

CEDD Contract: CV/2017/02

Project Title:

**Development of Columbarium at Sandy Ridge
Cemetery – Infrastructural Works at Man Kam To Road
and Lin Ma Hang Road**

Environmental Permit No. EP-534/2017/A

Layout Plan for the proposed footpath at Lin Ma Hang Road

Document No: CV/2017/02/R0023r3


Revision: 3

Date: 1 March 2022


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Revision Summary

Revision	Description	Date
01	First Submission	13 Feb 2019
02	Amended according to EPD's comment	4 Feb 2021
03	Amended according to EPD's comment	1 Mar 2022

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1. INTRODUCTION

1.1 THE CONTRACT DESCRIPTION

1.1.1 Civil Engineering and Development Department (hereafter referred as “CEDD”) is the Project Proponent for the Project “Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery” (hereafter referred as “the Project”). The Project is a Designated Project to be implemented under Environmental Permit (EP) No. EP-534/2017/A. To facilitate the Project management, the Project works were separated into three different Contracts and they are listed below.

- CEDD Contract No. CV/2016/10 - Site Formation and Associated Infrastructural Works for Development of Columbarium at Sandy Ridge Cemetery (hereafter referred as “Contract 1”) - to be implemented under FEP-01/534/2017/A
- CEDD Contract No. CV/2017/02 - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road for Development of Columbarium at Sandy Ridge Cemetery (hereafter referred as “Contract 2”) - to be implemented under EP-534/2017/A; and
- Other CEDD’s Contract as related Development of Columbarium at Sandy Ridge Cemetery (hereafter referred as “Contract 3”) - to be implemented under EP-534/2017/A

1.1.2 **Sang Hing Civil Contractors Co., Ltd** (hereinafter called the “Sang Hing” / “Main Contractor”) was awarded the **CEDD Contract No. CV/2017/02 “Development of Columbarium at Sandy Ridge Cemetery - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road”** (hereinafter called “the Contract”) on 23 May 2018. The Contract Works is a Designated Project to be implemented under Environmental Permit (EP) No. EP-534/2017/A.

1.1.3 The layout plan of Contract 2 is shown in **Annex A**. Major works to be executed under the Contract shall include the following:

- (i) Construction of a new road connecting Columbarium site to Crematorium site;
- (ii) Construction of one EVA with a total length of about 300m;
- (iii) Widening of a section of 1.4 km long Lin Ma Hang Road (between Man Kam To Road and Ping Yuen River) from 6m wide carriageway to 7.3m with 2m width footpath on both sides;
- (iv) Provision of a pair of lay-by at Lin Ma Hang Road;
- (v) Construction of a new vehicular access connecting the Sheung Shui Landmark North PTI and Lung Sum Avenue;
- (vi) Construction of covered walkway along Fanling Station Road;
- (vii) Removal of planters and central divider along Fanling Station Road and San Wan Road;
- (viii) Associated drainage, sewerage, waterworks and utility works along Man Kam To Road and Lin Ma Hang Road;
- (ix) Associated geotechnical works including cut and fill slopes, soil nailing works and retaining structures; and
- (x) Associated landscaping works.

1.1.4 Based on the tentative schedule of CEDD Contract No. CV/2017/02 - Development of Columbarium at Sandy Ridge Cemetery – Infrastructural Works at Man Kam To Road and Lin Ma Hang Road, the Contract Works is planned to be commenced in late October 2018.

1.2 BACKGROUND

1.2.1 Currently, Lin Ma Hang Road is a sub-standard road with 6m carriageway for two-way traffic. In general, there is 1-1.5m wide footpath on eastbound of Lin Ma Hang Road, while there is 1-1.5m wide footpath on the westbound at a few locations. In brief, the extent of the newly proposed footpath along Lin Ma Hang Road has been reviewed with due considerations of safety of road users, the continuity of footpath, road users’ experience (without having a need to frequently cross the road or interfering the vehicular flow), as well as to reduce the extent of proposed footpath to minimize environmental impact as far as practicable.

1.2.2 In general, the existing footpath width are maintained and newly proposed footpath are provided

for pedestrian access to nearby villages/ existing settlement/ temporary structures/ proposed lay-bys along Lin Ma Hang Road. The extent of providing footpath on both sides of Lin Ma Hang Road has been minimized as far as possible and some newly proposed footpath on the westbound are substituted by crossing facilities so as to direct pedestrians to the other side of the road to enhance pedestrian safety and allow wheelchair passage.

- 1.2.3 According to condition (i) of the conditions approval under Section 8(3) of the EIA Ordinance of the Environmental Impact Assessment (EIA) Report, as far as practicable, the Project Proponent shall provide pedestrian footpath on only one side of Lin Ma Hang Road (the Road). Should the Project Proponent see the need to provide additional sections of footpath at the Road, he shall justify the need to the satisfaction of Transport Department (TD). Prior to commencement of construction, the Layout Plan for the proposed footpath at the Road shall be submitted to the Advisory Council on the Environment (ACE) for comment, before submitting to TD for approval.

1.3 SUBMISSION REQUIREMENT

- 1.3.1 Pursuant to Environmental Permit ***EP-534/2017/A Condition 2.12***, pedestrian footpath shall only be provided on one side of Lin Ma Hang Road (the Road). In the event that there is a need for additional sections of footpath at the Road, the Permit Holder shall report the need and consult the Advisory Council on the Environment (ACE) prior to submitting the Layout Plan of proposed pedestrian footpath of the Road to the Director for approval. No construction of the footpath(s) at the Road shall commence prior to approval of the Layout Plan.
- 1.3.2 This “**Layout Plan for the proposed footpath at Lin Ma Hang Road**” is submitted to fulfill ***EP-534/2017/A Condition 2.12***.

2. PROPOSED FOOTPATH AT LIN MA HANG ROAD

2.1 THE NEED FOR ADDITIONAL SECTIONS OF FOOTPATH AND THE AGREEMENT FROM ACE AND TD

- 2.1.1 In 2016, in compliance with one of the conditions of approval under Section 8(3) of the EIA Ordinance, the Project Proponent, i.e., CEDD has prepared a technical paper regarding the provision of footpath at Lin Ma Hang Road for ACE's comments.
- 2.1.2 As mentioned in the technical paper, due to the safety reason, it is necessary to carry out improvement works to widen the carriageway of Lin Ma Hang Road to at least 7.3m carriageway to meet the minimum standard under the Transport Planning and Design Manual (TPDM). There are local residents living at both sides of Lin Ma Hang Road. To enhance the connectivity and safety of residents, it is proposed to provide 2m footpath on both sides of Lin Ma Hang Road.
- 2.1.3 No further comments were received from ACE Members via e-mail on 10 July 2017. The corresponding communication of CEDD and ACE and technical paper for ACE's consultation in 2017 are shown in *Annex B*.
- 2.1.4 Furthermore, the design layout of Lin Ma Hang Road has been finalized and agreed by Transport Department (TD) in their letter ref. () in TDNR 171/200-280 of 26 November 2018. The design layout of Lin Ma Hang Road and Corresponding Letter from Transport Department are shown in *Annex C*.
- 2.1.5 As confirmed by the Permit Holder, there is no amendment to the extent of the proposed footpath in Lin Ma Hang Road compared to the one on which ACE had no further comment and agreed by TD. The written confirmation from Permit Holder is shown in *Annex D*. The relevant information from the technical paper are extracted and presented in sections below.

2.2 DESCRIPTION OF THE PROPOSED WIDENING WORKS.

- 2.2.1 The length of existing Lin Ma Hang Road (between Ping Yuen River and Man Kam To Road) is about 1.4km. Currently, it is a sub-standard road with 6m carriageway for two-way traffic. In general, there is 1-1.5m wide footpath on one side of Lin Ma Hang Road, while there is 1-1.5m wide footpath on both sides at a few locations. There are local residents living at both sides of Lin Ma Hang Road. To enhance the connectivity and safety of residents, it is proposed to provide 2m footpath on both sides of Lin Ma Hang Road.
- 2.2.2 Further to the discussion with ACE members on 20 May 2016 and 13 June 2016, it is agreed that the carriageway will be widened to 7.3m, while the provision of 2m footpath at both sides will be further reviewed to minimize the environmental impact.
- 2.2.3 The extent of the newly proposed footpath along Lin Ma Hang Road has been reviewed with due considerations of safety of road users, the continuity of footpath, road users' experience (without having a need to frequently cross the road or interfering the vehicular flow), as well as to reduce the extent of proposed footpath to minimize environmental impact as far as practicable. In general, the existing footpath width are maintained and newly proposed footpath are provided for pedestrian access to nearby villages/ existing settlement/ temporary structures/ proposed lay-bys along Lin Ma Hang Road.
- 2.2.4 The extent of providing footpath on both sides of Lin Ma Hang Road has been minimized as far as possible and some newly proposed footpath on the westbound are substituted by crossing facilities so as to direct pedestrians to the other side of the road to enhance pedestrian safety and allow wheelchair passage. However, provision of crossing facilities is subject to a number of factors such as sightline, minimum clearance from lay-by and junction, location of run-in, etc. and is not always practicable. In accordance with TPDM Volume 2 Chapter 3.6 and Volume 9 Chapters 2.4 and 2.5, run-ins should be sited as far as possible away from pedestrian crossings whereas the minimum separation distance between lay-by and pedestrian crossing is 30m. In addition, provision of crossing facilities also requires local road widening in order to cater for the central refuge.

- 2.2.5 As requested by the ACE members as mentioned above, the layout of Lin Ma Hang Road widening is proposed to be revised as per the Sketch Nos. 231448/SK/213 to 230 in *Annex E*. A majority of the areas along two sides of Lin Ma Hang Road have already been disturbed by existing human activities and thus provision of footpath has minimal environmental impact on the surroundings. Under the revised road layout, about 70 nos. of trees are further avoided, compared with the 160 nos. of affected trees under the road layout with 2m footpath at both sides (see Sketch Nos. 231448/SK/213 to 230 in *Annex E* for details). In particular, certain sections of footpath as shown in Sketch Nos. 231448/SK/216, 226, 228, and 229 have been further reduced/deleted so as to avoid substantial slope works and thus minimise the impact on existing trees and woodland at the slope toes.
- 2.2.6 The existing and proposed width of footpath at the existing and proposed Lin Ma Hang Road is summarized in the *Table 1-1* and *Table 1-2* below

Table 1-1 – Proposed Footpath Width at East Bound of Lin Ma Hang Road

Sketch No. in Annex E	Drawing No. in Annex C	Section	Width of Footpath at Eastbound		Description of footpath and Provision of Facility
			Existing	Proposed changes	
231448/SK/213, 214 and 215	CV/2017/02/SK/0035 & 0036	EB-A1, EB-A2, EB-A3, EB-B1	~1.5m	Upgrade to 2m footpath	Upgrade to 2m footpath for access of local residents of San Uk Ling Village to the existing Refuse Collection Point (RCP) and access to the existing settlement/temporary structure via the existing access points.
231448/SK/216	CV/2017/02/SK/0036	EB-B2	~1.5m	No changes	It is not possible to provide 2m wide footpath due to the private lots and obstruction by a number of existing features such as retaining walls and CLP pole mount transformer. In addition, it is anticipated that the concerned footpath is of low usage due to its rural nature. Crossing facility will be provided so that pedestrians could use the 2m wide footpath on the other side of the road.
231448/SK/226, 227 and 228	CV/2017/02/SK/0037 & 0038	EB-B3, EB-B4, EB-B5	~1.5m	Upgrade to 2m footpath	Upgrade to 2m footpath for access to Muk Wu Nga Yiu Village via the existing access points and the public to the proposed layby as shown in Sketch No. 231448/SK/227.
231448/SK/228	CV/2017/02/SK/0038	EB-C1	No footpath	Upgrade to 2m footpath	Upgrade to 2m footpath for access to Muk Wu Nga Yiu Village via the existing access points.
231448/SK/228	CV/2017/02/SK/0038	EB-D1	~1.5m	No changes	1.6m existing footpath width to be maintained.
231448/SK/229	CV/2017/02/SK/0038	EB-D2 EB-E1	Various (1.5m to 1.8m)	Provide 1.2-1.6m width footpath for access by local residents, footpath width reduced by 0.2m (as compared with the existing width of footpath)	Provide 1.2-1.6m width footpath for access by local residents, footpath width reduced by 0.2m (as compared with the existing width of footpath) to minimise the impact on the existing concrete batching plant.
231448/SK/229	CV/2017/02/SK/0038	EB-F1	No footpath	No change	No footpath, no user is identified at this side of the road. Footpath is provided on

					the other side of the road in this section.
231448/SK/230	CV/2017/02/SK/0038	EB-F2	No footpath	No changes	No footpath, no user is identified at this side of the road. Footpath is provided on the other side of the road in this section.

Table 1-2 – Proposed Footpath Width at West Bound of Lin Ma Hang Road

Sketch No.	Drawing No.	Section	Width of Footpath at Westbound		Description of footpath and Provision of Facility
			Existing	Proposed changes	
231448/SK/213	CV/2017/02/SK/0035	WB-A1	Min. ~0.65m	No changes	No footpath widening works is proposed in this section. San Uk Ling Playground users can make use of the open space in front of it for access. In addition, it is anticipated that the concerned footpath is of low usage due to its rural nature and therefore no widening works is proposed (i.e. existing width of footpath is to be maintained). Nevertheless, crossing facility will be provided so that pedestrians could use the 2m wide footpath on the other side of the road.
231448/SK/213	CV/2017/02/SK/0035	WB-B1	No footpath	Upgrade to 2m footpath	Upgrade to 2m footpath for connection to the proposed crossing facility, access to San Uk Ling Village and the existing settlement/ temporary structure via the existing access points and access to the existing Refuse Collection Point, San Uk Ling Playground, public toilet, etc.
231448/SK/214 and 215	CV/2017/02/SK/0035	WB-B2, WB-B3	No footpath	Upgrade to 2m footpath	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and access to the existing Refuse Collection Point, San Uk Ling Playground, public toilet, etc.
231448/SK/215	CV/2017/02/SK/0036	WB-C1	No footpath	No changes	No footpath is proposed due to the constraint of existing slope.
231448/SK/215 and 216	CV/2017/02/SK/0036	WB-D1	No footpath	Upgrade to 2m footpath	Upgrade to 2m footpath, for access by local residents to the existing Refuse Collection Point.
231448/SK/216	CV/2017/02/SK/0036	WB-E1	No footpath	No changes	No footpath is proposed due to the constraint of existing slope.
231448/SK/216	CV/2017/02/SK/0036	WB-F1-0	No footpath	No changes	No footpath, no user is identified at this side of the road. Crossing facility will be provided so that pedestrians could use the 2m wide footpath on the other side of the road.
231448/SK/216	CV/2017/02/SK/0036	WB-F1-1	No footpath	Upgrade to 2m footpath	Upgrade to 2m footpath for access to the existing

					settlement/ temporary structure via the existing access points and connection to the proposed crossing facility.
231448/SK/216 and 226		WB-F1-2 WB-F2	No footpath	No changes	No footpath, no user is identified at this side of the road. Footpath is provided on the other side of the road in this section. Crossing facility will be provided so that pedestrians could use the proposed footpath on the other side of the road.
231448/SK/226		WB-G1	~2m	No changes	No widening, similar to existing width of footpath.
231448/SK/227		WB-G2	Min. ~1.3m	Upgrade to 2m footpath	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and access of the public to the proposed layby as shown in Sketch No. 231448/SK/227.
231448/SK/227 and 228		WB-H1 WB-H2	No footpath	Upgrade to 2m footpath	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and access of the public to the proposed layby as shown in Sketch No. 231448/SK/227.
231448/SK/228, 229 and 230		WB-I1 WB-I2-1 WB-I2-2 WB-I3	Average ~1.2m	No changes	No footpath widening is proposed in these sections. The concerned footpath is adjacent to existing slopes and widening works would require substantial slope works and natural terrain hazard mitigation measures which is considered not cost-effective. There is an existing concrete batching plant adjacent to the footpath at the other side of the road and thus provision of 2m wide footpath by means of road realignment is also not practicable. In addition, there is no residential building nearby and therefore very low footpath usage is anticipated. In view of this, no footpath widening is proposed (i.e. similar to existing width of footpath).

