



Environmental Permit No. EP-457/2013/C

Central Kowloon Route

Independent Environmental Checker Verification

Works Contract: Ho Man Tin Access Shaft (HY/2014/09)

Reference Document/Plan

~~Document~~/Plan to be ~~Certified~~/ Verified: Landscape Mitigation Plan
Date of Report: 11 January 2018 (HMTS/LMP/006 Rev. A)
Date received by IEC: 11 January 2018

Reference EP Condition

Environmental Permit Condition: 2.8

Submission of Landscape Mitigation Plan of the Project

2.8 The Permit Holder shall, at least one month before the commencement of construction of the corresponding component(s) of the Project, deposit with the Director four hard copies and one electronic copy of a Landscape Mitigation Plan(s). The Landscape Mitigation Plan(s) shall be certified by the ET leader and verified by the IEC as conforming to the information and recommendations of landscape and visual mitigation measures in the EIA Report (Register No.: AEIAR-171/2013) or otherwise approved by the Director in compliance with the requirements in the Technical Memorandum on Environmental Impact Assessment Process, and Condition 2.10 of this Permit.

IEC Verification

I hereby verify that the above referenced ~~document~~/plan complies with the above referenced condition of EP-457/2013/C.

Ms Mandy To

Date: 11 January 2018

Independent Environmental Checker

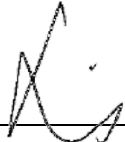
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Nishimatsu Construction Co. Ltd.

Central Kowloon Route Contract HY/2014/09
Ho Man Tin Access Shaft

Landscape Mitigation Plan
HMTS/LMP/006

Rev. A

Certified by:  _____

Position: Environmental Team Leader

Date: 11th January 2018




Central Kowloon Route Contract HY/2014/09
Ho Man Tin Access Shaft

Landscape Mitigation Plan

Document No.: HMTS/LMP/006 Rev. -

Prepared by:	 Milly Law / Environmental Officer	<u>11 January 2018</u> date
Approved by:	 Jim Ko / Site Agent	<u>11 January 2018</u> date
Approved by:	 O. Iwata / Project Manager	<u>11 January 2018</u> date


 <p>Successfully Building a Better Future. 西松建設 NISHIMATSU CONSTRUCTION CO.,LTD.</p>	<p>CKR Contract No. HY/2014/09 Ho Man Tin Access Shaft</p>	<p>No.: HMTS/LMP/006 Rev.: A</p>
	<p>LANDSCAPE MITIGATION PLAN</p>	<p>Effective Date : 11 January 18</p>
		<p>SHEET 3 OF 8</p>

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APPENDICES

Appendix A Landscape Mitigation Plan

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1 INTRODUCTION

1.1 Project Description

- 1.1.1 Highways Department (HyD) commissioned the Design and Construction Assignment for the Central Kowloon Route in June 1998. CKR is a dual 3-lane trunk road across central Kowloon linking the West Kowloon in the west and the proposed Kai Tak Development (KTD) in the east. The CKR will be about 4.7km long with an underground tunnel section of about 3.9km long, in particular, there will be an underwater tunnel of about 370m long in Kowloon Bay to the north of the To Kwa Wan Typhoon Shelter. It will connect the West Kowloon Highway at Yau Ma Tei Interchange with the road network at Kowloon Bay and the future Trunk Road T2 at KTD which will connect to the future Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) and Cross Bay Link (CBL). CKR, Trunk Road T2 and TKO-LTT will form a strategic highway link, namely Route 6, connecting West Kowloon and Tseung Kwan O. Consultancy studies for Trunk Road T2, TKO-LTT and CBL have been commissioned by CEDD. In addition, 3 ventilation buildings, which will be located in Yau Ma Tei, Ho Man Tin and ex-Kai Tak airport area, are proposed to ensure acceptable air quality within the tunnel.
- 1.1.2 The Central Kowloon Route – Design and Construction Environmental Impact Assessment Report (Register No.: AEIAR-171/2013) approved with conditions by the Environmental Protection Department (EPD) on 11 July 2013. An Environmental Permit (EP-457/2013) was issued on 9 August 2013. Variations of EP (VEP) was subsequently applied for and the latest EP (EP-457/2013/C) was issued by EPD on 16 January 2017.
- 1.1.3 The Works to be executed under this Contract are to construct the civil works for Ho Man Tin access shaft as a part of Central Kowloon Route. The Works to be executed under this Contract include the construction of a vertical access shaft at Ho Man Tin approximately 100mm deep and 21m internal diameter for the Central Kowloon (CKR) project. The foundation works and construction of the Ventilation Buildings are excluded in the scope of works for this Contract. Therefore, some mitigation measures including screen planting, green roof and reinstatement are not relevant to this Contract, they are relevant to other parts of the Project.

