

Guangzhou-Shenzhen-Hong Kong Express Rail Link The Record of the Public Open Space Reprovisioning and Restoration

INTRODUCTION

The Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link project (XRL) provides high speed rail services between Hong Kong and Guangzhou, and a connection to the national high-speed passenger rail network serving major mainland cities outside of Guangdong province. The Hong Kong section of the XRL is about 26 km from a new station located in West Kowloon (i.e. Hong Kong West Kowloon Station (WEK)) to the boundary at Huanggang. Along the railway corridor, there are a total of eight ventilation buildings/ emergency access point (EAP), stabling sidings and a maintenance facility at Shek Kong Stabling Sidings (SSS) and an Emergency Rescue Station (ERS) next to SSS serving the operation of the XRL.

The construction of XRL was completed in September 2018, and the railway operation commenced on 23 September 2018. The operating of XRL is named the High Speed Rail (HSR).

COVERAGE OF THIS DOCUMENT

As stipulated in the Environmental Permit (No.: EP-349/2009/N) Condition 2.17: “The Permit Holder shall consult relevant government departments including Planning Department on the reprovisioning and restoration of the public open space affected by the Project. The Permit Holder shall, no later than two months after the commencement of operation of the Project, deposit with the Director the record of the public open space reprovisioning and restoration.”

Also, stated in the section of Impact on Existing Open Spaces in the approved Environmental Impact Assessment (EIA) Report, Section 7.278:

“There would not be any impact on existing open spaces during construction and operation phase due to the Project. However, under the Project, part of the Nam Cheong Park which is currently used as works areas for Kowloon Southern Link will become works areas for XRL. After completion of the construction for XRL, the works areas will be reinstated to integrate with the existing Nam Cheong Park. In addition, there would be a 4 ha new podium open space proposed above the PTI at the west of WKT. It is considered as an enhancement to open space resources within the study area. The residual impact on open spaces is considered as substantially beneficial.”

Therefore, this document contains the records of Nam Cheong Park reinstatement and the Landscape Deck on top of the PTI (i.e. West Kowloon Station Bus Terminus) for public open space reprovisioning and restoration.

NAM CHEONG PARK REINSTATEMENT

The reinstatement works of Nam Cheong Park was started in October 2018. It is now in progress, and target to be completed in Q4 2019. The design of Nam Cheong Park reinstatement has been consulted with relevant government departments, including Leisure & Culture Services Department (LCSD) and Planning Department (PlanD). The document with design drawings and records of consultation was submitted to the Environmental Protection Department (EPD) in November 2018 for record and deposit.

During the construction stage, the design was amended to address the comments from relevant government departments. The design has been finalized and was submitted to LCSD in May 2019. **Appendix I** is the general layout plan showing the latest design and tree planting plan of Nam Cheong Park reinstatement which are extracted from the submission to LCSD.

