



**REPROVISION OF BRIDGES D1 AND T  
IN WEST KOWLOON  
(No. EP-414/2011)**

**LANDSCAPE PLAN  
(Update)**

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## 1. INTRODUCTION

- 1.1 The Project involves provision of temporary replacement bridges and associated at-grade approach road section, and the demolition of two former reinforced concrete Bridges D1 and T in West Kowloon, to enable the construction of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL).
- 1.2 The Project site is located in West Kowloon with its location and the boundary of works shown in the Site Layout Plan in **Appendix I**. The temporary replacement Bridges D1 and T are approximately 120m and 145m in length, situating at the location between the former Bridges D1 and T. Construction of at-grade approach road section only involves shallow excavation of 0.5m to 1m by backhoe. Upon completion of temporary replacement bridges and approach road section, the former Bridges D1 and T would be demolished, and transportation network will be maintained through the operation of the temporary replacement bridges until the permanent bridges which are to be constructed under the Central Kowloon Route project (CKR) are available.
- 1.3 The Project is a direct application for an Environmental Permit and the Environmental Permit (EP No. 414/2011) was granted on 1 March 2011.
- 1.4 In accordance with Condition 2.2 of the EP, the permit holder is required to submit a Landscape Plan, including the existing tree protection proposal and the soft landscape treatment plan to be implemented and it shall be submitted two weeks prior to the commencement of works.
- 1.5 The previous submission of the Landscape Plan was approved on 21 March 2011. This Landscape Plan is to update the soft landscape treatment due to the change of site conditions.

## 2 JUSTIFICATIONS FOR THE UPDATE

- 2.1 One of the landscape treatments proposed in the original soft landscape treatment plan was to provide soft landscape (such as planting *Caryota mitis*) in the area around the 4 piers of the bridges, so that the temporary bridges would be compatible with the surrounding landuse. A drawing in **Appendix II** shows the original proposed landscape works at the piers.
  - 2.2 Upon the commencement of the operation of XRL, the construction site was directly handed over to the construction team of CKR Project in November 2018. Since it is not practical nor suitable to provide planting in the construction site as a landscape treatment, it is proposed not to place the planters at the 4 piers. The current site conditions are shown
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in the photo in **Appendix III**. After the CKR complete the permanent bridges to replace the temporary Bridges D1 and T, CKR project will implement their own landscape treatment. Therefore, it is proposed to delete the planters at the 4 piers as the landscape treatment for the Bridges D1 and T.

### **3 TREE PROTECTION PROPOSAL**

- 3.1 All existing trees encountered in the Project are assessed in the XRL EIA and no additional trees are affected by this Project. Any transplantation, felling and retaining of trees are undertaken by XRL project in accordance with its approved Tree Removal Application (TRA) and compensatory planting proposals under the XRL project.
- 3.2 The tree protection strategy for this Project follows the TRA and Tree Planting and Landscape Plan (TLP) for Yau Tsim Mong District which was approved by Planning Department and Environmental Protection Department in 2010 for XRL project.

#### ***Tree Protection Strategy***

- 3.3 As identified in the abovementioned XRL submissions, which highlight the number of trees to be retained within XRL works areas and sufficient protection works to be undertaken during the construction of XRL to ensure that no damage of trees occurs. Tree protection measures of XRL include the provision of sturdy protective fencing located along the edge of the tree protection zone; prohibition of construction traffic within the tree protection zone; and prohibition of cleaning of concrete mixers or washing of equipment underneath the tree protection zone. The contractor of this Project would fulfil these requirements on tree protection works where applicable and the overall tree protection works are stated in **Appendix IV**.

#### ***Tree Pruning Strategy***

- 3.4 No tree is pruned under this Project. However, during the course of XRL construction works, some trees which are recommended to retain in XRL works boundary may need root or branch pruning to enable nearby construction work including this Project. The pruning works are undertaken by XRL contractor.

