

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

**MPC Paper No. 3/26**

**For Consideration by  
the Metro Planning Committee on 26.6.2026**

**PROPOSED AMENDMENTS TO THE  
APPROVED ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO.  
S/H15/33**

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**THE APPROVED ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO.**  
**S/H15/33**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/33 (**Attachment I**) as shown on the draft OZP No. S/H15/33A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 21.8.2018, the Chief Executive in Council (CE in C), under section 9(1)(a) of the pre-amended Ordinance<sup>1</sup>, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/33. On 31.8.2018, the approved Aberdeen & Ap Lei Chau OZP No. S/H15/33 was exhibited for public inspection under section 9(5) of the pre-amended Ordinance.
- 2.2 On 12.2.2019, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP to the Board for amendment under section 12(1)(b)(ii) of the pre-amended Ordinance. The reference back of the OZP was notified in the Gazette on 22.2.2019 under section 12(2) of the pre-amended Ordinance.

**3. Background**

- 3.1 To enhance Hong Kong's appeal as a premier tourism destination, the 2024 Policy Address announced promoting yacht tourism, amongst other initiatives, with plans to invite the private sector to construct and operate marinas at strategic locations including the expansion area of Aberdeen Typhoon Shelter (ATS)<sup>2</sup> (**Plans 2 and**

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<sup>1</sup> The "pre-amended Ordinance" refers to the Town Planning Ordinance as in force immediately before 1.9.2023.

<sup>2</sup> The expansion of ATS project, a public works project led by the Invigorating Island South Office (IISO) under the Development Bureau, aims to address the strong demand for sheltered space in Hong Kong, particularly from pleasure vessels, while supporting tourism, leisure and recreational development in the Southern District.

3). The proposed marina development at ATS expansion has also been identified as a key measure to promote island tourism in the *Development Blueprint for Hong Kong's Tourism Industry 2.0* released in December 2024. The 2025 Policy Address further proposed measures to enhance amenities for the yacht industry and promote prime yacht tourism at locations including ATS expansion, positioning Hong Kong as a yacht hub in Asia. Furthermore, under the Conceptual Master Plan (CMP) 3.0 promulgated by IISO in July 2024, the Po Chong Wan Temporary Industrial Area (PCWTIA) was identified as a key temporary site for reviewing the future use and exploring possible development options.

3.2 The Civil Engineering and Development Department (CEDD) commissioned a feasibility study for a proposed marina-cum-residential development at the ATS expansion area (the Study) in November 2025, in which the suitability and technical feasibility of the proposed uses were ascertained<sup>3</sup>. The notional scheme under the Study comprises two main components: the Waterbody Portion and the Landside Portion (**Plans 2 and 3**). The Waterbody Portion includes the Designated Berthing Area at Tai Shue Wan (about 9.9 ha) for providing up to 200 berthing spaces for vessels; and the Designated Water Space immediately west of the existing PCWTIA (about 1.1 ha) designated for loading/unloading activities along the seafront and possible berthing of small boats. The Landside Portion, utilising the entire existing PCWTIA and the Adventure-Ship site (about 1.17 ha) located west of Shum Wan Road, will accommodate a marina clubhouse with associated facilities at its southern end and a residential development (**Drawing 1a and Plan 2a**). The proposed marina clubhouse will feature a comprehensive range of essential and recreational amenities, such as private lounges, yacht repair and maintenance workshops, dry berths, shower and restroom facilities, diverse food and beverage outlets, sports and recreational spaces, boutique retail spaces, as well as ancillary parking and office spaces. Marina-related uses and maintenance traffic will be appropriately segregated from the residential development and its ancillary facilities at the podium levels to ensure operational efficiency and pedestrian safety (**Drawings 1b and 2**). The Landside Portion also includes a public open space (POS) of not less than 880 m<sup>2</sup> located at the existing Po Chong Wan breakwater (**Drawings 1a, 1b and 2**). This space will be designed and constructed by CEDD under the expansion of ATS project and subsequently managed and maintained by the owner of the marina.

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The ATS will be expanded southward by about 24 ha (including navigation channels) with the construction of two new breakwaters and a floating breakwater. It is intended to allocate the western part of the expansion area for public mooring, and the eastern part adjacent to Tai Shue Wan for marina development. In addition, the project will incorporate public open spaces atop both the existing and proposed eastern breakwaters for public enjoyment. A public landing facility will be provided on the proposed eastern breakwater, which will be connected via a 240m-long pedestrian walkway to the promenade along Ocean Drive (**Plan 2**). The proposed works are targeted for commencement in 2026 for completion by 2030.