- 2.2.7 Construction of the proposed footpath will be undertaken by Sang Hing Civil Contractors Company Limited under CEDD Contract no. CV/2017/02. Highways Department will be the maintenance agent of the footpath.
- 2.2.8 The finalized layout of the proposed footpath with an overview of (i) the existing condition (pedestrian footpath on one side of Lin Ma Hang Road); and (ii) proposed widened footpath at Lin Ma Hang Road are shown in **Annex E**.
- 2.2.9 The tentative construction programme of the footpath(s) at the road with confirmation from CEDD are shown in **Annex F**.

Annex A

Layout Plan for Contract CV/2017/02

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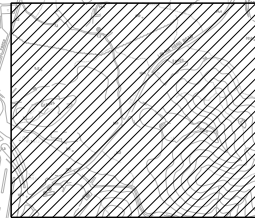
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MATCH LINE
FOR CONTINUATION SEE
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LIN MA HANG ROAD



KEY PLAN

LEGEND:

--- SITE BOUNDARY

-	TENDER DRAWING	AW	11/17
Rev	Description	By	Date

Consultant
ARUP

Contract No. and Title:
Contract No. CV/2017/02
Development of Columbarium -
Infrastructural Works at
Man Kam To Road and
Lin Ma Hang Road

Drawing title
**GENERAL LAYOUT
(SHEET 3 OF 5)**

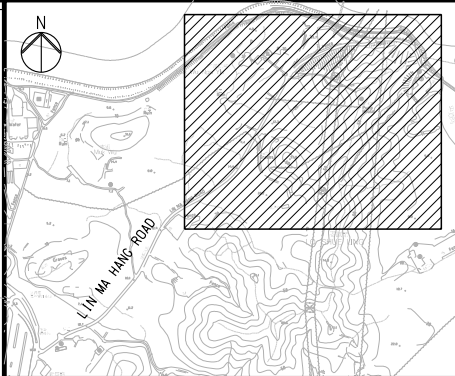
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Drawn WM	Date 07/17	Checked AW	Approved DL
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KEY PLAN

LEGEND:
- - - SITE BOUNDARY

-	TENDER DRAWING	AW	11/17
Rev	Description	By	Date
Consultant			
ARUP			
Contract No. and Title:			
Contract No. CV/2017/02			
Development of Columbarium - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road			
Drawing title			
GENERAL LAYOUT (SHEET 4 OF 5)			
Drawing no.			Rev.
231448/C2/G/1004			-
Drawn	Date	Checked	Approved
WM	07/17	AW	DL
Scale	1:1000 @A1		Status
		TENDER	

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Annex B

Corresponding Communication of CEDD and ACE

and Technical Paper

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Project title	Agreement No. CE1/2013 (CE) Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction	Job number 231448
cc	File reference	
Prepared by	Desmond Wong	Date 26 June 2017
Subject	Widening of Existing Footpath at Lin Ma Hang Road (Section between Man Kam To Road and Ping Yuen River) (Rev. 1)	

1 Introduction

1.1 Background

To address the concern of North District Council members to avoid increase of the traffic burden of Sheung Shui and Fanling areas, it is proposed to divert some of the special buses to access the columbarium development at Sandy Ridge Cemetery via Liantang/ Heung Yuen Wai and Lin Ma Hang Road.

It is recommended in the endorsed Traffic Impact Assessment report that the shuttle buses to/ from the proposed pick-up/ drop-off areas (e.g.: at MTR Fanling Station and Fanling South) will use Liantang/ Heung Yuen Wai and Lin Ma Hang Road to access the columbarium development site. During the public consultation, there was strong request for the hearses to avoid passing through the Sheung Shui area and Man Kam To Road with dense residential developments.

1.2 Existing Condition of Lin Ma Hang Road

The length of existing Lin Ma Hang Road (between Ping Yuen River and Man Kam To Road) is about 1.4km. Currently, it is a sub-standard road with 6m carriageway for two-way traffic. In general, there is 1-1.5m wide footpath on one side of Lin Ma Hang Road, while there is 1-1.5m wide footpath on both sides at a few locations.

1.3 Justification for Road Widening

Due to the safety reason, it is necessary to carry out improvement works to widen the carriageway of Lin Ma Hang Road to at least 7.3m carriageway to meet the minimum standard under the Transport Planning and Design Manual (TPDM).

Technical Paper

231448

26 June 2017

There are local residents living at both sides of Lin Ma Hang Road. To enhance the connectivity and safety of residents, it is proposed to provide 2m footpath on both sides of Lin Ma Hang Road.

1.4 ACE Comments

Further to the discussion with ACE members on 20 May 2016 and 13 June 2016, it is agreed that the carriageway will be widened to 7.3m, while the provision of 2m footpath at both sides will be further reviewed to minimize the environmental impact.

The extent of the newly proposed footpath along Lin Ma Hang Road has been reviewed with due considerations of safety of road users, the continuity of footpath, road users' experience (without having a need to frequently cross the road or interfering the vehicular flow), as well as to reduce the extent of proposed footpath to minimize environmental impact as far as practicable. In general, the existing footpath width are maintained and newly proposed footpath are provided for pedestrian access to nearby villages/ existing settlement/ temporary structures/ proposed lay-bys along Lin Ma Hang Road.

The extent of providing footpath on both sides of Lin Ma Hang Road has been minimized as far as possible and some newly proposed footpath on the westbound are substituted by crossing facilities so as to direct pedestrians to the other side of the road to enhance pedestrian safety and allow wheelchair passage. However, provision of crossing facilities is subject to a number of factors such as sightline, minimum clearance from lay-by and junction, location of run-in, etc. and is not always practicable. In accordance with TPDM Volume 2 Chapter 3.6 and Volume 9 Chapters 2.4 and 2.5, run-ins should be sited as far as possible away from pedestrian crossings whereas the minimum separation distance between lay-by and pedestrian crossing is 30m. In addition, provision of crossing facilities also requires local road widening in order to cater for the central refuge.

2 Proposed Width of Footpath of Lin Ma Hang Road

As requested by the ACE members as mentioned in **Section 1.4** above, the layout of Lin Ma Hang Road widening is proposed to be revised as per the Sketch Nos. 231448/SK/213 to 230. A majority of the areas along two sides of Lin Ma Hang Road have already been disturbed by existing human activities and thus provision of footpath has minimal environmental impact on the surroundings (see **Appendix B**). Under the revised road layout, about 70 nos. of trees are further avoided, compared with the 160 nos. of affected trees under the road layout with 2m footpath at both sides (see Sketch Nos. 231448/SK/213 to 230 for details). In particular, certain sections of footpath as shown in Sketch Nos. 231448/SK/216, 226, 228, and 229 have been further reduced/ deleted so as to avoid substantial slope works and thus minimise the impact on existing trees and woodland at the slope toes.

The existing and proposed width of footpath at the existing and proposed Lin Ma Hang Road is summarized in the **Table 2.1** and **Table 2.2** below:

Technical Paper

231448

26 June 2017

Table 2.1 – Proposed Footpath Width at East Bound of Lin Ma Hang Road

Sketch No.	Section	Width of Footpath at Eastbound	
		Existing	Proposed
231448/SK/213, 214 and 215	EB-A1, EB-A2, EB-A3, EB-B1	~1.5m	Upgrade to 2m footpath for access of local residents of San Uk Ling Village to the existing Refuse Collection Point (RCP) and access to the existing settlement/temporary structure via the existing access points.
231448/SK/216	EB-B2	~1.5m	It is not possible to provide 2m wide footpath due to the private lots and obstruction by a number of existing features such as retaining walls and CLP pole mount transformer. In addition, it is anticipated that the concerned footpath is of low usage due to its rural nature. Crossing facility will be provided so that pedestrians could use the 2m wide footpath on the other side of the road.
231448/SK/226, 227 and 228	EB-B3, EB-B4, EB-B5	~1.5m	Upgrade to 2m footpath for access to Muk Wu Nga Yiu Village via the existing access points and the public to the proposed layby as shown in Sketch No. 231448/SK/227.
231448/SK/228	EB-C1	No footpath	Upgrade to 2m footpath for access to Muk Wu Nga Yiu Village via the existing access points.
231448/SK/228	EB-D1	~1.5m	1.6m, existing footpath width to be maintained.
231448/SK/229	EB-D2, EB-E1	Various (1.5m to 1.8m)	Provide 1.2-1.6m width footpath for access by local residents, footpath width reduced by 0.2m (as compared with the existing width of footpath) to minimise the impact on the existing concrete batching plant.
231448/SK/229	EB-F1	No footpath	No footpath, no user is identified at this side of the road. Footpath is provided on the other side of the road in this section.
231448/SK/230	EB-F2	No footpath	No footpath, no user is identified at this side of the road. Footpath is provided on the other side of the road in this section.

Technical Paper

231448

26 June 2017

Table 2.2 – Proposed Footpath Width at West Bound of Lin Ma Hang Road

Sketch No.	Section	Width of Footpath at Westbound	
		Existing	Proposed
231448/SK/213	WB-A1	Min. ~0.65m	No footpath widening works is proposed in this section. San Uk Ling Playground users can make use of the open space in front of it for access (see Appendix A). In addition, it is anticipated that the concerned footpath is of low usage due to its rural nature and therefore no widening works is proposed (i.e. existing width of footpath is to be maintained). Nevertheless, crossing facility will be provided so that pedestrians could use the 2m wide footpath on the other side of the road.
231448/SK/213	WB-B1	No footpath	Upgrade to 2m footpath for connection to the proposed crossing facility, access to San Uk Ling Village and the existing settlement/ temporary structure via the existing access points and access to the existing Refuse Collection Point (RCP), San Uk Ling Playground, public toilet, etc.
231448/SK/214 and 215	WB-B2, WB-B3	No footpath	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and access to the existing Refuse Collection Point (RCP), San Uk Ling Playground, public toilet, etc.
231448/SK/215	WB-C1	No footpath	No footpath is proposed due to the constraint of existing slope.
231448/SK/215 and 216	WB-D1 WB-D2	No footpath	Upgrade to 2m footpath, for access by local residents to the existing Refuse Collection Point (RCP).
231448/SK/216	WB-E1	No footpath	No footpath is proposed due to the constraint of existing slope.
231448/SK/216	WB-F1-0	No footpath	No footpath, no user is identified at this side of the road. Crossing facility will be provided so that pedestrians could use the 2m wide footpath on the other side of the road.
231448/SK/216	WB-F1-1	No footpath	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and connection to the proposed crossing facility.
231448/SK/216 and 226	WB-F1-2 WB-F2	No footpath	No footpath, no user is identified at this side of the road. Footpath is provided on the other side of the road in this section. Crossing facility will be provided so that pedestrians could use the proposed footpath on the other side of the road.
231448/SK/226	WB-G1	~2m	No widening, similar to existing width of footpath.
231448/SK/227	WB-G2	Min. ~1.3m	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and access of the public to the proposed layby as shown in Sketch No. 231448/SK/227.
231448/SK/227 and 228	WB-H1 WB-H2	No footpath	Upgrade to 2m footpath for access to the existing settlement/ temporary structure via the existing access points and access of the public to the proposed layby as shown in Sketch No. 231448/SK/227.

Technical Paper

231448

26 June 2017

Sketch No.	Section	Width of Footpath at Westbound	
		Existing	Proposed
231448/SK/228, 229 and 230	WB-I1 WB-I2-1 WB-I2-2 WB-I3	Average ~1.2m	No footpath widening is proposed in these sections. The concerned footpath is adjacent to existing slopes (see Appendix A) and widening works would require substantial slope works and natural terrain hazard mitigation measures which is considered not cost-effective. There is an existing concrete batching plant adjacent to the footpath at the other side of the road and thus provision of 2m wide footpath by means of road realignment is also not practicable. In addition, there is no residential building nearby and therefore very low footpath usage is anticipated. In view of this, no footpath widening is proposed (i.e. similar to existing width of footpath).

3 Conclusion

In general, the existing footpath would be widened to 2m wide, except for Sections EB-B2, EB-D1, EB-D2, EB-E1, WB-A1, WB-I1, WB-I2-1, WB-I2-2 and WB-I3 where the existing footpath (0.65m to 1.6m wide) is maintained / slightly reduced due to site constraints described in Section 2. In addition, no footpath would be proposed for Sections EB-F1, EB-F2, WB-C1, WB-E1, WB-F1-0, WB-F1-2 and WB-F2 as no user is identified at these road sections. For these road sections, crossing facilities will be provided at suitable locations so that pedestrians could use the 2m wide footpath on the other side of the road.

In view of the low pedestrian flow at Lin Ma Hang Road, adverse impact due to the change of footpath layout is not anticipated.

DOCUMENT CHECKING

	Prepared by	Checked by	Approved by
Name	Desmond Wong	Alex Wang	Davis Lee
Signature			

Section EB-B2



Section WB-A1



Sections WB-I1, WB-I2 & WB-I3

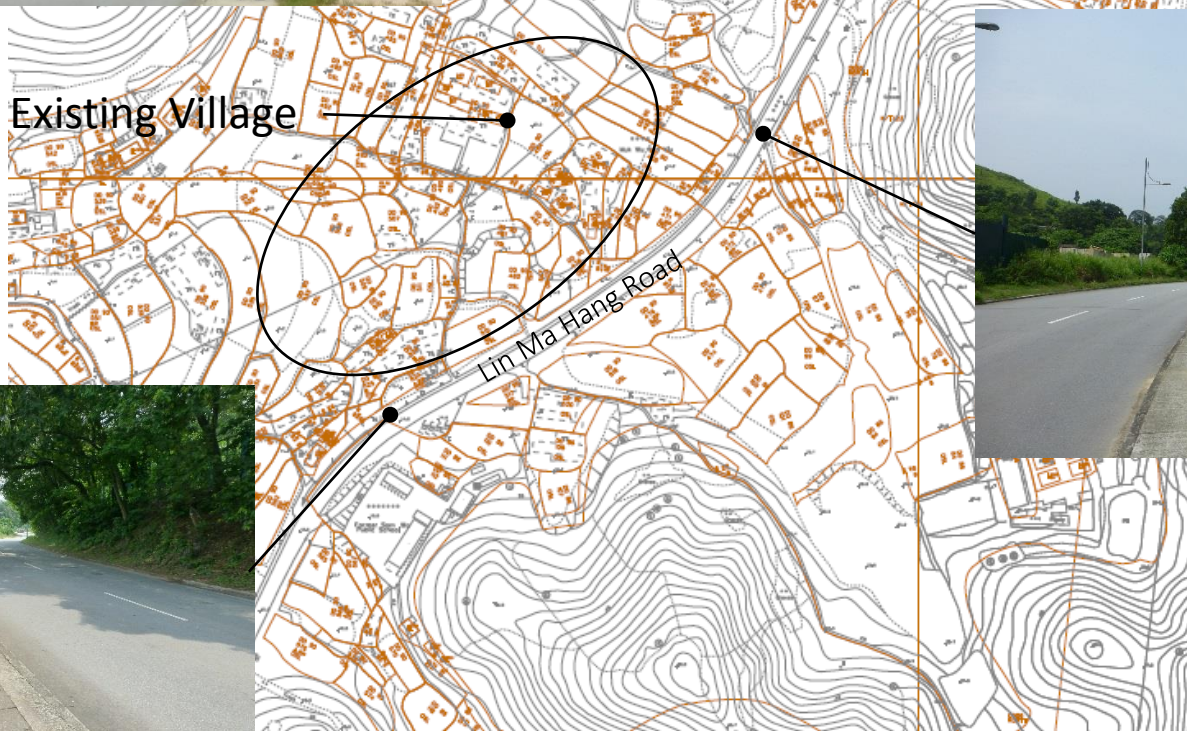
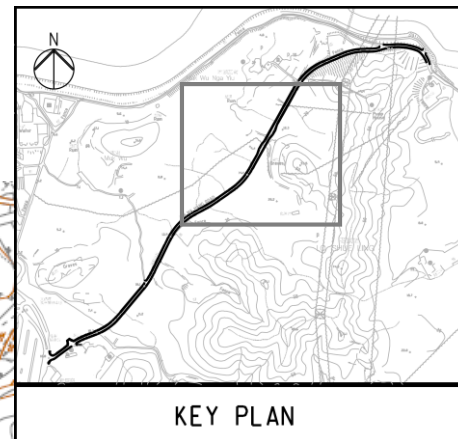