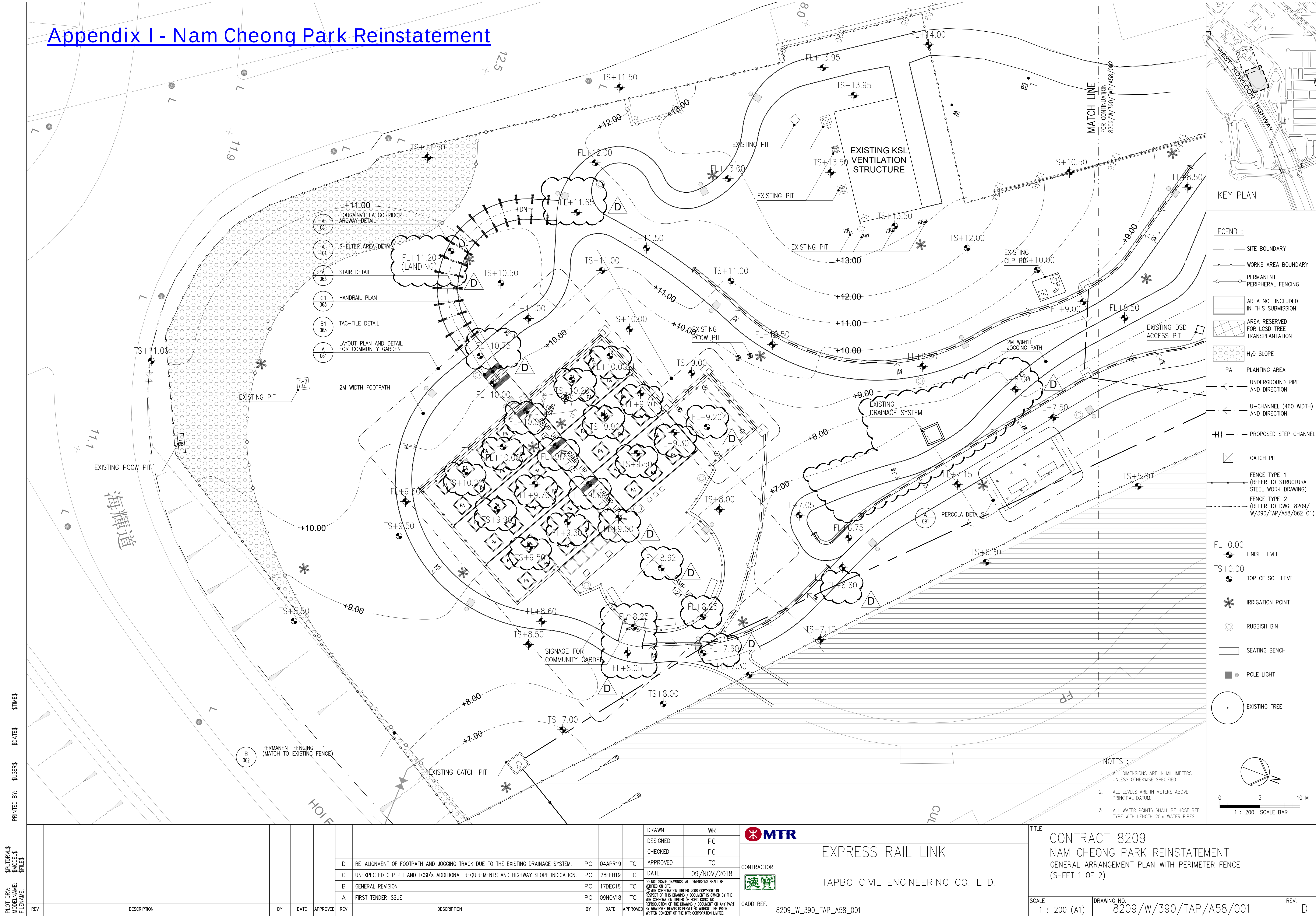
LANDSCAPE DECK ON PTI

A Landscape Master Plan for Site B, which includes the PTI Landscape Deck and the area to its north (i.e. Northern Open Space), has been submitted to PlanD during design stage. The design of the PTI Landscape Deck had been confirmed, and the construction was completed in 2018. The Landscape Deck has been open for public use since September 2018 with the opening of the HSR and WEK.

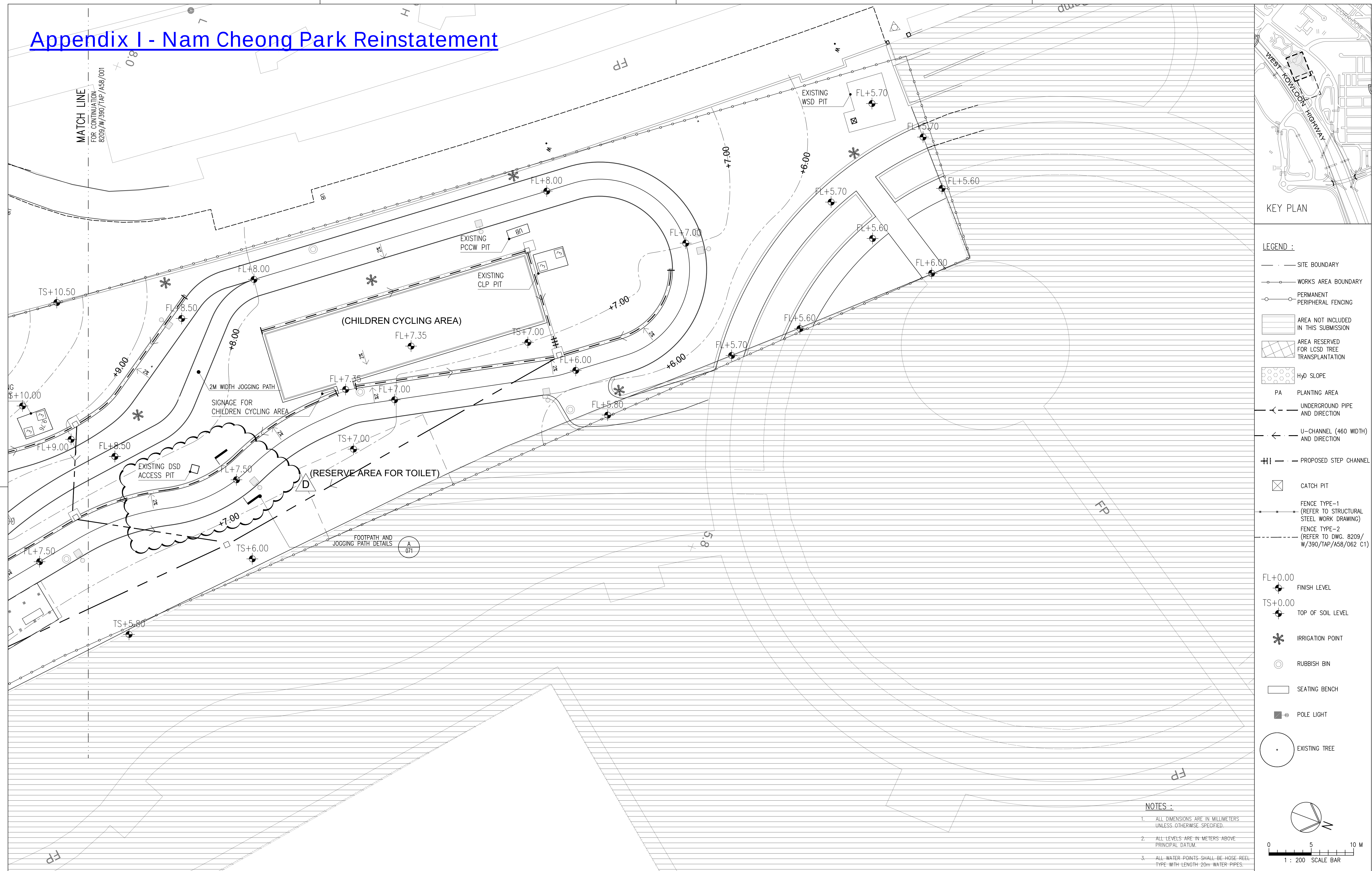
The design of Northern Open Space, which is outside the scope of XRL project, is still in discussion with the relevant government departments. Therefore, the latest submission of the Landscape Master Plan for Site B in June 2019 is mainly to update the design of Northern Open Space.