<sup>3</sup> IISO invited market feedback on developing a marina at the ATS expansion area in 2025 and received eight Expression of Interest (EOI) submissions. Industry stakeholders generally opined allocating more floorspace for landside supporting facilities, including ship repair services, car parking, changing rooms, gymnasium, and wellness facilities, all essential to support marina operations. They also suggested that the entire PCWTIA and the Adventure-Ship site (details in paragraph 4.1) (**Plan 2a**) be utilised for landside supporting facilities with topside residential development to ensure financial viability. The developable area and development parameters have been formulated based on EOI feedback, site constraints, local context, and findings from various technical assessments under the Study.

3.3 Under the notional scheme, the total maximum gross floor area (GFA) of the proposed development is 46,900 m<sup>2</sup>, including a minimum non-domestic GFA of 8,900 m<sup>2</sup> allocated for the marina clubhouse and supporting commercial facilities, and the maximum building height (BH) is 130mPD. As the marina clubhouse and Designated Berthing Area are separated by the Po Chong Wan breakwater, the future developer may provide a connection link, either at-grade or elevated, to integrate the two components (**Drawings 1a and 2**)<sup>4</sup>. An eating place opened to the public is proposed on the G/F of the marina clubhouse fronting the POS. A pedestrian access will be provided between Shum Wan Road and the proposed POS to ensure seamless pedestrian connectivity (**Drawing 6**). The schematic design of the notional scheme is at **Drawings 1a, 1b and 2**, and the indicative parameters are as follows:

<b>A. Waterbody Portion</b>		
Total Site Area	About 11 ha	
- Designated Berthing Area	About 9.9 ha	
- Designated Water Space	About 1.1 ha	
No. of Berthing Spaces	Not more than 200	
<b>B. Landside Portion</b>		
Total Site Area	About 1.6 ha <sup>[a]</sup>	
Net Site Area for Marina-cum-Residential Development	About 1.17 ha <sup>[b]</sup>	
GFA	About 46,900 m <sup>2</sup> (Plot Ratio (PR) of about 4 <sup>[c]</sup> )	
- Non-domestic (including marina clubhouse and its ancillary dry berth and maintenance workshops, and eating place for public use)	About 8,900 m <sup>2</sup> (PR of about 0.76 <sup>[c]</sup> )	
- Domestic	About 38,000 m <sup>2</sup> (PR of about 3.24 <sup>[c]</sup> )	
Maximum BH (at the main roof)	Not more than 130mPD	
No. of Storeys	24 to 30 domestic storeys atop a 4 to 5-storey podium <sup>[d][e]</sup> accommodating marina clubhouse, residential clubhouse, carparks for residential development and marina, and eating place	
No. of Residential Towers	3 <sup>[d]</sup>	
Estimated No. of Flat	About 252 <sup>[d]</sup>	
Estimated Population	About 705 <sup>[d]</sup>	
POS	About 880 m <sup>2</sup> <sup>[f]</sup>	
Private Open Space	About 705 m <sup>2</sup> <sup>[d]</sup>	
Internal Transport Facilities	Residential Development	Marina
- Private Car Parking	252	230 <sup>[g]</sup>
- Motorcycle Parking	3	12
- Loading/Unloading Bays (for Goods Vehicles)	3	1
- Visitor Car Parking	10	N/A
Anticipated Completion Year	2032	

*Remarks*

<sup>[a]</sup> Including the existing Po Chong Wan breakwater with the newly proposed POS.

<sup>[b]</sup> The net site area for development is subject to detailed site surveys.

<sup>4</sup> The design of this connection is to be explored at the detailed design stage by the future developer.

- [c] The PR is calculated based on the net site area.
- [d] Subject to adjustment during the detailed design stage.
- [e] Under the notional scheme, the marina clubhouse will have a distinct architectural identity, responding to its frontage along the Aberdeen Channel. The podium will adopt a terraced design, with the marina clubhouse placed in the southern zone of the marina-cum-residential development, facing the breakwater. This leverages the proposed public open space integrated into the Po Chong Wan breakwater to reinforce a low-rise waterfront character. On the G/F, an eating place (e.g. a café) will face the open space, with a dedicated public entrance directly facing the Po Chong Wan breakwater to ensure access while separating private areas. Along Shum Wan Road, landscape treatment will be proposed to soften the building edge, enhancing greenery and creating a harmonious streetscape with the adjacent footpath. Terraced greening along the podium's edges will also add visual interest and strengthen its waterfront connection (**Drawings 1a and 3**).
- [f] The area of the proposed POS at the Po Chong Wan breakwater is referenced from the expansion of ATS project and remains subject to finalisation during detailed design.
- [g] It comprises private car parking spaces for berths and the marina clubhouse. A total of 200 car parking spaces are proposed for the berths at a 1:1 ratio (one parking space per wet berth). The ratio is based on a comparable marina development in the vicinity. Additionally, 30 car parking spaces are proposed for the marina clubhouse, in accordance with the relevant HKPSG requirement.