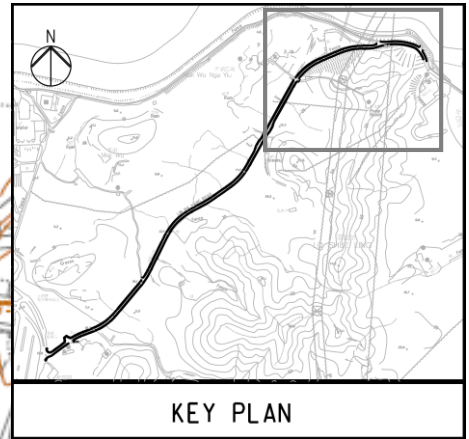
Appendix B - Existing Condition of Lin Ma Hang Road (between Ping Yuen River and Man Kam To Road)





Existing Village





Existing Village

Lin Ma Hang Road



Comments received:	Responses:
<p>(1) From ACE Ref : Email Time: 11:05am Date : 8 December 2016</p> <p>I am very disappointed with the technical note which provided no “justification” for the need of new footpath except that “there are residents on both sides of the road” (which is already mentioned in the meetings). I would expect to see some figures on how many people are living on that side of the newly propose footpath sessions. I would actually expect sample counting be taken at those newly proposed sections and how many people walked along both sides of Lin Ma Hang Road during working days and public holidays. Why couldn’t the people cross the road and use the footpath on the other side? Also, how would the Project Proponent prevent illegal parking along the footpath in future?</p>	<p>The need for providing footpath is driven by the location of existing access points to nearby villages/ existing facilities/ existing settlement/ temporary structures/ proposed laybys rather than the number of pedestrians. The extent of the newly proposed footpath along Lin Ma Hang Road has been reviewed with due considerations of safety of road users, the continuity of footpath, road users’ experience (i.e. pedestrian do not need to frequently cross the road or drivers do not need to stop frequently to give way to pedestrian at crossings), as well as the environmental impact to the existing environment. In general, the existing footpath width are maintained and newly proposed footpath are only provided for pedestrian access to nearby villages/ existing facilities/ existing settlement/ temporary structures/ proposed laybys along Lin Ma Hang Road via the existing access points (see enclosed Sketch Nos. 231448/SK/213 to 230 for the location of existing structures).</p> <p>The extent of footpath provision on both sides of Lin Ma Hang Road has been minimized as far as possible and some newly proposed footpath on the westbound are substituted by crossing facilities so as to direct pedestrians to the other side of the road to enhance pedestrian safety and allow wheelchair passage. However, provision of crossing facilities is subject to a number of factors such as sightline, minimum clearance from lay-by and junction, location of run-in, etc and is not always practicable. In accordance with TPD Volume 2 Chapter 3.6 and Volume 9 Chapters 2.4 and 2.5, run-ins should be sited as far as possible away from pedestrian crossings whereas the minimum separation distance between lay-by and pedestrian crossing is 30m. In addition, provision of crossing facilities also requires local road widening in order to cater for the central refuge. Railings would be provided for the crossing facility, where necessary, for the safety of pedestrian as well as to prevent illegal parking.</p> <p>As shown in Appendix B, majority of the areas along two sides of Lin Ma Hang Road Road are already disturbed by existing human activities and thus provision of footpath has minimal environmental impact on the surroundings. Based on the aforementioned considerations, certain sections of footpath as shown in Sketch Nos. 231448/SK/216, 226, 228, and 229 have been reduced / deleted so as to avoid substantial slope works and thus minimise the impact on existing trees and woodland at the slope toes. The locations of trees which are avoided in the revised footpath layout and the site photos are shown in Sketch Nos. 231448/SK/213-230 and Appendix B respectively.</p> <p>For details of the justifications for each section of footpath, please refer to the updated Tables 2.1 and 2.2 in the attached main text. The existing constraints are also highlighted in Sketch Nos. 231448/SK/213 to 230.</p>

----- Forwarded by Wendy WY lu/CEDD/HKSARG on 15/07/2017 16:20 -----

From: Dora HM CHU/EPD/HKSARG@EPD
To: Wendy WY lu/CEDD/HKSARG@CEDD,
Cc: Apple TW LEUNG/EPD/HKSARG@EPD, Becky SL LAM/EPD/HKSARG@EPD, Charles KY PANG/EPD/HKSARG@EPD, CT LAU/CEDD/HKSARG@CEDD
Date: 10/07/2017 09:11
Subject: RE: Submission to ACE re: "Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery"
EDMS No.: Doc. Src. :

Dear Wendy,

Please be advised that no comments were received from ACE Members. Thank you.

Best Regards,
Dora CHU
ACE secretariat

From: Wendy WY lu/CEDD/HKSARG@CEDD 43
To: Becky SL LAM/EPD/HKSARG@EPD
Cc: Apple TW LEUNG/EPD/HKSARG@EPD, Charles KY PANG/EPD/HKSARG@EPD, CT LAU/CEDD/HKSARG@CEDD, Dora HM CHU/EPD/HKSARG@EPD
Date: 10/07/2017 09:00
Subject: RE: Submission to ACE re: "Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery"

Dear Becky,

The expected date for reply from ACE Members has passed. Please let us know if the ACE Members have any comments.

Wendy IU
E/43, LW Div., CEDD
Tel no. 2762 5671
Fax no. 2714 0079

From: Becky SL LAM/EPD/HKSARG@EPD
To: Wendy WY lu/CEDD/HKSARG@CEDD,
Cc: Charles KY PANG/EPD/HKSARG@EPD, CT LAU/CEDD/HKSARG@CEDD, Dora HM CHU/EPD/HKSARG@EPD, Apple TW LEUNG/EPD/HKSARG@EPD
Date: 30/06/2017 09:55
Subject: RE: Submission to ACE re: "Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery"
EDMS No.: Doc. Src. :

Dear Wendy,

I refer to your email below. The information below was passed to ACE Members for consideration on 28 June and we expect them to reply before 7 July 2017. We will keep you informed should there be any comments.

Becky

From: Wendy WY lu/CEDD/HKSARG@CEDD 43
To: Becky SL LAM/EPD/HKSARG@EPD
Cc: Dora HM CHU/EPD/HKSARG@EPD, Charles KY PANG/EPD/HKSARG@EPD, CT LAU/CEDD/HKSARG@CEDD
Date: 26/06/2017 19:20
Subject: RE: Submission to ACE re: "Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery"

Dear Becky,

We have conducted a comprehensive review on the proposed footpath along Lin Ma Hang Road. The revised technical paper (with major changes highlighted in purple for easy reference), sketches showing the revised footpath layout and response-to-comment are attached for submission to ACE. Grateful if you could let us have ACE's comment so that we could finalise the detailed design.

[attachment "LMH Road_(clean).pdf" deleted by Winnie WS WONG/TD/HKSARG] [attachment "footpath and crossing_v8.pdf" deleted by Winnie WS WONG/TD/HKSARG] [attachment "R-to-C_to ACE (26.6.2017).pdf" deleted by Winnie WS WONG/TD/HKSARG]

For your information, we had an informal meeting with Dr. Billy Hau on 21 June 2017 (Wed). We presented the revised footpath layout of Lin Ma Hang Road to him and responded to his concerns. We understand that he had no further comment on the revised footpath layout.

Wendy IU
E/43, LW Div., CEDD
Tel no. 2762 5671
Fax no. 2714 0079

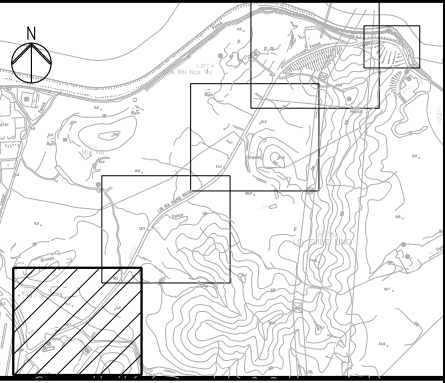
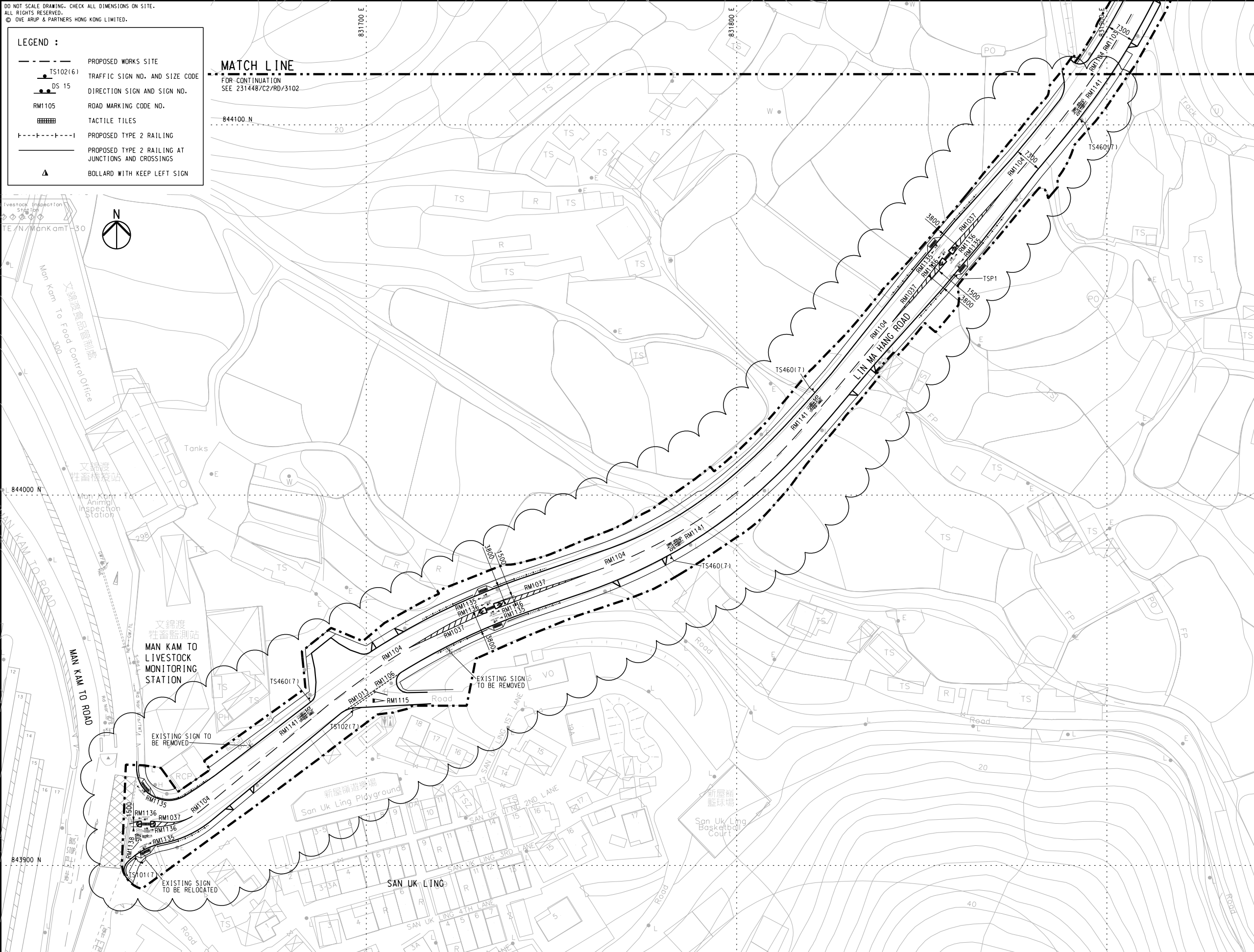
Annex C

The design Layout of Lin Ma Hang Road and Corresponding Letter from Transport Department

DO NOT SCALE DRAWING. CHECK ALL DIMENSIONS ON SITE.
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LEGEND :	
	PROPOSED WORKS SITE
	TRAFFIC SIGN NO. AND SIZE CODE
	DIRECTION SIGN AND SIGN NO.
	ROAD MARKING CODE NO.
	TACTILE TILES
	PROPOSED TYPE 2 RAILING
	PROPOSED TYPE 2 RAILING AT JUNCTIONS AND CROSSINGS
	BOLLARD WITH KEEP LEFT SIGN

MATCH LINE
FOR CONTINUATION
SEE 231448/C2/RD/3102



KEY PLAN

NOTES:

- ALL TRAFFIC SIGN NOS. REFER TO TRANSPORT DEPARTMENT DRAWING NOS. CT174/51-1(1),1(2),1(3),1(4),2(1),2(2),3(1),3(2),3(3),3(4),3(5) and 4(1).
- ALL TRAFFIC SIGN PLATES WILL BE CLASS 1 REFLECTIVE MATERIAL TO B.S. 873 PART 6.
- ALL TRAFFIC SIGN MOUNTING AND ORIENTATION ARE IN ACCORDANCE WITH TRANSPORT PLANNING & DESIGN MANUAL VOLUME 3 CHAPTER 2. STANDARD SUPPORT DETAILS REFER TO HYD STANDARD DRAWING NOS. H2147C & 2148A. COLOUR OF POSTS SUPPORTING RESTRICTED STOPPING ZONE, REFER TO HYD STANDARD DRAWING H2147C.
- ALL ROAD MARKING NOS. SHOWN REFER TO TRANSPORT DEPARTMENT DRAWING NOS. CT174/51-5(1) AND 5(2).
- ALL ROAD MARKING ARE TO BE REFLECTORISED THERMOPLASTIC MATERIAL IN ACCORDANCE WITH BS EN 1871:2000 UNLESS OTHERWISE NOTED.
- WHEREVER THERE IS PROPOSED ROAD MARKING ON EXISTING ROAD, THE EXISTING MARKING ON THE AFFECTED AREA SHALL BE REMOVED AND REPLACED BY THE PROPOSED MARKING AS SHOWN ON THE DRAWING.
- FOR TYPICAL INSTALLATION DETAILS OF ROAD STUDS REFER TO TPDM VOLUME 3 CHAPTER 5.
- EXACT ROAD MARKINGS LAYOUT SHALL BE LIAISON WITH ADJACENT CONTRACTS TO PRODUCE A UNIFORM AND CONSISTENT ARRANGEMENT TO THE SATISFACTION OF THE PROJECT MANAGER.
- FOR TYPICAL DETAILS OF TACTILE TILES REFER TO HYD STANDARD DRAWING NOS. H5118C.