Appendix II shows the general layout and landscape design of the Landscape Deck which are extracted from the Landscape Master Plan submission in June 2019.

Appendix I - Nam Cheong Park Reinstatement

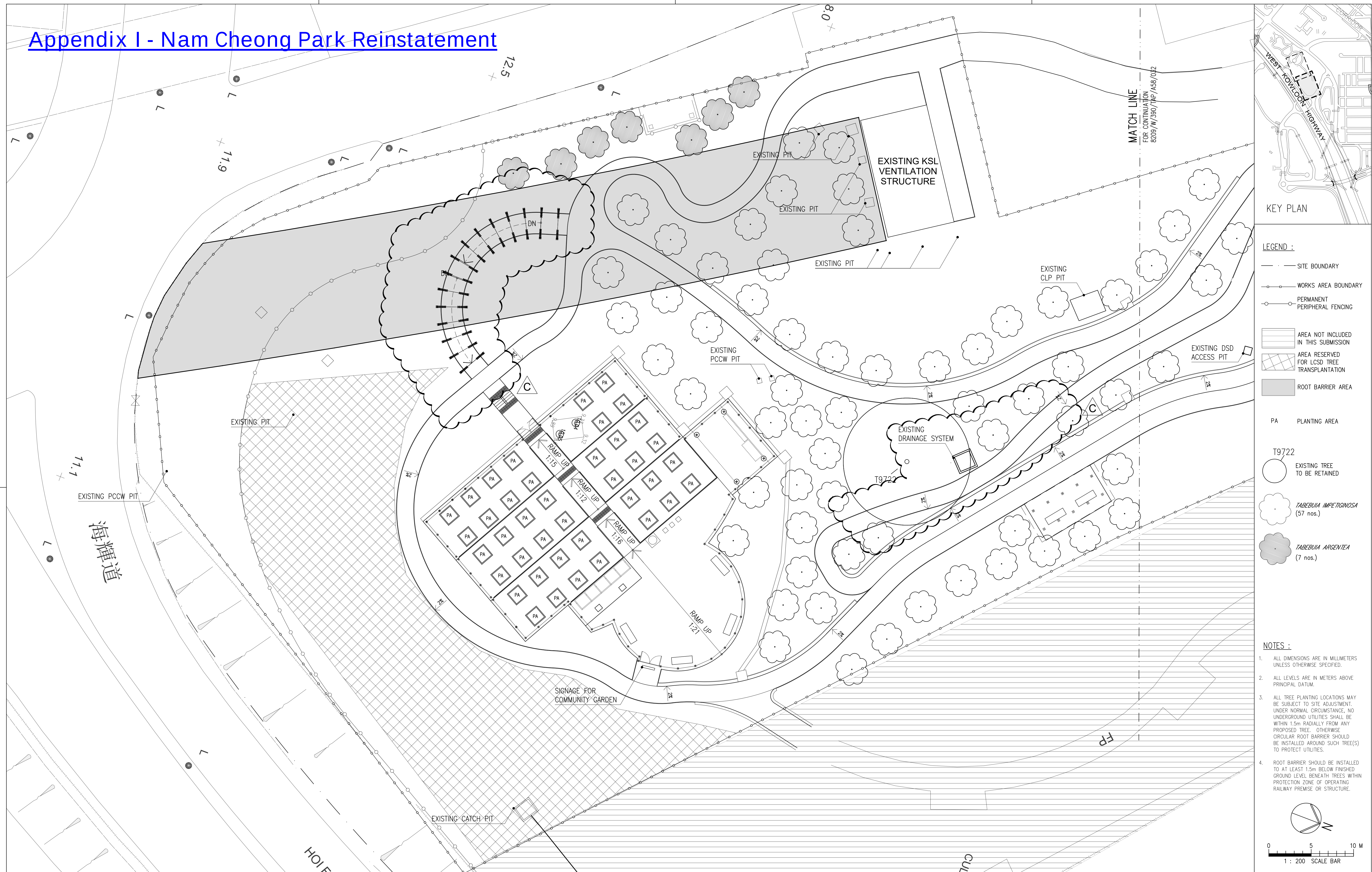


Appendix I - Nam Cheong Park Reinstatement



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Appendix I - Nam Cheong Park Reinstatement