3.4 Opportunity is also taken to amend the OZP to reflect the current as-built condition of the existing Po Chong Wan Shipyard and road alignment of Shum Wan Road (**Plans 1 to 3, 4a to 4d, 4g and 4h**), to revise the Notes of the OZP to align with the latest Master Schedule of Notes to Statutory Plans (MSN), and to update the ES of the OZP to reflect the latest planning circumstances.

#### **4. Proposed Amendments to the OZP**

##### **Amendment Item A – Proposed Marina-cum-Residential Development with Public Open Space at Shum Wan Road (Plans 1, 2, 2a, 3, 4a to 4f and 4h)**

###### The Site and Its Surroundings

4.1 The Item A Site (about 1.6 ha), located on the eastern bank of the Aberdeen South Typhoon Shelter and bounded by Shum Wan Road to the east, is entirely Government land. Shum Wan Road is a single 2-lane carriageway running in a north-south direction connecting Nam Long Shan Road to its north and Ocean Drive to its south. The Item A Site is predominantly occupied by PCWTIA<sup>5</sup>, which mainly hosts marine engine workshops under short-term tenancies (STTs)<sup>6</sup>.

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<sup>5</sup> PCWTIA has been zoned “G/IC” on the OZP since 13.3.1970. Originally, the site was reserved as one of the potential locations for a proposed seamen’s training centre. However, it was ultimately not selected for that purpose. Following the expiry of the temporary allocation to the Housing Department for a temporary industrial area on 31.5.1987, the site was repurposed to reprovision marine engine workshops and marine associated trades displaced by the Ap Lei Chau North Reclamation project. Since then, the site has been tendered and operated for this specific use.

<sup>6</sup> Currently, the PCWTIA is occupied by 91 STTs. The Lands Department (LandsD) has recently conducted five site inspections, in which it was observed that only about 25% to 35% tenants remained in operation. During the site visits conducted by IISO in February 2026, it was also observed that the overall operations in the area were inactive, with many workshops having ceased operation. Considering the historical background of the PCWTIA, a special arrangement has been made by the government to identify a site at Tin Wan Praya Road for relocation of some marine engine workshops by way of restricted tender (**Plan 5**). The purpose of such arrangement was to support the maintenance services required for the operation of the marine industry, with the expectation that the level of service would improve in the future. The site at Tin Wan Praya Road is zoned “OU (Aggregate/Cement Handling and Concrete Batching Area)” on the OZP, which its future use is

Its southern tip is occupied by the temporary storage and office facilities for Adventure-Ship<sup>7</sup>, also under STT. In the southwestern portion lie the Po Chong Wan breakwater and a small shrine<sup>8</sup>. The Item A Site falls within an area largely zoned “Government, Institution or Community” (“G/IC”) (about 69.9%) and an area shown as ‘Typhoon Shelter’ (about 28%) with a minor portion within “Other Specified Uses” annotated “Ocean Park” (“OU(Ocean Park)”) zone (about 0.5%) and an area shown as ‘Road’ (about 1.7%) (**Plan 2a**).

4.2 The areas surrounding the Item A Site have the following characteristics (**Plan 6**):

- (a) to the immediate north lie shipyards, workshops and the Hospital Authority Shum Wan Laundry, all subject to a BH restriction of 2 storeys. These shipyards and workshops provide maintenance and support services for yachts from nearby marina clubs, as well as pleasure boats and fishing vessels berthing in the typhoon shelter;
- (b) to the further north and northeast along Shum Wan Road and Nam Long Shan Road lie a neighbourhood comprising low- to medium-rise Government, Institution and Community (GIC) facilities with BHs ranging from about 20mPD to 90mPD (some are subject to BH restrictions ranging from 1 to 12 storeys) and high-rise residential developments (namely Broadview Court, South Wave Court and Grandview Garden) with BHs ranging from about 120mPD to 144mPD. Two marina clubs, namely Aberdeen Boat Club and Aberdeen Marina Club, are also located in this area (**Plan 2**);
- (c) to the south is The Fullerton Ocean Park Hotel with a BH about 79mPD (subject to a BH restriction of 14 storeys) and a publicly accessible waterfront promenade. To the southeast lies Water World Ocean Park Hong Kong with BH of about 44mPD (subject to a BH restriction of 2 storeys). Further southeast lies Ocean Park; and
- (d) the Shum Wan Road Public Transport Interchange (PTI) and MTR Wong Chuk Hang Station are located approximately 400m to the northwest and 1km to the northeast of the Site respectively (within about 10 minutes and 20 minutes walking distance from the Site respectively).