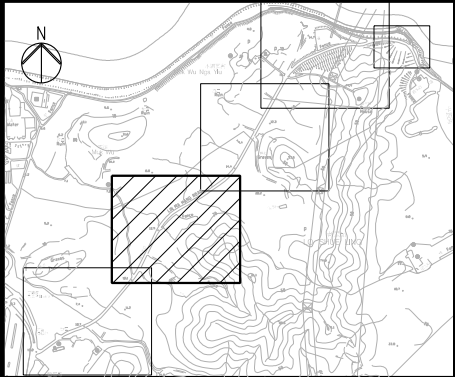
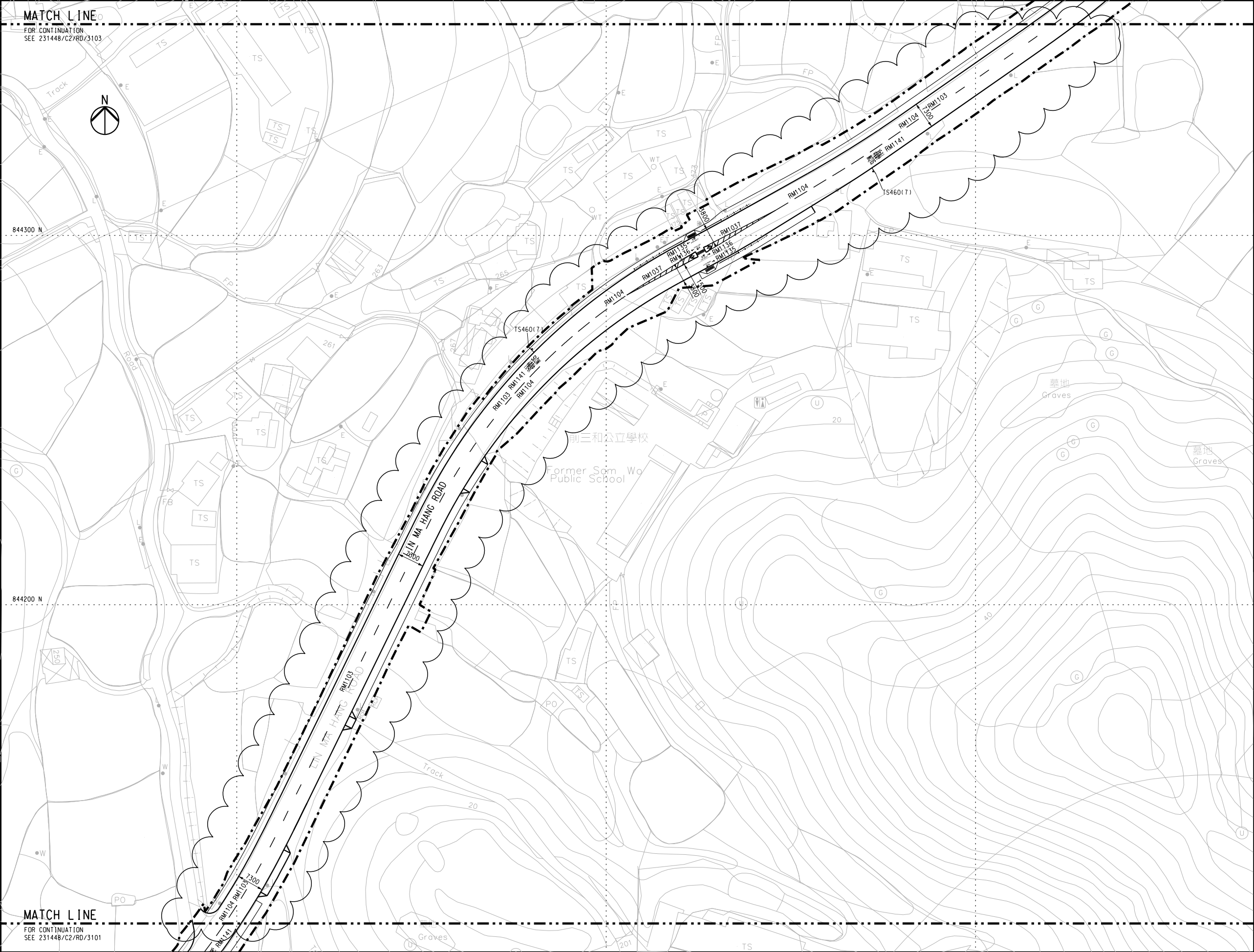
ARUP

Ove Arup & Partners Hong Kong Ltd

Job Title : Development of Columbarium at Sandy Ridge Cemetery - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road		
Project No. : 231448	Contract No. : CV/2017/02	
Sketch No. : CV/2017/02/SK/0035	Rev : 0	

Sketch Title : LIN MA HANG ROAD - TRAFFIC SIGNS, DIRECTIONAL SIGNS AND ROAD MARKINGS (SHEET 1 OF 4)	
Scale : 1:500 @A1	Date : 09/01/2019

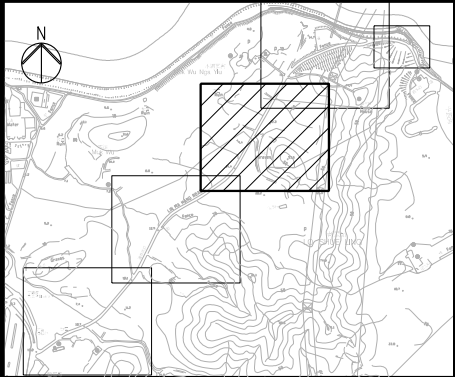
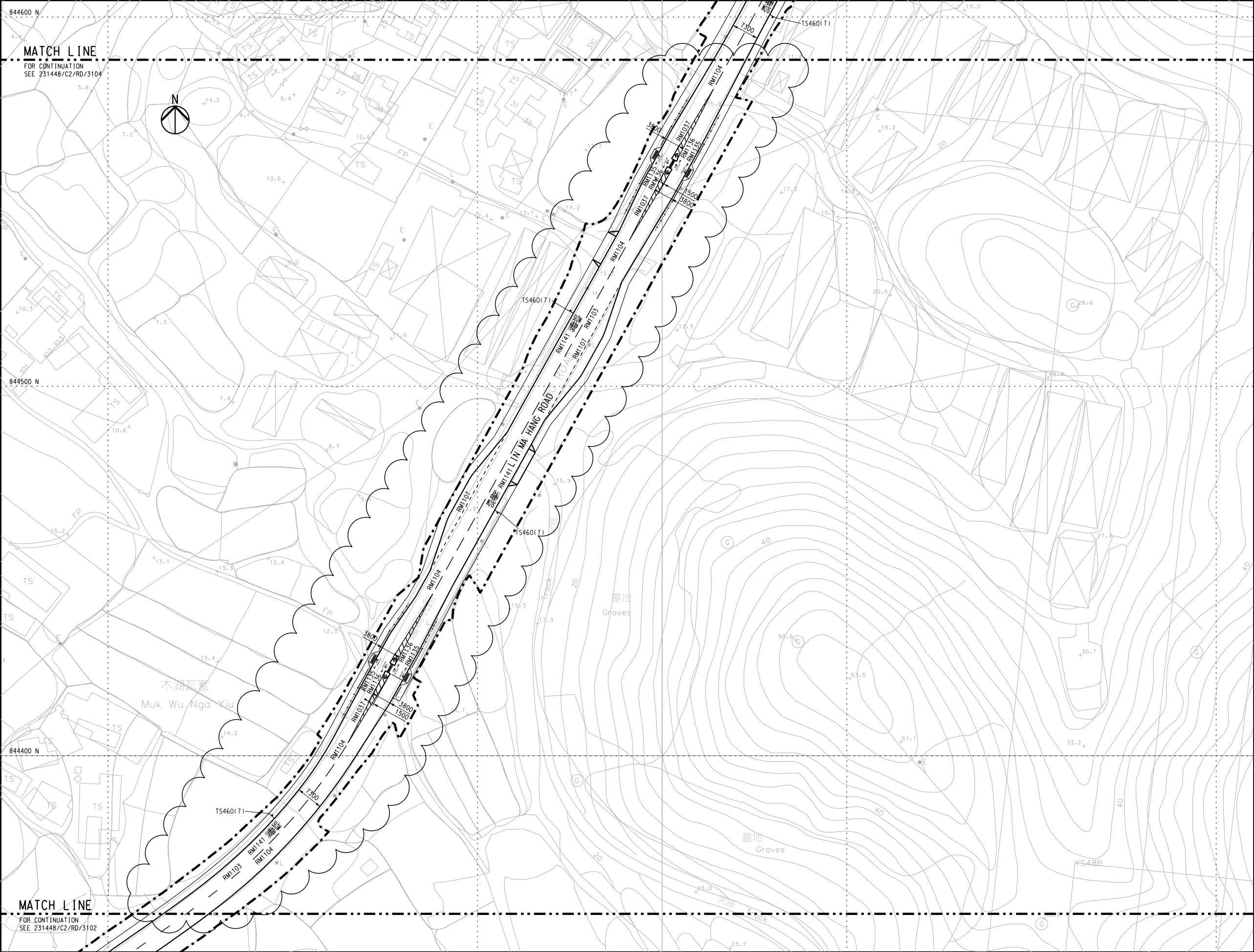
Drawn: GH		Checked: AL		Approved: SC	
Other Related Ref.:	Working Dwg. No.: 231448/C2/RD/3101 (REV.0)	DAN No.: N/A		IN-0 No.: N/A	
		RFI No.: N/A		Others: N/A	



KEY PLAN

NOTE:
1. FOR NOTES AND LEGEND, PLEASE REFER TO DRAWING NO.
231448/C2/RD/3101.

<div>ARUP</div> <div>Ove Arup & Partners Hong Kong Ltd</div>	Job Title : Development of Columbarium at Sandy Ridge Cemetery - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road			Sketch Title : LIN MA HANG ROAD - TRAFFIC SIGNS, DIRECTIONAL SIGNS AND ROAD MARKINGS (SHEET 2 OF 4)			Drawn: GH		Checked: AL		Approved: SC			
	Project No.: 231448		Contract No.: CV/2017/02		Scale : 1:500 @A1 Date : 09/01/2019			Other Related Ref.:	Working Dwg. No.: 231448/C2/RD/3102 (REV.0)		DAN No.: N/A		IN-0 No.: N/A	
	Sketch No.: CV/2017/02/SK/0036		Rev : 0						RFI No.: N/A		Others: N/A			



KEY PLAN

NOTE:

1. FOR NOTES AND LEGEND, PLEASE REFER TO DRAWING NO. 231448/C2/RD/3101.

<div>ARUP</div> <div>Ove Arup & Partners Hong Kong Ltd</div>	Job Title : Development of Columbarium at Sandy Ridge Cemetery - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road		Sketch Title : LIN MA HANG ROAD - TRAFFIC SIGNS, DIRECTIONAL SIGNS AND ROAD MARKINGS (SHEET 3 OF 4)		Drawn: GH		Checked: AL		Approved: SC		
	Project No.: 231448		Contract No.: CV/2017/02		Other Related Ref.:		Working Dwg. No.: 231448/C2/RD/3103 (REV.0)		DAN No.: N/A		
	Sketch No.: CV/2017/02/SK/0037		Rev.: 0						IN-0 No.: N/A		
					Scale: 1:500 @A1		Date: 09/01/2019		RFI No.: N/A		
										Others: N/A	

Comments received:	Responses:
<p>(1) From Transport Dept., NTR Ref : () in TDNR 171/200-280 Date : 22 October 2018</p> <p>We refer to your above referenced letter dated 11.10.2018 regarding the proposed 7 crossing points along Lin Ma Hang Road. Please see our comments below.</p> <p>TD's comment</p> <p><u>Drawing : 23144/C2/RD/3101B, Crossing Point 1</u></p> <p>The road width at the crossing point should be 3.8m (traffic lane) + 1.5m (refuge island) +4.5m (traffic lane) and the refuge island should be set back 3m from the junction to meet the requirement in TPDM. Please revise your design.</p> <p>Please provide swept path to show it is feasible to cater for 12.8m long FB.</p> <p><u>Drawing : 23144/C2/RD/3101B, Crossing Point 2, 3</u></p> <p>We have no further comment on the proposed road configuration at the crossing point with 3.8 wide traffic lanes on both sides of the 1.5m wide refuge island as marked up on your drawing.</p> <p><u>Drawing : 23144/C2/RD/3102A, Crossing Point 4</u></p> <p>We have no further comment on the proposed road configuration at the crossing point with 3.8 wide traffic lanes on both sides of the 1.5m wide refuge island as marked up on your drawing.</p>	<p>As 1.5m setback of refuge island is marginally sufficient for the left turning of 12.8m-long FB turning from Man Kam To Road S/B to Lin Ma Hang Road N/B (refer to Attachment A), further setback of the island will affect the turning of FB and induce safety concern if FB encroaches on the island. Deletion of refuge island has also been explored (Slide 1 refers), however pedestrians will have to cross the 15m-wide 2-way carriageway at the junction without provision of refuge island, which is not desirable from traffic and safety point of view.</p> <p>It has also been checked in Slide 2 of the attachment that the pedestrian crossing / refuge island has to be shifted into Lin Ma Hang Road by about 50m to cater for the turning of FB, causing the separation between the shifted crossing point 1 and crossing point 2 to be reduced to 65m only. In addition, the undesirable detouring arrangement will likely induce jaywalking to cross Lin Ma Hang Road near Man Kam To Road.</p> <p>In view of the foregoing and from traffic design perspective, it is recommended to maintain the refuge island at 1.5m setback from Man Kam To Road. If strict compliance with TPDM prevails, provision of crossing point 1 will be infeasible and thus removed from the current design.</p> <p>Noted with thanks.</p> <p>Noted with thanks.</p>

Comments received:	Responses:
<p><u>Drawing : 23144/C2/RD/3103A, Crossing Point 5, 6</u></p> <p>We have no further comment on the proposed road configuration at the crossing point with 3.8 wide traffic lanes on both sides of the 1.5m wide refuge island as marked up on your drawing.</p> <p><u>Drawing : 23144/C2/RD/3104A, Crossing Point 7</u></p> <p>Please provide refuge island.</p>	<p>Noted with thanks.</p> <p>At crossing no. 7, there is a registered slope no. 3NW-C/CR 456 (see Attachment B) immediately adjacent to Lin Ma Hang Road Northbound. It has been checked that the dropped kerbs and adjoining footpath arising from addition of refuge island in this crossing will encroach the footprint of the foregoing slope by 3-4m (see Attachment C), requiring detailed geotechnical assessment and filling works (if accepted by GEO and the maintenance department) for the widening. Taking into the foregoing consideration and that the peak hour pedestrian flow in the footpath section between the crossing no. 7 and the eastern Ping Yuen River is only around 1, it is considered that the arrangement of uncontrolled cautionary crossing under the conforming design is appropriate and addition of refuge island at crossing no. 7 is not recommended. It has also been checked that it is not recommended to shift the crossing no. 7 (with refuge island) either downstream / upstream of the current crossing point due to presence of other registered slopes and constraint of site boundary.</p>

BY HAND

Transport Department
NT Regional Office
Traffic Engineering (NTE) Division
North Section
9/F, Mongkok Government Offices,
30 Luen Wan Street,
Mongkok, Kowloon.

Level 5, Festival Walk
80 Tat Chee Avenue
Kowloon Tong, Kowloon
Hong Kong

t +852 2528 3031

d +852 2268 3627

f +852 2268 3955

davis.lee@arup.com

www.arup.com

Attn: Ms. WONG Wing Sei, Winnie

20 November 2018

Dear Ms WONG,

Agreement No. CE 1/2013 (CE)

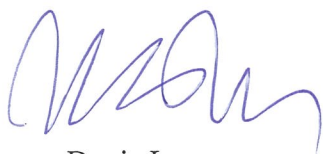
Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction

Final Roadworks Design Submission Package 2b (Lin Ma Hang Road)

Further to our letter ref 231448/6.12/DL/AW/PC/CC/0904 dated 11 October 2018 and the comments received from your letter ref () in TDNR 171/200-280 dated 22 October 2018, we are pleased to enclose herewith the RtoC table for your agreement.

Should you have any enquiries, please do not hesitate to contact our Mr. Alex Wang at 2268 3596 or our Mr. Brad Fong at 3447 6349.