C	RE-ALIGNMENT OF FOOTPATH AND JOGGING TRACK DUE TO THE EXISTING DRAINAGE SYSTEM.	PC	04APR19	TC
B	UNEXPECTED CLP PIT AND LCSD's ADDITIONAL REQUIREMENTS AND HIGHWAY SLOPE INDICATION.	PC	28FEB19	TC
A	FIRST TENDER ISSUE	PC	09NOV18	TC

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DATE	09/NOV/2018

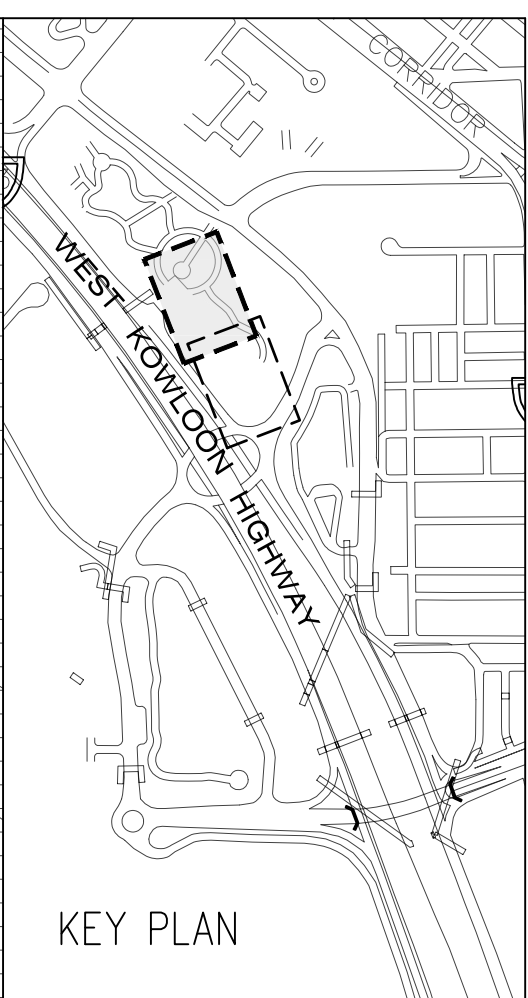
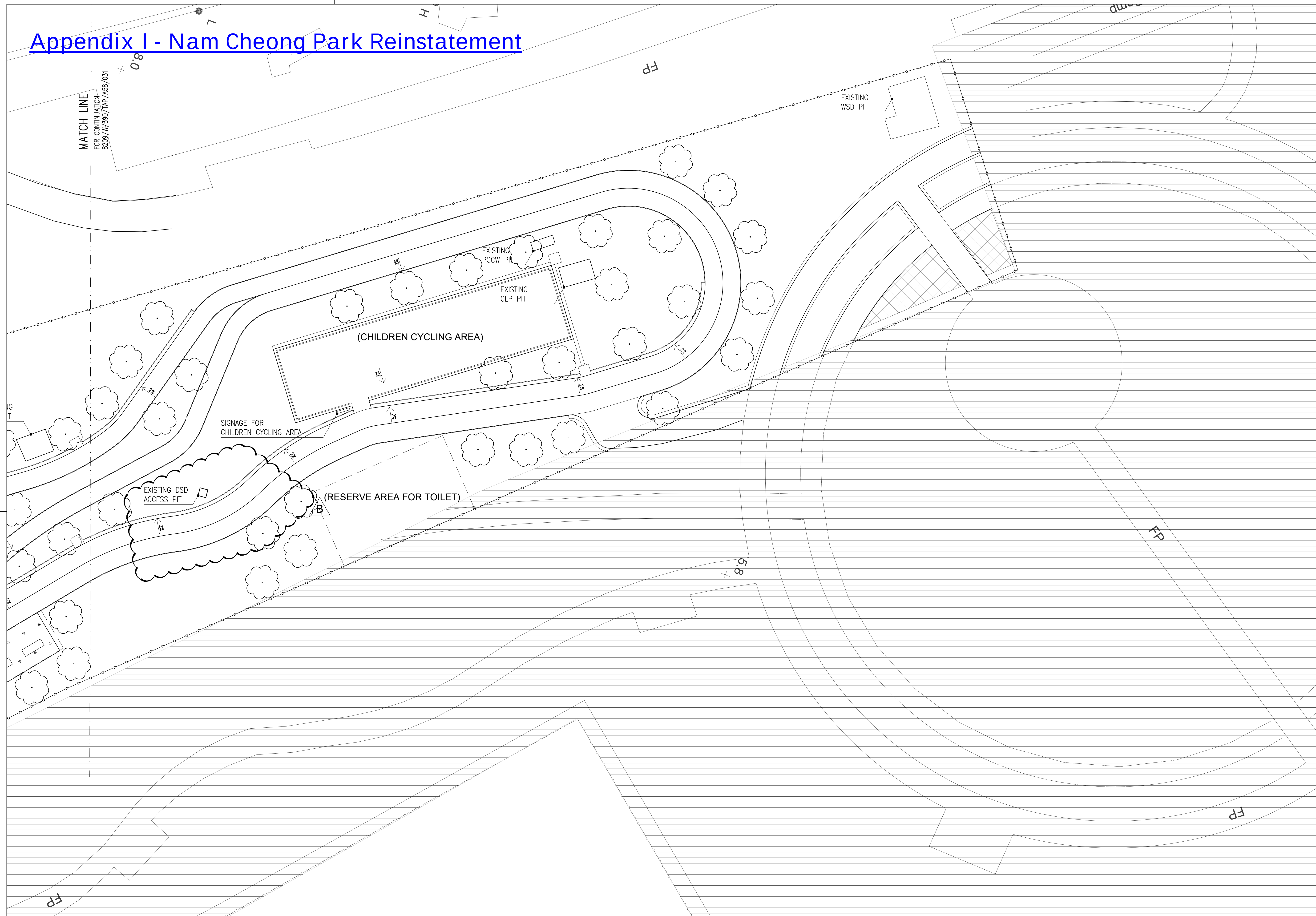
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CADD REF.	8209_W_390_TAP_A58_031