### Rezoning Proposal

4.3 To take forward the proposed development at the Landside Portion<sup>9</sup>, it is proposed to rezone Item A Site from “G/IC”, “OU(Ocean Park)”, an area shown as ‘Road’, and an area shown as ‘Typhoon Shelter’ to “Other Specified Uses” annotated

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subject to the outcome of the ‘Study on Sustainable Supply and Use of Concrete in Hong Kong – Feasibility Study’ currently being undertaken by CEDD.

<sup>7</sup> Adventure-Ship is an organisation providing educational and recreational training programmes at sea for youth. It will be relocated to a site at Tin Wan Praya Road to continue its services (**Plan 5**).

<sup>8</sup> The shrine is not covered by any STT/ land grant/ license.

<sup>9</sup> With regard to the Waterbody Portion, the Designated Water Space falls within an area shown as ‘Typhoon Shelter’, while the Designated Berthing Area falls outside the planning scheme area of the OZP (**Plan 2**). Development control for the Waterbody Portion will be regulated or administered under other relevant ordinances, regulations, and administrative mechanisms.

“Marina cum Residential Development with Public Open Space” (“OU(Marina cum Residential Development with Public Open Space)”). In light of the development parameters proposed under the Study, the “OU(Marina cum Residential Development with Public Open Space)” zone is proposed to be subject to a maximum total GFA of 46,900m<sup>2</sup> (including a minimum GFA of 8,900m<sup>2</sup> for non-domestic use). A BH control of 130mPD is imposed on the marina-cum-residential development (**Plans 1, 2 and 2a**) to allow design flexibility in incorporating the features outlined in paragraph 4.5. No BH restriction applies to the POS at the Po Chong Wan breakwater.

- 4.4 Uses ascertained suitable and technically feasible under the Study, such as ‘Marina’, ‘Private Club’, ‘Flat’, ‘Eating Place’, ‘Place of Recreation, Sports or Culture’ and ‘Shop and Services’, are proposed to be included under Column 1 which are always permitted within the proposed “OU(Marina cum Residential Development with Public Open Space)” zone. To allow flexibility for future compatible uses, ‘Hotel’ and ‘Public Utility Installation’ are proposed to be included under Column 2, requiring planning permission from the Board.
- 4.5 The Site is located at the waterfront of Po Chong Wan. The design of the proposed marina-cum-residential development should make reference to the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines, in that variation of building height, mass, scale and façade design should be considered for waterfront buildings to promote visual variety and enhance visual permeability between the waterfront and the hinterland. To outline the design concept and provide guidance for the future design of the proposed development, it is suggested to specify the key design features proposed under the Study in the ES of the OZP (**Drawing 1a** and **Attachment IV**), including (i) the marina clubhouse should feature a distinct architectural identity resonating with its context, particularly its frontage along the Aberdeen Channel; (ii) a stepped BH profile descending from north to south should be adopted with due regard to the surrounding context with medium and high density developments to the north and the waterfront to the west and south; (iii) building separations should be provided for enhancing visual permeability; (iv) planting along edges and terraced design with greening on the podium should be applied for visual relief and interest; (v) provision of pedestrian connections; and (vi) provision of eating place and other suitable supporting commercial facilities facing the POS to serve the public.

#### Land Use Compatibility and Development Intensity

- 4.6 The Site is situated at the waterfront of Po Chong Wan, where high-rise residential developments, GIC facilities, marina clubs, and a recreation and tourist facility (Ocean Park) are located in the vicinity. Although shipyards lie to the north of the proposed development, mitigation measures, such as setbacks and non-openable windows as discussed in detail in paragraph 4.17, could be adopted to minimise the potential noise impact. Therefore, the proposed marina-cum-residential development is not incompatible with the surrounding environment.
- 4.7 The proposed development intensity has taken into account the character of the neighbourhood, the prevailing PR of the surrounding area, and the local infrastructure capacity. The proposed development with a maximum total GFA

of 46,900m<sup>2</sup> (equivalent to PR of 4) is considered not incompatible with surrounding residential developments zoned “Residential (Group A)” with domestic PRs ranging from 5 to about 10 (**Plan 7**).