Yours faithfully



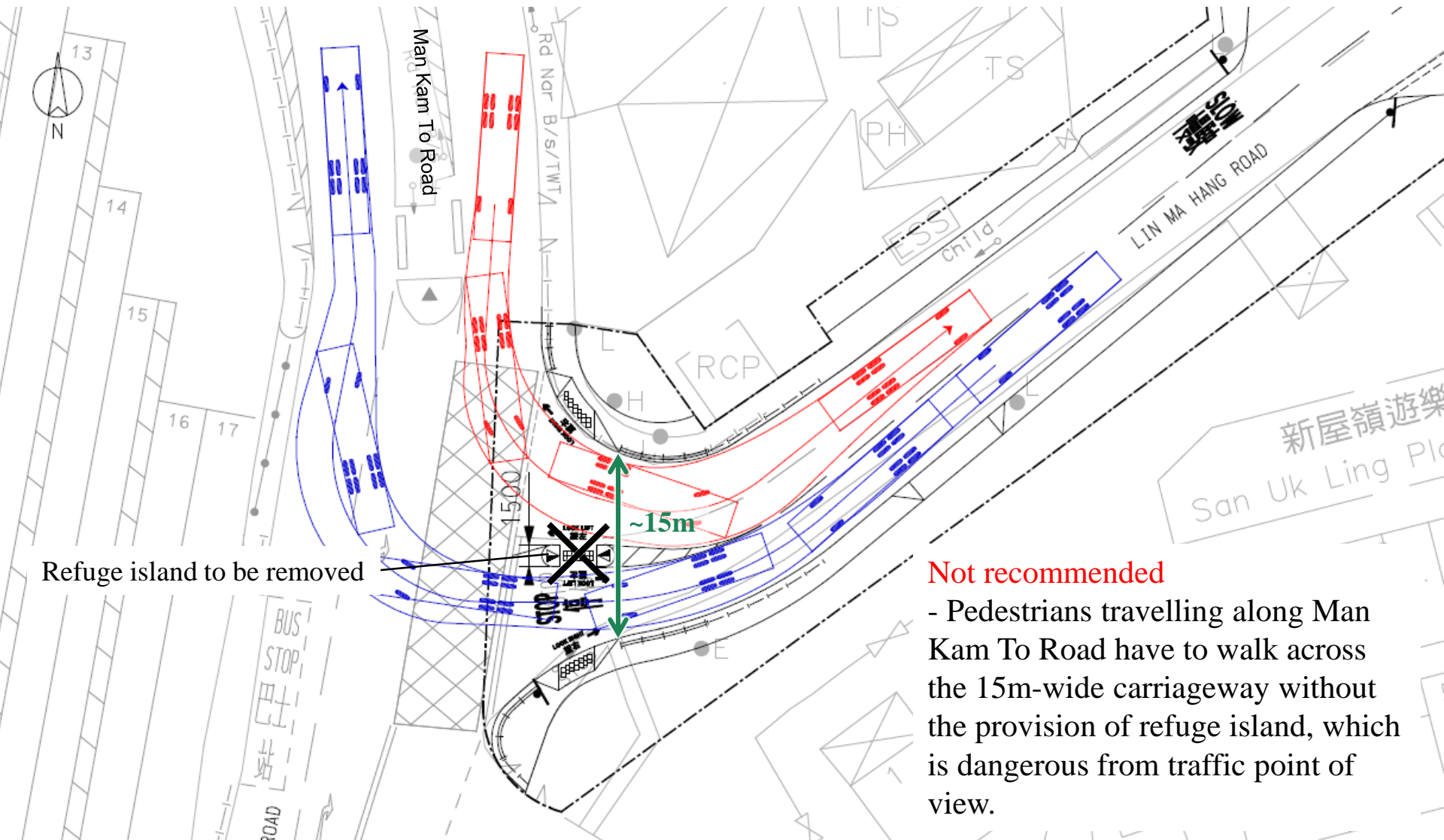
Davis Lee
Project Manager

cc. CEDD, CE/LW – Attn: Mr. CHOI Wing Hing (w/e)

Encl.

Attachment A

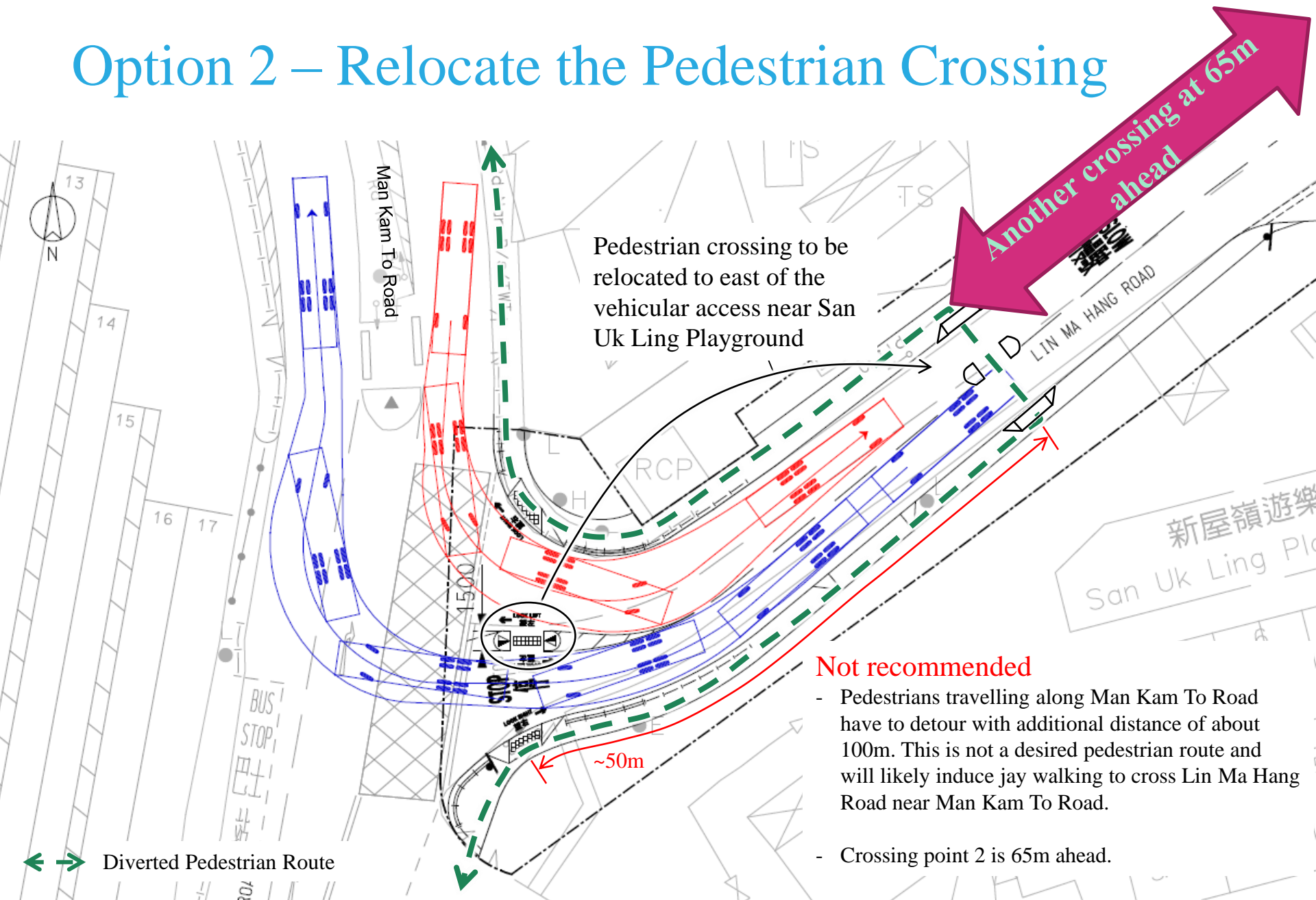
Option 1 – Remove the Proposed Refuge Island



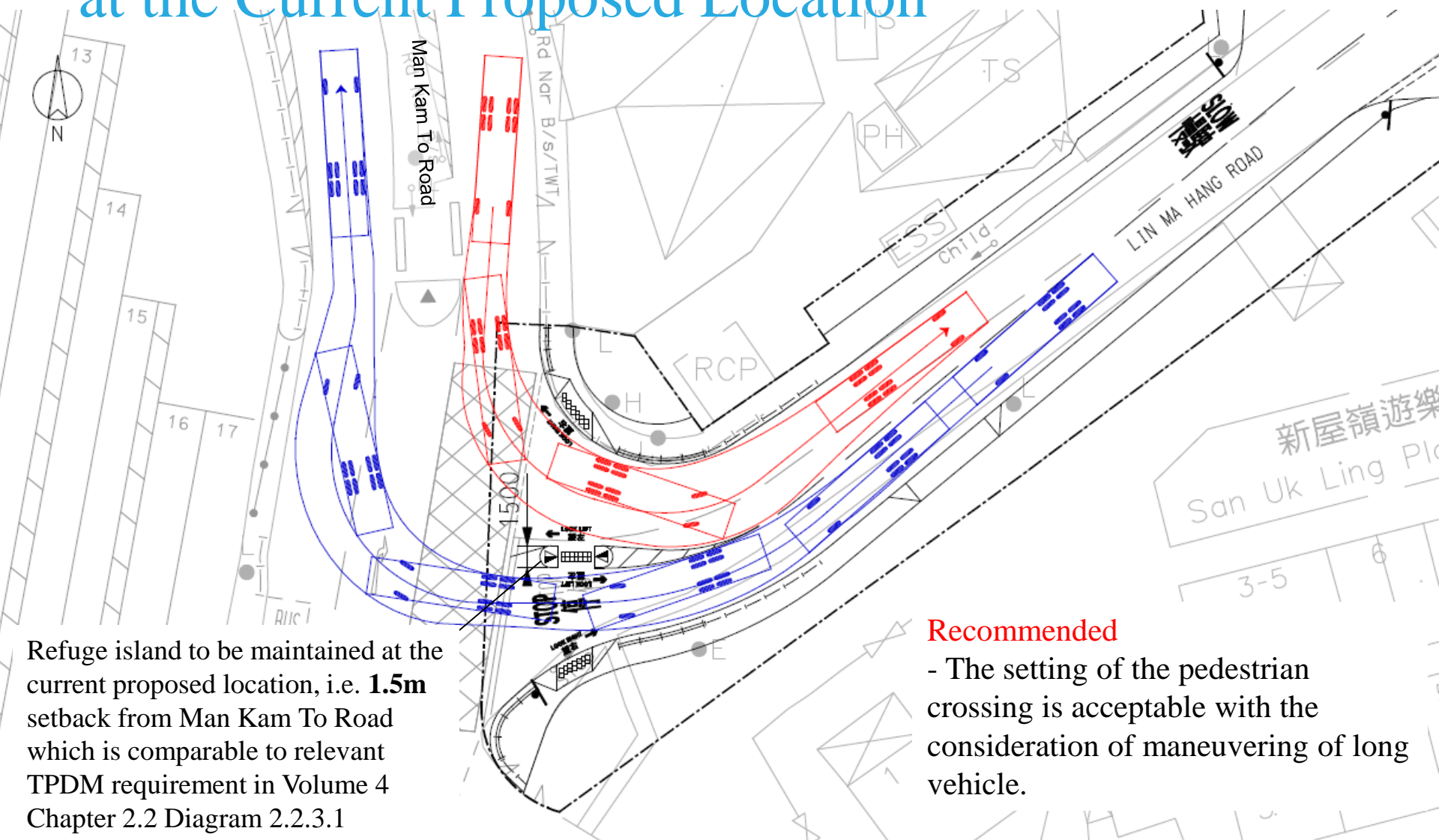
Not recommended

- Pedestrians travelling along Man Kam To Road have to walk across the 15m-wide carriageway without the provision of refuge island, which is dangerous from traffic point of view.

Option 2 – Relocate the Pedestrian Crossing



Recommended Option – Maintain the Refuge Island at the Current Proposed Location

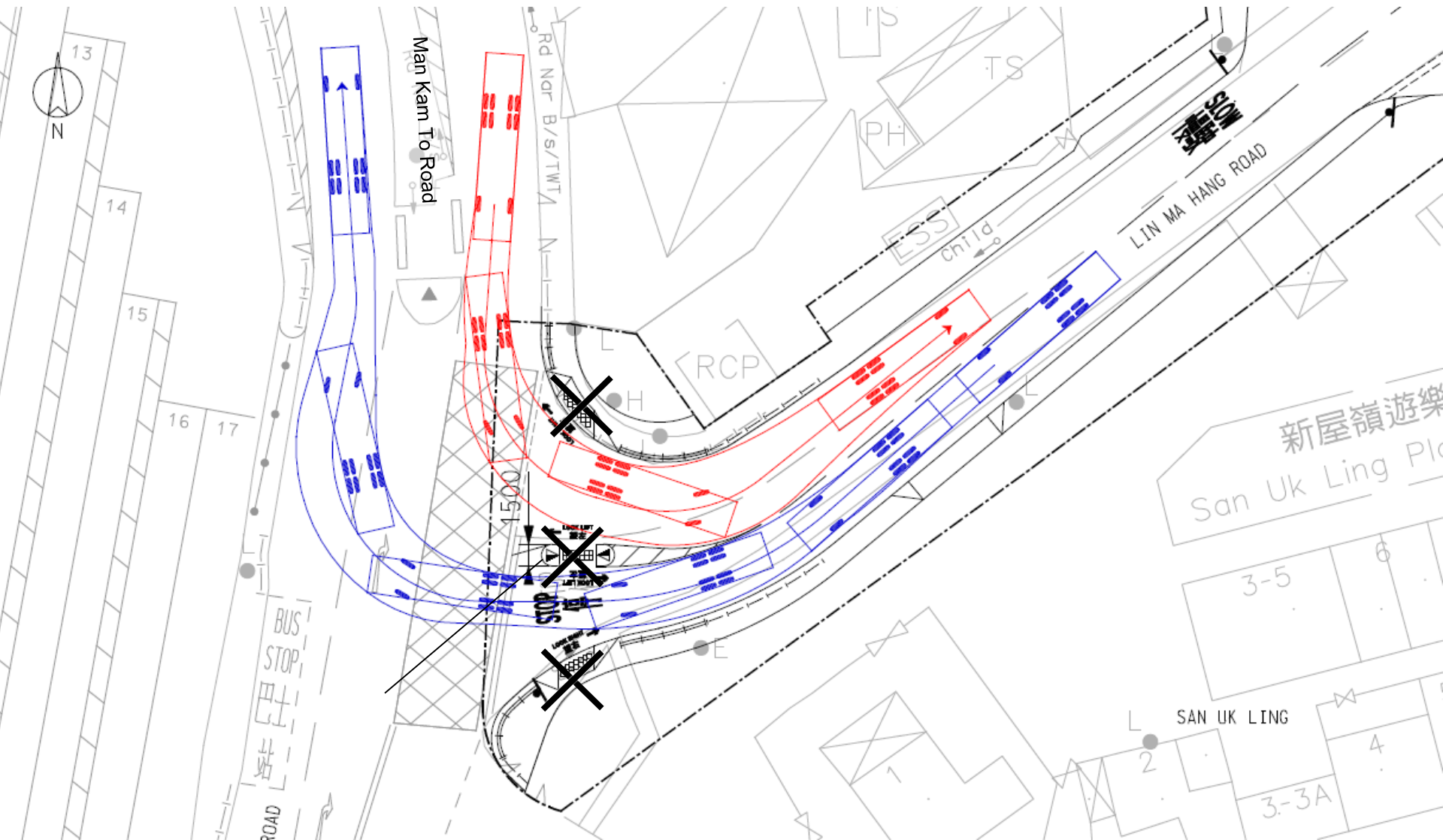


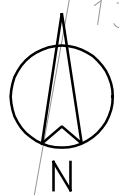
Refuge island to be maintained at the current proposed location, i.e. **1.5m** setback from Man Kam To Road which is comparable to relevant TPDM requirement in Volume 4 Chapter 2.2 Diagram 2.2.3.1

Recommended

- The setting of the pedestrian crossing is acceptable with the consideration of maneuvering of long vehicle.

