

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary Information on

46TR – East Rail Extension – essential public infrastructure works for the Sheung Shui to Lok Ma Chau Spur Line

INTRODUCTION

In considering PWSC(2002-03)79 on 46TR “East Rail Extension – essential public infrastructure works for the Sheung Shui to Lok Ma Chau Spur Line” (the Spur Line) on 29 January 2003, Members discussed the feasibility of providing a public transport interchange of a larger scale than the one of 3 500 square metres (m²) under the current plan. The Administration undertook to provide information in the form of a map showing the land use and the zoning of government land and private land in the area concerned.

THE ADMINISTRATION’S RESPONSE

2. Having regard to the site constraints and the land use in the area, we have identified an adjoining area of 3 500 m² on the east side of the LMC Terminus building as the most suitable location for the provision of public transport interchange (PTI). The area, which is reserved for future expansion of the Terminus building, will be well-served by the internal roads of the LMC Terminus and easily accessible to the Arrival and Departure Halls. Other areas within the boundary of the LMC Terminus are either reserved for various supporting facilities of the Terminus or for the provision of space for the internal access road. A plan showing the proposed facilities at ground level of the LMC Terminus is at Enclosure 1.

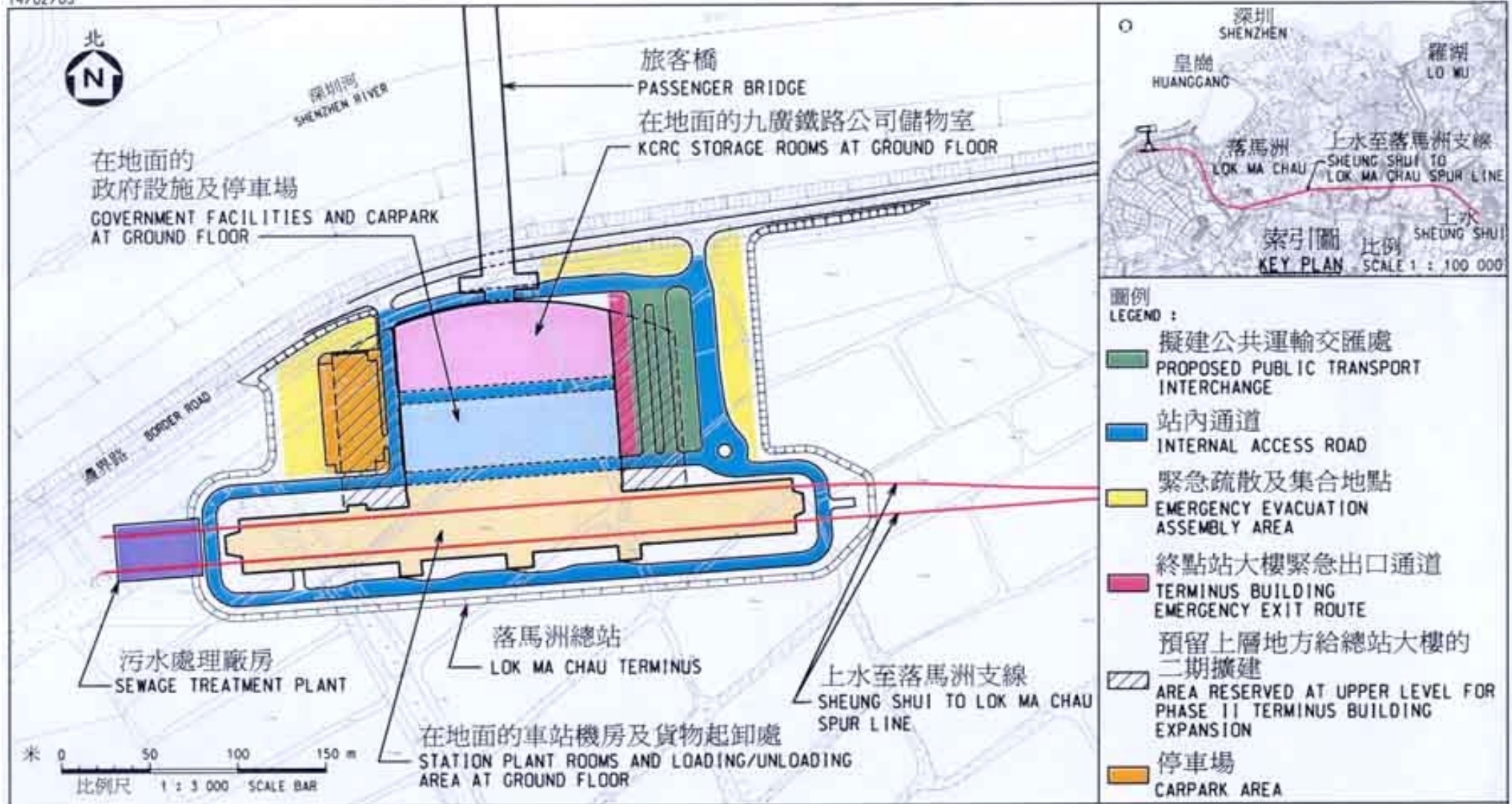
3. The area where the LMC Terminus will be situated was originally government land. It has been allocated to the Kowloon-Canton Railway Corporation (KCRC) under a short term tenancy for construction of the Spur Line. Upon completion of the project, it is planned that the whole LMC Terminus site would be vested to KCRC for operation of the Spur Line.