- 4.8 In view of the BHs of nearby residential developments namely Broadview Court and Larvotto (sharing a similar setting on the opposite side of the Aberdeen Channel), both subject to a BH restriction of 140mPD (**Plan 6**), the proposed development with a maximum BH of 130mPD is considered not incompatible with the surrounding area, with the implementation of design measures including sensitive building design, aesthetic treatment of building structures and appropriate soft landscape treatments as stated in the ES.

#### Technical Assessments

- 4.9 The Study, with technical assessments conducted by CEDD, concluded that there will be no insurmountable technical issues regarding traffic and transport, marine traffic, environmental, visual, landscape, air ventilation, fisheries, and other infrastructural aspects. Relevant government bureaux/departments (B/Ds) consulted have expressed no adverse comments or no in-principle objections to the proposed amendments to the OZP. The major findings of the Study set out in the Planning Report (**Attachment V**) are summarised in the following paragraphs.

#### *Traffic and Transport*

- 4.10 A Traffic and Transport Impact Assessment (TTIA) has been conducted to assess the traffic and transport impacts arising from the proposed development. According to the TTIA, all assessed junctions will operate with ample capacity, and all pedestrian facilities will be sufficient to accommodate the additional pedestrian demand generated from the proposed development. It is concluded that the proposed development will not induce adverse impacts on the surrounding road or pedestrian networks during construction or operation. Besides, the provision of internal transport facilities for the proposed residential development shall be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) requirements. Regarding the internal transport facilities for the marina, reference has been made to a similar marina development in the area to ensure the provision of internal transport facilities could cater for the parking demand and operation requirement of the marina.
- 4.11 To further improve traffic conditions along Shum Wan Road, the following improvement measures are proposed and will be implemented by the future developer (**Drawing 5**):
- (a) to accommodate potential public transport demand, a lay-by is proposed at Shum Wan Road adjacent to the proposed development. Notwithstanding, any adjustment to public transport services will depend on passenger demand and travel patterns to the proposed development;
  - (b) currently, there is no pedestrian crossing at Shum Wan Road near the proposed development. To facilitate pedestrian crossing and to enhance the connectivity of the Development Site with the surrounding area, such as

Victoria Shanghai Academy, Broadview Court and the Shum Wan Road PTI, a cautionary pedestrian crossing is proposed to the east of the Development Site; and

- (c) to improve pedestrian circulation along Shum Wan Road, a footpath with a minimum width of 3.5m will be provided along Shum Wan Road abutting the proposed development.

4.12 The Commissioner for Transport (C for T), the Chief Highway Engineer/Hong Kong of Highways Department (CHE/HK of HyD), and the Commissioner of Police (C of P) have no adverse comments on the TTIA and the proposed Amendment Item A.

#### *Marine Traffic*

4.13 According to the Marine Traffic Impact Assessment (MTIA), future marine traffic activities are anticipated to increase due to the proposed development. It is anticipated that the overall increase in collision and grounding risk level in the area arising from the proposed marina can be reduced and remain within As Low As Reasonably Practicable (ALARP) levels with the proposed mitigation measures, including permanent aids to navigation to mark the channel between the modified existing western breakwater and the Po Chong Wan breakwater. The Director of Marine (D of Marine) has no adverse comments on the MTIA and the proposed development.

#### *Environment*

4.14 An Environmental Assessment (EA) has been conducted under the Study and concludes that no insurmountable environmental issues are anticipated to arise from the proposed development with implementation of appropriate mitigation measures<sup>10</sup>. The Director of Environmental Protection (DEP) has no adverse comment on the proposed amendments to the OZP.

#### Air Quality Impact

4.15 The major emission sources which may affect the proposed residential development within the Development Site include road traffic, marine traffic and the chimney at Hospital Authority Shum Wan Laundry (**Plans 2 and 3**). The EA demonstrates that the cumulative concentrations of pollutants of concern, including nitrogen dioxide (NO<sub>2</sub>), respirable suspended particulates (RSP), fine suspended particulates (FSP) and sulphur dioxide (SO<sub>2</sub>), at all representative air sensitive receivers are in full compliance with the Air Quality Objectives (AQOs).

#### Noise Impact

4.16 Regarding road traffic noise impact, the EA concludes that, with appropriate design and mitigation measures including the use of podium design, setback from

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<sup>10</sup> The marina, including the Designated Berthing Area, the Designated Water Space and the marina facilities in the landside development portion (i.e. the clubhouse, dry berth and boat repair and maintenance workshop), will constitute a designated project under the Environmental Impact Assessment Ordinance, and an Environmental Permit (EP) shall be required for the construction and operation of the marina.

Shum Wan Road, staggered building layout, and acoustic windows, the proposed residential development will not be subject to adverse traffic noise impact.