TITLE CONTRACT 8209 NAM CHEONG PARK REINSTATEMENT TREE PLANTING PLAN (SHEET 1 OF 2)		
SCALE 1 : 200 (A1)	DRAWING NO. 8209/W/390/TAP/A58/031	REV. C

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Appendix I - Nam Cheong Park Reinstatement



LEGEND :

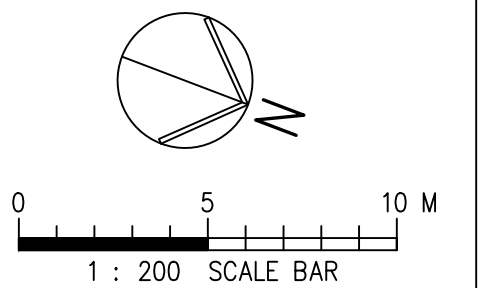
- SITE BOUNDARY
- WORKS AREA BOUNDARY
- PERMANENT PERIPHERAL FENCING
- AREA NOT INCLUDED IN THIS SUBMISSION
- AREA RESERVED FOR LCSD TREE TRANSPLANTATION
- ROOT BARRIER AREA

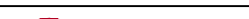
PA PLANTING AREA

- T9722
- EXISTING TREE
TO BE RETAINED
- TABEBUIA IMPETIGINOSA*
(30 nos.)
- TABEBUIA ARGENTEA*
(0 nos.)

NOTES :

- ALL DIMENSIONS ARE IN MILLIMETERS
UNLESS OTHERWISE SPECIFIED.
- ALL LEVELS ARE IN METERS ABOVE
PRINCIPAL DATUM.
- ALL TREE PLANTING LOCATIONS MAY
BE SUBJECT TO SITE ADJUSTMENT.
UNDER NORMAL CIRCUMSTANCE, NO
UNDERGROUND UTILITIES SHALL BE
WITHIN 1.5m RADIIALLY FROM ANY
PROPOSED TREE. OTHERWISE
CIRCULAR ROOT BARRIER SHOULD
BE INSTALLED AROUND SUCH TREE(S)
TO PROTECT UTILITIES.
- ROOT BARRIER SHOULD BE INSTALLED
TO AT LEAST 1.5m BELOW FINISHED
GRADE LEVEL BENEATH TREES WITHIN
PROTECTION ZONE OF OPERATING
RAILWAY PREMISE OR STRUCTURE.



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							DESIGNED			PC																												
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							APPROVED			TC																												
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REV			DESCRIPTION			BY			DATE			APPROVED			B			RE-ALIGNMENT OF FOOTPATH AND JOGGING TRACK DUE TO THE EXISTING DSD ACCESS PIT.			PC			28FEB19			TC											
															A			FIRST TENDER ISSUE			PC			09NOV18			TC											

NAM CHEONG PARK PLANTING SCHEDULE

TREES						
QTY	CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HT MM x SPD) (MM)	SPACING	REMARK
7	TAB. ARG.	TABEBUIA ARGENTEA	銀鱗風鈴木	HEAVY STANDARD	AT LEAST 5M	
87	TAB.IMP.	TABEBUIA IMPETIGINOSA	巴拉圭風鈴木	HEAVY STANDARD	AT LEAST 5M	

