

## Road works of Liantang/Heung Yuen Wai Boundary Control Point and associated works gazetted

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The Government published a notice in the Gazette today (November 12) on the road works of the Liantang/Heung Yuen Wai Boundary Control Point (Control Point) and associated works. The scheme will provide carriageways connecting the proposed Control Point in the border area of North-eastern New Territories with Fanling Highway.

The proposed works include:

- (i) Construction of an approximate 4.8 km dual two-lane road tunnel between Princess Hill and Lung Shan (the Lung Shan Tunnel) with associated cross passages;
- (ii) Construction of an approximate 0.9 km dual two-lane road tunnel at Cheung Shan (the Cheung Shan Tunnel) with associated cross passages;
- (iii) Construction of an administration building and outdoor compound, four ventilation buildings at tunnel portals and a ventilation building at Lau Shui Heung, with associated maintenance accesses to facilitate ventilation and tunnel control operation of the Lung Shan Tunnel and Cheung Shan Tunnel;
- (iv) Construction of an approximate 200 m ventilation adit from the mid-section of the Lung Shan Tunnel to the ventilation building at Lau Shui Heung to facilitate ventilation and tunnel control operation of the Lung Shan Tunnel;
- (v) Construction of an approximate 0.4 km dual two-lane carriageway (including approximately 0.2 km elevated carriageway and approximately 0.2 km at-grade carriageway) at the south portal of the Lung Shan Tunnel with associated slip roads connecting with Fanling Highway near Kiu Tau;
- (vi) Construction of an approximate 0.9 km dual two-lane carriageway (including approximately 0.5 km elevated carriageway and approximately 0.4 km at-grade carriageway) between the south portal of the Cheung Shan Tunnel and the north portal of the Lung Shan Tunnel;
- (vii) Construction of an approximate 3.2 km dual two-lane carriageway (including approximately 2.7 km elevated carriageway and approximately 0.5 km at-grade

carriageway) between the proposed Control Point and the north portal of the Cheung Shan Tunnel;

(viii) Construction of elevated and at-grade carriageways, road tunnel, footpaths, footbridges and public transport interchange within the proposed Control Point;

(ix) Construction of elevated carriageways and pedestrian access connecting the proposed Control Point with the new Boundary Control Point on Shenzhen side;

(x) Construction of a roundabout with associated slip roads and at-grade carriageways connecting to Lin Ma Hang Road;

(xi) Construction of slip roads between Lin Ma Hang Road and the proposed Control Point;

(xii) Widening of an approximate 1.2 km Lin Ma Hang Road from its junction with Ping Che Road to the south of the proposed Control Point;

(xiii) Modification and realignment of an approximate 0.6 km Lin Ma Hang Road across the proposed Control Point;

(xiv) Widening of an approximate 0.3 km existing carriageway linking Lin Ma Hang Road to Chuk Yuen Village Resite Area;

(xv) Construction of a roundabout with associated slip roads at Shan Tong connecting to Sha Tau Kok Road and Wo Keng Shan Road;

(xvi) Construction of a roundabout with associated slip roads and access road at Ping Yeung connecting to Ping Yeung Village;

(xvii) Modification and realignment of an approximate 0.6 km Tai Wo Service Road West and its adjacent footpaths;

(xviii) Modification and realignment of an approximate 0.5 km Tai Wo Service Road East, and its adjacent footpaths and cycle track;

(xix) Modification and realignment of an approximate 0.4 km Sha Tau Kok Road;

(xx) Modification and realignment of an approximate 0.3 km Wo Keng Shan Road;

(xxi) Permanent closure/ temporary closure and reconstruction/ demolition/ modification/ realignment of sections of the existing carriageways (including central reserves/refuge islands), footpaths and footbridges; and

(xxii) Ancillary works including site formation, geotechnical, slope, drainage, water supplies, utilities, landscaping, and electrical and mechanical works; construction of retaining walls, noise barriers, boundary security facilities, planting areas (including amenity areas), central reserves/refuge islands, maintenance accesses, and facilities for tunnel operation and the proposed Control Point operation; and relocation of an existing police bay and the Wo Keng Shan Road Garden and Public Toilet.

The work will start in 2013 and is expected to complete in 2018.

The Plans and scheme of the works are available for public inspection at the following government offices during office hours:

(i) Central and Western District Office,

Public Enquiry Service Centre,

Unit 5, Ground Floor, The Center,

99 Queen's Road Central,

Hong Kong

(ii) Tai Po District Office,

Public Enquiry Service Center,

Ground Floor, Tai Po Government Offices Building,

1 Ting Kok Road, Tai Po,

New Territories

(iii) North District Office,

Public Enquiry Service Centre,

Ground Floor, North District Government Offices,

3 Pik Fung Road, Fanling,

New Territories

(iv) District Lands Office, Tai Po,

1st Floor, Tai Po Government Offices Building,

1 Ting Kok Road, Tai Po,  
New Territories

(v) District Lands Office, North,  
6th Floor, North District Government Offices,  
3 Pik Fung Road, Fanling,  
New Territories

Any person who wishes to object to the works or the use, or both, should write to the Secretary for Transport and Housing, 16th Floor, Murray Building, Garden Road, Hong Kong, on or before January 11, 2011.

Ends/Friday, November 12, 2010

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