- 4.17 Three fixed noise sources may potentially affect the proposed residential development: (i) existing shipyards and industrial activities at Po Chong Wan; (ii) the proposed dry berth and boat repair and maintenance workshop within the proposed development; and (iii) exhaust/ intake louvers of the ventilation systems for the proposed marina and residents' clubhouses. Most of the existing shipyards and industrial sites at Po Chong Wan are housed within covered structures, where industrial and ship maintenance activities are conducted. These enclosures serve to screen noise from the proposed residential development. Mitigation measures, such as adoption of non-openable windows and non-noise sensitive uses facing the industrial area and provision of acoustic fins, can further minimise potential noise impacts. The proposed dry berth and boat repairing and maintenance workshop will be located within the podium (**Drawing 1b**), and no adverse noise impact from these facilities is anticipated. For the ventilation system of the clubhouses, best practices including selection of quiet plants, locating exhaust/ intake louvers away from noise sensitive receivers, installing silencers/ acoustic enclosures for outdoor mechanical plants, and fitting acoustic louver on the exhaust/intake openings will be followed. A Noise Impact Assessment Report, which accounting all noise mitigation measures, will be required before construction through administrative means.
- 4.18 The EA also confirms that predicted marine traffic noise levels at all representative noise assessment points (NAPs) comply with the respective noise criteria. Therefore, no adverse marine traffic noise impact is anticipated.

#### Land Contamination

- 4.19 Based on available information and site appraisal findings, PCWTIA is a potentially contaminated site due to its marine workshop associated operations, and environmental site investigation is therefore recommended to determine the types and quantities of contaminants potentially present. As PCWTIA remains in operation, this investigation is proposed to be carried out after land clearance. The future developer of the proposed development will be required to conduct a site reappraisal, submit a supplementary Contamination Assessment Plan, carry out site investigation works, and submit a Contamination Assessment Report for EPD's approval. If remediation is required, the future developer shall submit a Remediation Action Plan, carry out remedial measures and submit a Remediation Report for EPD's approval prior to commencement of construction works. These requirements will be secured through administrative means.

#### *Visual, Landscape and Air Ventilation*

- 4.20 The proposed marina-cum-residential development is situated at the waterfront of Po Chong Wan with medium-rise GIC and tourist facilities and high-rise residential developments in the vicinity. As shown in the Landscape and Visual Impact Assessment (LVIA) (**Drawings 4a to 4i**), although the proposed development would alter existing views from certain short- and medium-distance viewpoints, with the incorporation of proposed design measures such as building setbacks/separations (**Drawing 1a**), aesthetic treatment of building structures, and

appropriate soft landscape treatment, the indicative massing and building height are not considered incompatible with the surrounding context. These design measures are proposed to be specified in the ES of the OZP to provide guidance for the future developer.

- 4.21 Regarding the landscape aspect, no Old and Valuable Trees or Trees of Particular Interest are identified on-site. However, a total of 50 trees<sup>11</sup> of common species will be removed due to poor form, health conditions, and conflict with the proposed development. To minimise landscape impact, compensatory tree planting ratio of 1:1 is proposed. An overall greening ratio of at least 20% will also be achieved.
- 4.22 In terms of air ventilation, according to the Air Ventilation Assessment Expert Evaluation, since the development intensity of the proposed development is higher than the existing condition (i.e. Baseline Scheme), a slight reduction in air ventilation in the area is anticipated. However, with the adoption of the proposed design measures, such as building setbacks/separations and a low building zone at the southern part of the proposed development (**Drawing 1a**), no significant adverse air ventilation impact on the surrounding pedestrian wind environment is anticipated. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the amendment item from visual impact, landscape planning, and air ventilation perspectives.

#### *Fisheries Impact*

- 4.23 The Fisheries Impact Assessment concludes that both the marina at the Waterbody Portion and the marina clubhouse and residential development at the Landside Portion would not result in significant adverse impact on fisheries resources, fishing operations or culture fisheries. No sites of fisheries importance, including Fish Culture Zones (FCZs), nursery areas or spawning grounds of commercial fisheries resources, are identified within or near the proposed marina. Mariculture activities are located well away from the Site, with the nearest Sok Kwu Wan FCZ and Lo Tik Wan FCZ situated to the southeast at about 4.3 km and 3.9 km respectively. The proposed marina would not adversely affect berthing capacity for fishing vessels. The Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the Fisheries Impact Assessment or the proposed marina-cum-residential development.

