

APPENDIX 2

Yau Tong Bay Sustainability Workshop: Summary Report

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Department of Geography and Resource Management
The Chinese University of Hong Kong

1. Introduction

1.1 The Centre for Environmental Policy and Resource Management (CEPRM) of the Chinese University of Hong Kong is undertaking a study to investigate the urban environmental enhancement of Yau Tong Bay based on the sustainability principles. Multi-stakeholders process (MSP) is a key component of such sustainability study so that views from various stakeholders are gauged and participation and input sought. In addition to a local opinion survey, a sustainability workshop for Yau Tong Bay was held to foster multi-stakeholders' discussion and input into shaping a sustainable Yau Tong Bay development. The workshop aims to establish stakeholders' concerns and expectations of a sustainable Yau Tong Bay development, as well as the future direction and framework of sustainable development of Yau Tong Bay. The invitees included local residents, land owners, development plan proponents, relevant authorities and organizations, legislative and local district councilors, non-governmental organizations (NGOs), professionals and academics.

2 Workshop Schedule

Date	2 April 2005
Venue	Po Chiu Catholic Secondary School, 1 Po Chiu Road, Yau Tong
9:00-9:15	Registration
9:15-9:30	Introduction: study background and purpose of workshop
9:30-9:45	Yau Tong opinion survey conducted by CUHK
9:45-11:00	Proposed development of Yau Tong Bay
11:00-11:15	Break
11:15-12:00	Group discussion
12:00-12:40	Closing forum

3 Participants

3.1 The workshop was attended by over 40 participants including:

- Kwun Tong District Council: Councilors and representatives from councilor's office
- Local land owners
- Local residents
- Representatives and consultants of the development proponent
- Members of Harbourfront Enhancement Committee
- Civil Engineering and Development Department, HKSAR Government
- Environmental Protection Department, HKSAR Government
- Planning Department, HKSAR Government
- Hong Kong Institute of Planners
- The Chartered Institution of Water and Environmental Management Hong Kong
- Hong Kong and China Gas Company
- Staff and students of Department of Geography and Resource Management, The Chinese University of Hong Kong

3.2 The Society for Protection of Harbour sent their apologies for not being able to attend the workshop but provided information on the Protection of the Harbour Ordinance and the principle of overriding public need test on any proposed reclamation of the Victoria Harbour in accordance with the Court of Final Appeal judgment.

4 Summary of Key Points

4.1 The workshop was chaired by Professor Chau Kwai Cheong, Director of CEPRM. He welcomed the participants and encouraged free sharing of views on the needs and future development of Yau Tong Bay.

4.2 Dr. Lai Pong Wai, Associate Director of CEPRM, introduced the schedule and purpose of the workshop and highlighted that the workshop was part of the multi-stakeholders process to solicit different views on the needs and direction of development in the Yau Tong district in general and the Yau Tong Bay in particular. It was not intended to be a decision making meeting but rather a platform for discussions and exchange of views.

4.3 Dr. Lai briefed the meeting on the background of Yau Tong Bay and the planning

intention of land use change from industrial uses to Comprehensive Development Area (CDA). A consortium of landowners and property developers had proposed to reclaim the Yau Tong Bay and development it into a residential and commercial area. Despite the approval under the Environmental Impact Assessment Ordinance (EIAO) in April 2002 and gazettal of the revised OZP in June 2002, the redevelopment plan has been put on hold. The purpose of the study is to examine the needs of Yau Tong people and other stakeholders and develop a framework and direction for the next step.

4.4 The summary results of the opinion survey conducted by CUHK on the local people in Yau Tong and surrounding areas in March 2005 were presented. Key summary views from the majority of the respondent were:

- Community and commercial facilities were not sufficient in Yau Tong area.
- The pollution problems in Yau Tong Bay were not perceived as serious. This is probably because Yau Tong Bay was rather separated from the local people and hence not frequently visited. At present, most of the newly completed housing estates opposite the Yau Tong Bay are still vacant. After occupation of these housing estates, local people's interactions with Yau Tong Bay would increase.
- Relocation of the existing industries was supported.
- Change of land use at Yau Tong Bay was supported.
- Desirable features in future development at Yau Tong Bay included residential development, recreational, community and shopping facilities, open space, promenade and greenery.

4.5 Mr. David Lee, the main consultant for the development proponent, further explained the development background of Yau Tong and highlighted the key features of the proposal and new features developed after the EIAO approval. He emphasized that the new features such as the man-made island and the landscaped green space, recreational and commercial facilities would provide an attractive landmark and focal point for Yau Tong, as well as accessibility of the new waterfront to the local people and visitors. The proponent believed that the development scheme would revitalize the Yau Tong area while solving the long-standing environmental problems associated with the Yau Tong Bay.