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4. The LMC Terminus footprint is bounded by the Border Road and the Shenzhen River on the north side and surrounded by fishponds on the other sides. Both the LMC Terminus footprint and its surrounding areas are government land. Private land is located further away, at about 300 metres south of the LMC Terminus. According to the San Tin Outline Zoning Plan, the government land surrounding the LMC Terminus is zoned for development as "Conservation Area" and the private land further south is zoned for "Comprehensive Development and Wetland Enhancement Area". A plan showing the land status and outline zoning of the surrounding areas of the LMC Terminus is at Enclosure 2.

5. A large area of the adjacent fishponds has been designated for use as ecological enhancement areas to compensate the impact on the Conservation Area due to the construction of the Terminus and the railway viaduct. The ecological enhancement areas would comprise a managed fishpond ecological mitigation area, a marsh ecological mitigation area and a reed bed effluent polishing area. The above planned land usage is shown at Enclosure 3. Enclosure 3 also shows some fishponds on the west side which are required as ecological mitigation area for the Shenzhen River Regulation Project.

6. Provision of a larger scale PTI in the Terminus would require enlargement of the LMC Terminus footprint with additional filling of wetland resulting in greater ecological impacts. We have taken into consideration the physical constraints in identifying the location for the planned PTI.



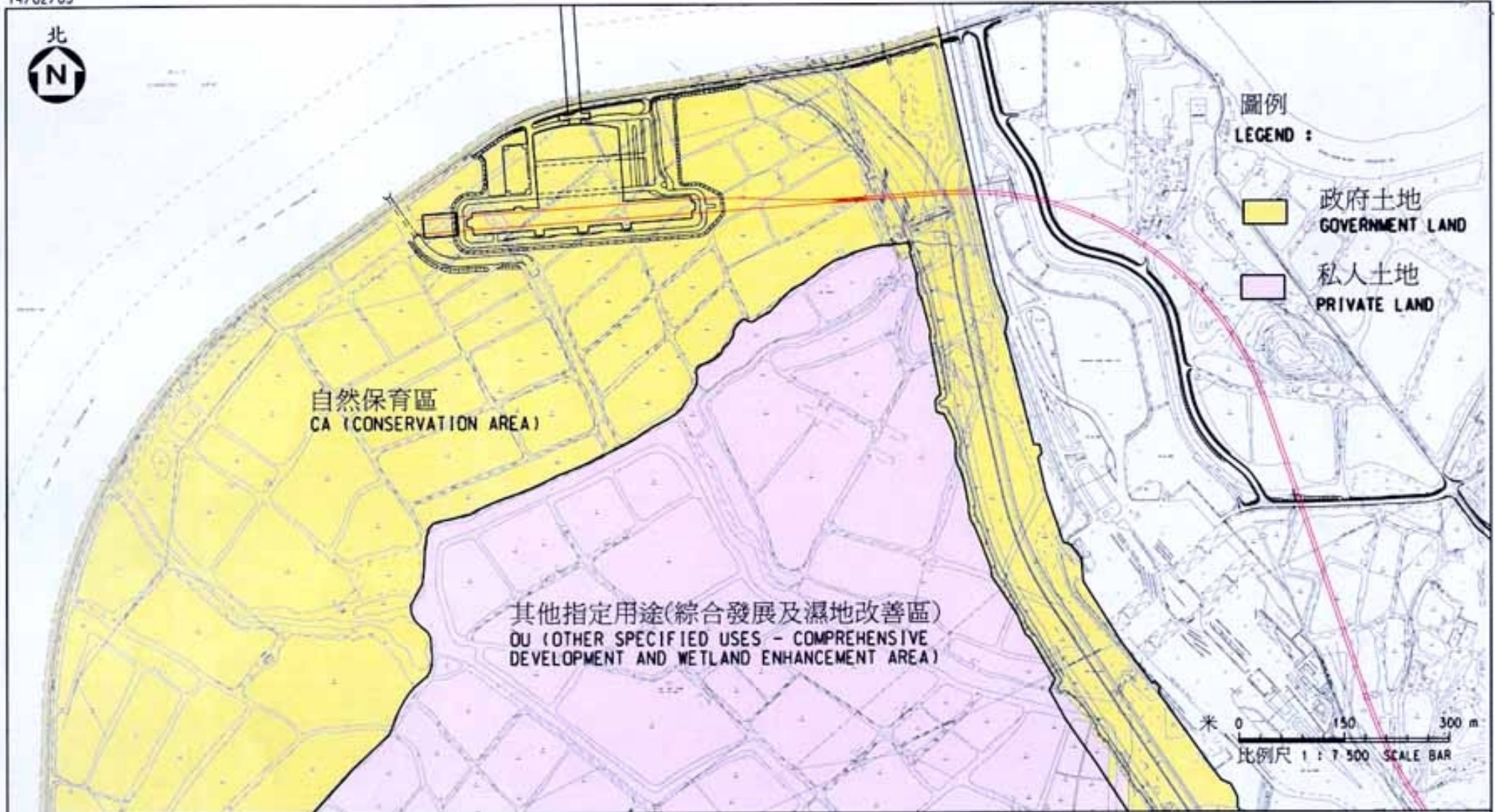
工務計劃項目第46TR號 東鐵支線 -
上水至落馬洲支線的主要基建工程

PWP ITEM NO. 46TR EAST RAIL EXTENSION -
ESSENTIAL PUBLIC INFRASTRUCTURE WORKS FOR
THE SHEUNG SHUI TO LOK MA CHAU SPUR LINE

