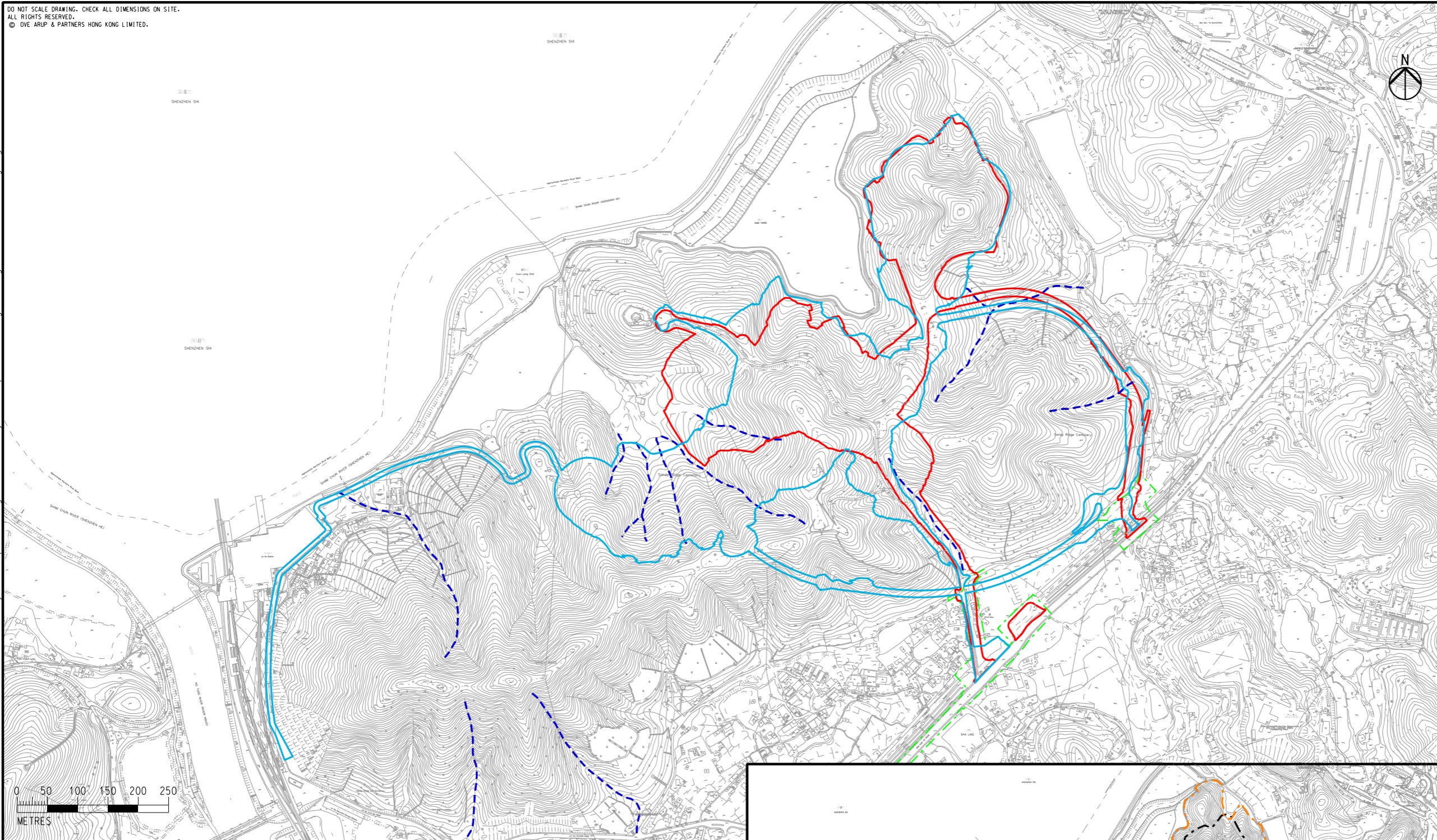


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Printed by : 3/10/2016  
Filename : G:\env\project\231448\13 Drawing Deliverables\Reports\015 EIA\20160229 Revised Final EIA\_v1\Ch 2 Layout comparison Figure 2.2a - Layout Comparison - Original Design and Current Design.dgn



**Legend**

- Utilities Construction
- Project Boundary in ESB-271/2014 Option A
- Project Boundary of the Current Design Option B
- Layout in ESB-271/2014 Option A
- Layout of the Current Design Option B
- Seasonal Watercourse

G	SEVENTH ISSUE	GL	03/16
F	SIXTH ISSUE	GL	01/16
E	FIFTH ISSUE	GL	12/15
D	FOURTH ISSUE	GL	10/15
Rev	Description	By	Date

