



Design Development of Deep Bay Link (DBL)

- Option 1**
 - PPFS layout.
- Option 2**
 - I&PD layout.
 - Reduce size of Lam Tei Interchange, significant reduction in land resumption.
 - Revise HSK interchange layout to TPDM standard.
- Option 3**
 - Revise Boundary Control Facility layout
 - Modify internal road to facilitate left/right hand drive more effectively.
 - Add DBL/Shenzhen Western Corridor (SWC) toll plaza.
 - Modification of Lam Tei interchange.
 - Add Toll Plaza for Lam Tei Tunnel
- Option 4**
 - Co-location scheme, ie move BCF to Shekou.
 - Add HSK Tunnel.
 - Split HSK Interchange into two
- Option 5**
 - Delete tunnel.
 - Shifting into HSK area to avoid clan grave.
 - Add Ha Tsuen Interchange.

The major reasons of the changes in alignment are :

- Minimise land resumption.
- Avoid lots where there will be problems on resumption.
- Avoid graves where there will be confrontation on clearance.
- Reduce environmental impact.
- Tie-in better with the activities with adjacent developments.
- Provide a more cost effective layout.
- Changes in the adjacent projects.
- Changes as required by the client and policy decision.
- Changes resulting from change or relaxation of design standard.