Alternative – Cancel the pedestrian crossing





13

14

15

16

17

Rd Ndr B/S

Rd Ndr B/S/TWT

ESS

child

LIN MA HANG ROAD

新屋嶺遊樂場

San Uk Ling Play

LOOK LEFT

望左

LOOK LEFT

望左

LOOK RIGHT

望右

STOP

BUS STOP

MAN KAM TO ROAD

SAN UK LING

LEGEND :



12.8m LONG BUS
(APPROACHING)



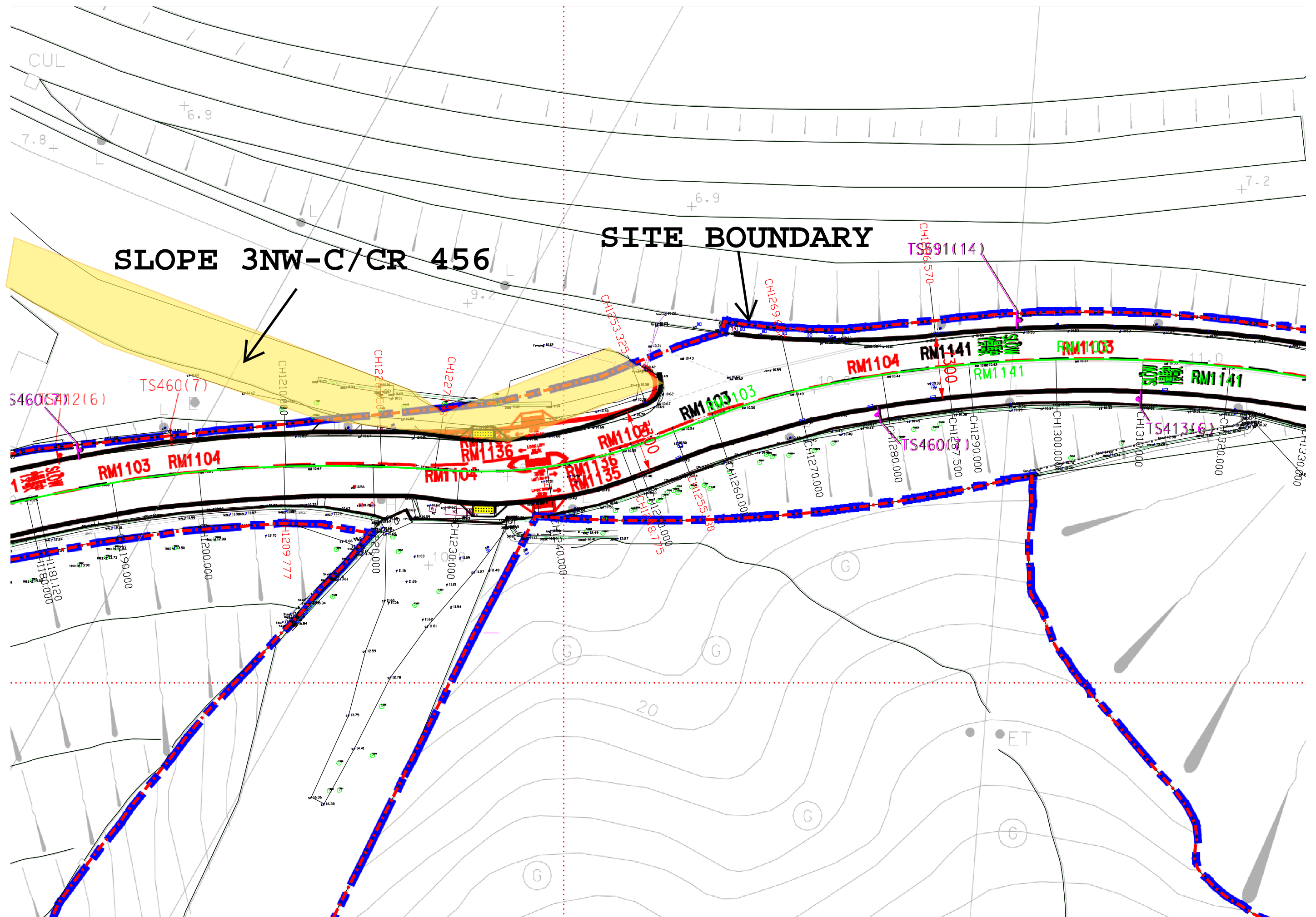
12.8m LONG BUS
(LEAVING)

SP-085

SCALE 1 : 250 @ A3

Attachment B

Attachment C





運輸署

Transport Department

By Fax 2268 3955

本署檔號 Our Ref.: () in TDNR 171/200-280
 來函檔號 Your Ref.: 231448/6.12/DL/AW/PC/JS/CC/0919
 電話 Tel.: 2399 2549

26 November 2018

Ove Arup & Partners Ltd.
 Level 5, Festival Walk
 80 Tat Chee Avenue
 Kowloon Tong, Kowloon

(Attn: Mr Davis LEE)

Dear Sir,

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

Final Roadworks Design Submission Package 2b (Lin Ma Hang Road)

We refer to your above letter dated 20.11.2018 regarding the above roadwork design submission on Lin Ma Hang Road and our emails dated 22.11.2018, please note we have no further comment on the R to C, from traffic engineering point of view.

Thank you for your attention.

#2160

ARUP		Job No. 231448
Register No.		File No.
		File Original: Yes / No
		Scanned 6.12
Received 27 NOV 2018		
Init.	PM	
Action		
Info.		
Copy	/	

Yours faithfully,

Winnie Wong
 (Winnie WONG)

for Commissioner for Transport

c.c. CEDD/CE/LW
 CHE/NTE, HyD

(Attn. Mr. Wendy IU) Fax 2762 5620
 (Attn. Mr. LAM Chi-sing) Fax 2714 5228

Internal
 E/P

新界分區辦事處
 NT Regional Offices

九龍聯運街三十號旺角政府合署七樓

7th Floors, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.

傳真/Fax No.: 2391 3799 電子郵件/E-mail: ---

Annex D

Written confirmation from Permit Holder

MEMO

From Chief Engineer/Land Works, CEDD
 Ref. (02 FKEU) n LW-30-3005-(CV/2017/02)-M45-00 Pt.
 Tel. No. 2762 5665
 Fax No. 2714 0079
 Date 2 December 2020

To Prin Env Protection Offr(Strategic Assessment), EPD
 (Attn : Ms.CHUNG Wing Tung, Candice)
 Your Ref. () to EP2/N7/A/78 Pt. 24
 dated 10.11.2020 Fax No. 2591 0558
 Total Pages 1

Contract No. CV/2017/02
Development of Columbarium at Sandy Ridge Cemetery –
Infrastructural Works at Man Kam To Road and Lin Ma Hang Road

Proposed Pedestrian Footpath at Lin Ma Hang Road

I refer to your letter ref. () to EP2/N7/A/78 Pt. 24 dated 10 November 2020 enclosing your comments on the submission of layout plan for the proposed footpath at Lin Ma Hang Road (Condition 2.12 under Environmental Permit No. EP-534/2017/A).

2. With reference to comment no. 5, please be confirmed that the layout plan of the proposed pedestrian footpath at Lin Ma Hang Road on which Advisory Council on the Environment (ACE) had no comment is consistent with the layout plan of the proposed pedestrian footpath at Lin Ma Hang Road agreed by Transport Department (TD).

3. If you have any queries or require any further information, please feel free to contact the undersigned.



(SHUM Ngai-hung)
 for Chief Engineer/Land Works
 Civil Engineering and Development Department

Encl.

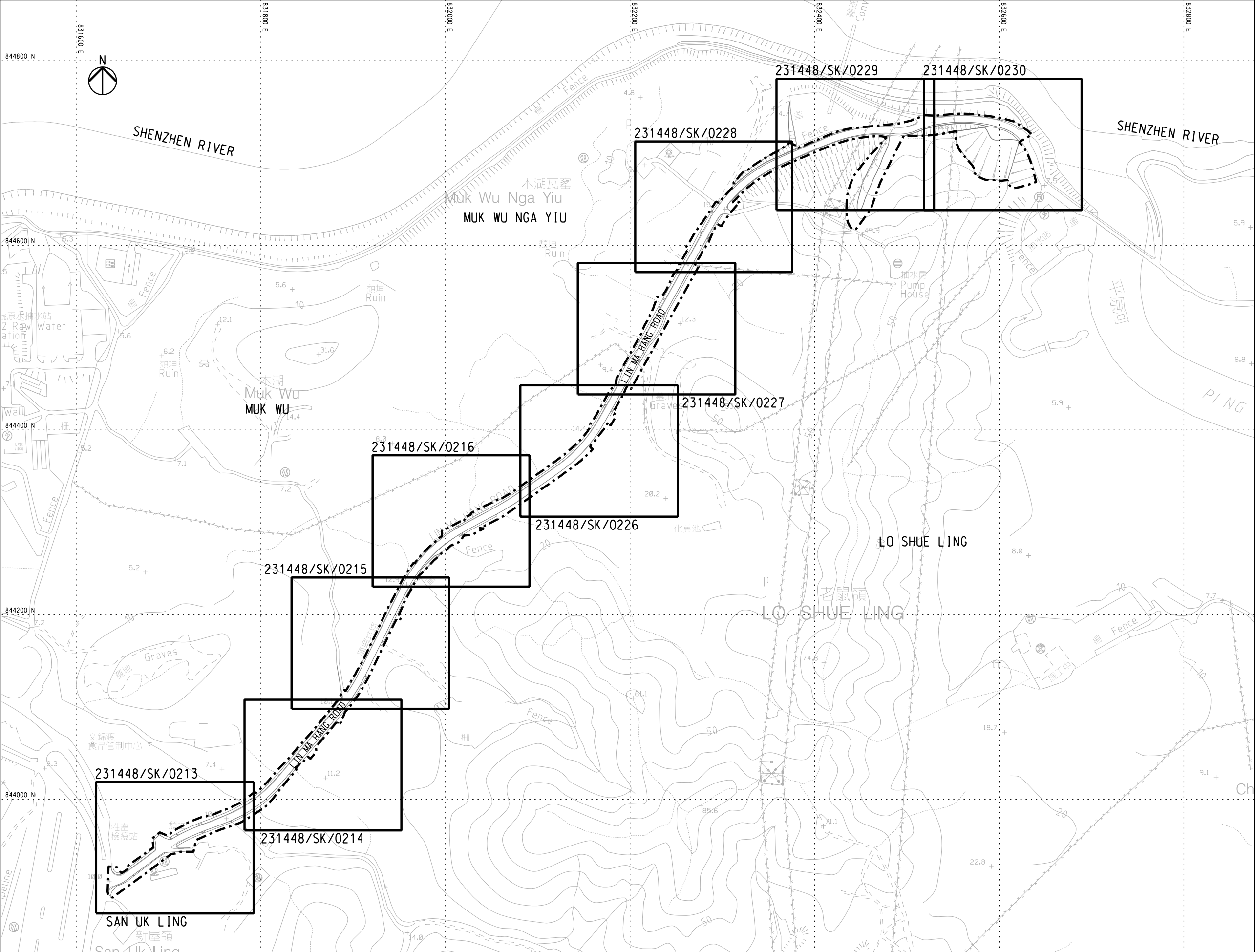
c.c.

Ove Arup & Partners Hong Kong Ltd. (Attn.: Mr. Bob Evans)
 PC/83, E/81 - to note in file

Fax No. 2611 9699

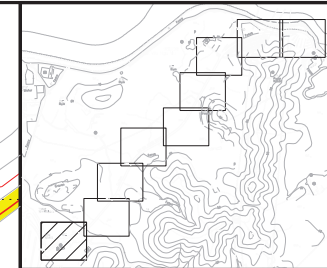
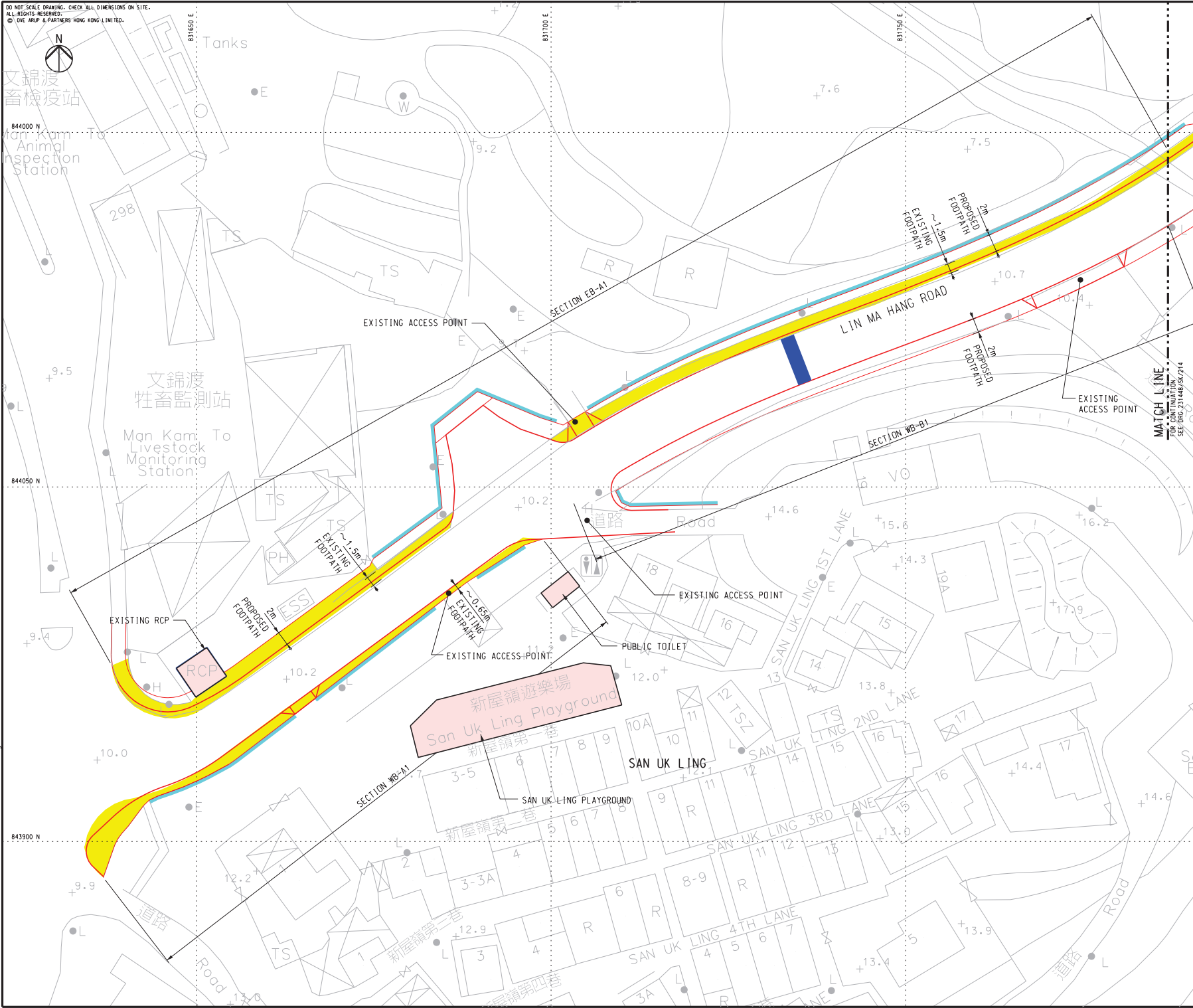
Annex E

Finalized Layout of the Footpath compared to the existing condition at Lin Ma Hang Road



<div>ARUP</div> <div>Ove Arup & Partners Hong Kong Ltd</div>	Job Title : Development of Columbarium at Sandy Ridge Cemetery - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road			Sketch Title : WIDENING OF EXISTING FOOTPATH AT LIN MA HAND ROAD (KEY PLAN)		Drawn: CKH		Checked: AL		Approved: HW			
	Project No.: 231448		Contract No.: CV/2017/02		Scale : 1:2000 @A1 Date : 15/12/2021		Other Related Ref.: N/A	Working Dwg. No.: N/A		DAN No.: N/A		PMI No.: N/A	
	Sketch No.: CV/2017/02/SK/0369		Rev : 0					RFI No.: N/A		Others: N/A			

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KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF CROSSING (SUBJECT TO DETAILED DESIGN)

LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARED TO 2m FOOTPATH ON BOTH SIDE)

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

WIDENING OF EXISTING
FOOTPATH AT LIN MA HANG
ROAD
(SHEET 1 OF 9)

Drawing no. 231448/SK/213 Rev. -

Drawn	Date	Checked	Approved
	09/16		
Scale	Status		
1:250 @A1	PRELIMINARY		

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844100 N

831900 E

10.2 +

MATCH LINE
FOR CONTINUATION
SEE DRG 231448/SK/215

831900 E

+10.2

11.1 +

EXISTING SETTLEMENT /
TEMPORARY STRUCTURE

14.8 +

KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE
OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF
CROSSING (SUBJECT
TO DETAILED DESIGN)

LOCATION WHERE THE
TREES ARE FURTHER
AVOIDED (COMPARED TO
2m FOOTPATH ON BOTH
SIDE)