SHRUBS						
QTY	CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HT MM x SPD) (MM)	SPACING	REMARK
400	CAE. PUL.	CAESALPINIA PULCHERRIMA	洋金鳳	600 x 450	450	
400	CAR.RET	CARMONA RETUSA	福建茶	400 x 300	300	
200	CLE.BUN.	CLERODENDRUM BUNGEI	禎桐	1000 x 800	800	
100	CYA.FLA.	CYANANTHUS FLAVUS	黃鐘花	600 x 450	450	
180	HIB.ROS.(RED)	HIBISCUS ROSA-SINENSISL.(RED)	大紅花	500 x 400	400	
1600	IXO.CHI.	IXORA CHINENSIS	龍船花	400 x 300	300	
200	JAT.PAN.	JATROPHA PANDURIFOLIA	琴葉珊瑚	600 x 450	450	
2950	RHO.SIM.	RHODODENDRON SIMSII	紅杜鵑	450 x 450	450	
500	TIB.GRA.	TIBOUCHINA GRANULOSA	巴西野牡丹	400 x 300	300	

LARGE SHRUBS						
QTY	CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HT MM) (MM)	SPACING	REMARK
3	FAG.CEI.	FAGRAEA CEILANICA	灰莉	1000 x 800		
2	FIC.BEN.	FICUS BENJAMINA'VARIEGATA'	星光垂榕	1000 x 800		
7	TIB.GRA.	TIBOUCHINA GRANULOSA (TALL)	巴西野牡丹	1000 x 800		

CLIMBERS						
QTY	CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HT MM) (MM)	SPACING	REMARK
700	BOU.SPE.	BOUGAINVILLEA SPECTABILIS	簕杜鹃	750	100	
600	MAN.SAN.	MANDEVILLA SANDERI	飘香藤	500	300	

HYDROSEEDING						
QTY	CODE	BOTANICAL NAME	CHINESE NAME	SIZE (HT MM) (MM)	SPACING	REMARK
7200 M2	ZOY. JAP.	ZOYSIA JAPONICA (OR EQUIVALENT SUBJECT TO THE APPROVAL OF THE ENGINEER)	朝鮮草			

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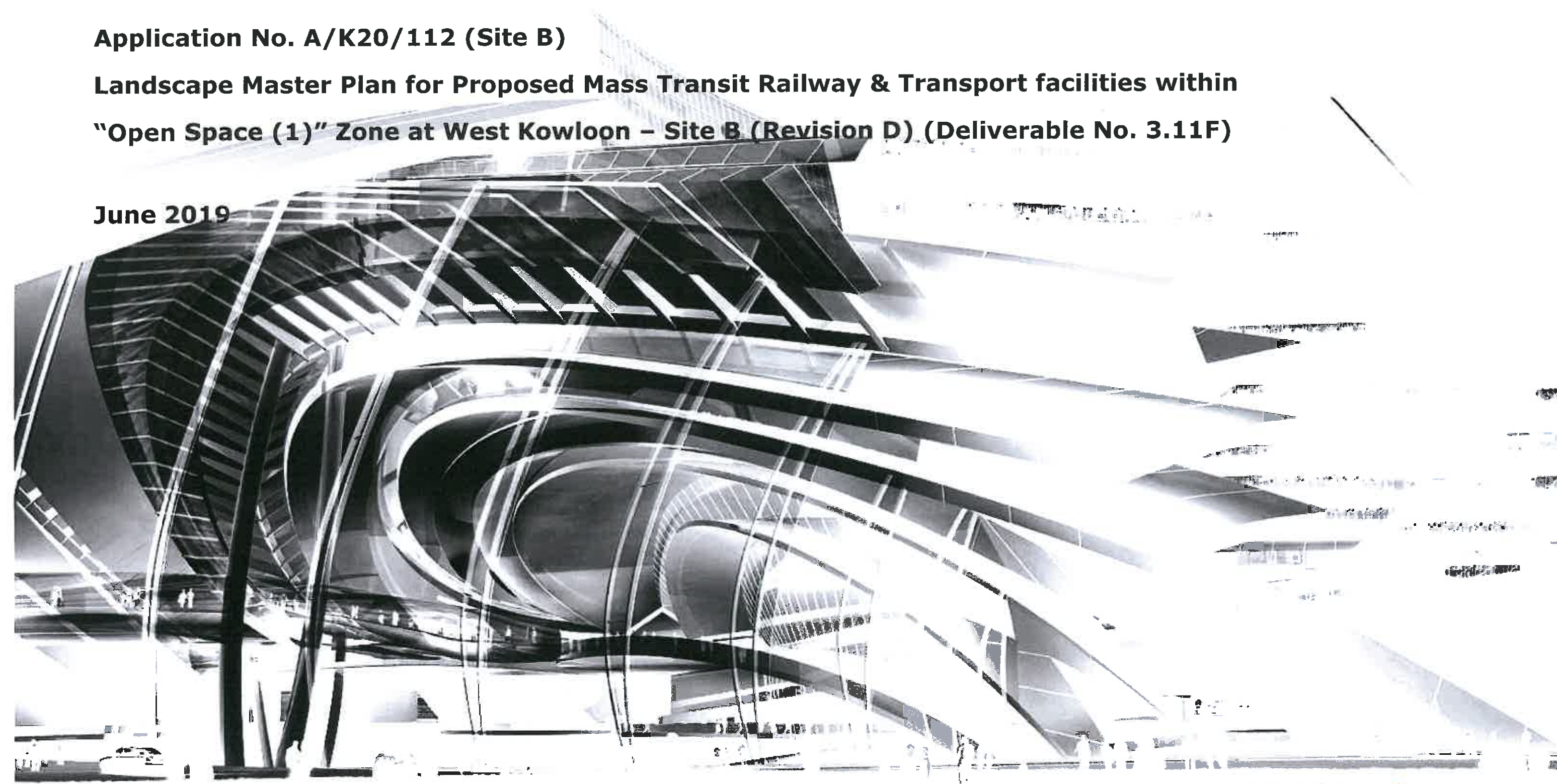
Consultancy Agreement No. C801