1.2 Objectives of this Submission

- 1.2.1 This is the Landscape Mitigation Plan (LMP) submission made in fulfillment of Clause 2.8 of Environmental Permit (EP) (No. EP-457/2013/C).
- 1.2.2 As stated in Condition 2.8 in the EP No. EP-457/2013/C, “The Permit Holder shall, at least one month before the commencement of construction of the corresponding component(s) of the Project, deposit with the Director four hard copies and one electronic copy of a Landscape Mitigation Plan” in compliance with the requirements in the Technical Memorandum on Environmental Impact Assessment Process and Condition 2.10 of the EP.
- 1.2.3 Condition 2.10 of the Environmental Permit No. EP-457/2013/C for Central Kowloon Route stated that “The Permit Holder shall incorporate more innovative designs and green features in the detailed planning of the landscape features on deckings and ventilation buildings, e.g. plant of trees, preferably scented trees, to provide greening in Kowloon area, tree planting arranged in east-west orientation to create wind corridor effect and use of roof garden/vertical green walls to enhance aesthetic effect. The

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Permit Holder shall monitor performance of the contractors to ensure that sufficient and suitable soil substrates will be provided for the planting and that there shall be good and sustained horticultural management/maintenance.”

1.3 Scope of this Submission

1.3.1 This submission aims to demonstrate the landscape mitigation measure adopted during the construction period of Ho Man Tin Access Shaft. These Mitigation Measures (MM) are developed in accordance with the approved EIA report and EM&A Manual. They include the following:


- Good Site Management
- Screen Hoarding
- Lighting Control during Construction
- Erosion Control
- Tree Protection & Preservation
- Tree Transplantation
- Compensatory Planting

1.3.2 Tree Survey Report will be prepared by qualified person to determine the trees conditions and record the findings of topographical and horticultural characteristics of each individual tree (including Tree Survey Plan, Tree Survey Schedule and Tree Photographs) before the tree to be felled in this Contract.

1.3.3 A qualified person will carry out bi-monthly tree inspection to all the preserved trees and prepare the bi-monthly tree monitoring report for submission.

1.3.4 Nishimatsu Construction Company Ltd. (NCC) will minimise the number of tree to be felled and to provide adequate tree protection and preservation mitigation measures to the retained trees through the construction period of this Contract.

1.3.5 The compensatory tree planting is not the scope of work in this Contract conducted by NCC, while compensatory tree planting will be provided in other Contracts of Central Kowloon Route. The required numbers of compensatory trees will not be less than the numbers of trees to be felled in this Contract.

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2 LANDSCAPE AND VISUAL MITIGATION MEASURES IN EIA&EM&A

2.1 In the Table 10.9 of the approved EIA report and the Environmental Mitigation Implementation Schedule – Central Kowloon Route of the Appendix C in the EM&A Manual, various measures are proposed as landscape and visual mitigation measures during the construction stage. These mitigation measures are considered and will be adopted as far as practicable. These landscape and visual mitigation measures applicable to this Contract are listed below:

MM3 - Good Site Management

- Large temporary stockpiles of excavated material will be covered with unobtrusive sheeting to prevent dust and dirt spreading to adjacent landscape areas and vegetation, and to create a neat and tidy visual appearance. Construction plant and building material will be orderly and carefully stored in order to create a neat and tidy visual appearance.

MM4 - Screen Hoarding

- Decorative screen hoarding will be erected to screen the public from the construction area. It will be designed to be compatible with the existing urban context.

