

a benefit to this area;

- development of conservation management centres in NENT and NWNT, marine parks and controlled development of educational facilities for the promotion of conservation (e.g. dolphin tours).
3. In addition to the foregoing it is also recommended that consideration be given to the following:
- (a) development of Regional Environmental Protection Goals (REPG's);
  - (b) definition of environmental thresholds and carrying capacities for all of the sub-regions and sub-divisions in Regional and territorial terms (long term goal);
  - (c) definition of environmental tolerance levels in territorial terms;
  - (d) definition of Environmental Quality Objectives (EQO's) for future targets; and
  - (e) preparation of Strategic Environmental Management Plans (SEMPS) which would examine the existing 'baseline' conditions within each area (e.g. by Air Control Zones) taking all environmental criteria into account. Development plans or proposals would then be examined in holistic terms (like SMPS but not just for effluent), so that management plans/options would be thoroughly considered rather than looking just at transport in terms of air/noise/interfaces etc.
4. One of the requirements of the Brief was to assist in the formulation and phasing of the Refined Preferred Options. Recommended phasing (from an environmental quality and control perspective) is outlined in Table 18.1.

**Table 18.1 PROPOSED PHASING OF REFINED PREFERRED OPTION (SCENARIOS A and B)**

Development Component or Strategy	Scenario A	Scenario B
<b>Residential Developments</b>		
Kai Tak - Kowloon Bay	2001	2001 with Phases 2 and 3 from 2006 >
Green Island	2006	2006
Tseung Kwan O Phase 3	2001	2001 with extension > 2006
<b>Tung Chung</b>	2001	2001 with extra pop > 2006
Tai Ho	-	2006 >
Hong Kong Island South	2006 >	2006 >

Development Component or Strategy	Scenario A	Scenario B
Lok Ma Chau/San Tin	-	2006 >
Kam Tin	-	2011
Yuen Long South	2001 >	-
Fanling North	-	2006 >
Rural NWNT	2006 >	2006 >
Tuen Mun East	2006	2006 >
Whitehead	-	2006
Border Development (subject to very detailed study)	-	> 2011
Transport Links		
As shown in Table 4.2	-	
LPRX and Route Y	-	> 2011
Port Back Up		
Tuen Mun	2011	2011
San Tin (subject to detailed study)	2006 >	2006 >
CT10	2001 >	2001 >
CT11/12	2006	2006
Tuen Mun Port	2011	2011
Open Storage		
Kau Leung Hang	> 2001	> 2001
Ping Che	> 2006	> 2006
Nam San Wai	> 2006	> 2006
Pat Heng Area	> 2006	> 2006
PFA Lagoon	-	2006
Junk Island Borrow Area	-	2001
Pillar Point Borrow Area	-	2006
Black Point Borrow Area	-	2011
Castle Peak Firing Range	-	?

5. The recommendations made in Table 18.1 are based on the assessments contained within the foregoing sections, and can be rearranged to illustrate (from an environmental quality and control perspective) which components of the Refined Preferred Options could be considered to be suitable for incorporation into the medium term strategy and which are recommended as long term development options.

6. In the medium term (up to 2006) the components proposed are as follows:

Strategy	Scenario A	Scenario B
Residential	Kai Tak/Kowloon Bay, Green Island, Tseung Kwan O, Tung Chung, Yuen Long South	as A without Yuen Long South
Port	CT10	as A
Open Storage	Kau Leng Hang	Junk Island Borrow Area

7. In the long term the components proposed are as follows:

Strategy	Scenario A	Scenario B
Residential	Hong Kong Island South, Rural NWNT, Tuen Mun East	Hong Kong Island South, Tai Ho, Lok Ma Chau/San Tin, Kam Tin, Fanling North, Rural NWNT, Tuen Mun, Whitehead, Border Area
Port	Tuen Mun, San Tin, CT11/12	as A
Open Storage	Ping Che, Nam San Wai, Pat Heng Area	Ping Che, Nam San Wai, Pat Heng Area, PFA Lagoons, Pillar Point Borrow Area, Borrow Area at Black Point
Transport	LRPX, Route Y	as A