Express Rail Link – Detailed Design for West Kowloon Terminus

Application No. A/K20/112 (Site B)

**Landscape Master Plan for Proposed Mass Transit Railway & Transport facilities within
“Open Space (1)” Zone at West Kowloon – Site B (Revision D) (Deliverable No. 3.11F)**

June 2019



Roof (Green Area)	10,520 m ²
Northern Open Space (Green Area)	7,615 m ²
Grand Total	18,405 m²

Table 3.2: Greenery Calculation

3.4 Landscape Design

Ground Floor (Public Transport Interchange)

The landscape design on the ground floor will be primarily hardscape which will be simple, robust and low maintenance to accommodate the primary use of a public transport interchange and the large numbers of people that will use this area.

As indicated in **Table 3.1**, the public open space located on the ground floor is approximately 14,652 sq.m. This public open space is predominantly for within the Northern Open Space and is handed to CKR for implementation.

Roadside planting will be provided along Lin Cheung Road and future Wai Man Road of the PTI structure and be implemented as part of the XRL development to screen, shade, add visual interest whilst at the same time integrate with the theme and character of the Landscaped Deck. Tree planting between the roads and the paths, both within a soft landscape verge or set within the pavement, shall clearly separate vehicular and pedestrian traffic, provide a clear demarcation of uses and add a vertical break between pedestrian and high-rise, create a human scale environment.

As shown on **Figure 5 – Landscape Master Plan – Ground Level**, roadside planting will be provided to screen the existing CLP Electricity Substation, the PUS and other railway-related facilities which all have building facades at ground level. Vertical greening (except draping plants/climbers) or street trees are not preferred to provide screening for the ventilation building as it may interfere with the buildings operation.

Whilst paving and driveways dominate the ground floor of the PTI site, planting has been maximized where possible. Planter beds with trees and shrubs are provided at either end of the bus parking bays and shrubs will be provided along the edge of the private car lay-by to add greenery and visual relief from the predominant hardscape area.

The planting character on the ground floor of the PTI will vary in terms of layout, form, texture and colour. Consideration will be given to planting of tall plants whilst avoiding obstruction of sightlines to signage, light fittings and vehicles. Both soft and hard landscape will fulfill the requirements of Leisure and Cultural Services Department (LCSD) from maintenance and management points of view where possible.

Northern Open Space

The landscape design in the Northern Open Space intends to serve as a multi-purpose open space with a variety of programme spaces for the public different age groups. These groups may vary from visitors arriving from the PTI and/or on their way to the West Kowloon District Park.

In particular, a large multi-purpose lawn in the center of the open space is provided for different activities and events throughout the year. Seating open spaces are also provided, as well as Children's Play Area. Programmes such as fitness areas for group exercise such as Tai-chi, dancing, as well as individual fitness equipment for stretching etc. are provided. The variety of programme in the Northern Open Space intends to accommodate large group of people of various ages and promote outdoor activities throughout the year. Please refer to **Chapter 4 for hardscape treatment**

This landscape open space is surrounded by a belt of greenery densely planted with trees, shrubs and ground cover for the programme in the center to be buffered away from any adjacent traffic noises. Please refer to **Chapter 4 for softscape treatments**

Landscaped Deck

The function of the Landscaped Deck is to provide an easy and continuous pedestrian circulation between the Northern Open Space, the PTI, the main terminus building in WKT site, WKT civic plaza, WKCD and further beyond to Victoria Harbour whilst at the same time providing pockets of interest and activity. The landscape has been primarily designed for circulation so that pedestrians will experience a continual tree-lined path with easy way finding, yet it will also provide a progression of different spatial experiences along the way. Multiple nodes are provided with varying soft and hard materials and varying scales to allow for a range of passive activities in which people can walk, gather, sit, eat, or simply enjoy the views.

Figure 4 - Landscape Master Plan - Overall provides an overview of the different spaces that will be created through variations in the layout, hardscape materials and softscape planting. Entry plazas will be emphasized as meeting places and for easy way-finding. Two viewing platforms will be provided at the northern and western areas of the deck with potential views to Victoria Harbour. An activities zone will be located between the two viewing platforms, containing a large lawn area, and a central core garden has been designed along the centre of the PTI deck for people to wander and stroll along the tree lined path.