Consultant  
**ARUP**

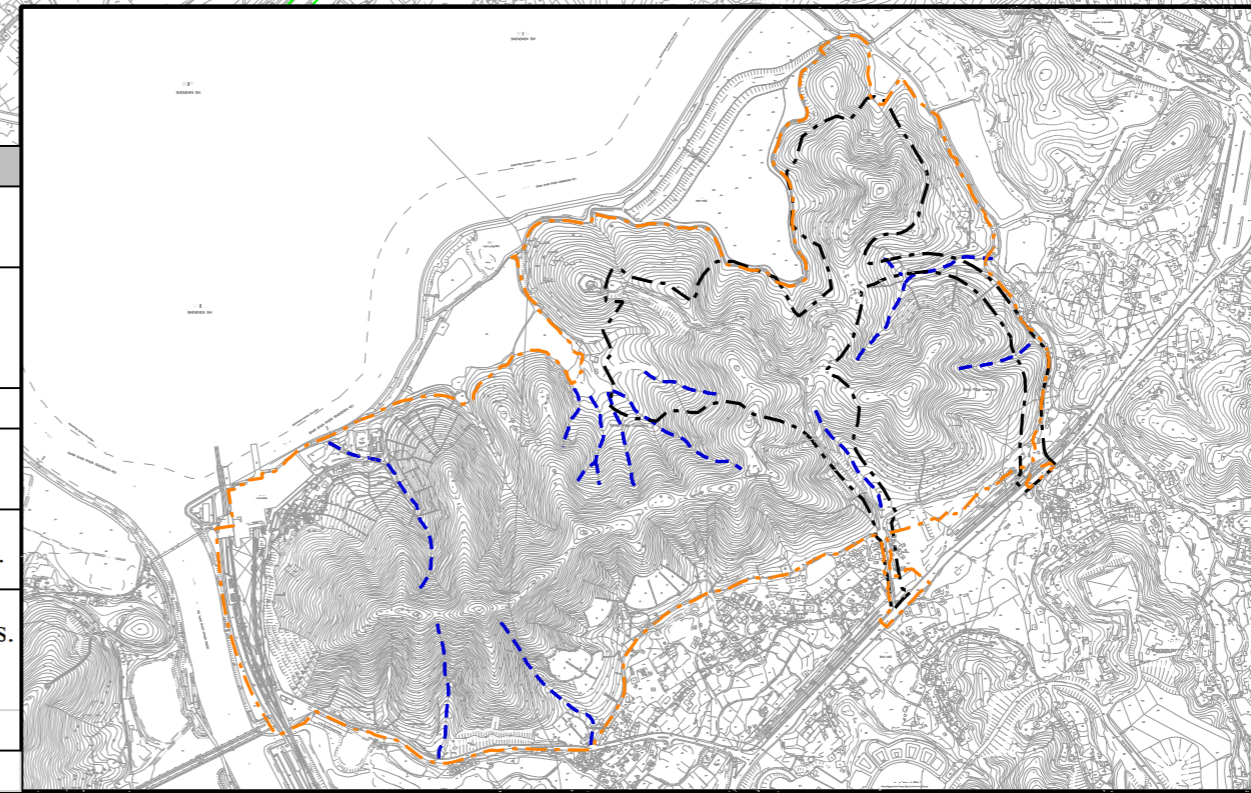
Contract No. and Title:  
Agreement No. CE 1/2013(CE)  
Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery - Design and Construction

Drawing title  
Layout Comparison - Original Design and Current Design

Drawing no. <b>Figure 2.2a</b>		Rev. <b>G</b>	
Drawn GL	Date 03/16	Checked EL	Approved ST
Scale AS SHOWN		Status PRELIMINARY	

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Civil Engineering and Development Department



	Design changes
Optimization of Platform Configuration	<ul style="list-style-type: none"> <li>Shift platform to avoid direct impacts on wet woodland and seasonal watercourses directly feeding the wet woodland. (Figure 2.2b)</li> <li>Increase the separation distance between the western toe of the slope and the wet woodland by installing a retaining wall and a hammer head arrangement for the emergency access. (Figure 2.2b)</li> </ul>
Optimization of Road Network and Pedestrian Link	<ul style="list-style-type: none"> <li>Redesign platform to avoid direct impacts on clan graves. (Figure 2.3)</li> <li>Upgrade the existing Sha Ling Road. The road tunnel and five of the viaducts in Option A would not be required.</li> <li>Original pedestrian link near MTR Lo Wu Station would not be required.</li> </ul>
Arrangement for Pick-up / Drop-off at MTR Station*	<ul style="list-style-type: none"> <li>Adopt multiple pick-up / drop-off locations at a number of MTR Stations. Major road improvement and excavation works would not be required.</li> <li>Choi Yuen Road widening would not be required.</li> </ul>

\*: Pick-up / Drop-off locations are off-site and not shown in this figure.