MM5 - Lighting Control during Construction


- All lighting in the construction site will be carefully controlled to minimise light pollution and night-time glare to nearby residencies and GIC. NCC will consider other security measures, which will minimise the visual impacts.

MM6 - Erosion Control

- The potential for soil erosion will be reduced by minimising the extent of vegetation disturbance on site and by providing a protective cover over newly exposed soil.

MM8 - Tree Protection & Preservation

- Existing trees to be retained within the Project Site will be carefully protected during construction. Note no Registered Old and Valuable Trees are located within Works Area and none of the affected trees are LCSD champion Trees or Registered Old and Valuable Trees, neither are they rare or endangered species, but mainly common exotic trees. Tree protection measures will be detailed at the Tree Removal Application stage and plans submitted to the relevant Government Department for approval in due course in accordance with ETWB TC no. 3/2006. Care will be taken to preserve as many trees as possible by avoidance.

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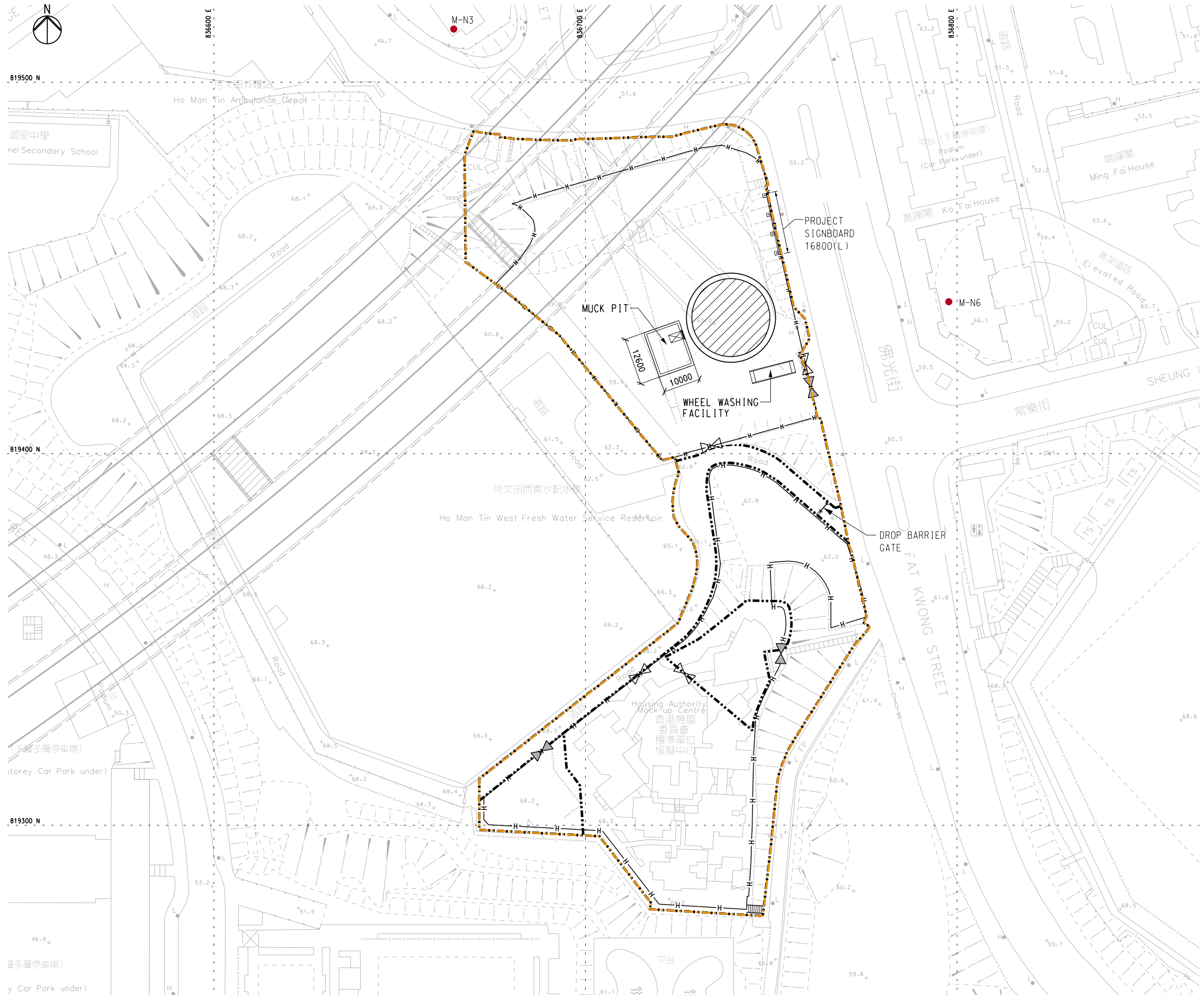
3 SUMMARY

