

**Table 14.2 Advantages and Disadvantages of the Variant Options**

	NT-Biased Option	HB-Biased Option
Advantages	<ul style="list-style-type: none"> <li>• concentration of development in the NWNT would promote closer economic interaction between Hong Kong and the PRD, efforts could be concentrated on enhancing pollution control mechanisms.</li> <li>• higher levels of development, especially in the NWNT, would help enhance the viability of proposed more environmentally friendly passenger rail links;</li> <li>• the upzoning of certain areas of land currently used for open storage and other temporary development would enhance environmental characteristics; and</li> <li>• the creation of new employment nodes around multi-modal transport interchanges would help alleviate, the current population - job imbalance and reduce environmental impacts (air/noise) associated with NT - Metro commuter transport.</li> </ul>	<ul style="list-style-type: none"> <li>• all the harbour reclamation areas required are either covered by detailed feasibility studies or are currently subject to such investigations that will critically and comprehensively address all relevant major environmental issues (or identify areas of further study);</li> <li>• the consolidation of residential development in the Metro Area would create a better population : job balance, providing shorter travel times and trip length;</li> <li>• the new reclamations at West Kowloon, Tsuen Bay and Kowloon Bay could provide opportunities for the creation of major, secondary employment nodes around MTRC/KCRC stations, thus helping to spread traffic loadings on road and rail-based transport systems, especially in respect of cross-harbour transport links;</li> <li>• the formation of the new reclamations could be undertaken using marine sand transported by barges. This would avoid a large number of dump trucks having to travel along congested roads through high-density city districts;</li> <li>• the consolidation of strategic growth needs in the Metro area would pressures of development on areas of ecological and landscape value in the New Territories;</li> <li>• completion of the proposed reclamations would have the further benefit that they would eliminate highly polluted bodies of water, such as the Kai Tak nullah; and</li> </ul>

**Table 14.2 Advantages and Disadvantages of the Variant Options (Cont'd)**

	NT-Biased Option	HB-Biased Option
Disadvantages	<ul style="list-style-type: none"> <li>• comprehensive feasibility and environmental impact assessment studies would need to be prepared with a lead time of about nine years which would leave only limited time to achieve the scale of development required to meet strategic growth needs;</li> <li>• forecast deterioration in air quality is most severe in the Tuen Mun ACZ due to the NT-Biased development proposals;</li> <li>• flood-water drainage systems in low lying areas would need to be comprehensively improved;</li> <li>• water supply systems, sewerage networks and treatment facilities would need to be provided or substantially upgraded within a relatively short time scale;</li> <li>• the creation of new employment nodes to minimise traffic movement would require proactive steps to be taken by the Government to induce developers to invest in the New Territories in preference to locations in the Metro Area; and</li> <li>• accelerated development in the New Territories would increase threats to ecologically sensitive areas, to areas where high grade agricultural land still exists and also to areas of high landscape value.</li> </ul>	<ul style="list-style-type: none"> <li>• some reclamation works could have temporary adverse effects on water quality and could cause disruption to marine activities;</li> <li>• large quantities of fill would be required, much of which would probably need to be obtained from extra-territorial sources which may not be of such high quality as that in the territory.</li> <li>• it may be necessary to accelerate the provision of new passenger rail links, especially to cope with additional transport demands generated by development at Kai Tak - Kowloon Bay, Green Island and on the Central - Wanchai reclamation;</li> <li>• it would be necessary to accelerate the completion of the Strategic Sewage Disposal Scheme Stage II (SSDS); and</li> <li>• the loss of coastal habitat and seabed which need to be assessed in detail.</li> </ul>