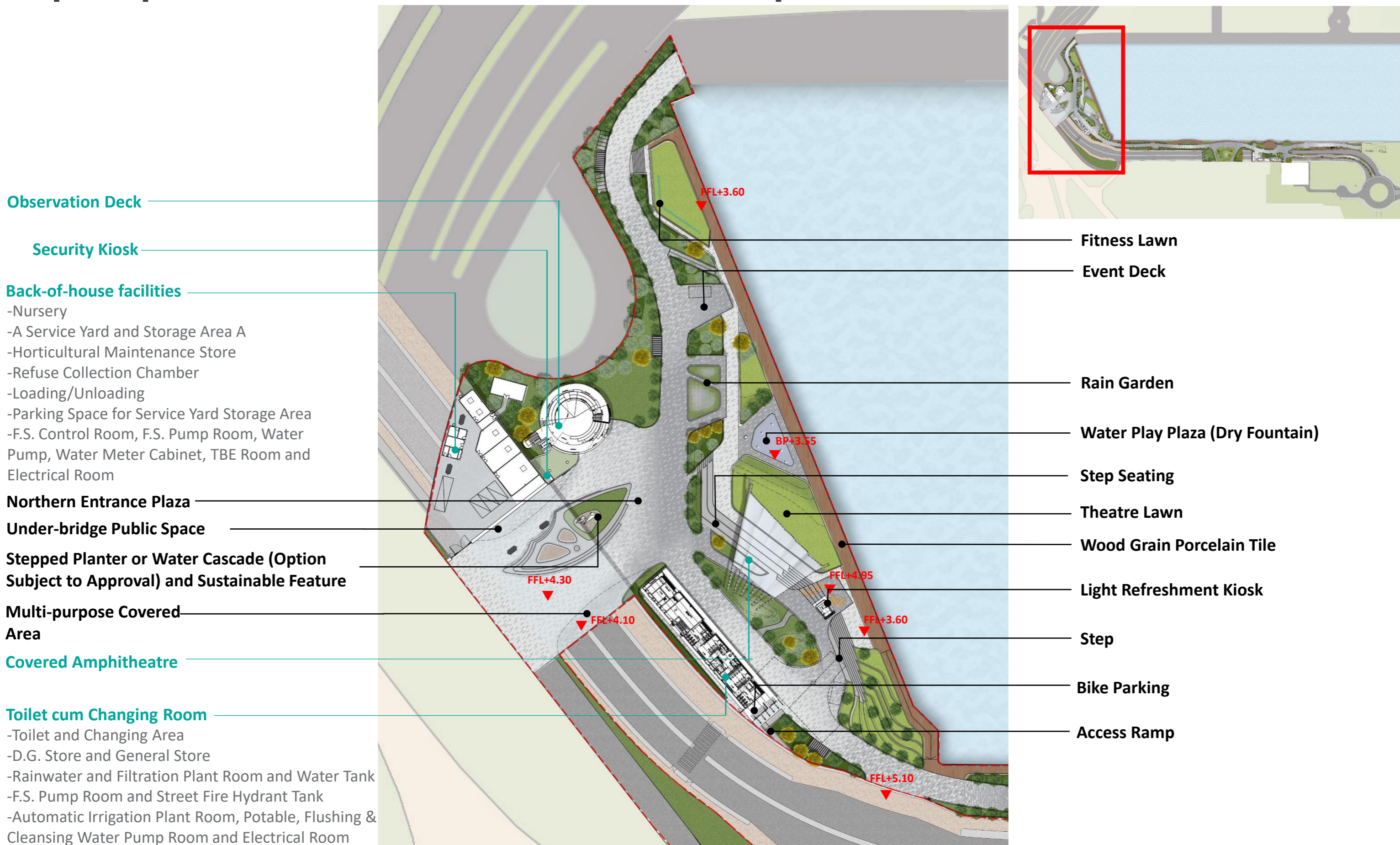


Section A (Road D3 - Elevated Landscaped Deck)

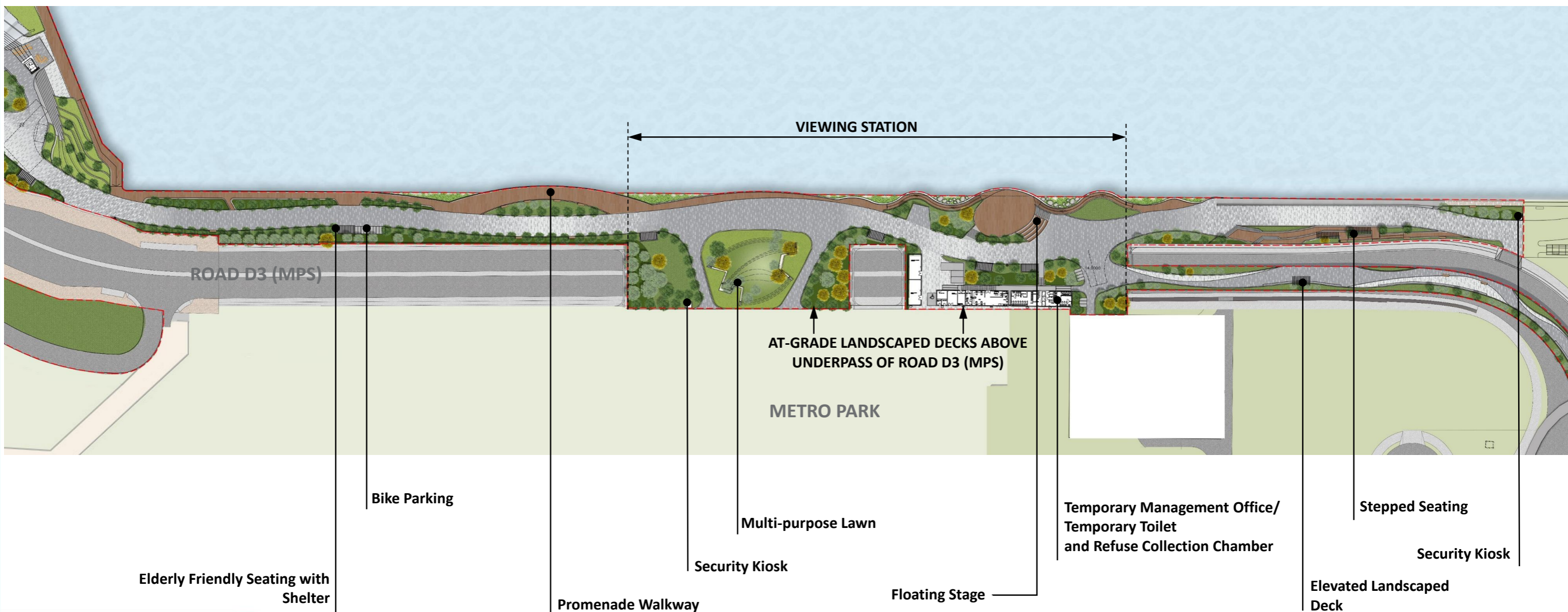
Open Space and Promenade








Open Space and Promenade - Kai Tak Basecamp



Open Space and Promenade – Linear Promenade and Viewing Station



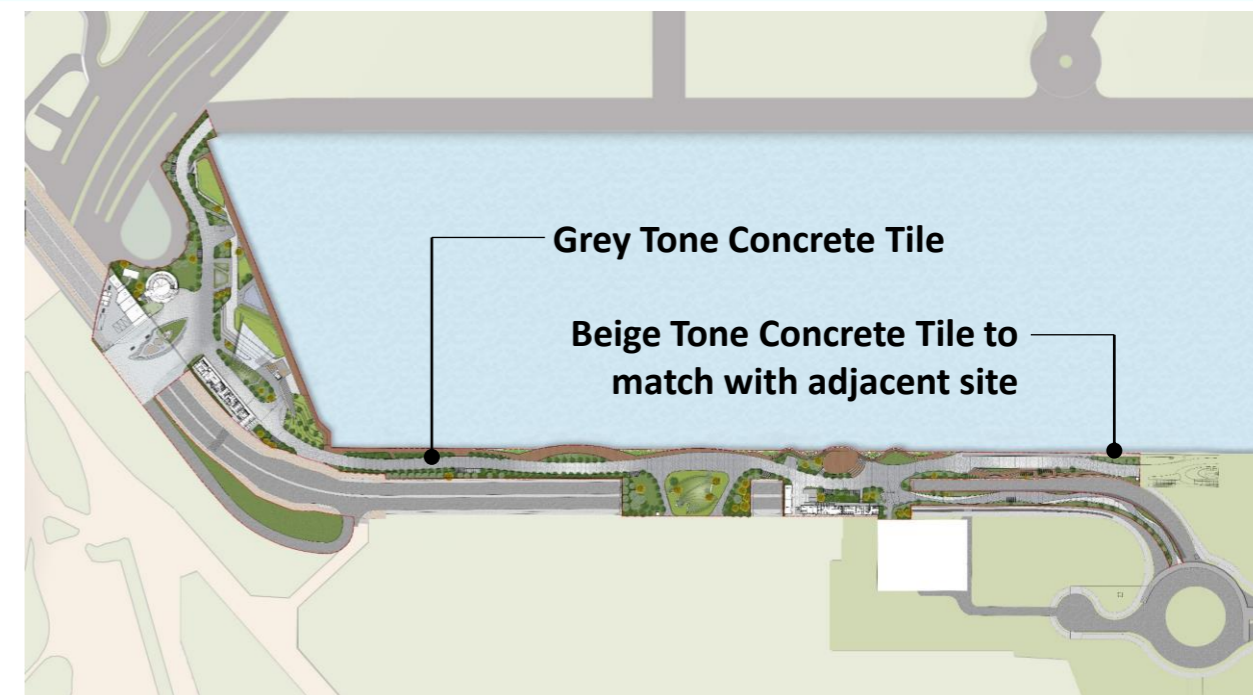
List of Above Ground Buildings/ Structures/ Associated Infrastructure Facilities

Buildings at Open Space and Promenade	Proposed Materials and Finishes	Brief Description of design principles
<p>1. Toilet cum Changing Room</p> 	<ul style="list-style-type: none"> - Metal Cladding - Metal Louvres - Timber Composite Slats - Fair-faced concrete finishes 	<p>The overall concept of the site was inspired by the Kai Tak River. River flow is energetic continuous, and enable interactions with its surroundings, thereby inspiring creativity. These area the core elements of the design.</p> <p>Beside from the being harmonious with the adjacent waterscape, extensive timber slats were adopted to incorporated the built elements with the surrounding landscape, promoting interaction with nature in an urban setting.</p>
<p>2. Temporary Management Office, Temporary Toilet and Refuse Collection Chamber</p> 	<ul style="list-style-type: none"> - Corrugated Metal Sheet - Metal Louvres - Timber Composite Slats 	
<p>3. Light Refreshment Kiosk</p> 	<ul style="list-style-type: none"> - Metal Cladding - Metal Louvres - Timber Composite Slats - Fair-faced concrete finishes 	
<p>4. Covered Amphitheatre</p> 	<ul style="list-style-type: none"> - PTFE Coated Glass Fabric - Metal Frames 	
<p>5. Observation Deck</p> 	<ul style="list-style-type: none"> - PVDF coated GMS flat bar - Off-foam textures concrete 	