#### ***Tree Transplanting Strategy***

- 3.5 No tree is transplanted under this Project.
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#### **4 SOFT LANDSCAPE TREATMENT PLAN**

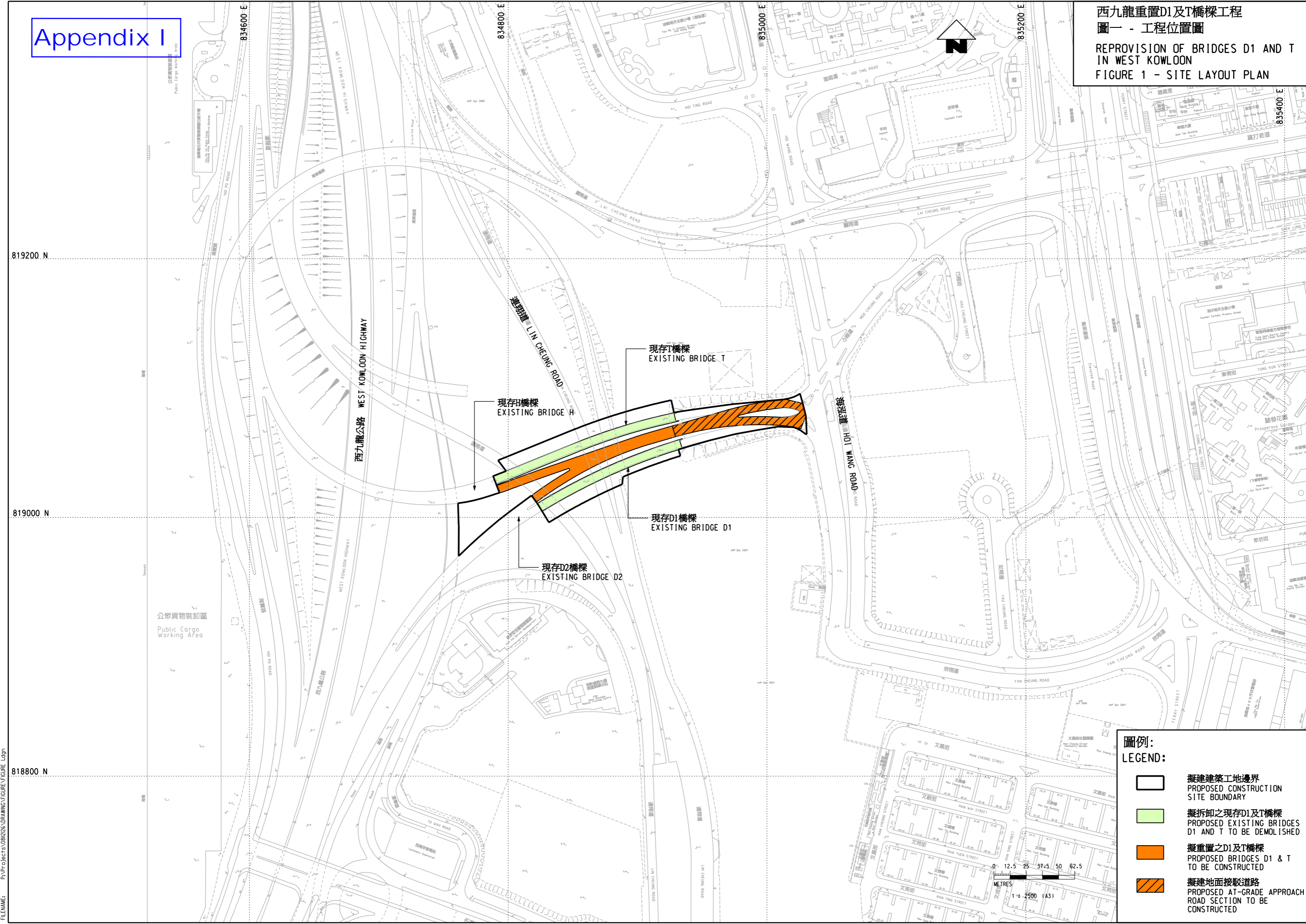
- 4.1 The former reinforced concrete Bridges D1 and T are replaced by the temporary steel bridges. All steelworks of these temporary bridges are painted with light grey color to match with the adjoining existing concrete structures. Except for building texture, there are no major changes on other visual aspects, such as the location, scale and profile of the temporary replacement bridges structures from the former ones.

