

## Submissions to the Harbour-front Enhancement Committee

1. *Title of the submission* : Yau Tong Bay Redevelopment
2. *Name of proponent* : Main Wealth Development Ltd
3. *Brief description of the submission* : Yau Tong Bay Redevelopment
4. *Benefits and assessments of the feasibility of the submission including its impacts on and interface with the adjoining harbour-front areas, and the sustainability assessments (e.g. social, economic and environmental assessments)* : (Can include supplementary sheets as necessary.)  
Please refer to the attached document.
5. *Estimated cost for implementation of the proposal*
  - (a) *One-off* : (Please also indicate the cash flow requirements.) Not Known
  - (b) *Recurrent* : (Please indicate \$ per annum.) Not Known
6. *Suggested source of funding* : Consortium formed by owners
7. *Time table for consultation with other statutory/advisory bodies* : Will be considered by TPB in May 2005
8. *Do you wish to make a face-to-face presentation to the HEC? If yes, please advise names and contact addresses/telephone numbers of the presenters.* :  
Yes  
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## **Yau Tong Bay Redevelopment**

### **1. Introduction**

- 1.1 Yau Tong Bay is located in the eastern side of Kowloon. It has a superior location with the Eastern Harbour Crossing to its north, schools and residential developments to its east, and the famous Lei Yue Mun Seafood Village to its southeast.
- 1.2 In the 1950s, Yau Tong Bay was developed into an industrial area where shipyards, sawmills and other industries prospered around the Bay. In the 1960s, Yau Tong Bay was developed into a residential area. In 1993, the gazettal of Outline Zoning Plan No. S/K15/6 has rezoned Yau Tong Bay to Comprehensive Development Area.
- 1.3 In the last decade, the surrounding area of Yau Tong Bay has experienced tremendous changes. Several residential developments have been completed. Lei Yue Mun Seafood Village has become a landmark of tourism and leisure activities.
- 1.4 Since the 1980s, the owners of Yau Tong Bay started to consider redeveloping Yau Tong Bay for the sake of improving the local and surrounding environment.
- 1.5 The owners have formed themselves into a consortium for redeveloping Yau Tong Bay. In 1997, the consortium appointed an environmental consultant to study the feasibility of reclaiming Yau Tong Bay. Its environmental impact assessment was approved by the Environmental Protection Department and the environmental permit was issued in 2003. The CFA Judgement has made the Government and the Town Planning Board to review all the reclamation projects in the Territory. This puts the redevelopment of Yau Tong Bay in an uncertain situation.

## **2. Ulcer of Victoria Harbour**

2.1 It is well understood that the continuation of the existing situation at Yau Tong Bay is adversely affecting Hong Kong as a whole and the Yau Tong area. Yau Tong Bay is the ulcer of Victoria Harbour.

2.2 The industrial operations in the past years have been polluting Yau Tong Bay seriously:

### **2.2.1 Seabed Contamination**

After years of operation of shipyards, sawmills and timberyards, the seabed of Yau Tong Bay has been seriously polluted by heavy metals. The consultant commissioned by the owners conducted an environmental impact assessment. The lab results showed that the contamination at Yau Tong Bay was a lot higher in some aspects than that in the Wan Chai and Central reclamation projects.

### **2.2.2 Land Contamination**

Lab results for the land contamination also showed serious pollution by heavy metals, TPH, PCB and mercury. They have all substantially exceeded the EPD standard, which implies the land contaminants have to be specially treated before disposal.

### **2.2.3 Noise Pollution**

The consultancy study also shows that if all the three shipyards reopen their businesses, the surrounding residents will be exposed to an average of 80 decibels of noise, a level much higher than that tolerated by the EPD.

### **2.2.4 Air Pollution**

The Bay has already been contaminated. The polluted seabed and mud can be seen clearly whenever a vessel passes. The stench is affecting the residents in the surroundings.

### 2.2.5 Interface Problem

The industrial operation at Yau Tong Bay is creating a lot of nuisance which affects the existing and planned residential developments in the surroundings.

## 3. The Future of Yau Tong Bay

- 3.1 It is proposed that the redeveloped Yau Tong Bay will not only accommodate residential blocks, but also those community facilities that are recently in shortage. Examples are shopping facilities, community centres, open space and schools.
- 3.2 The contaminated seabed at Yau Tong Bay will be permanently covered and will no longer affect Yau Tong Bay and the surroundings. The ulcer of the Victoria Harbour will no longer exist.
- 3.3 The future development of Yau Tong Bay will also be in line with the development of South East Kowloon and Lei Yue Mun. The entire East Kowloon district will become a predominant area for people to live in and work in.
- 3.4 The redevelopment of Yau Tong Bay will enhance the economic situation of the entire East Kowloon district.

## 4. An Urgent Problem to Solve

- 4.1 The residential developments will be gradually occupied. It is expected there will be about 40,000 people to live around Yau Tong Bay shortly. The residents will be seriously affected by the pollution if the problem is not solved urgently.
- 4.2 The owners of Yau Tong Bay have been trying to eliminate the amount of industrial activities in their industrial premises. They are on one hand aiming at avoiding the condition from further deterioration, and on the other hand wishing to redevelop Yau Tong Bay. It is unreasonable to make them wait any longer. If redevelopment in Yau Tong Bay is ruled out and the owners are forced to re-start the industrial operations, the ulcer of Victoria Harbour will be resumed

again.

- 4.3 According to the Government planning intent, Lei Yue Mun will be developed into a tourism landmark in the East Kowloon. The old Kai Tak Airport and the adjoining South East Kowloon district will become a newly planned community with a cruise terminal accommodated. If the industrial operations are maintained in Yau Tong Bay, this will certainly create an interface problem.

## 5. Planning Context of Yau Tong Bay

1998	Government first considered redevelopment of YTB from industrial use to residential use
1989	Consortium Yau Tong Bay Development Limited was formed (later renamed to “Main Wealth”) for redeveloping Yau Tong Bay
1990	Metroplan proposed comprehensive redevelopment of Yau Tong Bay
Jan 1993	Yau Tong Bay rezoned to “Comprehensive Development Area” (OZP No. S/K15/6) and reclamation was first proposed
Dec 1998	Town Planning Board principally agreed to extend the boundary of “CDA” zone at Yau Tong Bay
Mar 2000	CE-in-C approved OZP No. S/K15/11 showing 1993 Reclamation Line
Apr 2002	EIAs for Reclamation and Development approved by EPD
Jun 2002	Draft OZP No. S/K15/15 gazetted showing 2002 Reclamation Line