Paving Materials Proposal for Open Space and Promenade

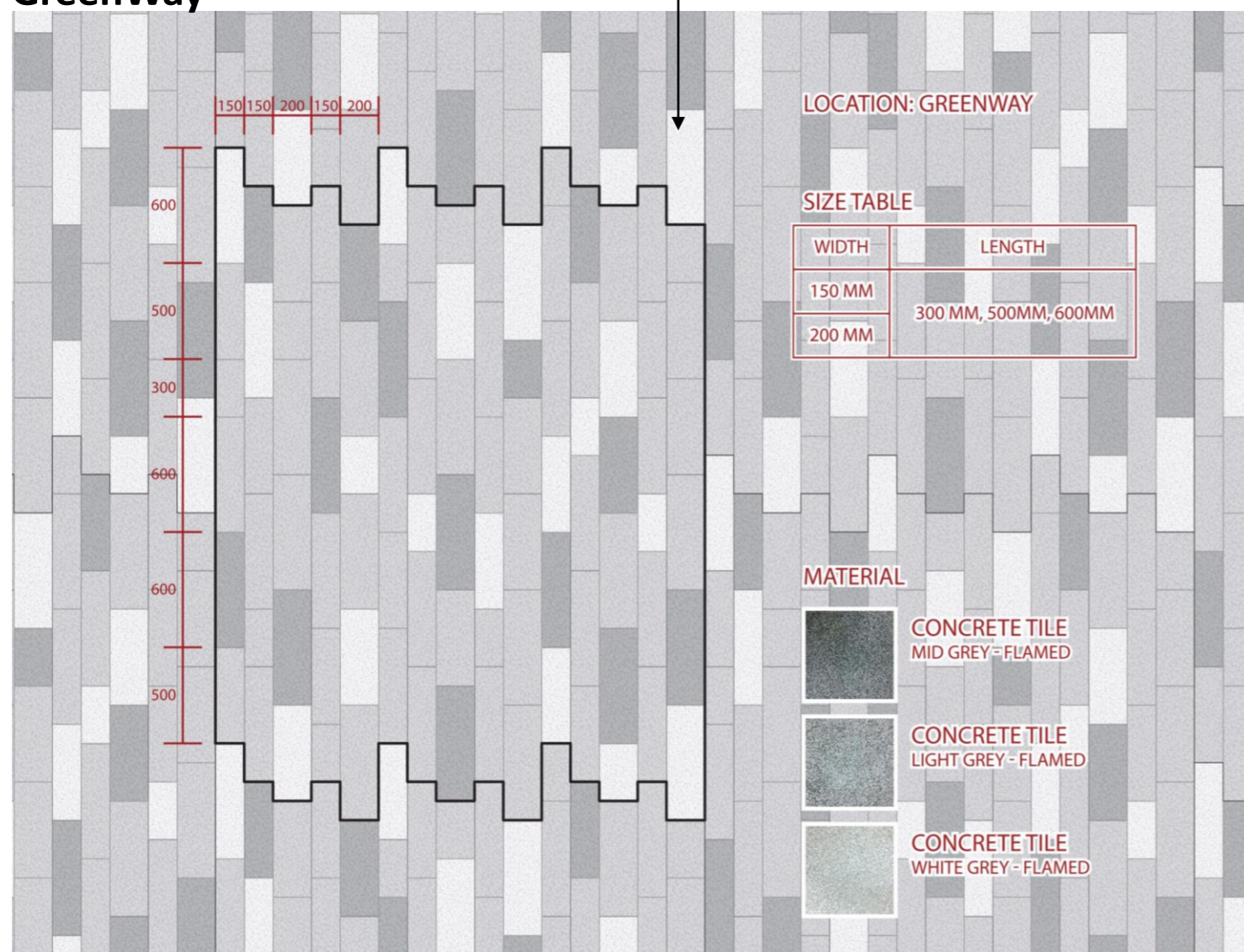


Promenade Paving



GreenWay

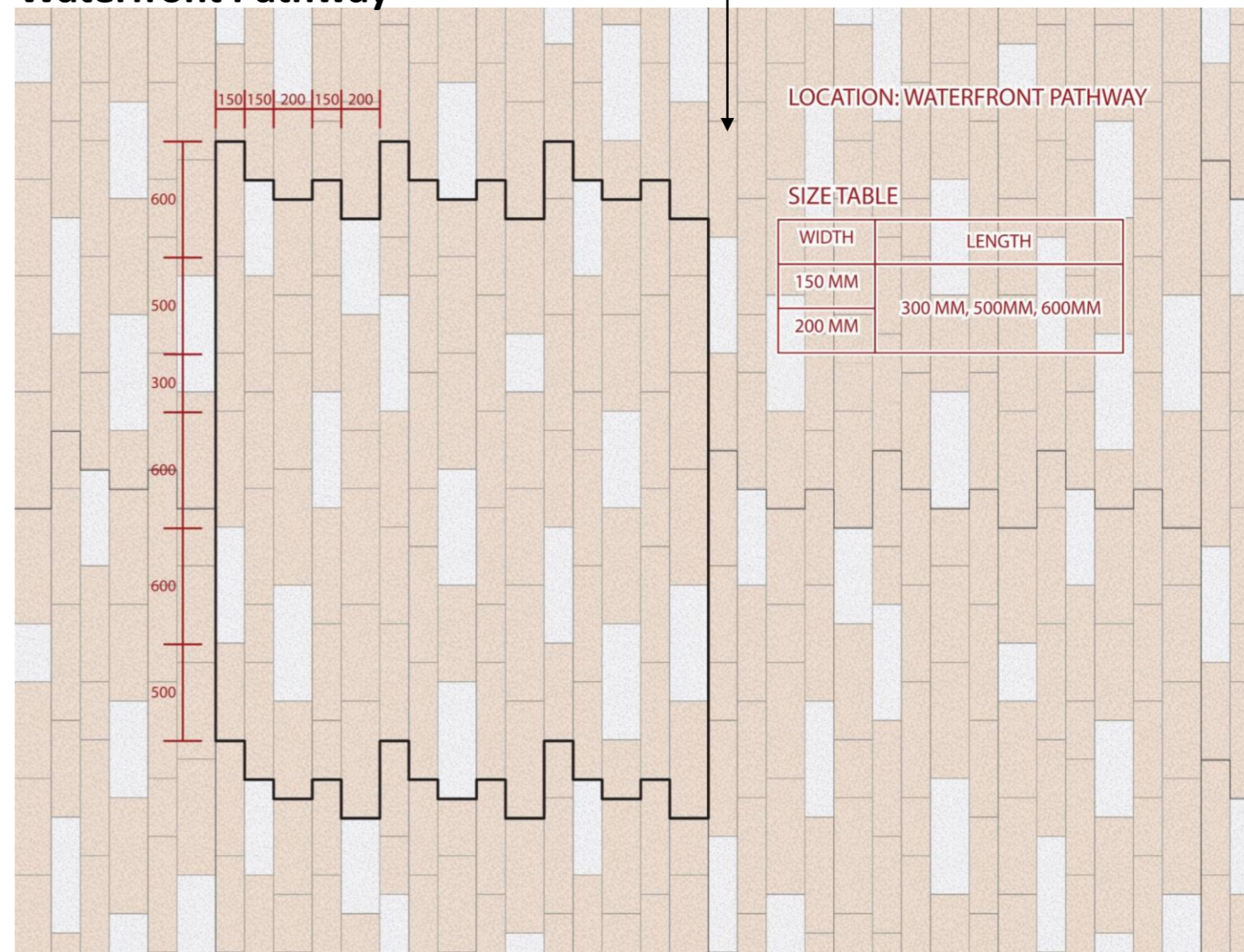
OM3, OM5



Thickness: 60/ 80 mm

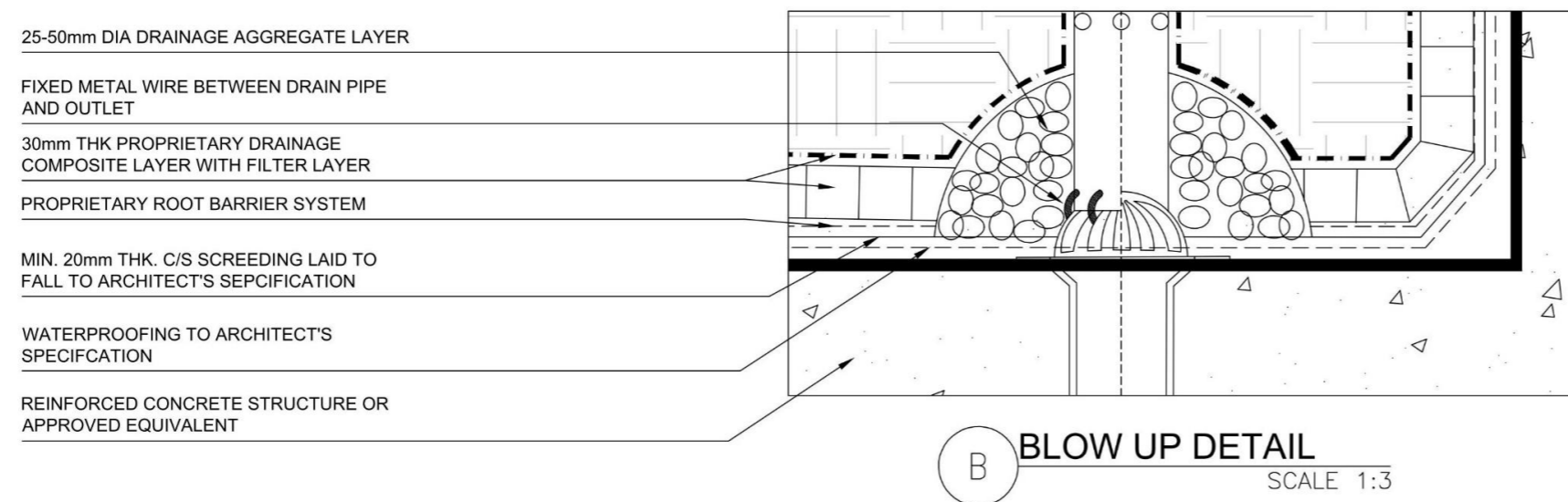
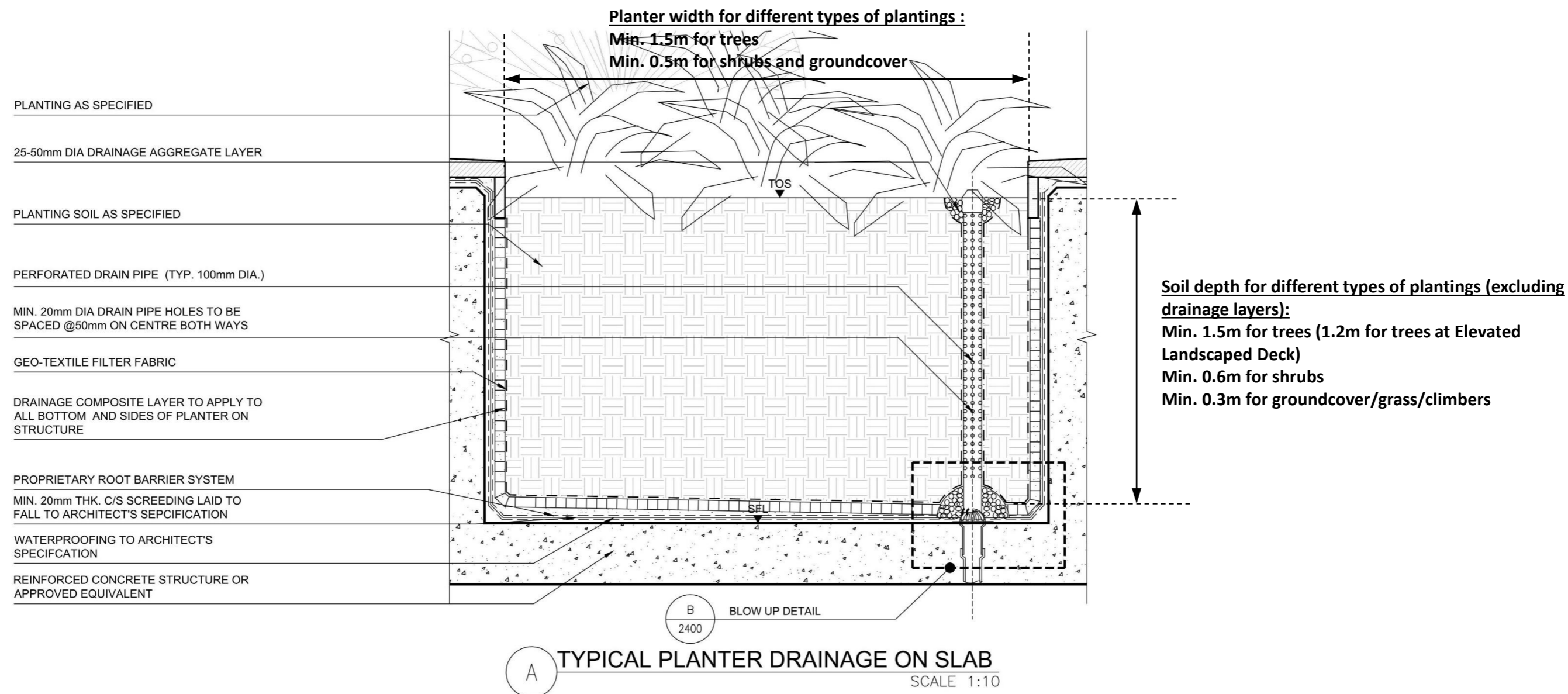
Waterfront Pathway

OM3, OM5



Thickness: 60mm

Typical Detail of Planter on Slab

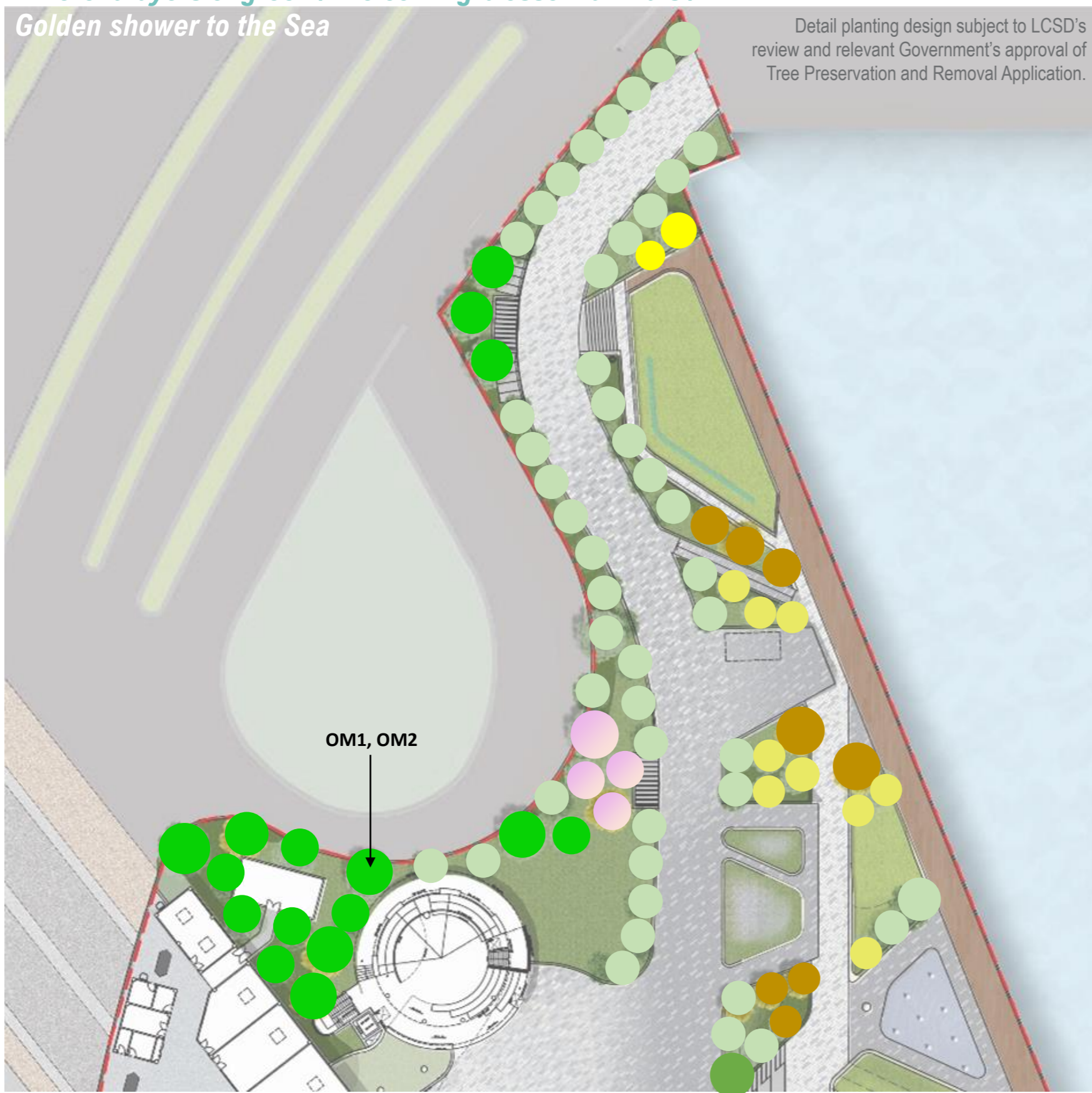


Planting Strategy

Tree Planting

Different layers of green / Welcoming blossom arrivals /

Golden shower to the Sea



Vibrant

for Active Vibes



Elaeocarpus hainanensis
水石榕



Cinnamomum burmanii
陰香



Cinnamomum camphora
樟樹



Bauhinia variegata
宮粉羊蹄甲



Khaya senegalensis
非洲桃花心木



Cassia fistul
豬腸豆



Terminalia mantaly cv. Tricolor
錦葉欖仁

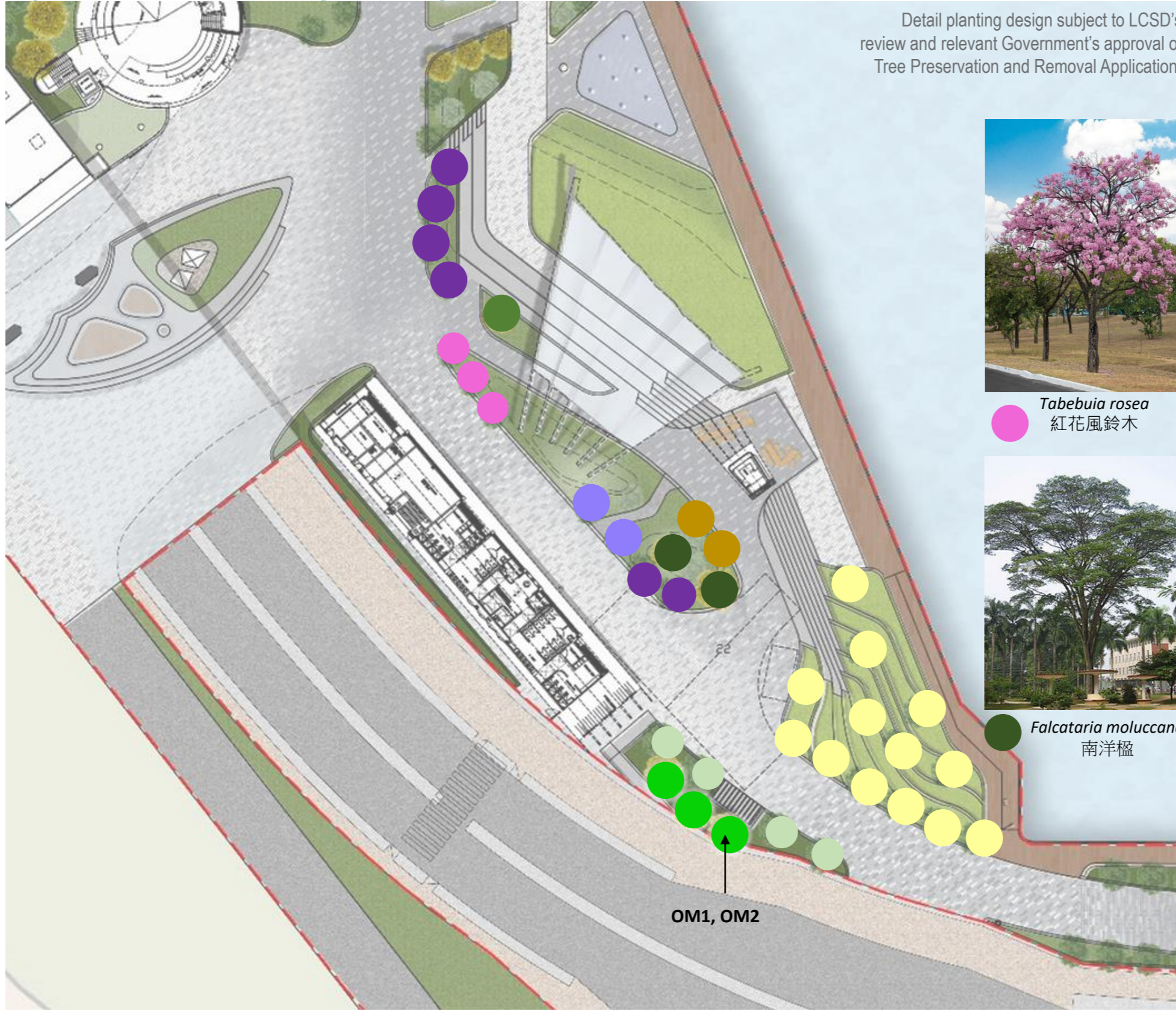
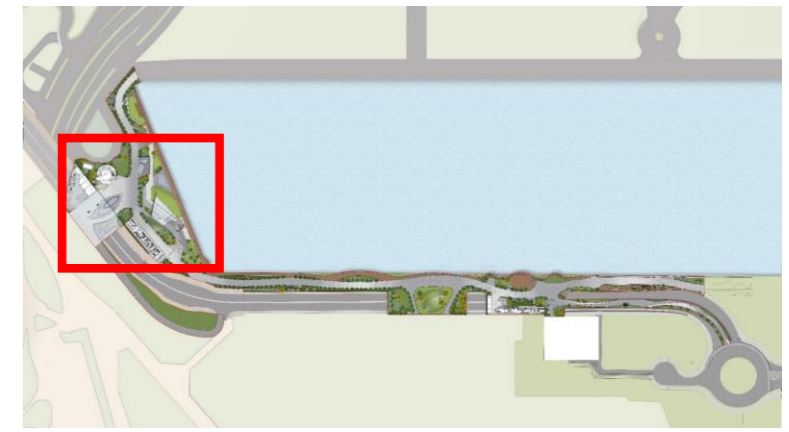
Planting Strategy

Tree Planting

Different layers of green / Welcoming blossom arrivals / Feature planting surround Amphitheatre / Birdwatching Lawn / Spring Shower at Entrance

Vibrant for Active Vibes

Detail planting design subject to LCSD's review and relevant Government's approval of Tree Preservation and Removal Application.