擬建落馬洲總站地面設施

PROPOSED FACILITIES AT GROUND LEVEL OF LOK MA CHAU TERMINUS

14/02/03

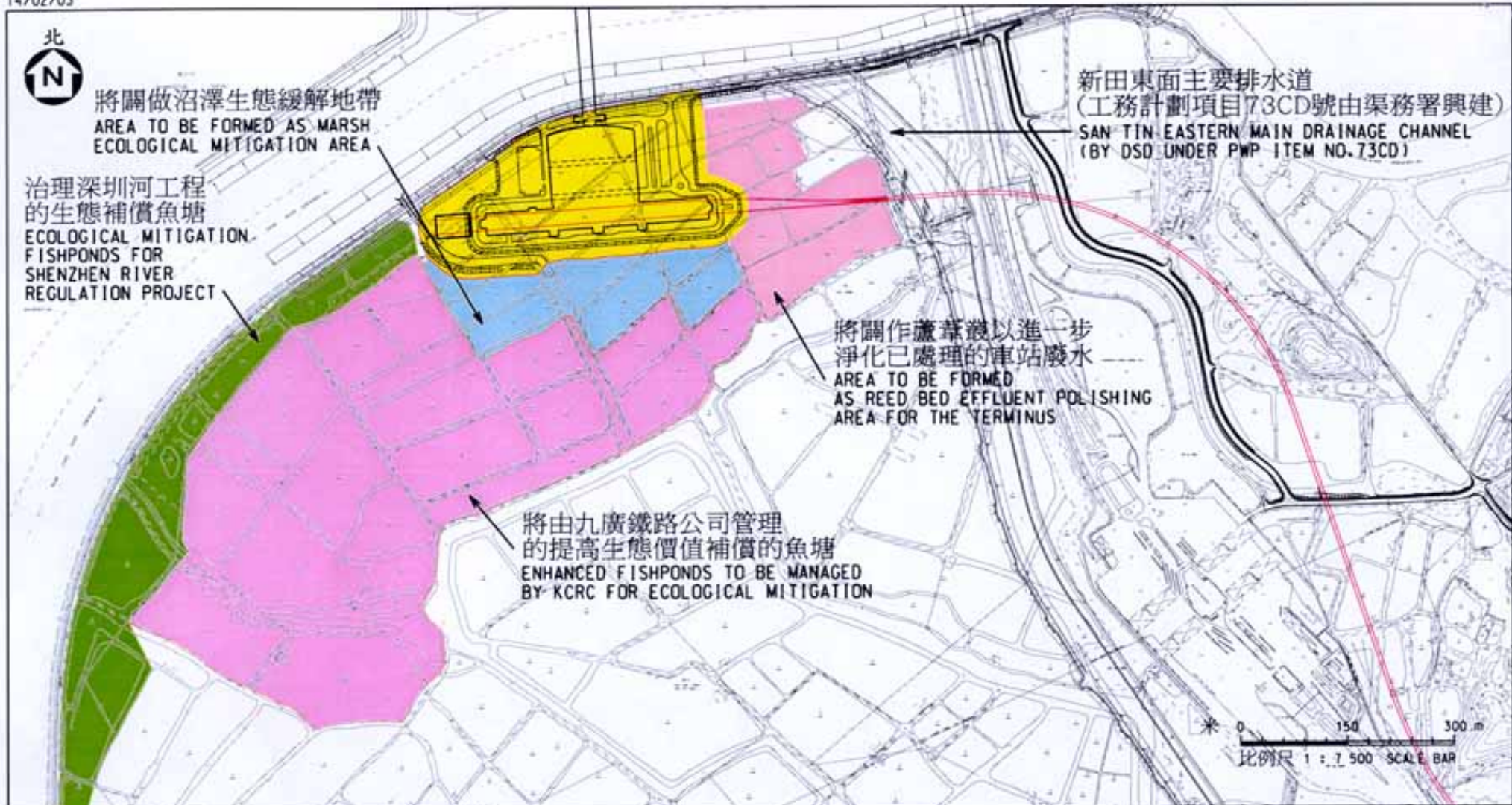


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落馬洲總站附近的土地類別及規劃
LAND STATUS AND OUTLINE ZONING OF THE AREAS
SURROUNDING LOK MA CHAU TERMINUS

14/02/03



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落馬洲總站附近的土地用途

LAND USAGE OF THE AREAS SURROUNDING LOK MA CHAU TERMINUS