#### **5 CONCLUSION**

- 5.1 As addressed in the Project Profile, with the implementation of the recommended tree protection measures and the visual treatment at the piers, the temporary replacement bridges are compatible with the surrounding landuse and the potential impacts from the Project is minimal.





# Appendices

<b>Appendix I</b>	<b>Site Layout Plan</b>
<b>Appendix II</b>	<b>Original Proposed Landscape Works</b>
<b>Appendix III</b>	<b>Photo of Current Site Condition</b>
<b>Appendix IV</b>	<b>Preservation and Protection of Existing Trees</b>



PLOT DRW: R:\us\msb\NTR\PI\DRIVER\WINDOWS\3 COL\046.dwg  
MODELNAME: 2014-2  
FILENAME: P:\projects\081626\DRAWING\FIGURE\FIGURE 1.dgn

**圖例:**  
**LEGEND:**

-  擬建建築工地邊界  
PROPOSED CONSTRUCTION SITE BOUNDARY
-  擬拆卸之現存D1及T橋樑  
PROPOSED EXISTING BRIDGES D1 AND T TO BE DEMOLISHED
-  擬重置之D1及T橋樑  
PROPOSED BRIDGES D1 & T TO BE CONSTRUCTED
-  擬建地面接駁道路  
PROPOSED AT-GRADE APPROACH ROAD SECTION TO BE CONSTRUCTED

PLANTING SPECIES PROPOSED FOR GREENING



*Caryota mitis* 短穗魚尾葵  
Height(2000-4000mm) X Spread(1500mm)