Tabebuia rosea
紅花風鈴木



Jacaranda mimosifolia
藍花楸



Khaya senegalensis
非洲桃花心木



Terminalia mantaly
細葉欖仁



Falcataria moluccana
南洋楹



Cinnamomum burmanii
陰香



Melia azedarach
苦楝



Hibiscus tiliaceus
黃槿



Cinnamomum camphora
樟樹



Cassia fistul
豬腸豆



Terminalia mantaly
cv. Tricolor
錦葉欖仁

Planting Strategy

Tree Planting



● *Cinnamomum camphora*
樟樹



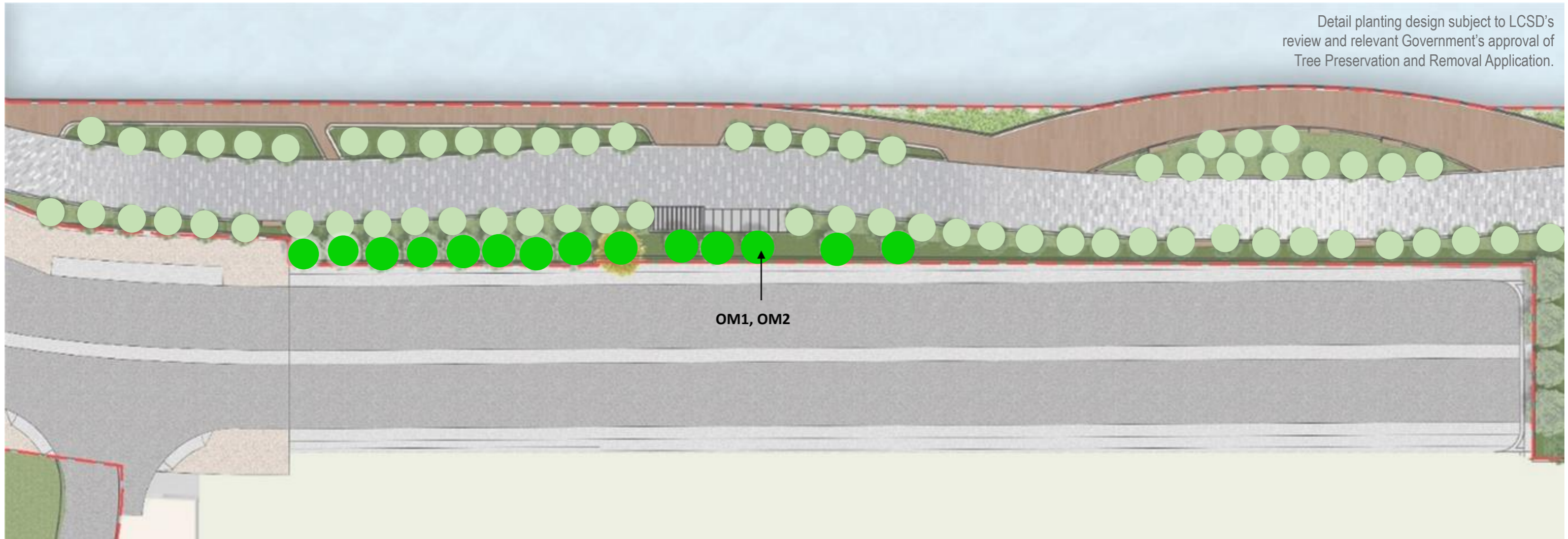
● *Cinnamomum burmanii*
陰香



Tranquil Atmosphere / Pleasant Greenway / Under Shade Seaside Walk / Tree Avenue

Flow
for Tranquil Walk

Detail planting design subject to LCSD's review and relevant Government's approval of Tree Preservation and Removal Application.



Planting Strategy

Tree Planting

Flow
for Tranquil Walk



Liquidambar formosana
楓香



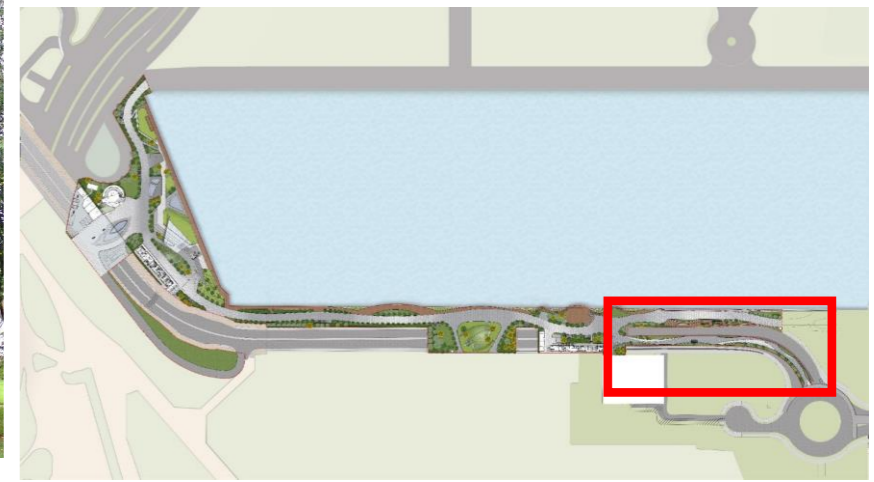
Cinnamomum burmanii
陰香



Elaecarpus hainanensis
水石榕

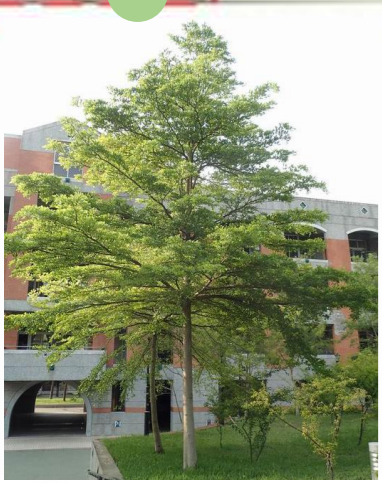


Syzygium jambos
蒲桃



Tranquil Atmosphere / Pleasant Greenway / Under Shade Seaside Walk / Tree Avenue

Detail planting design subject to LCSD's review and relevant Government's approval of Tree Preservation and Removal Application.



Terminalia mantaly
細葉欖仁



Cinnamomum camphora
樟樹

Planting Strategy

Tree Planting

Calm

for Observation Deck



Falcataria moluccana
南洋楹

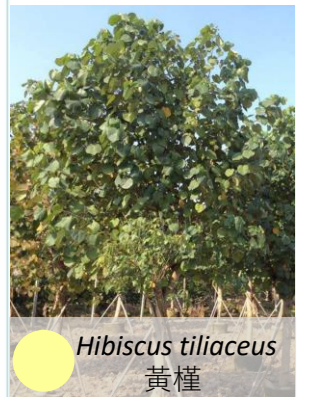
Machilus pingii
潤楠

Cinnamomum camphora
樟樹

Liquidambar formosana
楓香

Melia azedarach
苦楝

Terminalia mantaly cv. Tricolor
錦葉欖仁



Hibiscus tiliaceus
黃槿

Khaya senegalensis
非洲桃花心木

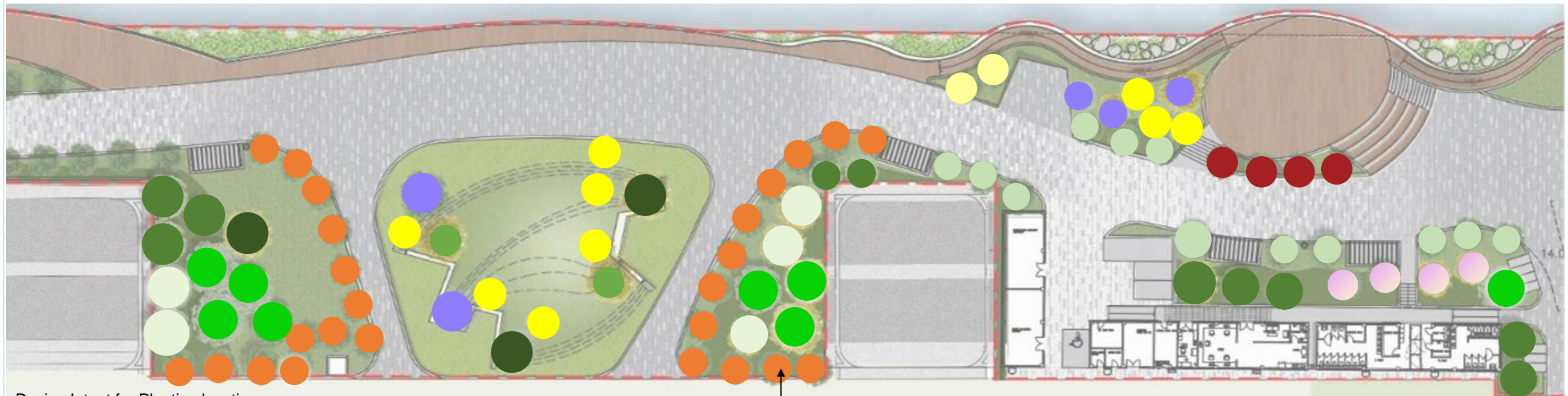
Bauhinia variegata
宮粉羊蹄甲

Cinnamomum burmanii
陰香

Cleistocalyx nervosum
水翁

Hibiscus tiliaceus rubra
紅葉黃槿

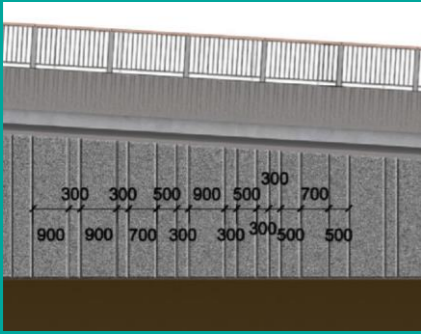



Pause to observe the seasonal changes /
Autumn foliage along the Central Lawn /
Spring Shower at Central Lawn /
Under Shade Seating surrounded by Towering Trees



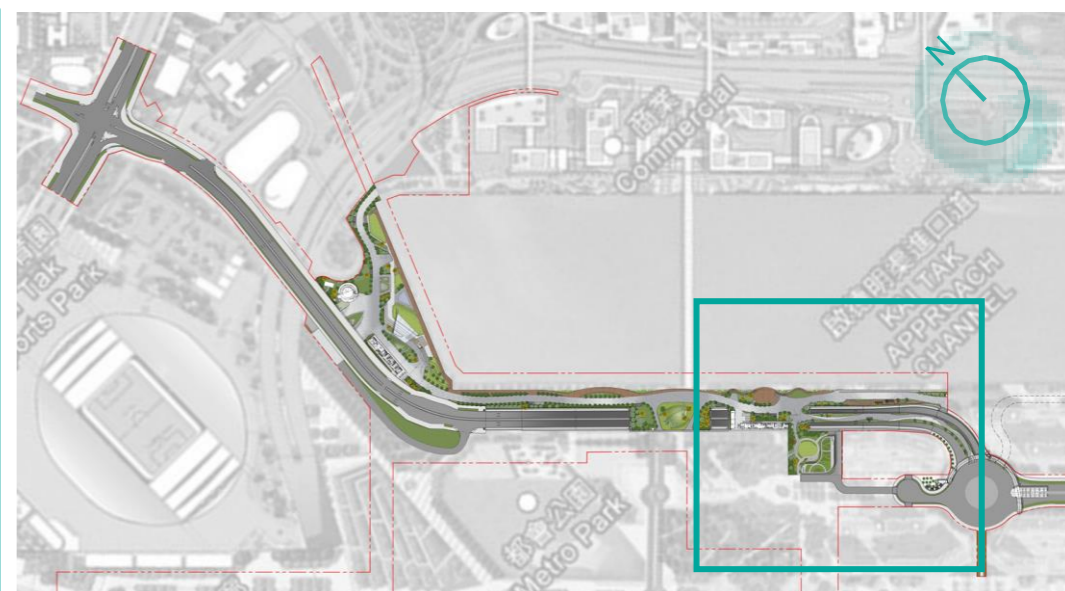
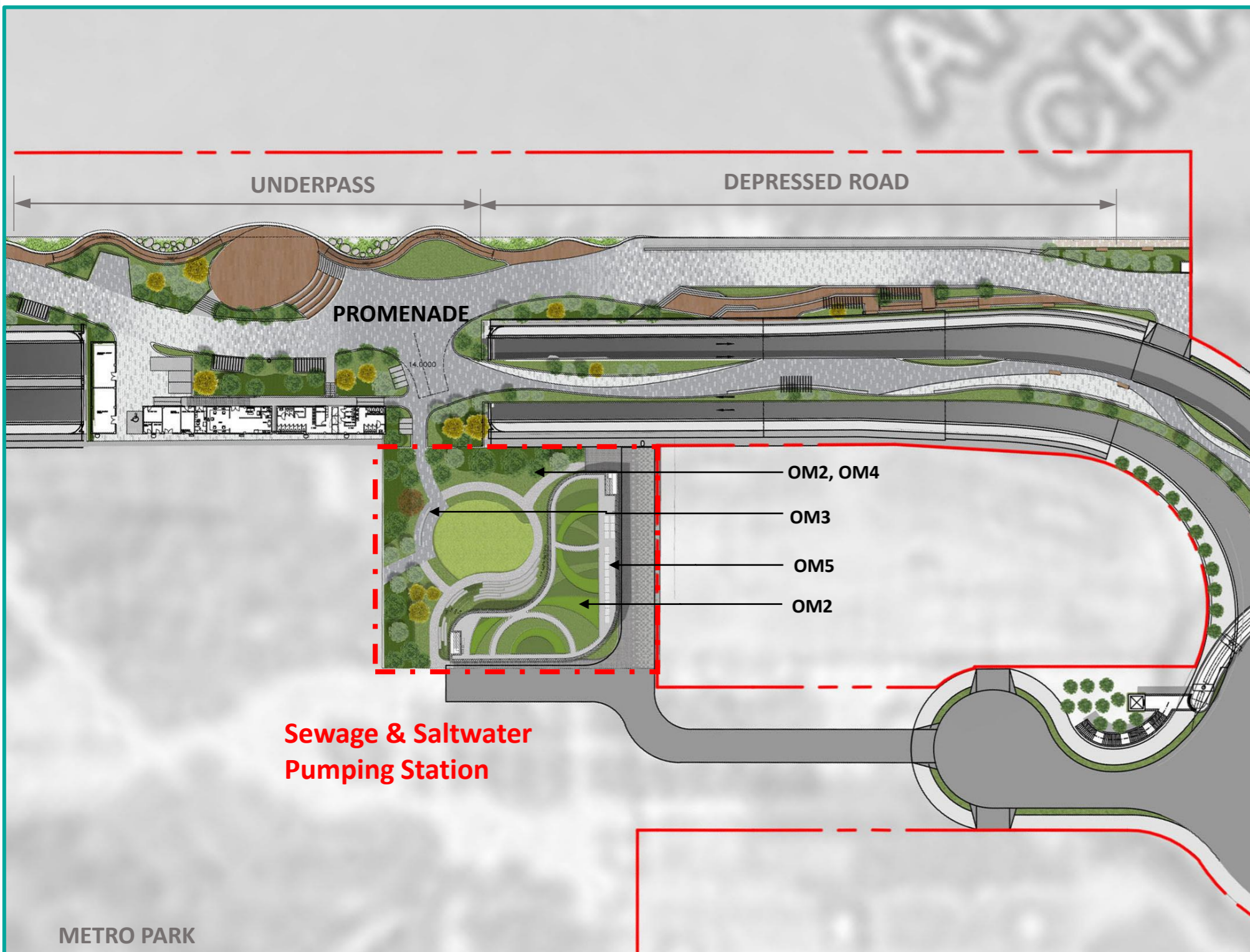
Design Intent for Planting location & species for Design Workshop. Not for the final submission use.

OM1, OM2

List of Above Ground Buildings/ Structures/ Associated Infrastructure Facilities

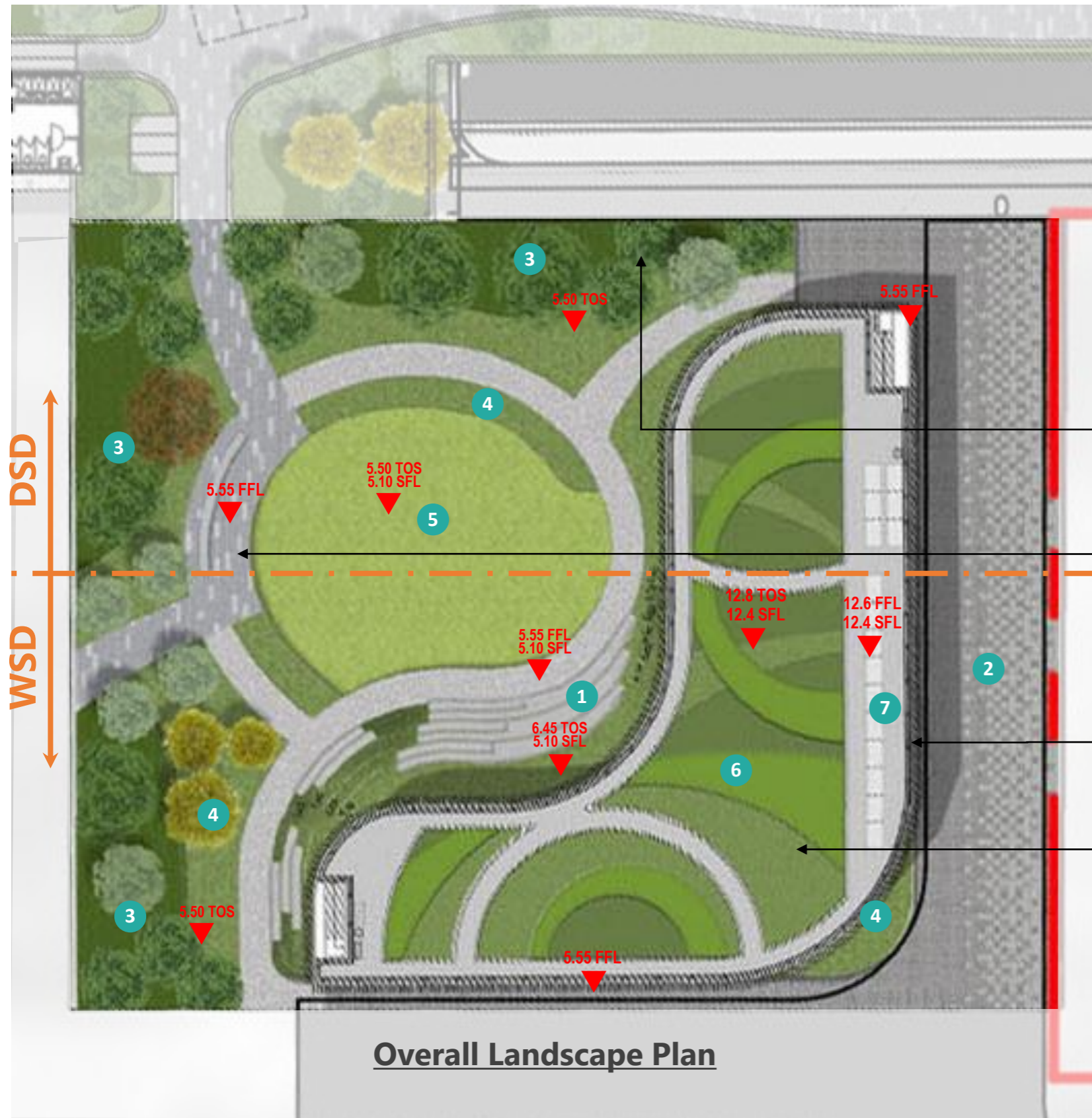
Other Related Structures	Proposed Materials and Finishes	Brief Description of design principles
<p>1. Road D3 structures</p> 	<ul style="list-style-type: none"> - PVDF coated GMS post/bar - Textured Concrete Panel - Fair-faced Concrete Abutment - Composite Timber Slats - Aluminium Noise Panels 	<p>Planters are proposed as green buffers along the vehicular road to separate traffic and pedestrians.</p>
<p>2. Pumping Stations</p> 	<ul style="list-style-type: none"> - Timber Composite Slats - Stainless Steel Louvres - Green Roof 	<p>Extensive timber slats were adopted to incorporated the pumping station with the surrounding landscape, promoting interaction with nature in an urban setting. The building was also incorporated as a green backdrop of the nearby landscape area. Vertical green and roof greening were incorporated in the design.</p>
<p>3. Lifts LT1 and LT2</p> 	<ul style="list-style-type: none"> - Aluminium Fins - Glass Panels 	<p>At- grade planter is proposed at the bottom of lift LT1 for shrubs planting to soften the lift structure.</p>
<p>4. Lifts LT3 and LT4</p> 	<ul style="list-style-type: none"> - Concrete Finishes - Glass Panels 	<p>At-grade planters are proposed at the bottom of lift LT3 and LT4 for shrubs planting to soften the lift structure.</p>

Pumping Station Layout Plan



Site Location of Sewage and Saltwater Pumping Station

Pumping Station Landscape Plan



LEGEND

- 1 Stepped Seating
- 2 Driveway
- 3 Proposed Tree Planting
- 4 Proposed Shrubs Planting
- 5 Proposed Lawn Area
- 6 Green Roof
- 7 Solar Panel
- Maintenance Demarcation Line

- ▼ **Site Level**
- FFL FINISHED FLOOR LEVEL
 - SFL STRUCTURAL FLOOR LEVEL
 - TOS TOP OF SOIL
- Soil Depth**
- (1) Min. soil depth of 300mm at planting within the basement area
 - (2) At-grade planting for areas outside the basement area.