#### *Infrastructural and Other Aspects*

- 4.24 In terms of drainage, since part of the existing drainage system will fall within the footprint of the proposed development, diversion works are required. The diverted drain will be located along the proposed maintenance access within Item A site, and a 7.5m-wide drainage reserve will be provided to facilitate future operation and maintenance (**Plan 2a**). The detailed design and the construction of the drain diversion shall be agreed with Drainage Services Department (DSD) and undertaken by the future developer.
- 4.25 The Sewerage Impact Assessment (SIA) has recommended 290m of sewer upgrading works from 300mm and 400mm to 450mm, and about 270m of 450mm

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<sup>11</sup> It excludes about 25 common undesirable species, i.e. *Leucaena leucocephala* (銀合歡).

sewer lining rehabilitation works to cater for additional sewage flow arising from the proposed development. The detailed design and the construction of the sewer upgrading works shall be agreed with DSD and undertaken by the future developer. The pumping capacity of the existing Shum Wan Road Sewage Pumping Station (SPS) has also been reviewed. The sewage pumps are planned to be upgraded by DSD tentatively in 2026 giving a total pump capacity of 180L/s. Sewage discharge from the berthing facility shall be controlled and restricted to off-peak periods and the requirement will be implemented by the future operator. On this basis, the upgraded Shum Wan Road SPS would provide sufficient pumping capacity to accommodate the additional flow. A revised SIA will be required before construction through administrative means.

- 4.26 For the geotechnical aspect, a detailed geotechnical assessment, including a comprehensive study of natural terrain landslide hazards from the natural terrain overlooking the site, will be undertaken with the implementation of suitable hazard mitigation measures by the Government. The Head of Geotechnical Engineering Office (H(GEO)) of CEDD has no adverse comment on the proposed marina-cum-residential development from the geotechnical perspective.
- 4.27 Regarding other technical aspects such as water quality, waste management, cultural heritage, water supply and ecology, the relevant government departments including the DEP, Chief Engineer/Construction of Water Supplies Department (CE/C, WSD), Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (ES(AM), AMO, DEVB) and DAFC have no adverse comments on Item A.

**Amendment Item B – Rezoning a Strip of Land to the South of the “Industrial” (“I”) Zone at Po Chong Wan from “G/IC” to “I” (Plans 1, 2, 2a, 3, 4a, 4d and 4h)**

- 4.28 The Item B Site, with an area of about 373m<sup>2</sup>, is a strip of Government land located to the north of the PCWTIA. It is currently occupied by part of a shipyard under STT No. SHX799, and forms part of the broader industrial area to the north, which has been developed since the 1980s as shipyards and engineering workshops serving the local fishing fleet. Given that these shipyards and workshops remain necessary to provide ship repair services in the area as advised by the Transport and Logistics Bureau, it is proposed to rezone this strip of land from “G/IC” to “I”, subject to a BH restriction of 2 storeys, consistent with the adjacent “I” zone.

**Amendment Item C – Rezoning of Two Pieces of Land at Shum Wan Road from “OU(Ocean Park)” to Areas shown as ‘Road’ to Reflect Existing Use (Plans 1, 2, 2a, 3, 4b, 4c, 4g and 4h)**

- 4.29 The Item C Sites (about 49m<sup>2</sup>) form part of the existing Shum Wan Road. In order to reflect the existing use, it is proposed to rezone the Sites from “OU(Ocean Park)” to areas shown as ‘Road’.

**5. Provision of GIC Facilities and Open Space**

- 5.1 Taking into account the proposed development under Amendment Item A, the planned population of the Aberdeen and Ap Lei Chau Planning Area is estimated

to be about 158,700 persons. As shown in the summary table (**Attachment VI**), the existing and planned provision of open space and major GIC facilities for the Southern District are generally adequate to meet the demand of the overall planned population in accordance with the requirements of the HKPSG and concerned B/Ds' assessments.

#### *GIC Facilities*

- 5.2 According to the population-based planning standards under HKPSG, there will be shortfalls in the provision of child care centres and community care services facilities. However, the standards set for these facilities under the HKPSG represent long-term planning goals and are assessed on a wider spatial context or on a regional/cluster basis. The actual provision would be subject to the consideration of the Social Welfare Department in the planning and development progress having regard to the prevailing service demand, policy directives and available financial resources as appropriate. Opportunities will be taken to provide appropriate social welfare facilities within suitable development/redevelopment projects.

#### *Open Space*

- 5.3 There is currently a surplus of about 20.33ha and 20.25ha of district open space and local open space respectively in the Southern District<sup>12</sup>. The overall provision of open space is adequate to meet the demand of the planned population. The proposed development will also provide about 880m<sup>2</sup> open space for public enjoyment and about 705m<sup>2</sup> private open space for the residents of the proposed development.