- 3.1 This is the Landscape Mitigation Plan (LMP) submission made in fulfillment of Clause 2.8 of Environmental Permit (EP) (No. EP-457/2013/C).
- 3.2 Proposed mitigation measures as landscape and visual mitigation measures during the construction stage in accordance with the Table 10.9 of the approved EIA report and the Environmental Mitigation Implementation Schedule – Central Kowloon Route of the Appendix C in the EM&A Manual, to comply with the Condition 2.10 of the Environmental Permit No. EP-457/2013/C for Central Kowloon Route.
- 3.3 All relevant design measures listed in the Table 10.9 of the approved EIA report and the Environmental Mitigation Implementation Schedule – Central Kowloon Route of the Appendix C in the EM&A Manual have been considered in the construction stage. These measures have been incorporated in the landscape mitigation plan as far as practicable.

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APPENDIX A

Landscape Mitigation Plan



- LEGEND:**
- PROJECT SITE
 - PROPOSED HOARDING (DETAILS REFER TO HYD STANDARD DRAWING NO. H6110 AND H6111. EXACT ALIGNMENT TO BE DETERMINED BY THE ENGINEER)
 - PROPOSED VEHICULAR GATE (DETAILS REFER TO HYD STANDARD DRAWING NO. H6121). EXACT LOCATION TO BE DETERMINED BY THE ENGINEER
 - PROPOSED PEDESTRIAN GATE (DETAILS REFER TO HYD STANDARD DRAWING NO. H6122). EXACT LOCATION TO BE DETERMINED BY THE ENGINEER
 - EXISTING CHAIN LINK FENCE
 - PROPOSED STEEL STAIRCASE (DETAILS REFER TO CEDD STANDARD DRAWING NOS. C2102/1 AND C2102/2). EXACT LOCATION TO BE DETERMINED BY THE ENGINEER.
 - (M-N3)
● (M-N6) NEAREST SENSITIVE RECEIVERS (SKH TSOI KUNG PO SECONDARY SCHOOL) (KO FAI HOUSE, KWUN FAI COURT)

- NOTES:**
1. FULLY COVER UP TEMPORARY STOCKPILES AND EXPOSED EXCAVATION WITH TARPULIN SHEET.
 2. FREQUENT WATERING ON ACTIVE WORKS AREAS, EXPOSED AREAS, AND PAVED HAUL ROADS TO PREVENT FUGITIVE DUST ONCE PER HOUR.
 3. WHEEL WASHING FACILITIES IS PROVIDED AT DESIGNATED VEHICLE EXIT POINT, COMPRISING HIGH PRESSURE WATER JETS, HEAVY DUTY METAL GRATING CAPABLE TO SUPPORT THE HEAVIEST VEHICLES.

ID	MITIGATION MEASURES
MM3	GOOD SITE MANAGEMENT
MM4	SCREEN HOARDING
MM5	LIGHTING CONTROL DURING CONSTRUCTION
MM6	EROSION CONTROL
MM8	TREE PROTECTION & PRESERVATION

Rev.	Description	By	Date
-	FIRST ISSUE	JK	08/01/18



Project title
工程名稱
Central Kowloon Route - Ho Man Tin Access Shaft

Contract No. HY/2014/09

Drawing title
圖紙名稱
LANDSCAPE MITIGATION PLAN

Drawing no. 圖紙編號	NCC/HMTS/90/0003	Rev. 修訂	-
Drawn By 繪圖	TC	Checked By 校核	JK
		Approved By 批准人	O1
Scale 比例	1:1000 @ A3	Status 階段	WORKING



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