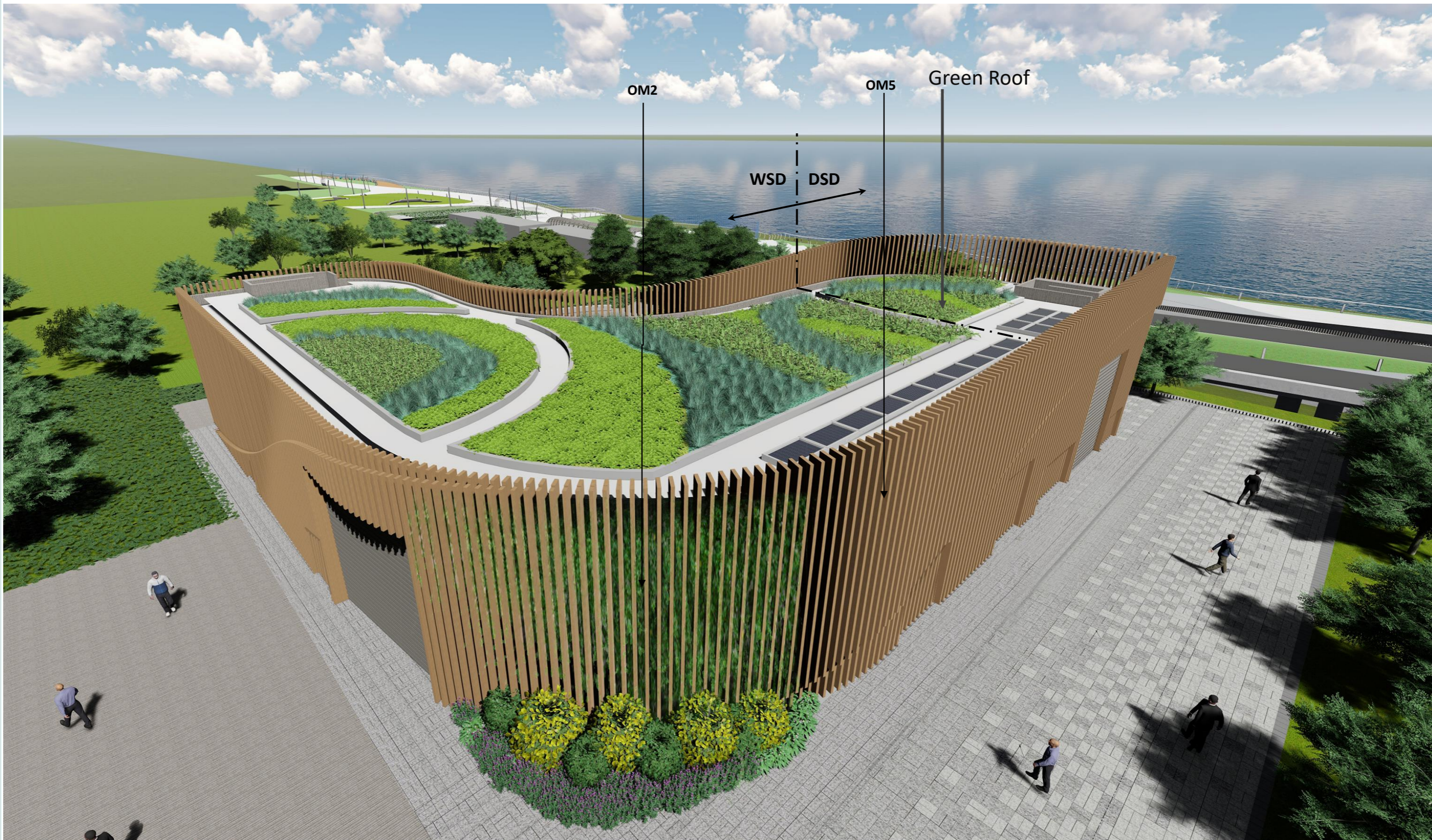
DSD
WSD

OM2, OM4
OM3
OM5
OM2

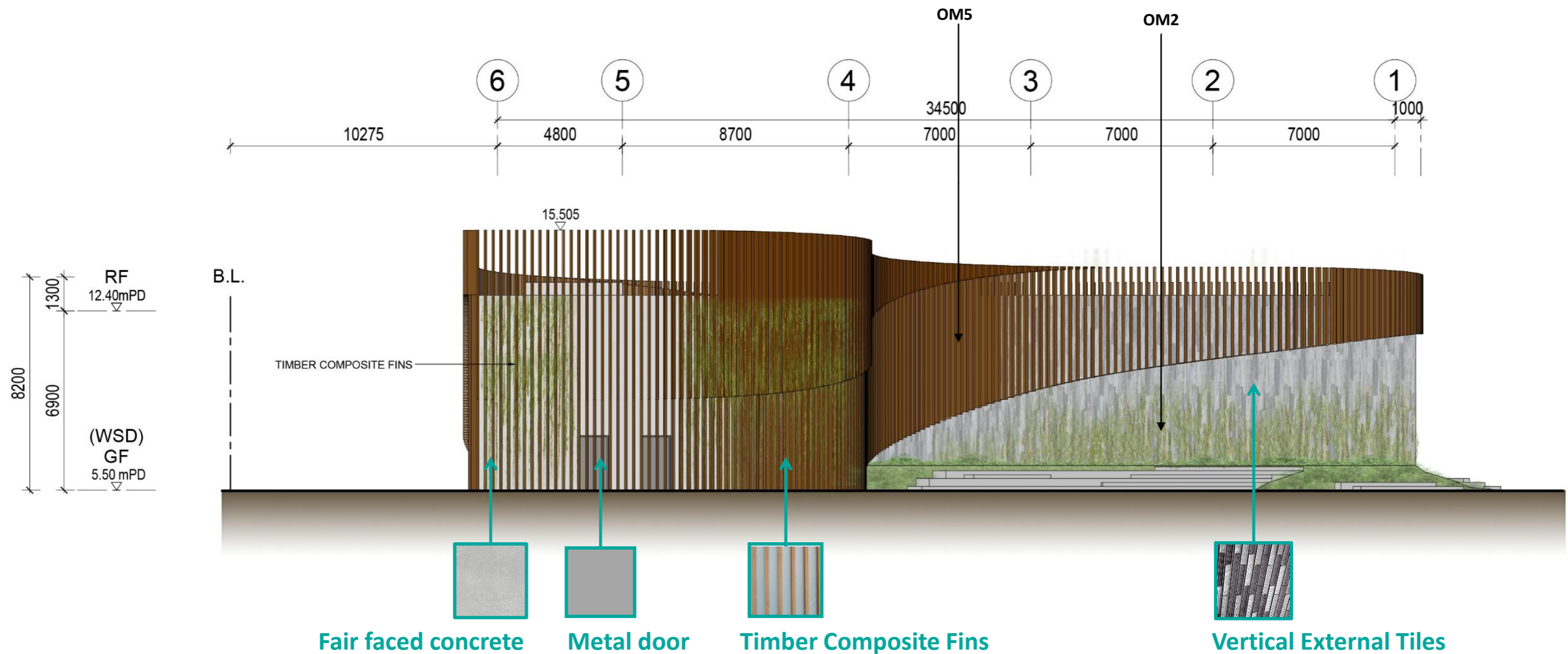
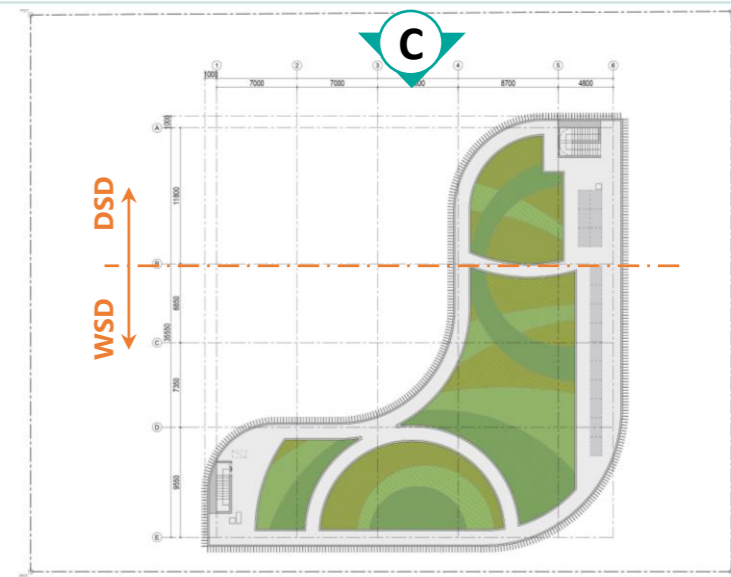
Pumping Station Perspective View 1



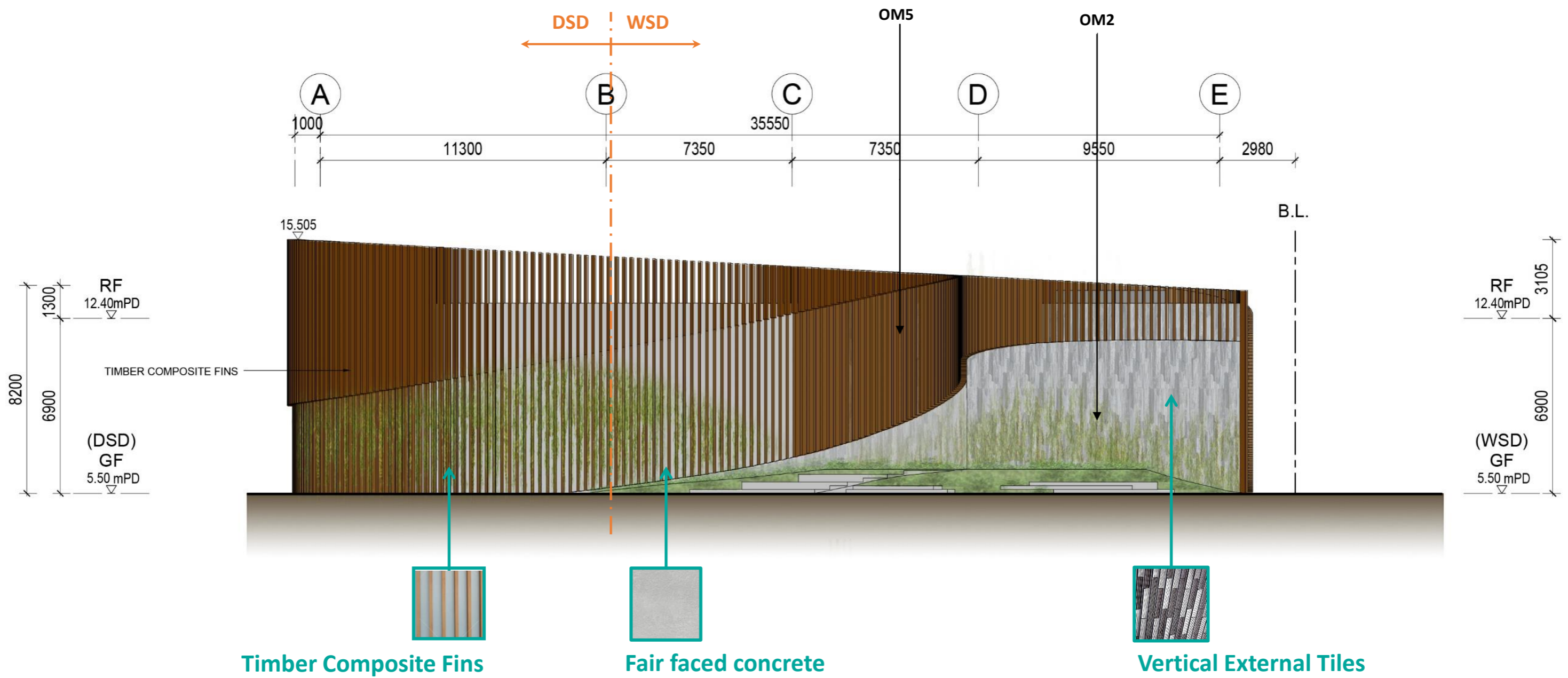
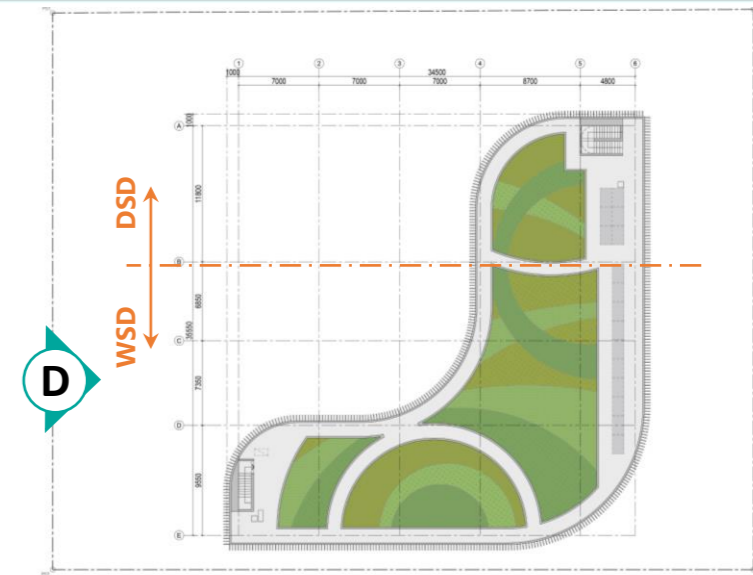
Pumping Station Perspective View 2