4.6 After the presentation by the development proponent, the following points were

made during the question and answer period:

- The redevelopment plan of Yau Tong Bay should address the needs of the local people in Yau Tong.
- While it would be a private property development, the new waterfront and other facilities should be accessible to the general public.
- The environmental impacts from the proposed reclamation were considered during the EIAO approval process. Any substantial deviations from the approved scheme would have to be assessed and go through the statutory process.
- While capping and cleaning up of the Yau Tong Bay without reclamation may not be impossible, the amount of land available for development without reclamation would not be sufficient to support the development proposal.
- There should be sufficient supporting infrastructure provisions to cater for the high plot ratio and the needs of additional 30,000 population intake.

4.7 Two discussion groups were formed to discuss the following questions:

- What are the current issues of concern in Yau Tong district?
- Should Yau Tong Bay be further developed? If so, how?
- What are the re-development principles of Yau Tong Bay?

4.8 The following points were deliberated by the two discussion groups and the concluding discussions:

What are the current issues of concern in Yau Tong district?

- The current industrial land in Yau Tong was attracting low rental income and this was reflected in the type of industrial activities in the area. There is a strong local demand to transform the industrial areas.
- The inadequacy of community facilities such as open space, green space, primary school, attractive waterfront facilities were reiterated, particularly by the local stakeholders.
- It was noted that local people were relatively not too aware of the pollution conditions at Yau Tong Bay. The existing residents were at some distance from Yau Tong Bay and the polluting sources. However, re-development of the Bay would bring people (new/existing residents and visitors) nearer to the pollution sources which must be tackled as an integral part of the development.

- There were concerns of too many high rise buildings in the area and development should not block the views of the existing Yau Tong residents.
- In response to question on the views of the existing industrial stakeholders and shipyard owners, a participant from local industrial land owners expressed the desire of urban regeneration and land use change. A shipyard owner explained that shipyard industry in Hong Kong had been in decline due to aging workforce and competitions from the Mainland, Taiwan and other Asian countries. Shipyard owners would like to continue their business but were facing huge difficulties. They appreciated a better use of the waterfront and the merits of re-developing the Yau Tong Bay.

Should Yau Tong Bay be further developed? If so, how?

- Yau Tong Bay should be developed within the context and in line with the development plan for East Kowloon and the entire Victoria Harbour. Most of the lands and marine rights in Yau Tong Bay are privately owned. It is also geographically a part of the Victoria Harbour, hence an asset both privately and publicly owned.
- Yau Tong should demonstrate its own representative characters.
- Tourism development together with Lei Yue Mun should be considered.
- The issue of conserving the present shoreline versus reclamation should be further examined and elaborated, while the viability of development without reclamation should be considered objectively.
- The issue of conserving the existing shipyards versus change of land use was discussed. Views from industrial participants were noted.
- Development of Yau Tong Bay should be people-oriented.

What are the re-development principles of Yau Tong Bay?

- Be integral to the overall regional development plan
 - ✚ Development plan should be compatible with the overall development planning of the East Kowloon and Victoria Harbour.
 - ✚ The overall development plan for Yau Tong should also include the Yau Tong industrial area south of Ko Fai Road.
 - ✚ Development of Cha Kwo Ling and Lei Yue Mun should also be included.

- ✚ Linkage and enhancement of the entire waterfront should be considered.
 - ✚ Sufficient engineering and infrastructure supports should be provided.
- Be people-oriented and responsive to community needs
- ✚ Have high stakeholders' involvement: People should have a thorough understanding of the project.
 - ✚ Provide more open and green space.
 - ✚ Preserve and enhance landscape quality.
 - ✚ Provide harmonious boundary between new and existing development areas
 - ✚ Create distinctive Yau Tong special and unique characters.
 - ✚ Provide accessible waterfront area.
 - ✚ Provide community facilities.
 - ✚ Realize of the economic benefits to the district claimed by the proponents.
 - ✚ Overriding Public Need must be established and communicated to the public (local and general public) if reclamation is necessary for Yau Tong Bay development. HKSAR Government has previously argued infrastructure provision as overriding and compelling need. In case of Yau Tong Bay, defining community and redevelopment needs as "Overriding Public Need" might need to be tested under the Protection of the Harbour Ordinance.

5. Summary of Key Points

In concluding the workshop, Professor Chau Kwai Cheong thanked all participants for their open and valuable sharing of views. Through dialogue and view sharing in a forum such as this workshop, multi-stakeholders' views could be expressed and understood. He wished this workshop would be served as a starting block for multi-stakeholders' concerted effort in making Hong Kong and in particular Yau Tong area a more livable and sustainable urban community. A summary report of the workshop will be posted on the CEPRM's webpage <http://www.ceprm.grm.cuhk.edu.hk>. He welcomed participants and other stakeholders to send their views to CEPRM. CEPRM wished to continue facilitate the multi-stakeholder process in building a better Yau Tong Bay.