



ANNEX B

Landscape Design & Relevant Landscape and
Visual Mitigation Measures from EIAO Process



Table 1 Landscape & Visual Mitigation Measures in the Approved EIA Report for Construction Phase

Mitigation Code	Landscape & Visual Mitigation Measure Extracted from Section 12.3.1.1 and 12.3.1.2 of Approved EM&A Manual	Implementation Status under the Project
CM1	The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.	<p>Ongoing. With various construction activities taking place across the Airport Island, each project component is carefully assessed and the works boundaries are defined in the corresponding tender specification to ensure that the construction area and contractor's temporary works areas for each contract are kept to a minimum to avoid impacts on adjacent landscape.</p> <p>Tree surveys have been conducted by relevant works contractors to ensure that adequate protection is provided for existing trees within the project boundary that will be retained during construction. In addition, weekly inspections have been carried out by ET to ensure that construction areas and contractor's temporary works areas are kept in a tidy manner and within approved works boundary. The weekly inspections conducted by ET also ensure that there is minimum disturbance to the quality of the landscape outside of the works boundary during construction.</p>
CM2	Reduction of construction period to practical minimum.	Implementation of the construction mitigation measure is ongoing and will be monitored and tracked closely to ensure the measure is in place during construction period.
CM3	Phasing of the construction stage to reduce visual impacts during the construction phase.	
CM4	Construction traffic (land and sea) including construction plants, construction vessels and barges should be kept to a practical minimum.	
CM5	Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.	
CM6	Avoidance of excessive height and bulk of site buildings and structures.	
CM7	Control of night-time lighting by hooding all lights and through minimisation of night working periods	
CM8	All existing trees shall be carefully protected during construction. Detailed Tree Protection Specification shall be provided in the Contract Specification. Under this specification, the Contractor shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking	Ongoing. Protection measures (e.g. tree protection zone) for trees are provided by contractors in all works areas where existing trees are located, in accordance with tree protection specifications outlined in the Contract Specification. As part of Contract Specification requirements, method statements for tree protection works are submitted by contractors for AAHK and ET review / approval prior to commencement of construction works in the area. In addition, tree protection measures that have been implemented are checked by ET during weekly site inspections and tree inspection under respective contracts.

Mitigation Code	Landscape & Visual Mitigation Measure Extracted from Section 12.3.1.1 and 12.3.1.2 of Approved EM&A Manual	Implementation Status under the Project
	any works adjacent to all retained trees, including trees in contractor's works areas	Further details on tree treatment and preservation are provided in Section 4 of the LV Plan.
CM9	Trees unavoidably affected by the works shall be transplanted where practical. A detailed Tree Transplanting Specification shall be provided in the Contract Specification, if applicable. Sufficient time for necessary tree root and crown preparation periods shall be allowed in the project programme.	<p>Ongoing. Tree transplantation specifications are included in Contract Specification for implementation by contractors in works areas where trees will unavoidably be affected by construction works. As part of Contract Specification requirements, trees that are found to be in conflict with proposed development works will be surveyed by contractors with relevant qualifications to assess tree health and condition, to determine whether transplanting is a suitable option.</p> <p>Method statements for tree transplantation works are submitted by contractors for AAHK and ET review / approval prior to commencement of transplanting works. Tree transplanting works will be undertaken before or during the early stages of construction in the respective areas to allow sufficient time for necessary tree root and crown preparation. The tree root and crown preparation period during transplantation is checked by ET in weekly inspections and tree inspection under respective contracts.</p>
CM10	Land formation works shall be followed with advanced hydroseeding around taxiways and runways as soon as practical.	Land formation works are still in progress, however advanced hydroseeding will be carried out around taxiways and runways as soon as possible and where practical. The advanced hydroseeding will be checked by ET in regular inspections as necessary.

