

## CHAPTER ONE

## INTRODUCTION

1. The primary objective of the Territorial Development Strategy (TDS) Review is to formulate a long term development strategy for Hong Kong which 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.
2. 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. The Report on "TDS Review Strategic Environmental Assessment of the Preferred Options" has been issued in December 1995. The present Report supplements the Strategic Environmental Assessment of the Preferred Options, and focuses on assessing alternative options currently being considered for the Medium-Term Strategy.
3. Notwithstanding the uncertainties over the rate of population change and other factors affecting the type and scale of development in Hong Kong, it was recognised in the TDS Review that it is essential to develop a strategy which can respond to the development needs in a progressive yet environmentally acceptable manner without compromising the long term development requirements/strategies. The main purpose of the Medium-Term Strategy therefore is to identify priorities for development to form building blocks for the Long Term Strategies to ensure that all of the key issues are adequately addressed. In addition to which, the Medium-Term Strategy aims to provide guidance on public/private sector development and to identify issues which need to be addressed as a matter of urgency.
4. In order to address the recent concern on the need on harbour reclamation, two medium-term development scenarios have subsequently been derived to test the relative merits of Harbour (HB) based reclamation, i.e. HB-Biased Medium-Term Option, and land based developments in the New Territories (NT), i.e. NT-Biased Medium-Term Option. Taking the merits and demerits of the two development scenarios into account, a medium-term development strategy which balances the development needs between the Metro Area and North West New Territories (NWNT) is recommended.
5. These three medium-term development options have been broadly reviewed in connection with the TDS Review objectives. Due to time constraints only comparative and qualitative assessments have been carried out.

### **Specific Objectives**

6. The Principal TDS Objective which has been espoused throughout the course of the TDS Review is defined as follows:

*"to enhance and protect the quality of the environment with regard to air quality, water quality, noise, solid waste disposal and potentially hazardous installations by*

*minimising net environmental impacts to the community and maximising opportunities to improve existing environmental problems".*

7. Some of the other TDS Principal Objectives which are also germane to the environmental assessment include landscape, ecology and local habitats. The sub-objectives of the TDS are outlined below for reference:

Water Quality : *"to achieve and maintain the quality of inland coastal and ground waters with particular reference to the treatment of industrial and domestic effluents".*

- to minimise pollution of freshwater flows and groundwater supplies;
- to minimise the pollution of coastal waters in accordance with the Technical Memorandum on Effluent Standards (1990) and Water Pollution Control Ordinance (1980).

[It must be stressed that some of the previously agreed sub-objectives cannot be defined in quantitative terms or evaluated against defined standards as the methods available are inappropriate for the scale of this Study.]

Air Quality : *"to minimise or reduce air pollution associated with transport corridors or industrial emissions".*

- to minimise conflict of sensitive receptors and new road proposals.
- to minimise the impact of emissions from industrial development zones and transport.

Noise : *"to minimise or reduce noise impacts from major transport corridors and industrial sources".*

- to minimise the impact of freight rail traffic.
- to reduce noise impact of major road links.

Waste Management : *"to minimise waste production and ensure development proposals conform to available waste disposal capacities".*

- to minimise solid waste production

Potentially Hazardous Installations : *"to minimise the risk to the population at large from hazardous installations".*

- to ensure adequate protection of the population in the vicinity of PHIs

Ecology : *"to maximise the opportunity for conservation of ecologically important areas".*

- to minimise the extent of distinct plant and animal communities that may be adversely affected by proposed development

Planning Guidelines Compliance : *"to ensure compliance of all proposals with the requirements of the Planning Standards and Guidelines".*

- the frequency of non-compliance associated with each development proposal for air, noise, water, waste and PHIs.