TYPICAL PLAN FOR THE PROPOSED LANDSCAPE WORK AROUND STEEL PIERS

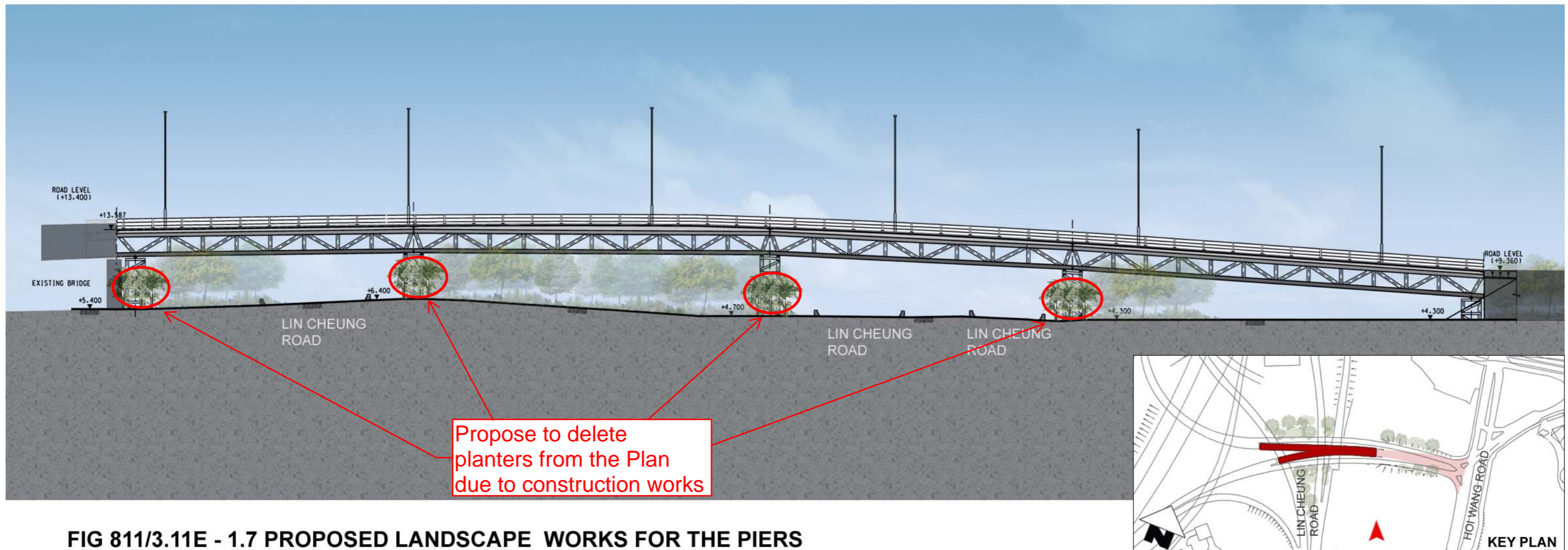
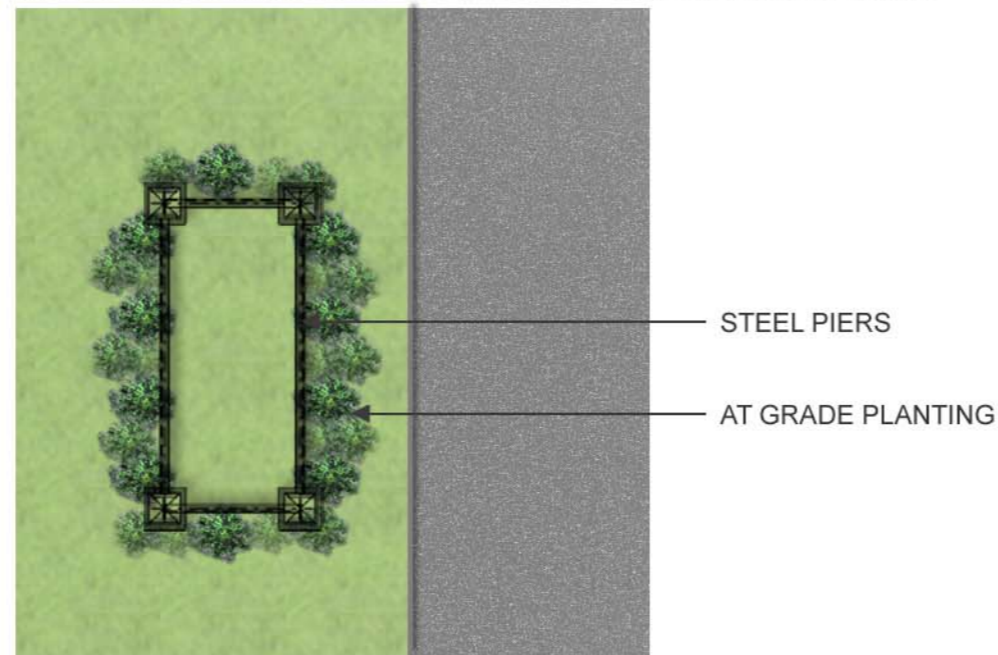


FIG 811/3.11E - 1.7 PROPOSED LANDSCAPE WORKS FOR THE PIERS



Appendix III



## PRESERVATION AND PROTECTION OF EXISTING TREES

### General Precautionary Measures to Preserved Trees

(1) The Contractor shall exercise the greatest care to avoid any damage to the preserved trees and shall comply with the following in respect of all the preserved trees during the Construction Period:

(a) Take all necessary precautions to ensure that:

- (i) No nails or other fixings shall be driven into the trees, including the exposed tree roots,
- (ii) No fencing, services, or signs other than the identification labels or markings shall be attached to any part of the trees,
- (iii) No trees shall be used as anchorages for ropes or chains used in guying or pulling or for equipment used for removing stumps, roots or other trees, or for any other purposes,
- (iv) No soil, materials, equipment or machinery shall be stockpiled or stored within the tree protection zones,
- (v) No site offices, workshops, canteens, containers or similar structures shall be installed within the tree protection zones,
- (vi) Petrol, oil, bitumen, creosote, cement and other materials likely to be injurious to the trees shall be kept away from the tree protection zones, and any accidental spills of these materials shall be cleaned up immediately,
- (vii) Excessive water shall be drained away from the tree protection zones to prevent damage to tree roots by asphyxiation,
- (viii) The surface on slopes shall be shaped so that water will not drain to the tree trunks but bypass them,
- (ix) No passage or parking of vehicles and no operation of equipment or machinery shall take place within the tree protection zones unless otherwise agreed by the Engineer,
- (x) No stripping of surface vegetation or top layer of soil, and no paving or earth filling shall be carried out within the tree protection zones unless otherwise agreed by the Engineer,
- (xi) No fires shall be lit within the tree protection zones or in a position where the flames will likely extend to within 5m of foliage, branches or trunks of the trees, bearing in mind the size of the fire and the wind direction,
- (xii) No concrete mixing, gas tank filling, paintbrush and tool cleaning, or equipment maintenance shall be carried out within the tree protection zones,
- (xiii) Any necessary scarification or cultivation within the tree protection zones shall be carried out carefully by hand so as not to cause damage to the trees, in particular the bark and the roots,
- (xiv) Any equipment, in particular delivery vehicles, overhead cranes, mechanical excavations, drilling rigs and piling rigs, shall be carefully operated so as not to cause striking of the trunks, branches, foliage or root collars of the trees,
- (xv) The trees to be felled, which are adjacent to, or which lie within a continuous canopy of the preserved trees, shall be carefully removed, and if necessary in sections but not using bulldozers in any circumstances, so as not to cause damage to the preserved trees such as scraping bark off trunks or breaking branches of trees,
- (xvi) Where it is necessary to use herbicides to kill any vegetation, herbicides that can leach through the soil, such as the products containing sodium chlorate, and any other herbicides that are injurious to the trees shall not be used,
- (xvii) Allowance shall be made for the slope of the ground so that damaging materials such as concrete washings, mortar or diesel oil cannot run towards the trees,
- (xviii) Alkaline clay or limestone shall not be used for filling or paving, concrete shall be mixed on a thick plastic tarpaulin, and mixing trucks shall not be rinsed out on the Site, so as not to cause changes, in particular increases, in the soil pH, and
- (xix) All building debris and chemical wastes shall be hauled away for proper disposal, and in any circumstances shall not be burned or buried on the Site or be disposed of by pouring them on the soil within the Site,

(b) Where the passage or parking of vehicles or the operation of equipment or machinery within the tree protection zone, carry out the following measures to reduce soil compaction:

(i) Minimize the traffic of the vehicles, equipment or machinery, and

(ii) Confine the passage or parking of vehicles or operation of equipment or machinery to the areas laid with temporary protective mulching and with double, overlapping, thick metal sheet coverings, or other materials of equivalent strength as agreed by the Engineer placed on top,

(c) Where it is necessary to clear the existing undergrowth within the tree protection zones to allow access and visibility for, and operation of any construction work,

(i) Shrubs shall be pruned and grass or other herbaceous plants shall be cut to a height of not less than 50 mm above the ground level but not pulled out by equipment in any circumstances

(d) Protect the preserved trees, where necessary, from increased exposure to sun and wind due to removal of adjacent trees,

(e) Align all routes of the overhead services within the Site and all access routes to the Site or within the Site away from the preserved trees as far as possible,