Pumping Station Elevation C

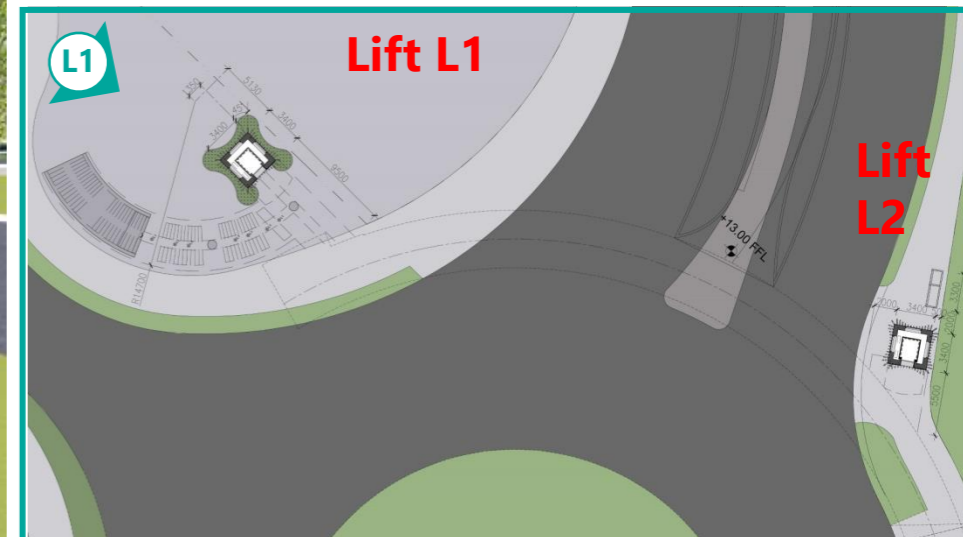
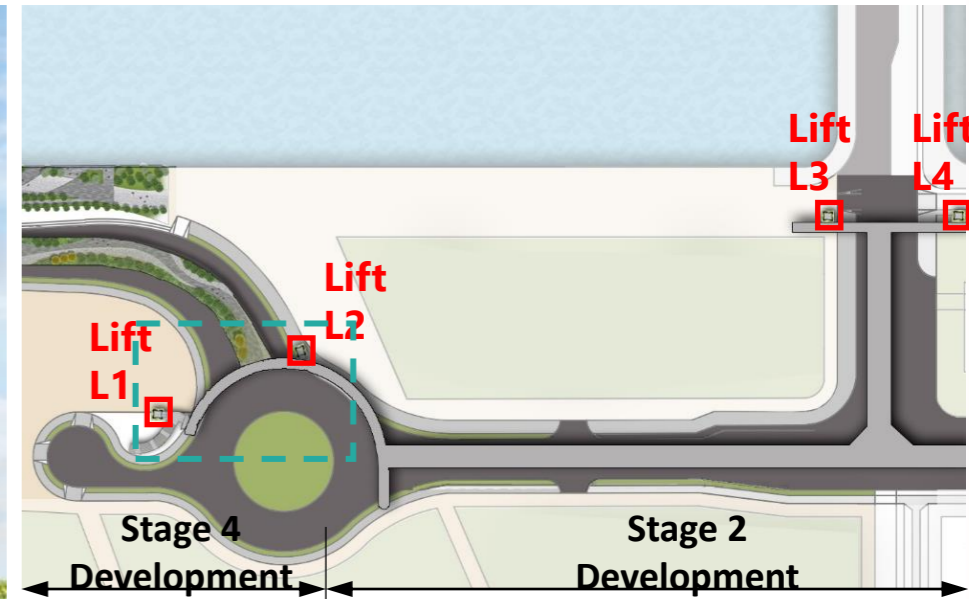
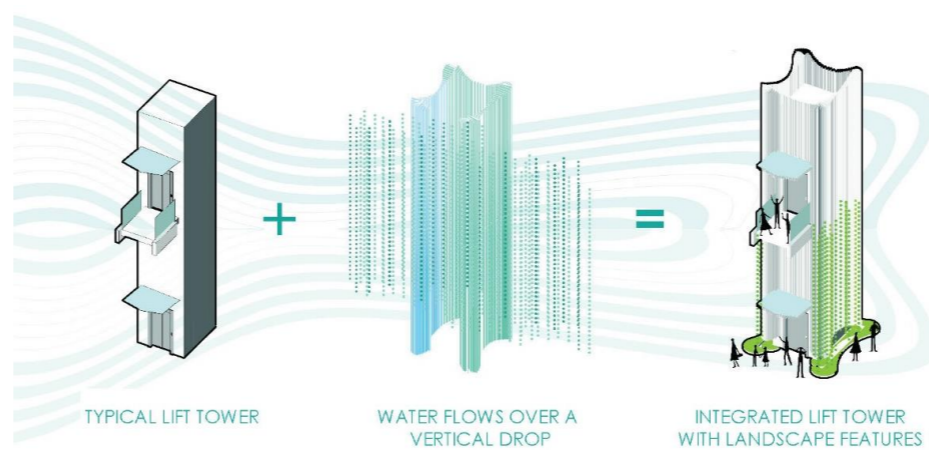


Pumping Station Elevation D



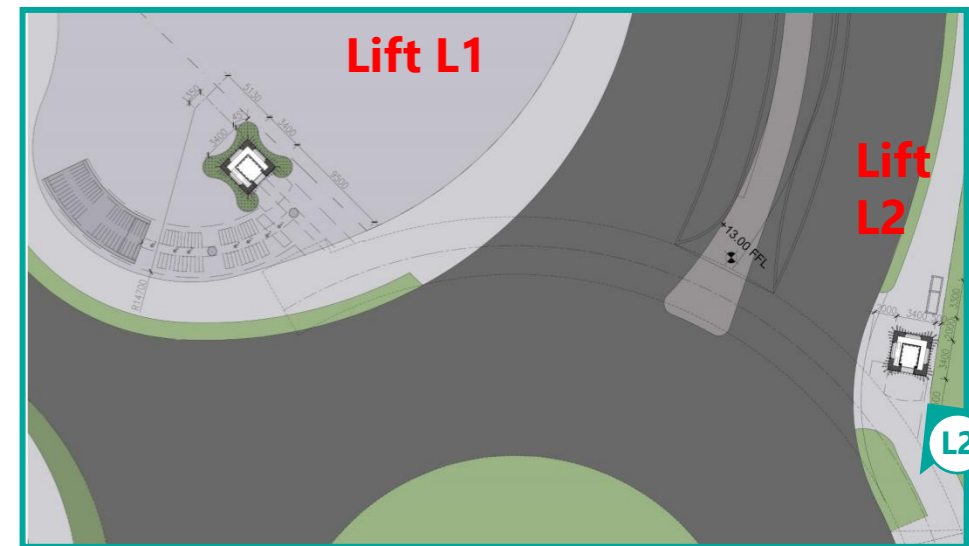
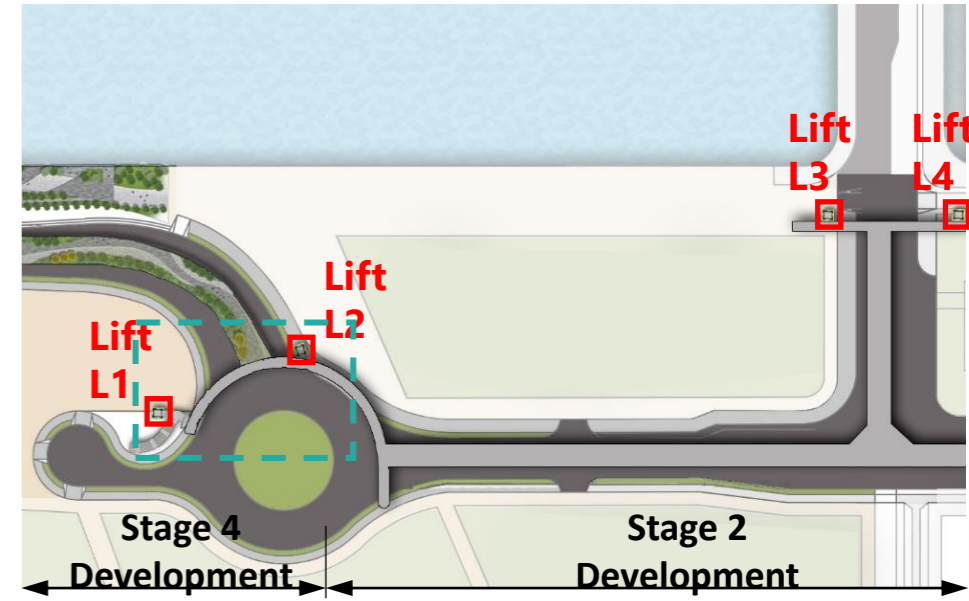
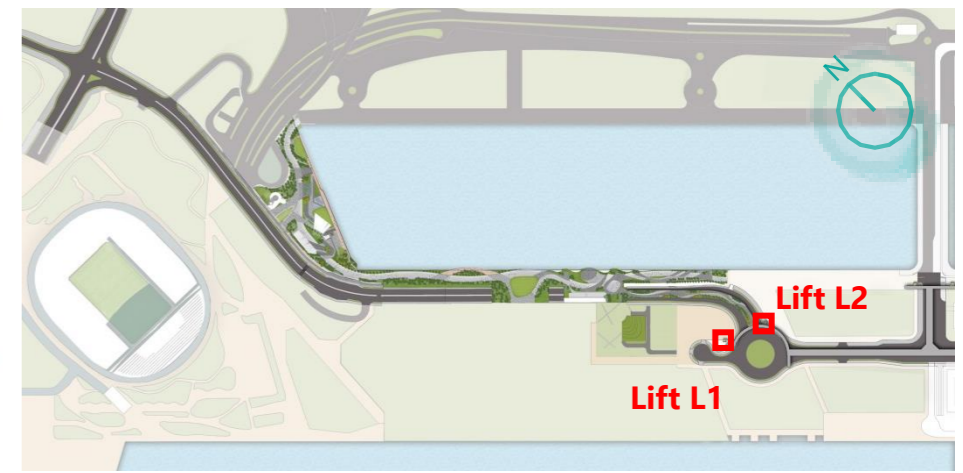
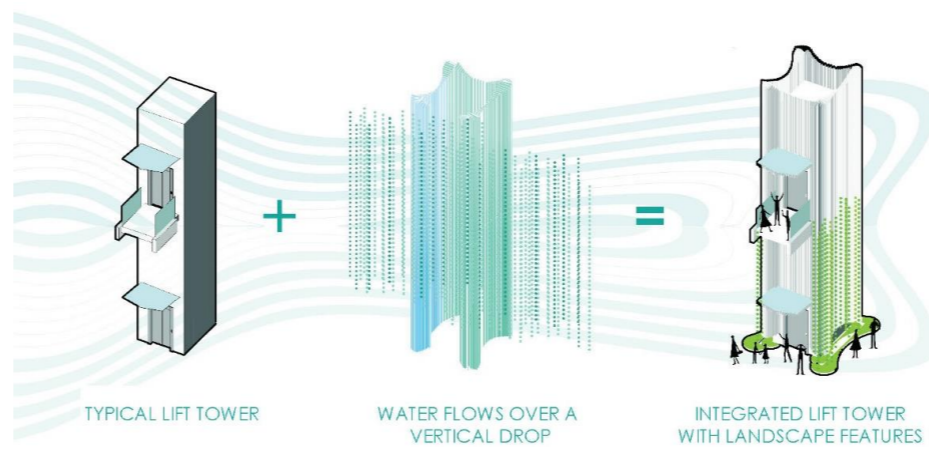
Overview of Lift L1

Lift L1&2 Design Concept
Waterfall enhances Overall Concept of Flow



Overview of Lift L2

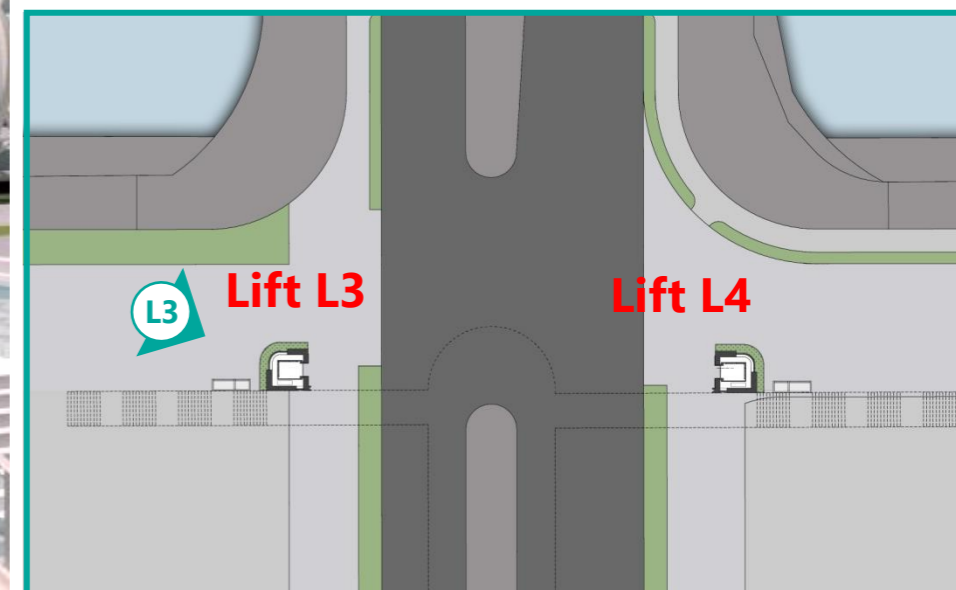
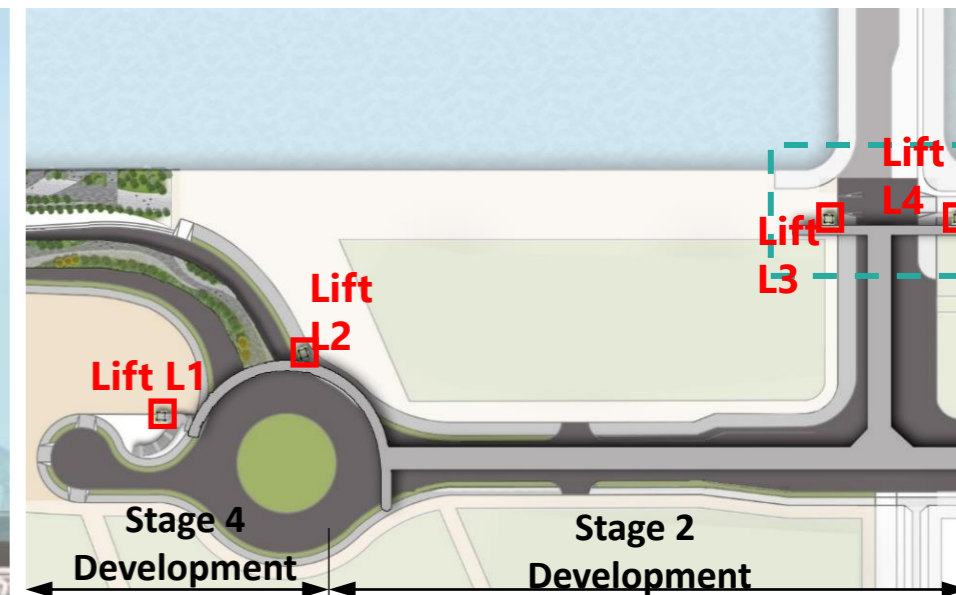
Lift L1&2 Design Concept
Waterfall enhances Overall Concept of Flow



Overview Lifts L3 and L4

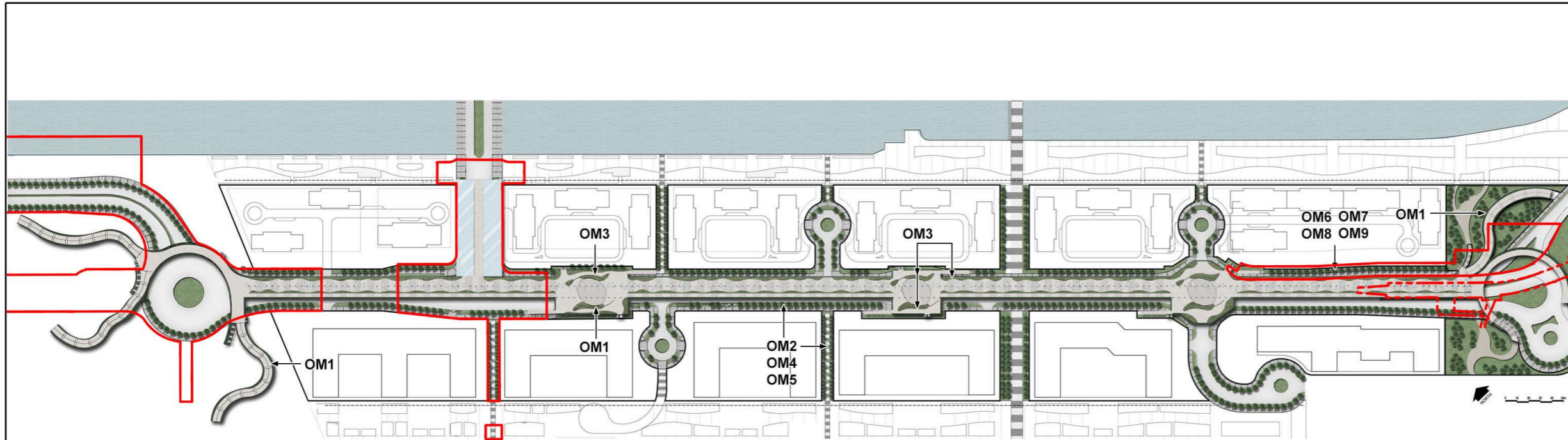


Lift L3 & L4 Design to echo design from Kai Tak Stage 2 Development



SECTION B
Landscape Mitigation Plan -
Under Condition 2.5 of Permit No.: EP-445/2013/A and according
to the approved EIA Report (Table 7.9.2 & 7.9.3) and EM&A
Manual (Section 6.5.1) (Register No. AEIAR-170/2013)

Figure 7.5.2.3 of Approved EIA Report (Register No. AEIAR-170/2013)



Scope of Works under Permit No.: EP-445/2013/A (other than Contract No. ED/2018/01) [For Information Only]:-

- Construction of approximately 1.5km long dual 2-lane carriageway along the former runway;
- Construction of footpaths;
- Construction of approximately 1.4km long landscaped deck above the dual 2-lane carriageway along the former runway;
- Ancillary works including drains, sewers, fresh and salt water supply mains, utilities, landscape softworks and hardworks

Landscape and Visual Mitigation Measure during the Construction Phase

ID No.	Landscape and Visual Mitigation Measure
CM1	The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.
CM2	Control of night-time lighting and glare by hooding all lights
CM3	Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.
CM4	Reduction of construction period to practical minimum.
CM5	Limitation of / Ensuring no run-off into surrounding landscape and adjacent water sea areas
CM6	Temporary or advance landscape should be provided along the temporary access roads to the Cruise Terminal until such time as road D3 is open.

NOTE:
CM1 to CM6 are proposed to apply during the construction phase.

Landscape and Visual Mitigation Measure during the Operation Phase

ID No.	Landscape and Visual Mitigation Measure
OM1	All above ground structures shall be sensitively designed in a manner as regard to the form, material and finishes and respond to the existing and planned urban context.
OM2	Streetscape elements shall be sensitively designed in a manner that responds to the existing and planned urban context.
OM3	Attractive soft landscape in areas adjoining any visible structures such as tall buffer screen tree / shrub / climber planting, vertical green and roof greening where appropriate should be incorporated so as to provide a visual softening and greening effect and soften hard engineering structures and facilities.