Structural loading allows for a sufficient soil depth to support large trees on the deck. A strong spine of feature trees between 4-6 m high at full maturity will be provided along the main pathway. This will be supplemented by feature planting beds, viewing terraces, natural and informal soft landscaping as shown in **Figure 6 - Landscape Master Plan – Deck Level**.

Green roofs will be provided on the ventilation building, the Public Toilet and the PUS and railway-related buildings to enhance the greenery and amenity within Site B. Draping plants/climbers will also be provided to soften the hard edges of main PTI structures, as well as the vent shaft, PUS and other railway-related facilities.

During times of emergency, a portion of the Landscaped Deck will be used as an evacuation area for persons exiting the WKT or the Public Transport Interchange station. The design needs to be primarily hard surface paving, which is easy to maintain to accommodate significant pedestrian flows, but with added visual interest. Greenery will be added to soften the area and provide visual relief from the hard paving.

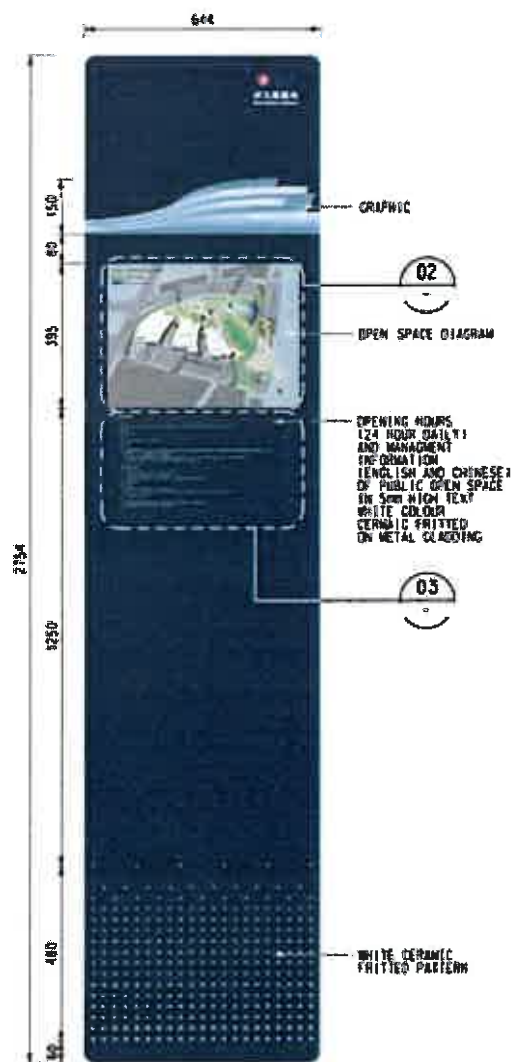


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|---|--|----|-------------------------|----|---------------------------------------|-----|----------------------------|
| 1 | ENTRY PLAZA WITH FEATURE PAVING | 6 | STONE FEATURE (SEATING) | 11 | POTENTIAL ELDERLY EXERCISE FACILITIES | 16 | SERVICE ENTRANCE |
| 2 | MORNING EXERCISE GARDEN | 7 | VIEWING PLATFORM | 12 | TAI CHI PLAZA | | |
| 3 | BENCH | 8 | LAWN AREA | 13 | XRL VENT SHAFT ROOF GREENING | --- | BOUNDARY OF DECK EXTENSION |
| 4 | SHELTER | 9 | SEATWALL | 14 | CHILDREN PLAY AREA | --- | APPLICATION BOUNDARY |
| 5 |  GATE & FENCE - PLACE OF ULTIMATE SAFETY (EMERGENCY ASSEMBLY) | 10 | SEATING AREA | 15 | FITNESS EQUIPMENT | | |

DRAWN		EXPRESS RAIL LINK  
DESIGNED		
CHECKED		
APPROVED		
DATE		
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TITLE		Composite Landscape Master Plan	
SCALE	DRAWING NO.	Figure 4	REV. D

Appendix II - Landscape Deck



PUBLIC OPEN SPACE OPENING HOURS: 24 HOURS DAILY
MANAGEMENT AUTHORITY: WEST KOWLOON TERMINUS OPERATOR
CONTACT NUMBER: XXXX XXXX

公眾休憩空間開放時間: 每日二十四小時
管理單位: 西九龍鐵路總站管理公司
聯絡電話: XXXX XXXX

NOTE: Indicative Only - exact treatment is subjected to detail design

DRAWN: KP LO				MTR				EXPRESS RAIL LINK				Indicative Signage Location & Design			
DESIGNED: MALCOLM SAGE				F. MCGLOTHLIN				AECOM Aedas				SCALE			
CHECKED: F. MCGLOTHLIN				KELVIN KO				AEDAS				DRAWING NO.			
APPROVED: KELVIN KO				01 APR 2011				C801_SK_A2987B.dgn				Figure19			
DATE: 01 APR 2011				BY DATE				REV				REV			
B SKETCH DRAWING ISSUE				FM 01 APR 11				BY DATE				REV			