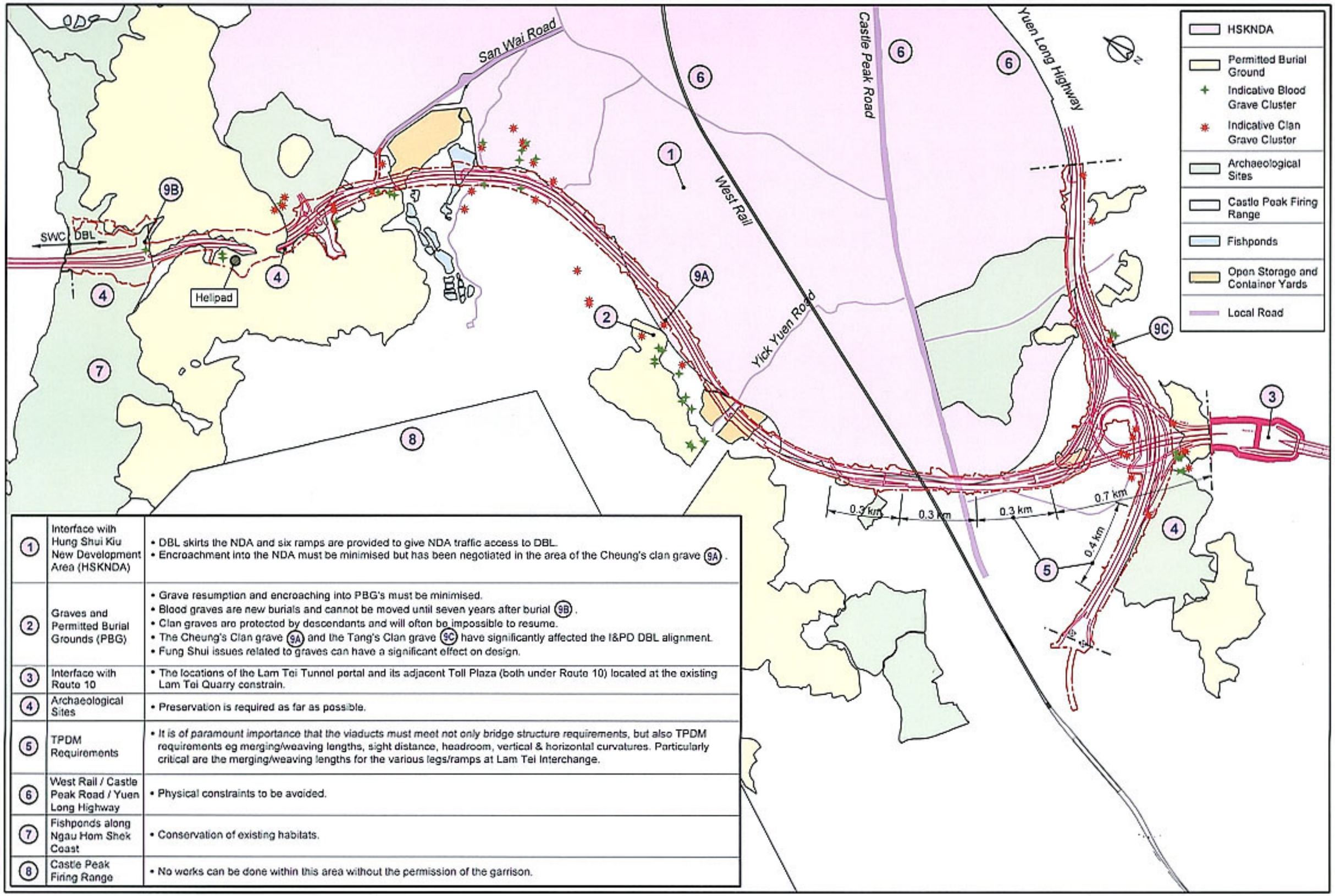

1	Interface with Hung Shui Kiu New Development Area (HSKNDA)	• DBL skirts the NDA and six ramps are provided to give NDA traffic access to DBL. • Encroachment into the NDA must be minimised but has been negotiated in the area of the Cheung's clan grave 9A.
2	Graves and Permitted Burial Grounds (PBG)	• Grave resumption and encroaching into PBG's must be minimised. • Blood graves are new burials and cannot be moved until seven years after burial 9B. • Clan graves are protected by descendants and will often be impossible to resume. • The Cheung's Clan grave 9A and the Tang's Clan grave 9C have significantly affected the I&PD DBL alignment. • Fung Shui issues related to graves can have a significant effect on design.
3	Interface with Route 10	• The locations of the Lam Tei Tunnel portal and its adjacent Toll Plaza (both under Route 10) located at the existing Lam Tei Quarry constrain.
4	Archaeological Sites	• Preservation is required as far as possible.
5	TPDM Requirements	• It is of paramount importance that the viaducts must meet not only bridge structure requirements, but also TPDM requirements eg merging/weaving lengths, sight distance, headroom, vertical & horizontal curvatures. Particularly critical are the merging/weaving lengths for the various legs/ramps at Lam Tei Interchange.
6	West Rail / Castle Peak Road / Yuen Long Highway	• Physical constraints to be avoided.
7	Fishponds along Ngau Hom Shek Coast	• Conservation of existing habitats.
8	Castle Peak Firing Range	• No works can be done within this area without the permission of the garrison.

Constraints Identified and Considered in Choosing Deep Bay Link Alignment

Figure 1.5

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