



APPENDIX A

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PLANNING PRINCIPLES

The following Planning Principles or Guidelines have been transposed verbatim from the Phase II Stage I Final Report on the Evaluation of Initial Options.

Water Quality Guidelines

- (a) Locating or expanding residential developments and industry, which create liquid waste, at points remote from the existing or planned sewage system, or creating a situation which overloads the existing system.
- (b) Changing the water regime and the form of any crossing of Deep Bay has potential for major impact. Any restriction of existing water movements is likely to have an adverse effect on water quality, the assimilative effect of the water body and create adverse effects on ecology including the Mai Po Marshes and sea fisheries.
- (c) Strict controls on discharges on NENT will be required to avoid adverse impacts on Mirs Bay and Tolo Harbour.
- (d) The impact of reclamation works, including the construction method and the eventual landform.

Air Quality Guidelines

- (a) Industry and major transport routes can generate severe air pollution effects and siting will need careful consideration if significant adverse impacts are to be avoided.
- (b) Separation of industrial and sensitive uses, taking account of the distance that airborne pollutants can be carried.
- (c) Siting pollution sources 'downwind' of sensitive uses, generally industry should be located to the south west of urban areas to take advantage of prevailing winds.
- (d) Good design principles to avoid creation of localised microclimates and to ensure good ventilation corridors are maintained.
- (e) Not locating pollution sources within a confined airshed or in areas influenced by low speed on-shore winds.
- (f) Not locating polluting industry close to major roads and creating areas where the Air Quality Objectives (AQO) are exceeded and locating major roads outside the urban areas.
- (g) Not locating polluting industry within existing air pollution blackspot or close to other polluting developments causing a cumulative pollution effect.

Waste Management

- (a) Access route for disposal facilities, distance and proximity to Sensitive Receivers need to be considered in the next stage.
- (b) Developments which require disposal of large quantities of solid waste should be avoided and disposal of dredged material, particularly contaminated material should be avoided.

Noise

- (a) At a strategic level there are a limited number of qualitative considerations. The principal element is to reduce direct interface of residential, and other sensitive uses, with industrial areas and transport routes.
- (b) The findings of the Freight Transport Study and Railway Development Study should be considered in relation to land use along transport corridors in the next stage.
- (c) Use of natural topography or non-sensitive uses to shield sensitive uses from direct line of sight.

Ecology

- (a) Considering areas of ecological interest as Sensitive Receivers including the provision of buffer zones was noted.
- (b) Infilling of wetlands, destruction of mangrove and depletion of habitat should be avoided and where destruction is unavoidable a compensatory area should be identified.