

Introduction

Chapter 1



CHAPTER ONE INTRODUCTION

1. The primary objective of the Territorial Development Strategy (TDS) Review is to update the TDS, a long term development strategy for Hong Kong first prepared in 1984, so that it will keep pace with regional developments and maintain Hong Kong's position as a leader within the region. To this end, several rounds of detailed multi-disciplinary evaluations, studies and screening processes have been undertaken with individual components of the industrial, residential, commercial, transport, recreational, landuse and port development strategies considered in detail. Ultimately, the TDS Review will provide two basic development strategies (reflecting different growth characteristics) for two different time horizons. The long term development strategy is based on the year 2011, with the medium term forecasts developed for the year 2006.
2. There are three stages of option formulation and evaluation, from Initial Options, through Hybrid Options to Preferred Options. Each stage builds on the findings of the previous one to identify positive attributes for refinement and to narrow down the range of choices. A simplified review process is schematically illustrated in Figure 1.1. Using guidelines derived from the assessment of the Hybrid Options, a series of principles were developed for use in the compilation of the Preferred Options, as follows:
 - (a) the scale and type of development should be commensurate with various environmental and infrastructure thresholds;
 - (b) optimising the utilisation of planned/committed infrastructure;
 - (c) preference for high density concentrated development in the Greater Metro area (i.e. the Metro area and the Sha Tin and Tseung Kwan O new towns) due to efficiency in servicing;
 - (d) emphasis on rail-based developments to facilitate movements of people and goods;
 - (e) creating new employment foci to achieve a better job distribution;
 - (f) providing opportunities for upgrading and cleaning up uncoordinated developments in areas of urban transition;
 - (g) choice of locations and broad range of land uses to produce a strategy that can satisfy housing, office and industrial needs, as well as providing opportunities for port back-up facilities and an emerging North - South technology corridor; and
 - (h) enhancing the role of each sub-region in a territorial development context.
3. The components of each long term strategy will comprise:
 - (a) a broad development pattern and the associated land use components;
 - (b) a set of broad sectoral land development principles relating to major land uses including industrial, commercial/office and housing land;
 - (c) an outline of the strategic role and functions of each sub-region in the territorial context; and
 - (d) an assessment of the land use, transport and environmental implications of the postulated growth pattern.
4. Elements of the medium term strategy will include :
 - (a) a list of key strategic growth components and common elements of the two Long Term Development Options to be recommended for action in the medium term;
 - (b) a proposed broad programme and phasing of each of the growth areas identified in (a), including associated key infrastructure and environmental mitigation measures;
 - (c) an assessment of the broad financial implications and rough order of costs for (b); and

- (d) an outline sequence of works for all identified strategic growth areas with priorities for implementation.
5. Key issues for Hong Kong as a result of the continuous pattern of growth within the South China Region (the Region) which need to be addressed as a matter of some urgency may be summarised as follows:
- (a) implications of the proposed cross border developments especially in the NWNT;
 - (b) methods to alleviate and integrate the pollution control strategies, especially with respect to the liquid wastes conveyed by Pearl River, industrial and vehicular emissions and dusts; and
 - (c) provision of adequate supplies of fresh food and potable water. The latter is a key concern as vast tracts of land are being stripped (and drainage channels infilled) to prepare for the anticipated developments in the Region.
6. Detailed evaluations at various levels have been carried out in order to generate the Preferred Options which will be synthesised into the recommended development strategies. To this end the first round evaluation of the Preferred Options (referred to as the Prototype Preferred Options), reported upon in May 1995, provided assessments of the development strategies in terms of their effect on, inter alia, air and water quality, noise, solid wastes, ecology and potentially hazardous installations. The evaluations identified components of the Preferred Options which required refinement and components which were synthesised into the medium and long term development strategies. The second round of evaluations i.e. the evaluation of the Refined preferred Options, focused upon examining the key issues which were identified in the first round of assessments relating to liquid and solid wastes arisings and the implications for their disposal, air pollution from vehicular sources and the cumulative effects of the industrial and transport strategies.
7. The data matrices compiled for the Preferred Options for Scenarios A and B were refined following discussions at several Working Groups for use in both the first and second round evaluation process. The integrated results of the transport testing and environmental evaluations will form the basis of the long term development strategies for Scenarios A and B.
8. At the commencement of the TDS Review a series of assessment methodologies were derived to assist in the evaluation of the options and components thereof. These evaluation criteria were endorsed by the TDS Review Steering Group and maintained for use throughout the entire TDS Review process, and are detailed in Chapter Four of this Report. However, as the process evolved it became apparent that some of the assessment methods adopted in the early stages of the Study were no longer applicable. This was particularly so in the case of the assessment of air quality and the implications of the industrial and transport strategies on future air quality.
9. An alternative methodology for assessing the impact of the proposed industrial and traffic related activities on air quality was thus developed through discussions with Environmental Protection Department (EPD). The original methodology proposed was limited in its application and did not provide any indication of the cumulative impacts of major developments on air quality. In particular, concern was expressed over the dispersive capacities of some of the airsheds within the Territory and the ability of such areas to accommodate the proposed transport and industrial developments while still maintaining the Air Quality Objectives (AQOs).
10. This Report focuses on the assessment of the evaluations of the Preferred Options which were subsequently refined in certain areas as a result of the findings of the first round assessments.