ID No.	Landscape and Visual Mitigation Measure
OM4	Structure, ornamental tree / shrub / climber planting should be provided along roadside amenity strips to enhance the townscape quality, where space is available.
OM5	Appropriate design of street lighting to avoid glare and light pollution to surrounding areas.
OM6	Avoidance of excessive height and bulk of the associated landscape deck to the central boulevard

ID No.	Landscape and Visual Mitigation Measure
OM7	Elegant engineering design, sensitive architectural and chromatic treatment and generous planting of the associated landscape deck to the central boulevard. The form, colour and surface detailing of these structures should be carefully considered to reduce their apparent height and bulk (visual weight).
OM8	Sensitive design of noise barriers & enclosures with greening (screen planting/ climbers/ green roofs) and chromatic measures
OM9	Compensatory tree planting for felled trees.

LEGEND

- LIFT
- EDGE PLANTER
- PLANTING AREA
- WALKABLE SKYLIGHT
- LIGHT POLE
- PAVING
- BICYCLE TRACK
- GLASS NOISE BARRIER
- FEATURE WALL
- STAIRS
- RAMP



AGREEMENT NO. CE 30/2008 (CE)
KAI TAK DEVELOPMENT - INFRASTRUCTURE AT FORMER RUNWAY AND REMAINING AREAS OF NORTH APRON AND IMPROVEMENT OF ADJACENT WATERWAYS - DESIGN AND CONSTRUCTION

CONCEPTUAL LANDSCAPE PLAN WITH MITIGATION MEASURE

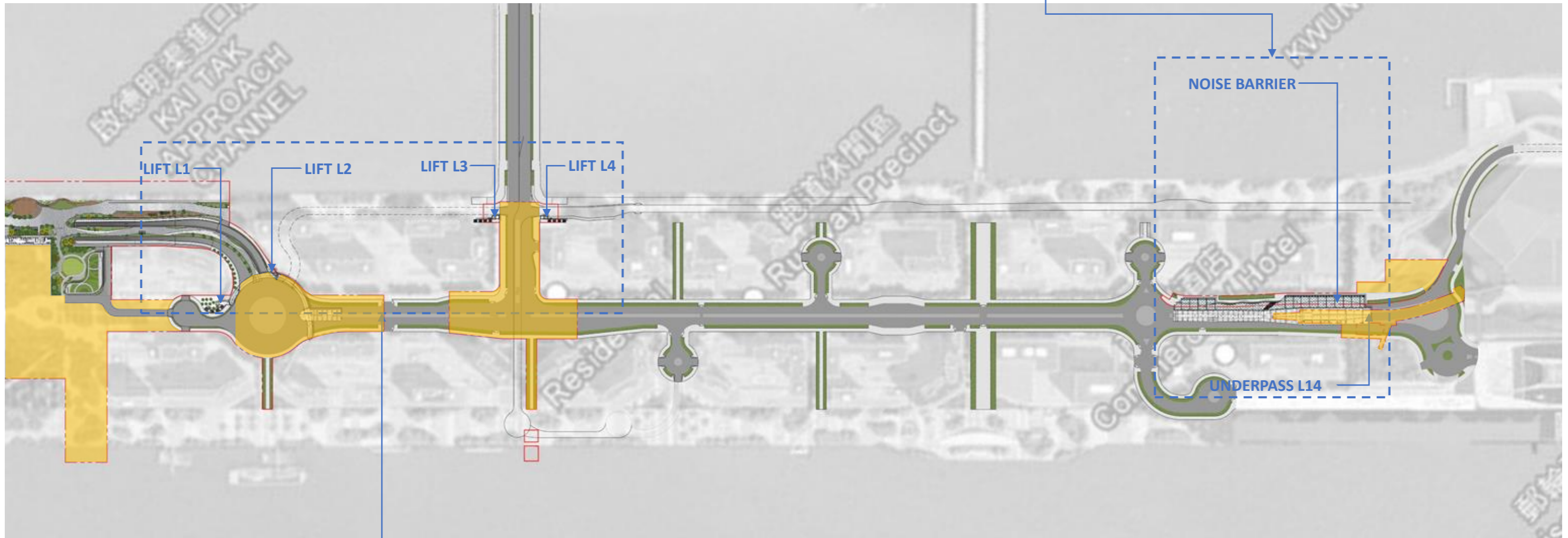
SCALE	AS SHOWN	DATE	JAN 2013
CHECK		DRAWN	
JOB No.	60102100	DRAWING No.	FIGURE 7.5.2.3
		REV	

Legend:

Contract No. ED/2018/01's Project Boundary/
Works Boundary

Scope of Works under Contract No. ED/2018/01

- Design (architecture, landscape, structure, foundation, drainage and E&M) and construct the semi-enclosed noise barriers supported on ground and the open space level of landscaped deck. (Note: The landscaped deck has been designed and constructed under separate contract.)
- Design and construct the architectural finishes and E&M installations of Underpass L14



Design (architecture, landscape, structure, foundation, drainage, E&M, etc.) and construct one staircase and four lifts (LT1 to LT4) to serve two floor with landing entrance at the ground level and the open space level of the landscaped deck. (Note: The landscaped deck has been designed and constructed under separate contract.)

Legend:

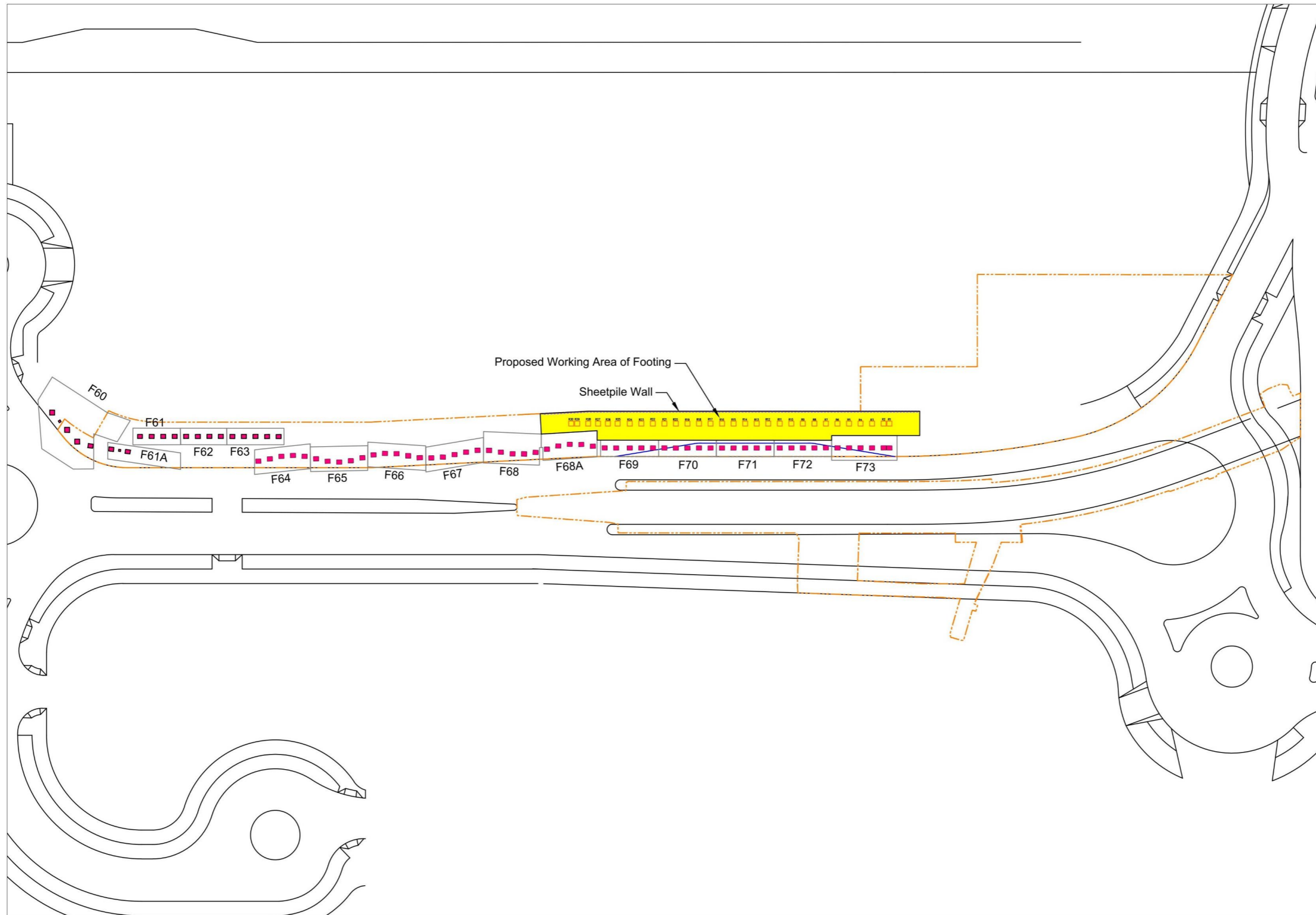
--- Project Boundary/ Works Boundary

-3.21mPD Proposed Site Formation Level (mPD)

Landscaped Softworks Not Within the Scope of Works under Contract No. ED/2018/01

Construction Mitigation Measures

CM1 -The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.



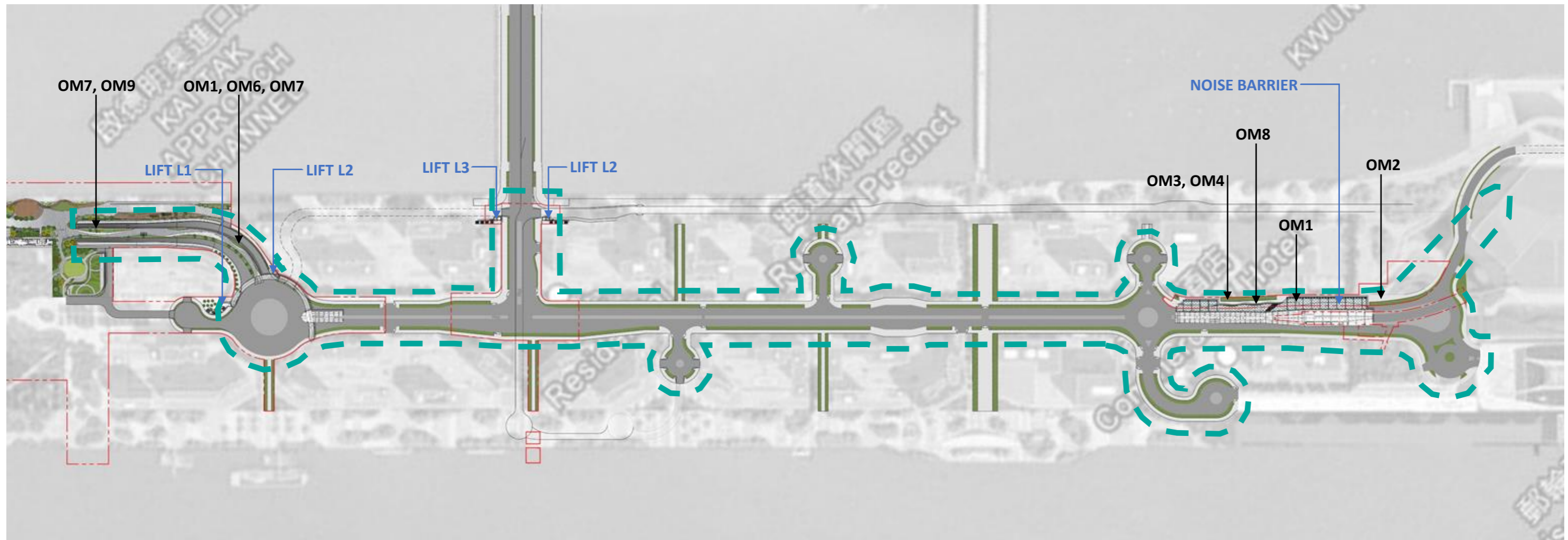
Operation Mitigation Measures

Master Landscape Plan under Contract No. ED/2018/01




ID No.	Mitigation Measures
	Under Condition 2.5 of Permit No.: EP-445/2013/A and according to the approved EIA Report and EM&A Manual (Register No. AEIAR-170/2013)
OM1	All above ground structures shall be sensitively designed in a manner as regard to the form, material and finishes and respond to the existing and planned urban context.
OM2	Streetscape elements shall be sensitively designed in a manner that responds to the existing and planned urban context.
OM3	Attractive soft landscape in areas adjoining any visible structures such as tall buffer screen tree / shrub / climber planting, vertical green and roof greening where appropriate should be incorporated so as to provide a visual softening and greening effect and soften hard engineering structures and facilities.
OM4	Structure, ornamental tree/ shrub/ climber planting should be provided along roadside amenity strips to enhance the townscape quality, where space is available.
OM5	Appropriate design of street lighting to avoid glare and light pollution to surrounding areas.
OM6	Avoidance of excessive height and bulk of the associated landscaped deck to the central boulevard.
OM7	Elegant engineering design, sensitive architectural and chromatic treatment and generous planting of the associated landscaped deck to the central boulevard. The form, colour and surface detailing of these structures should be carefully considered to reduce their apparent height and bulk (visual weight).
OM8	Sensitive design of noise barriers & enclosures with greening (screen planting/ climbers/ green roofs) and chromatic measures.
OM9	Compensatory Tree Planting for felled trees.

Legend:

- - - Site Boundary of Permit No.: EP-445/2013/A
- . . - Contract No. ED/2018/01's Project Boundary/ Works Boundary

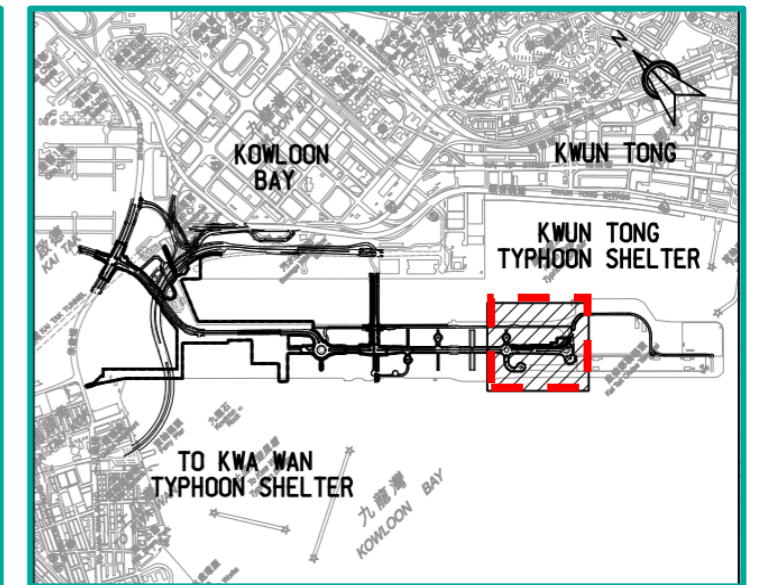
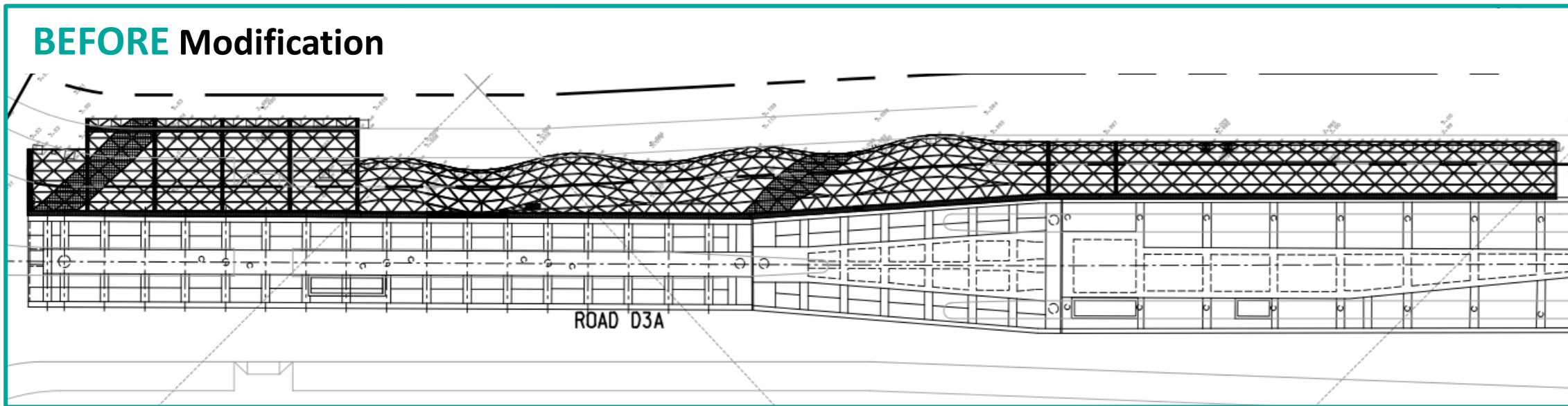