Table 2 Landscape & Visual Mitigation Measures in the Approved EIA Report for Operation Phase

	Landscape & Visual Mitigation Measure Extracted from Section 12.3.1.1 and 12.3.1.2 of Approved EM&A Manual	Application
OM1	Sensitive landscape design of land formation edge by incorporating different angles of gradient and the use of a range of armour rock sizes placed randomly in a riprap approach for an irregular appearance. Planting of native coastal plants shall be incorporated.	A new seawall is being constructed around the land formation edge, incorporating both vertical and gently sloping seawall features comprising different size and shape armour rock in a rip-rap arrangement. A series of ecologically enhanced seawall blocks characterised by different spaces / voids have been designed for installation along sections of the artificial seawall, to increase microhabitat complexity and the ecological value of the seawall, as well as to enhance the visual appearance of the marine structure.
OM2	All above ground structures, including, APM / BHS tunnel ventilation buildings, emergency and firemen's accesses etc. shall be either fully integrated with the planned buildings, or sensitively designed in a manner that responds to the existing and planned urban context, and minimizes potential adverse landscape and visual impacts.	Ongoing. The design of all above ground structures will be regularly reviewed to ensure that they are in harmony with adjacent buildings, and have minimal conflict with the existing and planned urban context.
OM3	Sensitive design of buildings and structures in terms of scale, height and bulk (visual weight).	The layouts of publicly accessible landscape areas of buildings are optimized to create a human scale user experience. With reference to the T2 Expansion project, integrated design of the roadside planters along L8 Departure Road is adopted for greenery provision and to serve as roadside barriers. Planters with seat walls are proposed to maximize greenery provision and help define and break up the space. Roof greening is introduced for Level 5 and Level 7 open spaces to minimize the visual intrusiveness of the buildings.
OM4	Use appropriate building materials and colours in built structures to create cohesive visual mass.	Different colours and paving material textures are selected to subtly define various areas to enhance the spatial legibility. The colour palette is coherent with the proposed building outlook for a sense of unity.
OM5	Lighting units to be directional and minimize unnecessary light spill and glare.	Low lighting i.e. bollard lighting is chosen to illuminate pedestrian pathways and to minimize unnecessary light spill to the surrounding areas. With reference to the T2 Expansion project, tree uplights are strategically placed to create and accentuate the tree planting effect.
OM6	Greening measures, including vertical greening, green roofs, road verge planting and peripheral screen planting shall be implemented.	Greening provision has been maximized and provided at the landscape decks for AWTC and HKIA buildings, L5 and L7 open areas, as well as the T2 Expansion L8 departure area. The planting proposal is intended to be low maintenance and with a naturalistic look. Greening has taken the HKIA Approved Plant Species List into account to minimize bird attraction. Proposed planting shall maintain a sense of permeability and are intended to soften the rigidity of the structures.

OM7	Compensatory tree planting for all felled trees shall be provided to the satisfaction of relevant Government departments. Required numbers and locations of compensatory trees shall be determined and agreed separately with Government during the Tree Felling Application process under the relevant technical circulars.	In accordance with relevant Government technical circulars, a compensatory tree planting ratio of 1:1 is targeted for all trees that are felled as part of the 3RS project. Specific details on the number, type and location of compensatory trees will be developed by the detailed landscape design consultant updated when detailed designs are available.
OM8	Streetscape (e.g. paving, signage, street furniture, lighting etc.) shall be sensitively designed in a manner that responds to the existing and planned urban context and minimizes potential adverse landscape and visual impacts.	<p>With reference to the T2 Expansion project, the L8 departure kerb planters are designed in streamlined form to act as road barriers and to match with the overall design language of the building. L8 Departure Road is decorated with visually stimulating foliage and colour planting to create a sense of arrival.</p> <p>As the TRC will be an airside concourse building located between the North Runway and the future Third Runway, the streetscape will be minimal and in line with the airside operational requirements.</p>
OM9	All streetscape areas and hard and soft landscape areas disturbed during construction shall be reinstated to equal or better quality (due to implementation of screen planting, road verge planting etc.), to the satisfaction of the relevant Government department	All streetscape and landscape areas disturbed during construction are reinstated in accordance with relevant Government requirements, and will further undergo detailed landscaping design by the detailed landscape design consultant.
OM10	Aesthetic improvement planting of viaduct structure through greening of structure to mitigate visual impact of viaduct form.	With reference to the T2 Expansion project, roof edge terraced planter is proposed along L8 Departure Road as visual relief with attractive foliage and colour planting. It shall soften the edge between the road and the man-made structure.
OM11	Sensitive design of footbridge, noise barriers and enclosures with greening (screen planting / climbers / planters) and chromatic measures	Where practical, greening measures for footbridges, noise barriers and enclosures will be designed in coordination with the landscape and greening design of T2 Expansion and SkyCity.