Key components of Scenarios A and B which were re-examined (second round evaluation) in an attempt to formulate more environmentally acceptable development strategies included:

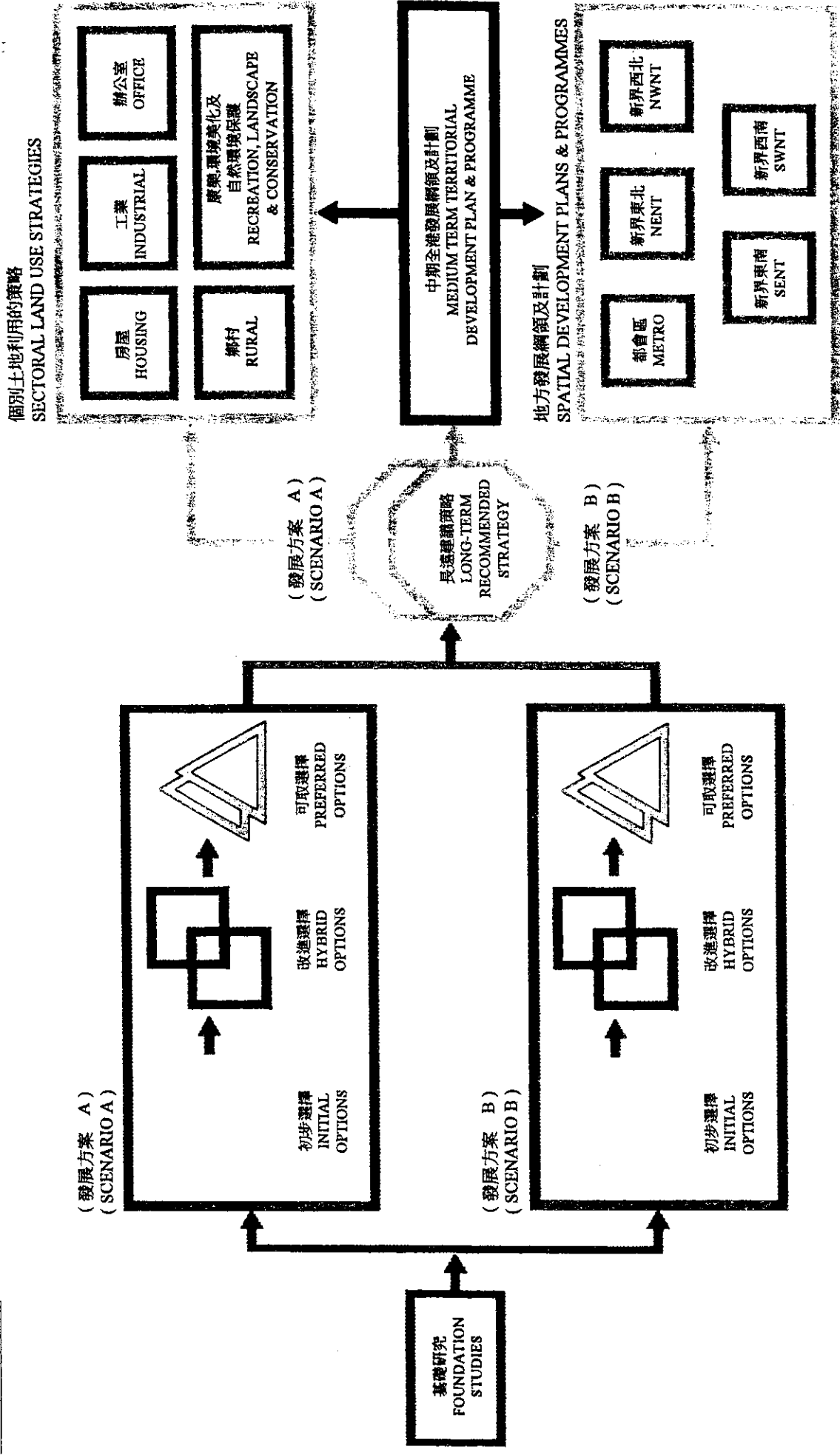
- (a) traffic forecasts especially in Tuen Mun and the Harbour Air Control Zones (ACZs);
- (b) industrial effluent generation rates (the previous estimates used throughout the evaluation process were identified as being particularly high in view of the recent trends which revealed a shift from heavy water users to service type industries);
- (c) solid wastes generation rates may be conservative especially if the waste reduction policies currently under consideration are adopted and the objectives are achieved.

11. In the first round evaluation, various scenarios were adopted to determine the effect of reassigning the emission levels for industrial developments. It was observed that the worst case scenario, where all industrial floor space was assumed to be air pollution emitters, was particularly conservative. The two other scenarios tested demonstrated significant improvements in the forecast pollution levels, but there was little difference between the two and thus it was determined that there would be little benefit to be gained from further refining the industrial development strategy but rather that the focus of attention should be on the traffic forecasts. Sensitivity tests were also carried out to assess the effects of placing controls on vehicle emissions.

研究階段 A
WORKSTREAM A

研究階段 B
WORKSTREAM B

研究階段 C
WORKSTREAM C



全港發展策略檢討程序簡介圖
SIMPLIFIED TDS REVIEW PROCESS