List of Above Ground Buildings/ Structures/ Associated Infrastructure Facilities

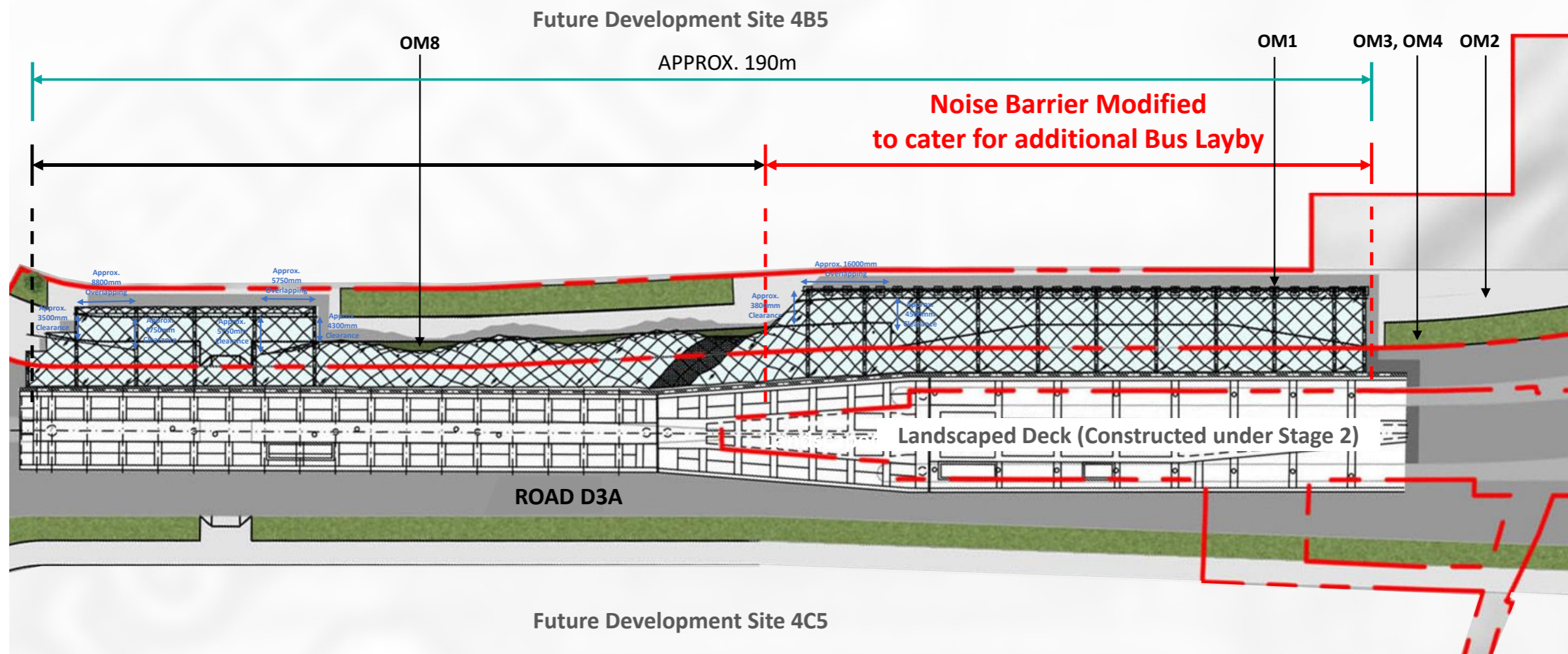
Other Related Structures	Proposed Materials and Finishes	Brief Description of design principles
<p>1. Lifts LT1 and LT2</p> 	<ul style="list-style-type: none"> - Aluminium Fins - Glass Panels 	<p>At- grade planter is proposed at the bottom of lift LT1 for shrubs planting to soften the lift structure.</p>
<p>2. Lifts LT3 and LT4</p> 	<ul style="list-style-type: none"> - Concrete Finishes - Glass Panels 	<p>At-grade planters are proposed at the bottom of lift LT3 and LT4 for shrubs planting to soften the lift structure.</p>
<p>3. Noise Barrier</p> 	<ul style="list-style-type: none"> - Anti-glaring Matt-finishes - Transparent PMMA Noise Barrier Panel - Off White Paint - Aluminium Cladding 	<p>Overall forms are the same as the adjacent built environments and Stage 2 noise barrier design to allow continuity of concepts of symbolized bodies of water.</p> <p>Planters are proposed along the recessed parts of the noise barrier for shrubs planting to soften the hard surface of the noise barrier.</p>

Plan of Noise Barriers at Road D3A

Key Plan



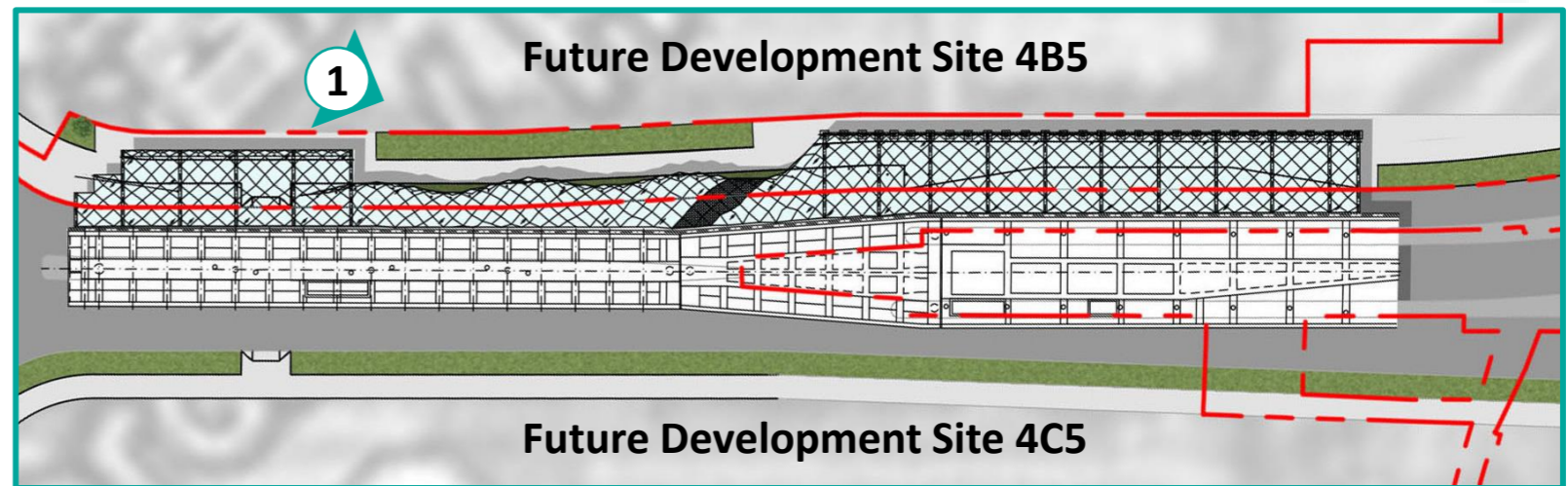
AFTER Modification (due to Addition of Bus Layby)



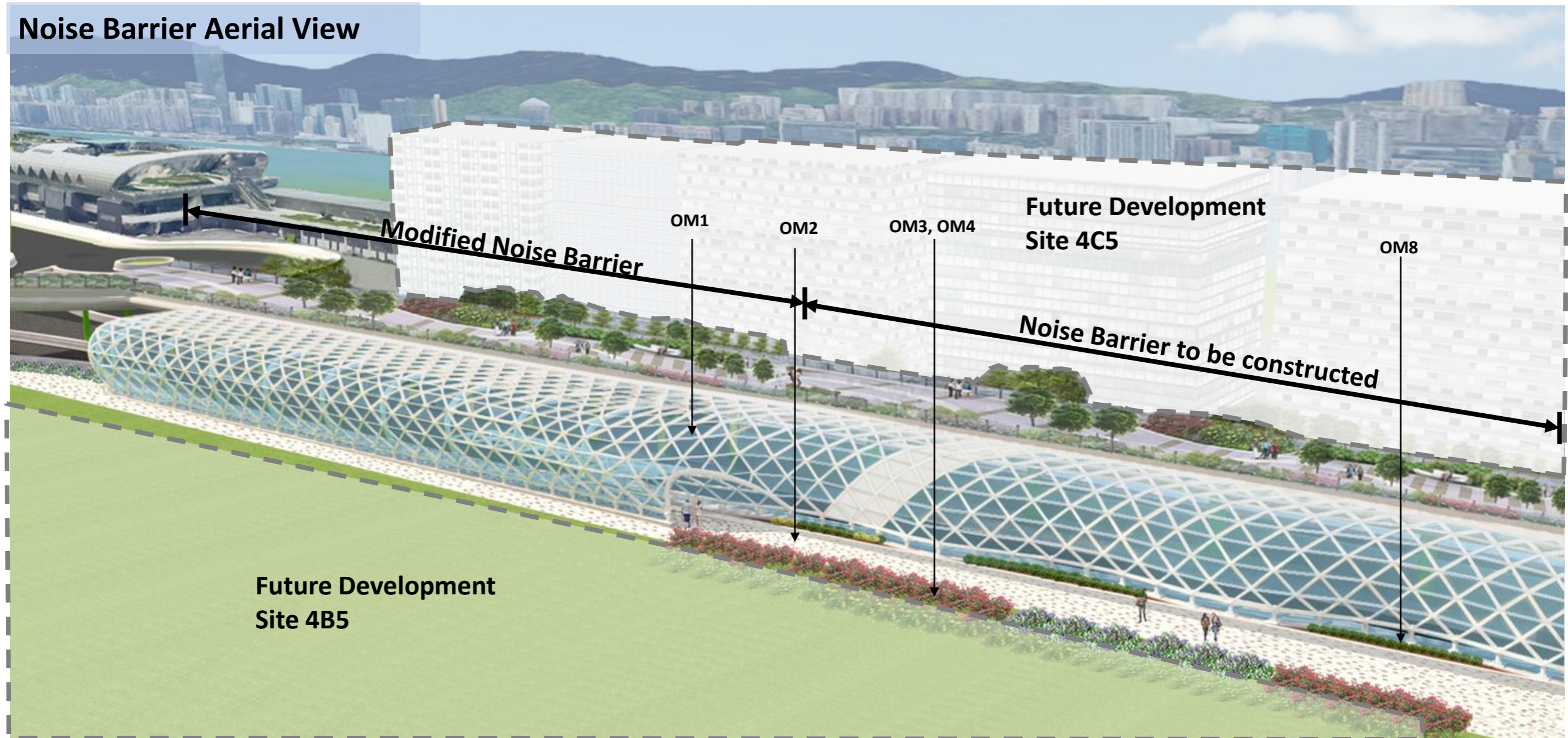
Aerial View of Noise Barriers at Road D3A



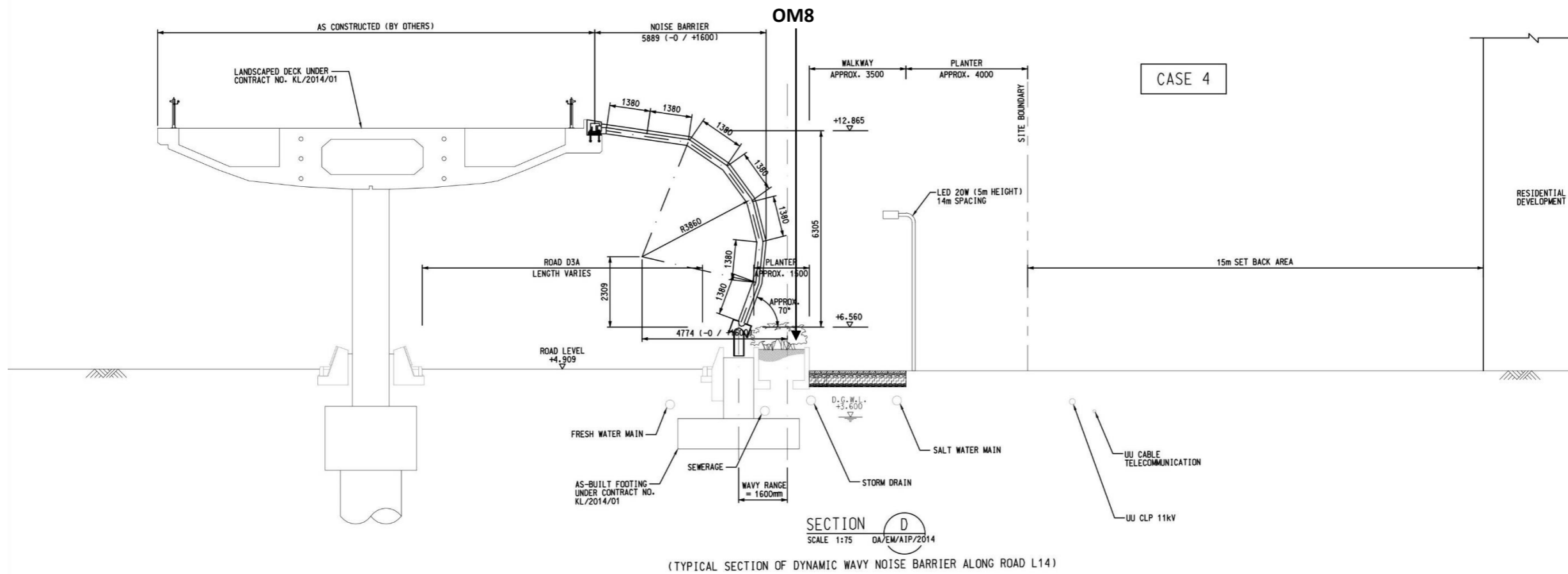
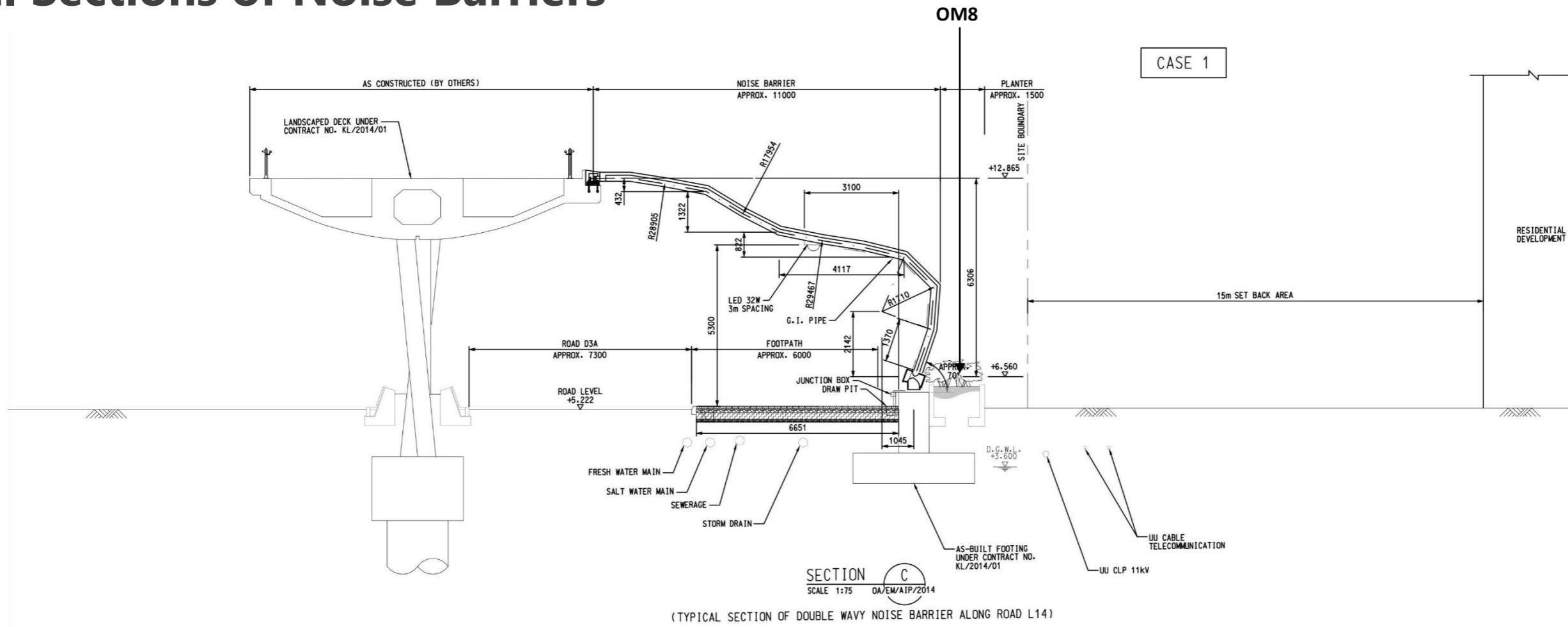
Key Plan