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
WIDENING OF EXISTING
FOOTPATH AT LIN MA HANG
ROAD
(SHEET 2 OF 9)

Drawing no. 231448/SK/214		Rev. -	
Drawn MW	Date 09/16	Checked AW	Approved DL
Scale 1:250 @A1	Status PRELIMINARY		

CEDD
土木 工程 拓展 署
Civil Engineering and
Development Department

MATCH LINE
FOR CONTINUATION
SEE DRG 231448/SK/213

PROPOSED
FOOTPATH
2m
EXISTING
FOOTPATH
1.5m

SECTION EB-B2

SECTION WB-B2

EXISTING ACCESS POINT

EXISTING SETTLEMENT /
TEMPORARY STRUCTURE

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844200 N

844150 N

844100 N

MATCH LINE
FOR CONTINUATION
SEE DRG 231448/SK/214

MATCH LINE
FOR CONTINUATION
SEE DRG 231448/SK/216

EXISTING SETTLEMENT /
TEMPORARY STRUCTURES

EXISTING ACCESS POINT

EXISTING ACCESS POINT

EXISTING SETTLEMENT /
TEMPORARY STRUCTURE

EXISTING ACCESS POINT

EXISTING ACCESS POINT

REFUSE COLLECTION POINT

EXISTING ACCESS POINT

SECTION EB-A3

SECTION WB-C1

SECTION EB-B1

SECTION WB-D1

LIN MA HANG ROAD

泥路

墓地
Graves

Former Sandy Ridge
Public School

KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE
OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF
CROSSING (SUBJECT
TO DETAILED DESIGN)

LOCATION WHERE THE
TREES ARE FURTHER
AVOIDED (COMPARED TO
2m FOOTPATH ON BOTH
SIDE)

Rev	Description	By	Date

ARUP

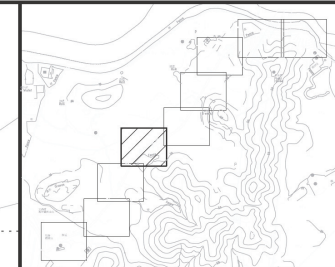
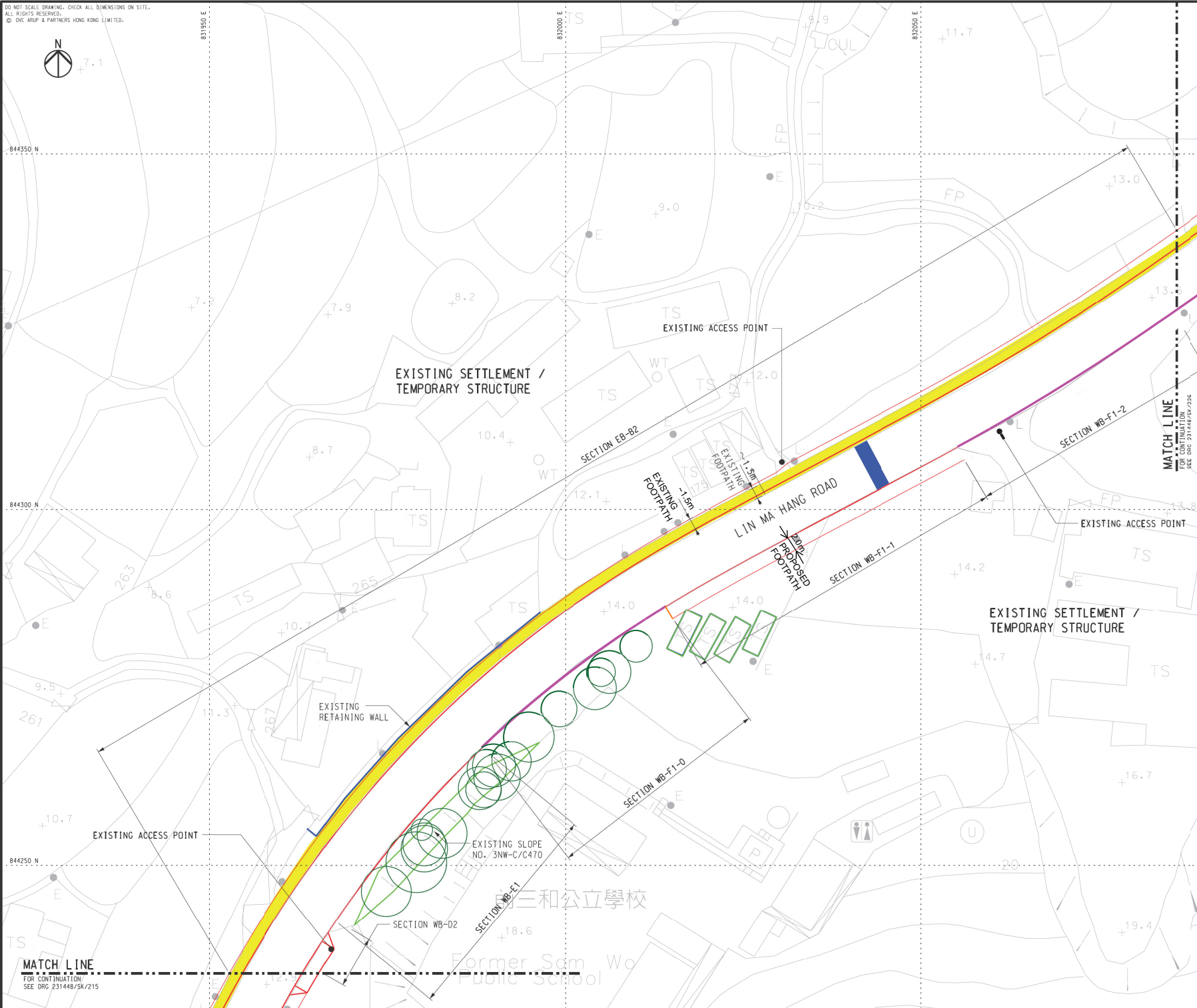
Contract No. and Title:
Agreement No. CE 1/2013(CE)
**Site Formation and Associated
Infrastructural Works for Development
of Columbarium, Crematorium and
Related Facilities at Sandy Ridge
Cemetery - Design and Construction**

Drawing title
**WIDENING OF EXISTING
FOOTPATH AT LIN MA HANG
ROAD
(SHEET 3 OF 9)**

Drawing no. 231448/SK/215		Rev. -	
Drawn MW	Date 09/16	Checked AW	Approved DL
Scale 1:250 @A1	Status PRELIMINARY		



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KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF CROSSING (SUBJECT TO DETAILED DESIGN)
- LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARED TO 2m FOOTPATH ON BOTH SIDE)

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

WIDENING OF EXISTING FOOTPATH AT LIN MA HANG ROAD (SHEET 4 OF 9)

Drawing no. 231448/SK/216 Rev. -

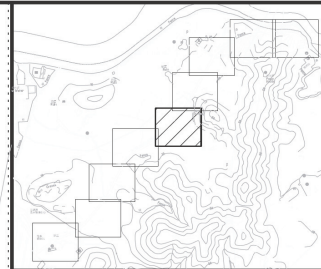
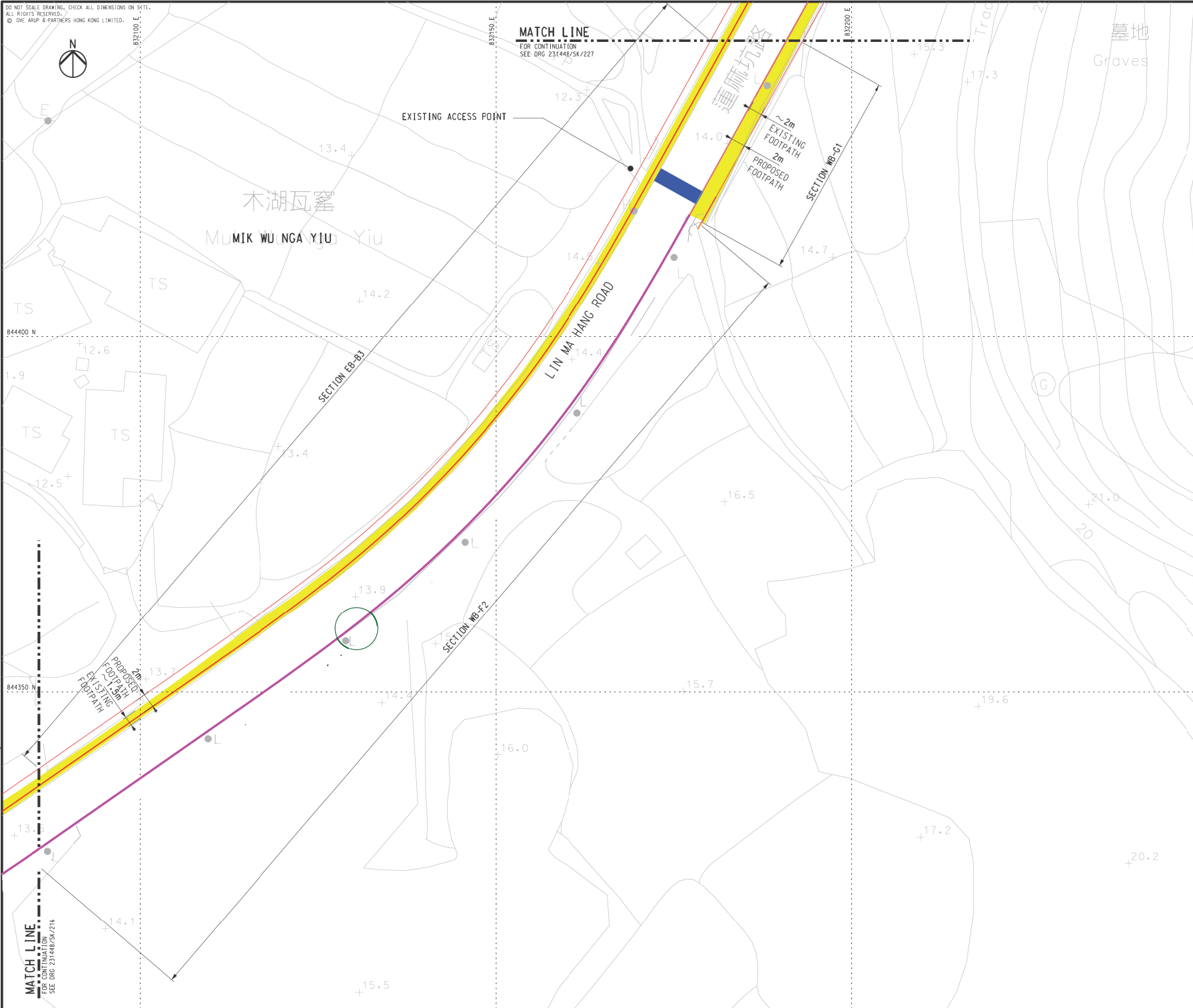
Drawn	Date	Checked	Approved
	09/16		

Scale 1:250 @A1 PRELIMINARY

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Civil Engineering and Development Department

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KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF CROSSING (SUBJECT TO DETAILED DESIGN)

LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARED TO 2m FOOTPATH ON BOTH SIDE)

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
WIDENING OF EXISTING FOOTPATH AT LIN MA HANG ROAD
(SHEET 5 OF 9)

Drawn	Date	Checked	Approved
WM	09/15	AW	DL
Scale	1:250 @A1	Status	PRELIMINARY

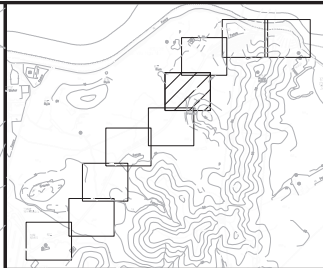
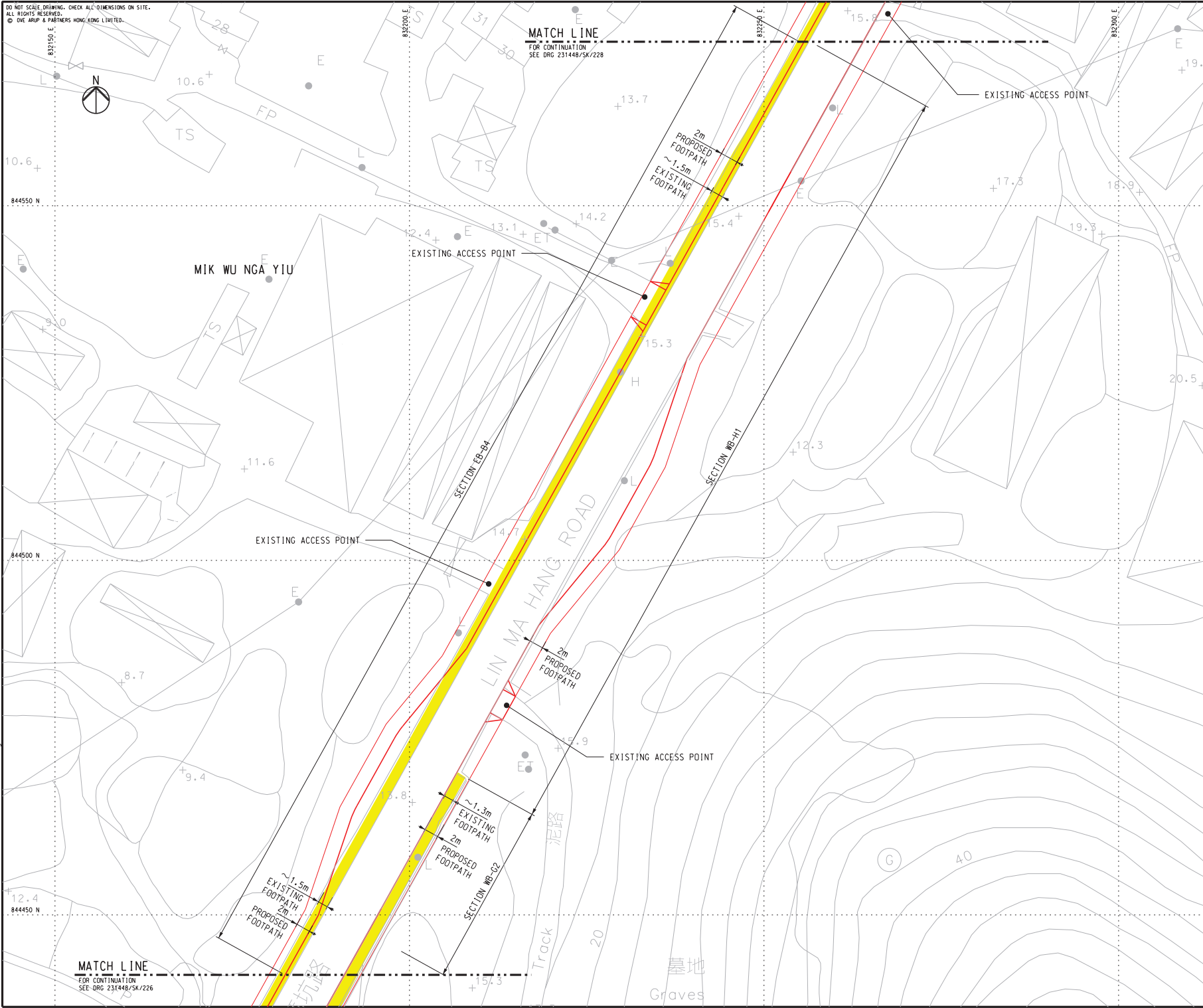
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MATCH LINE
FOR CONTINUATION
SEE DRG 231448/SK/2216

MATCH LINE
FOR CONTINUATION
SEE DRG 231448/SK/227

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KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF CROSSING (SUBJECT TO DETAILED DESIGN)

LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARED TO 2m FOOTPATH ON BOTH SIDE)