Noise Barrier Aerial View

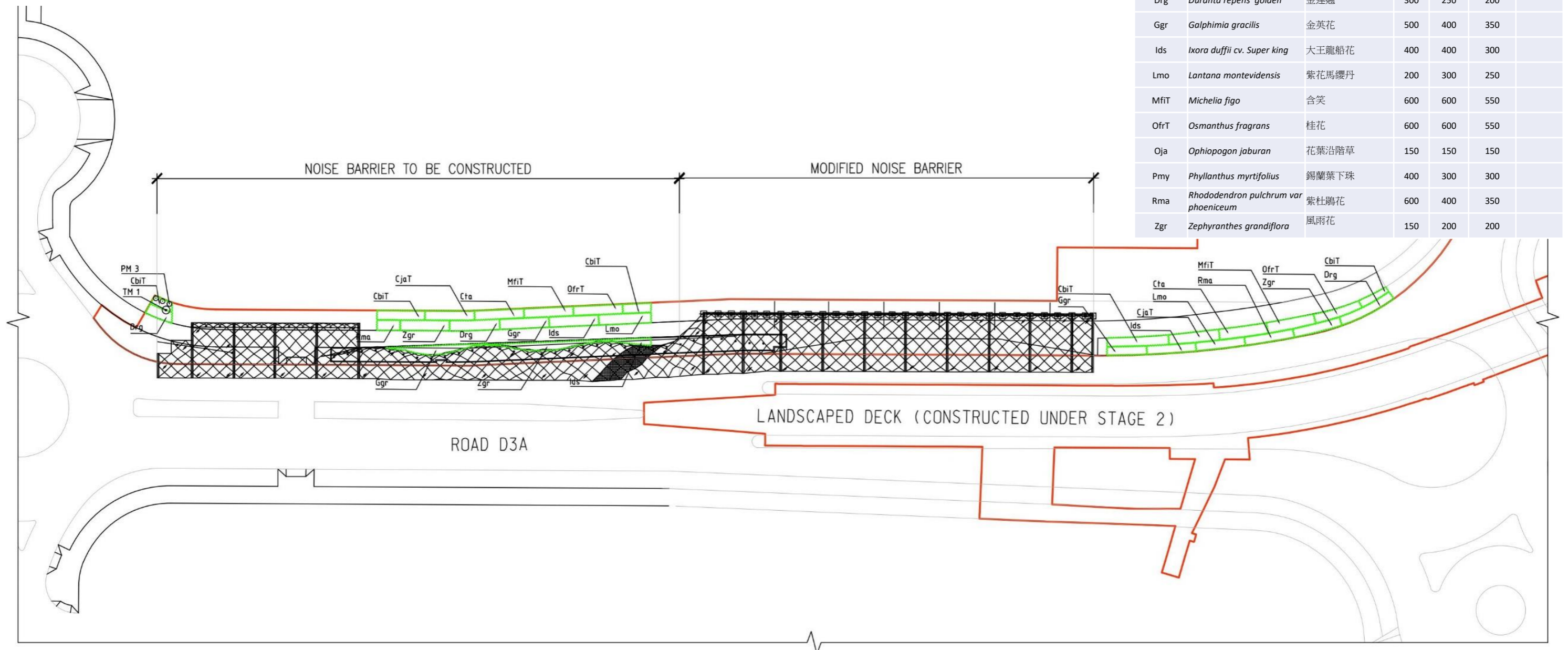


Typical Sections of Noise Barriers

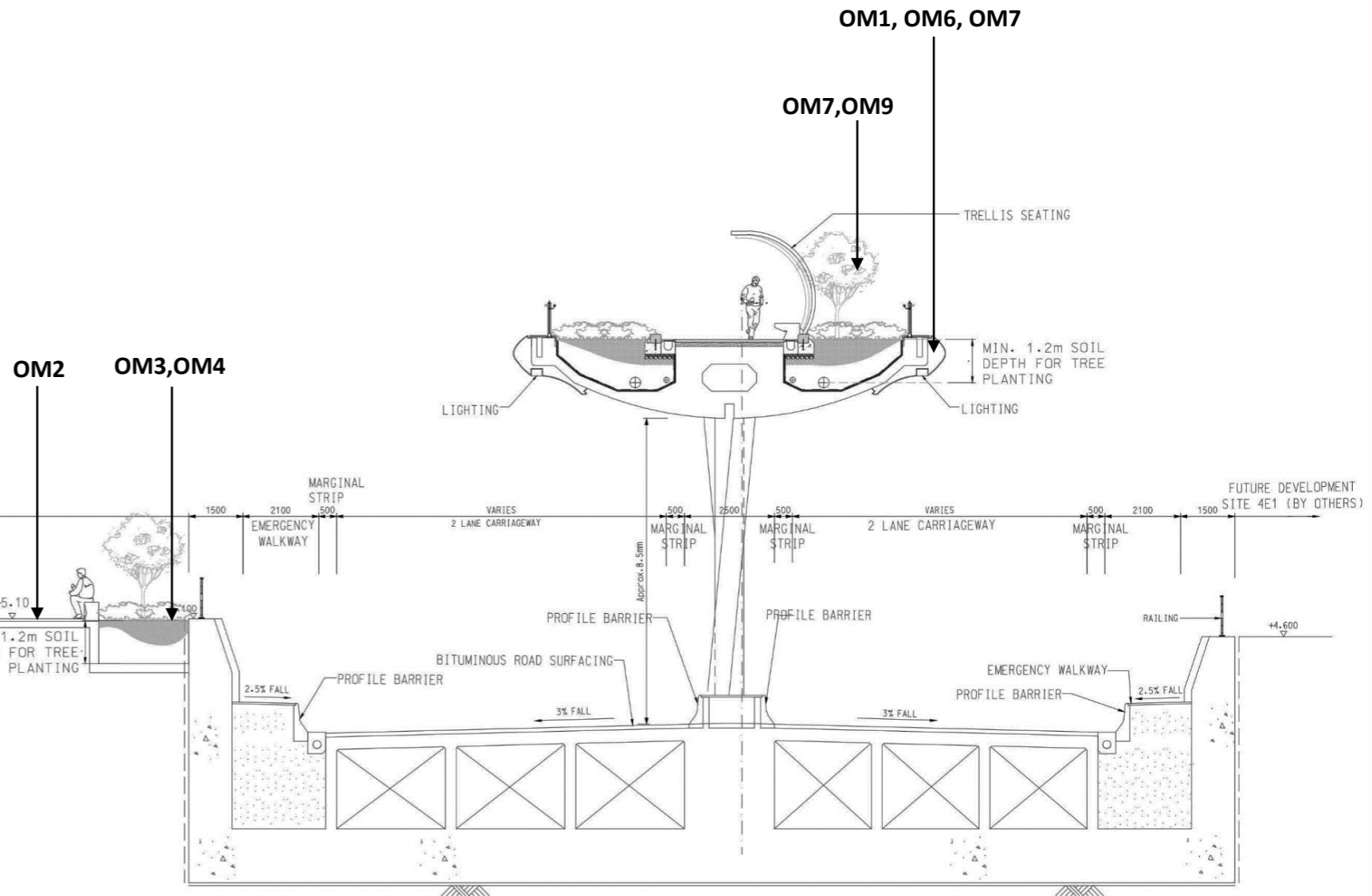
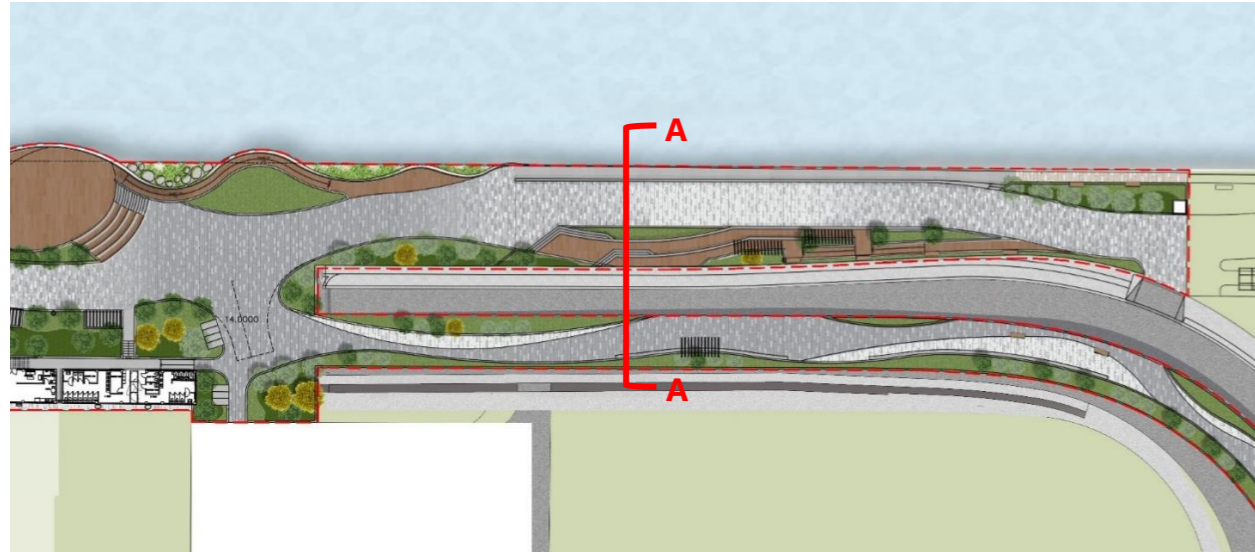


Planting Plan at Road D3A

MASTER PLANT LIST						
Item	植物名稱 Botanical Name	中文名稱 Chinese Name	高度 Height (mm)	冠寬 Spread (mm)	胸徑 DBH (mm)	間距 Spacing (M)
TREES						
TM	<i>Terminalia mantaly</i>	小葉欖仁	5500	1600	80	4500
Item	植物名稱 Botanical Name	中文名稱 Chinese Name	高度 Height (mm)	冠寬 Spread (mm)	株距 Spacing (mm)	
SHRUBS & GROUNDCOVER						
PM	<i>Podocarpus macrophyllus</i>	羅漢松	3000	1000	60	2000
Ane	<i>Allamanda cathartica</i>	軟枝黃蟬	450	300	300	
CbiT	<i>Cassia bicapsularis</i>	雙英槐	600	600	550	
CjaT	<i>Camellia japonica</i>	山茶	600	600	550	
Cta	<i>Cordyline terminalis cv 'Aichiaka'</i>	亮葉朱蕉	600	400	400	
Die	<i>Dianella ensifolia 'Var'</i>	花葉山菅蘭	200	150	150	
Dib	<i>Diets bicolor</i>	雙色野鳶尾	150	150	150	
Drg	<i>Duranta repens 'golden'</i>	金連翹	300	250	200	
Ggr	<i>Galphimia gracilis</i>	金英花	500	400	350	
Ids	<i>Ixora duffii cv. Super king</i>	大王龍船花	400	400	300	
Lmo	<i>Lantana montevidensis</i>	紫花馬纓丹	200	300	250	
MfiT	<i>Michelia figo</i>	含笑	600	600	550	
OfrT	<i>Osmanthus fragrans</i>	桂花	600	600	550	
Oja	<i>Ophiopogon jaburan</i>	花葉沿階草	150	150	150	
Pmy	<i>Phyllanthus myrtifolius</i>	錫蘭葉下珠	400	300	300	
Rma	<i>Rhododendron pulchrum var phoeniceum</i>	紫杜鵑花	600	400	350	
Zgr	<i>Zephyranthes grandiflora</i>	風雨花	150	200	200	

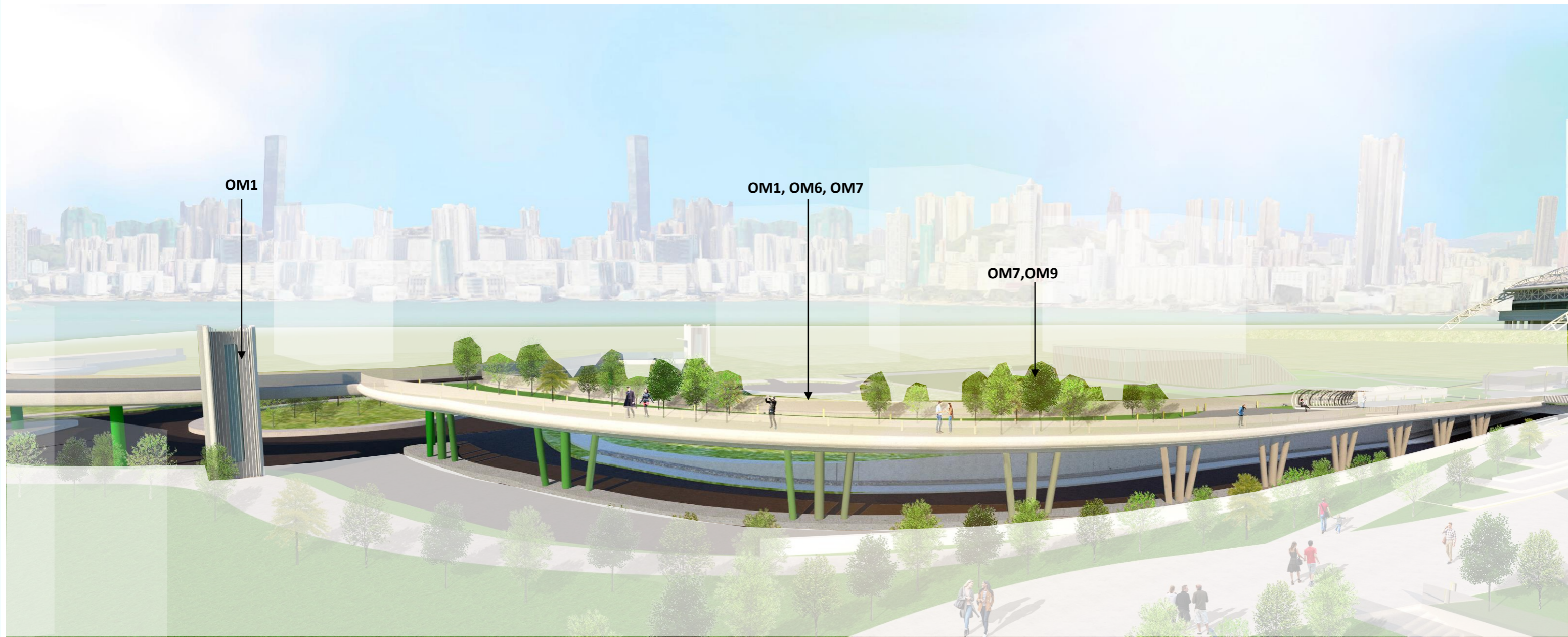
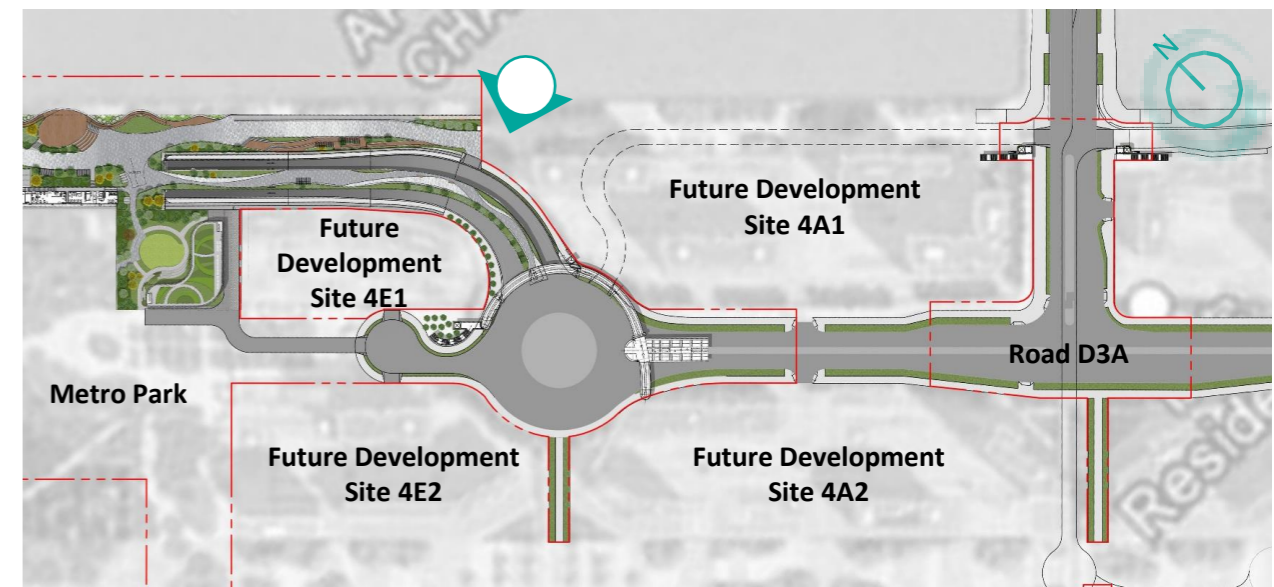


Elevated Landscaped Deck

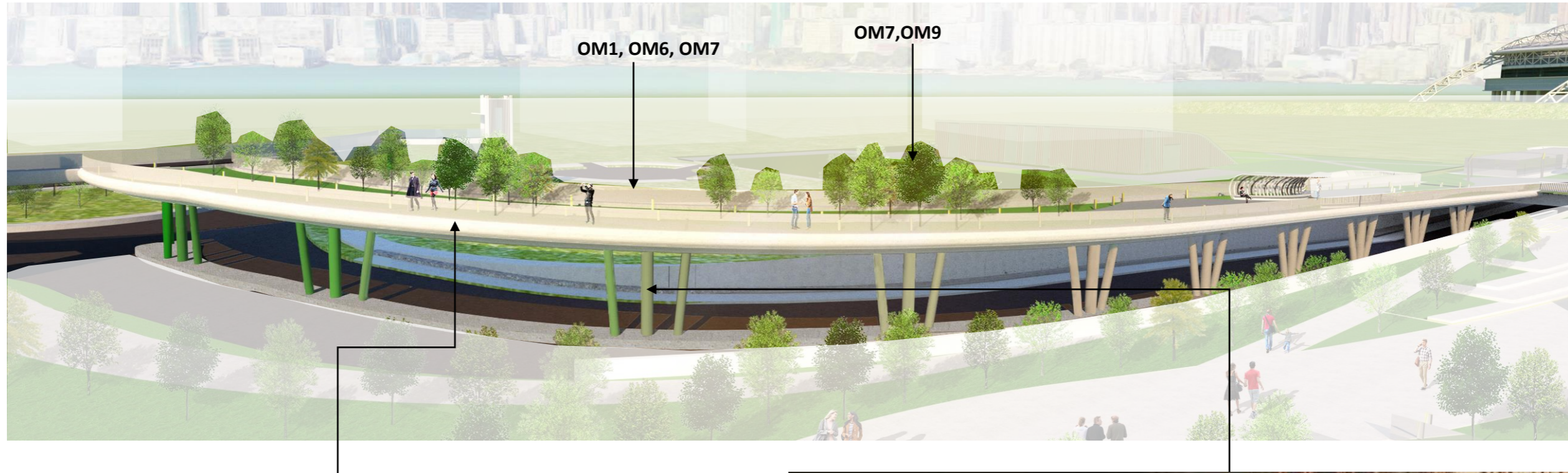


Section A (Road D3 – Elevated Landscaped Deck)

Elevated Landscaped Deck



Elevated Landscaped Deck



Reference photo of Elevated Landscaped Deck structure located at Kai Tak Stage 2 Development, form of deck structure, color and surface details to be echo and incorporated in this contract.



Reference photo of Elevated Landscaped Deck structure located at Kai Tak Stage 2 Development, column design to be echo and incorporated in this contract.

Typical Detail of Planter on Slab