Rev	Description	By	Date

Consultant

ARUP

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

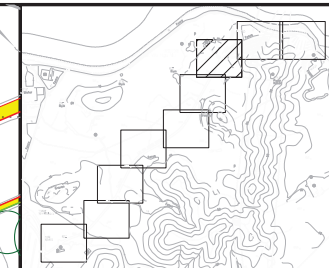
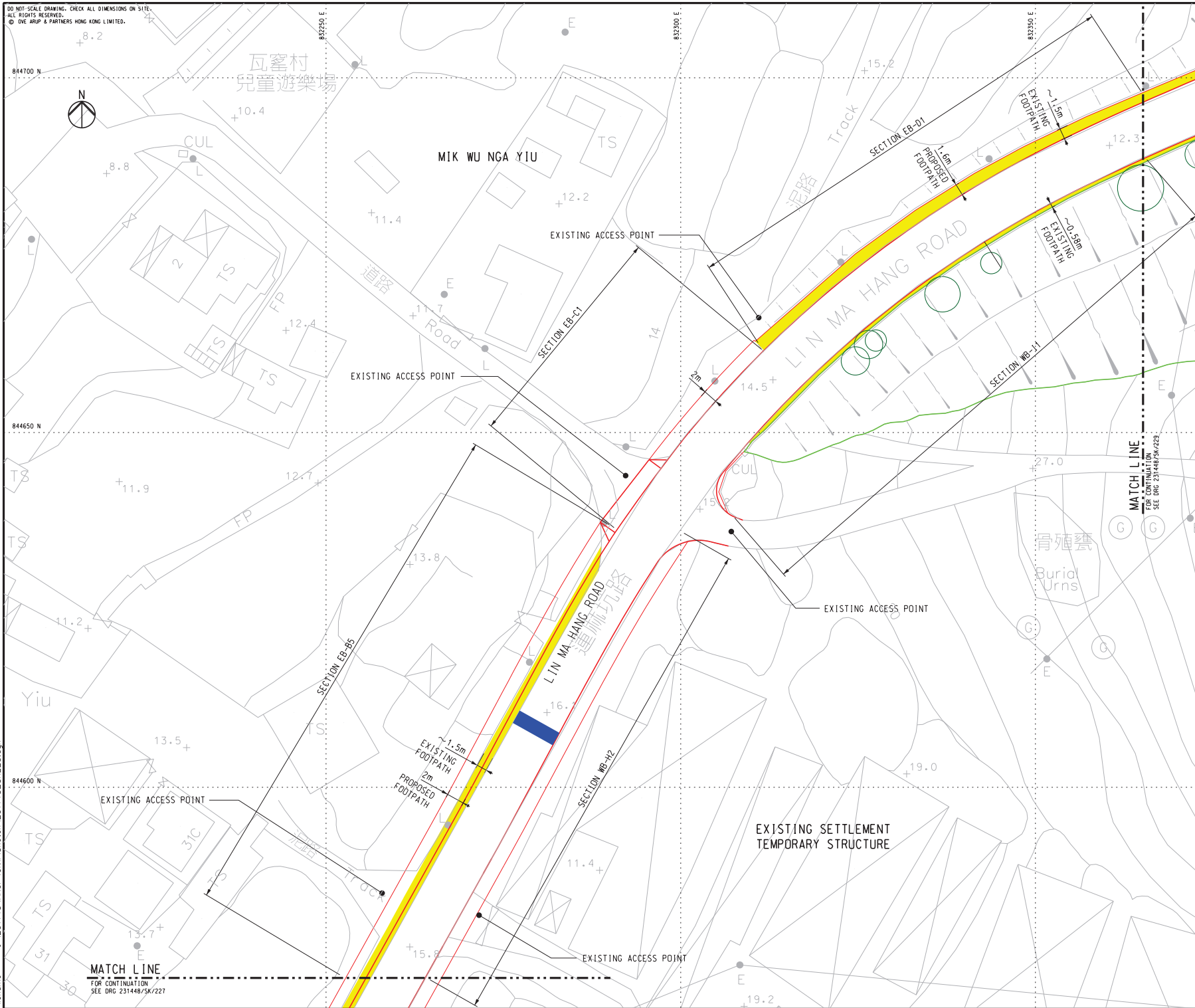
Drawing title
**WIDENING OF EXISTING FOOTPATH AT LIN MA HANG ROAD
(SHEET 6 OF 9)**

Drawing no.	231448/SK/227	Rev.	-
Drawn	Date	Checked	Approved
MM	09/16	AW	DL
Scale	1:250 @A1	Status	PRELIMINARY

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KEY PLAN

LEGEND:

- | | |
|---|---|
|  | EXISTING FOOTPATH |
|  | PROPOSED FOOTPATH |
|  | PROPOSED RUN-IN |
|  | EXISTING STRUCTURE
OR OBSTRUCTION |
|  | PROPOSED NOISE BARRIER |
|  | INDICATIVE LOCATION
OF CROSSING
(SUBJECT
TO DETAILED DESIGN) |

LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARED TO 2m FOOTPATH ON BOTH SIDE)

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	
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WIDENING OF EXISTING
FOOTPATH AT LIN MA HANG
ROAD
(SHEET 7 OF 9)

Drawing no.	231448/SK/228	Rev.	—
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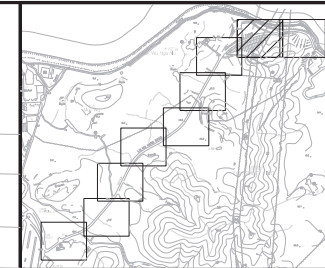
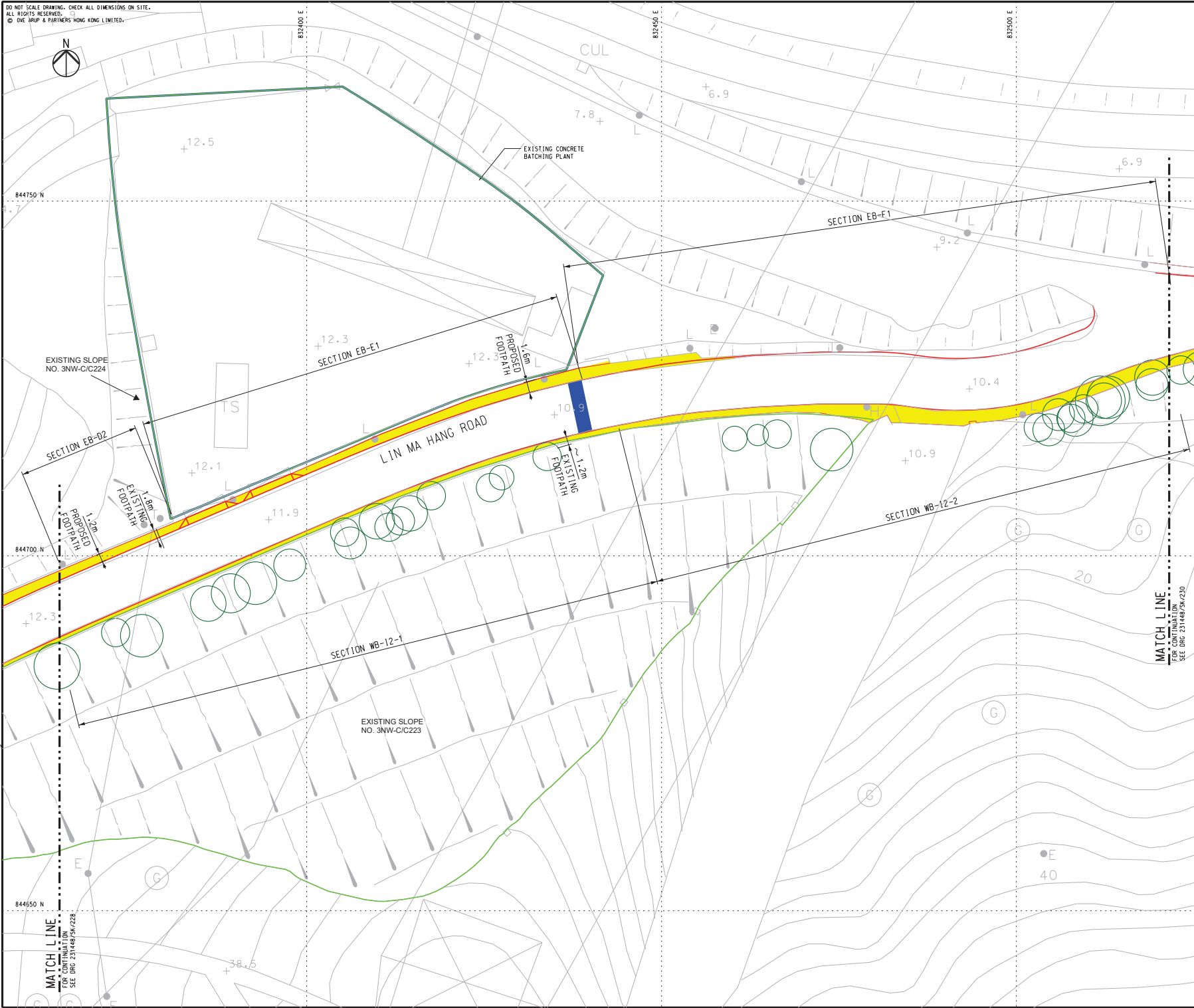
Drawn WM	Date 09/16	Checked AW	Approved DL
Scale 1:250 @A1		Status PRELIMINARY	

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KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF CROSSING (SUBJECT TO DETAILED DESIGN)
- LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARED TO 2m FOOTPATH ON BOTH SIDE)

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

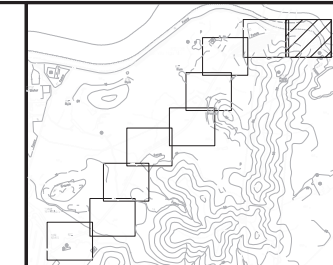
Drawing title
WIDENING OF EXISTING
FOOTPATH AT LIN MA HANG
ROAD
(SHEET 8 OF 9)

Drawing no.	231448/SK/229	Rev.	-
Drawn	Date	Checked	Approved
MM	09/16	AW	DL
Scale	1:250 @A1	Status	PRELIMINARY

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KEY PLAN

LEGEND:

- EXISTING FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED RUN-IN
- EXISTING STRUCTURE OR OBSTRUCTION
- PROPOSED NOISE BARRIER
- INDICATIVE LOCATION OF CROSSING (SUBJECT TO DETAILED DESIGN)
- LOCATION WHERE THE TREES ARE FURTHER AVOIDED (COMPARE TO 2m FOOTPATH ON BOTH SIDE)

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
**WIDENING OF EXISTING
FOOTPATH AT LIN MA HANG
ROAD
(SHEET 9 OF 9)**

Drawing no. 231448/SK/230		Rev. -	
Drawn AW	Date 09/16	Checked AW	Approved DL
Scale 1:250 @A1		Status PRELIMINARY	

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Civil Engineering and
Development Department

Annex F

Tentative construction programme of the footpath(s) at the road with confirmation from CEDD

**CEDD Contract CV/2017/02 - Development of Columbarium at Sandy Ridge Cemetery -
 Infrastructural Works at Man Kam To Road and Lin Ma Hang Road
 Layout Plan for the proposed footpath at Lin Ma Hang Road**

Construction Programme for footpath works along Lin Ma Hang Road

Section	Planned Commencement date	Planned Completion Date
EB-A1	Q3 2022	Q2 2023
EB-A2		
WB-B1		
WB-B2		
EB-A3	Q4 2022	Q2 2023
EB-B1		
WB-B3		
WB-D1		
WB-D2	Q2 2022	Q1 2023
WB-F1-1		
EB-B3	Q3 2022	Q1 2023
EB-B4		
WB-G2		
WB-H1		
EB-B5	Q3 2022	Q1 2023
EB-C1		
EB-D2		
EB-E1		
WB-H2		

LAW Ka Wing, Billy

From: LAW Ka Wing, Billy
Sent: 2022年1月12日星期三 9:49
To: LAW Ka Wing, Billy
Subject: FW: CV/2017/02 - Programme for Footpath Construction at Lin Ma Hang Road
Attachments: Programme for Footpath at Lin Ma Hang Road.pdf

From: hclam1@cedd.gov.hk <hclam1@cedd.gov.hk>
Sent: Thursday, December 30, 2021 5:32 PM
To: WONG Yuen Yi, Amy <amy.wong@cv201610.com>
Cc: LAU Pak Yan, Anthony <anthony.lau@cv201610.com>; DING Ching Shun, Daniel <daniel.ding@cv201610.com>; stevennhshum@cedd.gov.hk
Subject: Re: CV/2017/02 - Programme for Footpath Construction at Lin Ma Hang Road

Dear Amy,

We do not have particular comments on the programme on the understanding that we should, by all means, explore measures and urge the contractor to expedite the works to achieve early completion of the outstanding works.

Regards,
Jessica Lam
E/81

From: "WONG Yuen Yi, Amy" <amy.wong@cv201610.com>
To: "hclam1@cedd.gov.hk" <hclam1@cedd.gov.hk>
Cc: "LAU Pak Yan, Anthony" <anthony.lau@cv201610.com>, "DING Ching Shun, Daniel" <daniel.ding@cv201610.com>
Date: 30/12/2021 15:03
Subject: CV/2017/02 - Programme for Footpath Construction at Lin Ma Hang Road

Dear Jessica,

Attached please find our programme for completion of footpath works at Lin Ma Hang Road for your comment and approval.

Thanks & Regards

Amy Wong

Resident Engineer | Arup
Contract No. CV/2016/10 & CV/2017/02
Site Formation and Associated Infrastructural Works for Development of
Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery
Contact: 3653 7616 / 9165 8013

Attachment B

Our Ref: TCS00944/18/300/L0384

**Civil Engineering and Development Department
Civil Engineering Office
Land Works Division**

Section 8

2/F, Civil Engineering and Development Building,
101 Princess Margaret Rd,
Homantin, Kowloon

Attn: Mr. SHUM Ngai Hung, Steven

8 March 2022

By email & by Post

Dear Sirs,

**Re: Contract No. CV/2017/02 - Development of Columbarium at Sandy Ridge Cemetery – Infrastructural Works at Man Kam To Road and Lin Ma Hang Road
Layout Plan for the Proposed Footpath at Lin Ma Hang Road (Revision 3)**

We refer to the "Layout Plan for the Proposed Footpath at Lin Ma Hang Road (Revision 3)" prepared under Environmental Permit no. EP-534/2017/A Condition 2.12, we have no adverse comments on this submission. We herewith certify the captioned pursuant to General Condition 1.9 of the Environmental Permit no. EP-534/2017/A.

Should you have any queries, please feel free to contact the undersigned at Tel: 2959-6059 or Fax: 2959-6079 or Email: twtam@fordbusiness.com.

Yours sincerely,

For and on Behalf of

Action-United Environmental Services & Consulting (AUES)



T. W. Tam
Environmental Team Leader
TW/jk

cc	Arup (RE)	Mr. Anthony Lau	By-email
	Acuity (IEC)	Mr. Jacky Leung	By-email
	Sang Hing (Contractor)	Mr. Elvin Lam	By-email



ACUITY
SUSTAINABILITY
CONSULTING LIMITED



Website: www.acuityhk.com



Unit E, 12/F, Ford Glory Plaza,
Nos. 37-39 Wing Hong Street,
Cheung Sha Wan, Kowloon.



Tel. : (852) 2698 6833
Fax.: (852) 2698 9383

Our Ref.: PL-202203005

LAND WORKS DIVISION
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
2/F, CIVIL ENGINEERING AND DEVELOPMENT BUILDING
101, PRINCESS MARGARET ROAD
HOMANTIN, KOWLOON
HONG KONG

Attention: Mr. Steven SHUM

8 March 2022

Dear Steven,

Contract No. CV/2017/02

Development of Columbarium at Sandy Ridge Cemetery – Infrastructural Works at Man Kam To Road and Lin Ma Hang Road
Layout Plan for the proposed footpath at Lin Ma Hang Road

Referring to the email of the ET concerning the captioned, I have no adverse comment on the revised Layout Plan for the Proposed Footpath at Lin Ma Hang Road (Revision 3) with Document No: CV/2017/02/R0023r3 and hereby verify this layout plan according to section 1.9 of the EP-534/2017A.

Yours faithfully,

CH Leung

Leung CH Jacky
Independent Environmental Checker

cc. ARUP – Mr. LEE Davis
ET Leader – Mr. TAM