## **6. Proposed Amendment to Matters Shown on the Plan**

- 6.1 The proposed amendments as shown on the draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A (**Attachment II**) are summarised below:
- (a) Amendment Item A (about 1.6ha)  
Rezoning of a site at Po Chong Wan from “G/IC”, “OU(Ocean Park)”, an area shown as ‘Typhoon Shelter’ and an area shown as ‘Road’ to “OU(Marina cum Residential Development with Public Open Space)” with a maximum BH of 130mPD for the marina-cum-residential development as stipulated on the OZP.
  - (b) Amendment Item B (about 373m<sup>2</sup>)  
Rezoning of a strip of land to the south of the “I” zone at Po Chong Wan from “G/IC” to “I” with a maximum BH of 2 storeys as stipulated on the OZP.
  - (c) Amendment Item C (about 49m<sup>2</sup>)

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<sup>12</sup> The new provision standard and refined criteria on countability for open space promulgated under Chapter 4 of the HKPSG on 30.12.2025 have not yet been reflected in **Attachment VI** as the figures are being updated. Nonetheless, changes in provision standard or countability of open space will not affect the usage and enjoyment of the existing open spaces by members of the public.

Rezoning of two pieces of land at Shum Wan Road from “OU(Ocean Park)” to areas shown as ‘Road’ to reflect the existing use of the sites.

- 6.2 Apart from the above proposed amendments, the annotation ‘Road Junction (Subject to Detailed Design)’ at the junction of Nam Fung Road will be deleted as the proposed road works have been implemented. Such update of annotation does not form part of the amendment item.

## **7. Proposed Amendments to the Notes of the OZP**

- 7.1 The proposed amendments to the Notes of the OZP (with addition in ***bold and italics*** and deletion in ‘~~cross-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarised as follows:

### Covering Notes

- 7.2 To facilitate low-altitude economy, paragraph (7)(a) of the covering Notes will be revised to allow provision, maintenance or repair of small unmanned aircraft take-off and landing facilities on land falling within the boundaries of the Plan, except where the uses or developments are specified in Column 2 of the Notes of individual zones or as provided in paragraph (8) in relation to areas zoned “Coastal Protection Area” or “Site of Special Scientific Interest” (“SSSI”).

### “OU(Marina cum Residential Development with Public Open Space)” Zone

- 7.3 In relation to Amendment Item A, a new set of Notes for the “OU(Marina cum Residential Development with Public Open Space)” zone is incorporated with stipulation of development restrictions and requirements.

### “Other Specified Uses” annotated “Business” (“OU(Business)”) Zone

- 7.4 Opportunity is taken to align the control of ‘Government Use (not elsewhere specified)’ across the two schedules (namely Schedule I for open-air development or for building other than industrial or industrial-office building and Schedule II for industrial or industrial-office building) in the Notes for the “OU(Business)” zone of the OZP. Same as the current control for Schedule II, it is proposed to move ‘Government Use (not elsewhere specified)’ use from Column 2 to Column 1 and correspondingly delete ‘Government Use (Police Reporting Centre, Post Office only)’ use from Column 1 under Schedule I of the Notes for the “OU(Business)” zone.

### Technical Amendments

- 7.5 On 11.7.2025, the Board has promulgated a revised set of Master Schedule of Notes (MSN) to Statutory Plans. Under the revised MSN, ‘Market’ use is being subsumed under ‘Shop and Services’ use. To effectuate such changes, updates have been made to the Notes of “Commercial”, “Comprehensive Development Area” (“CDA”), “Residential (Group A)”, “Residential (Group E)” (“R(E)”) and “G/IC” zones.

- 7.6 The Chinese text of the user term ‘Research, Design and Development Centre’ is revised from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “CDA”, “R(E)”, “I”, “G/IC” and “OU(Business)” zones in accordance with the MSN.
- 7.7 Amendments are made to the Remarks of the Notes for “SSSI” zone to exempt public works co-ordinated or implemented by Government, maintenance or repair works from planning permission requirement, based on the updated MSN.
- 7.8 Amendments to the planning intention of the Notes for “I” zone to align with the latest MSN to Statutory Plans.
- 7.9 Editorial amendments to the planning intention of the Notes for “Residential (Group C)” and “Open Space” zones, Remarks of the Notes for “CDA”, “R(A)”, “G/IC”, “OU(Business)” and “OU(Electricity Supply Installation and Hotel)” zones and the Schedule of Uses of the Notes for “I” and “OU(Business)” zones.

## **8. Revision to the Explanatory Statement of the OZP**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

## **9. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/H15/34.

## **10. Consultation**

### Consultation with District Council

- 10.1 On 15.5.2026, the IISO, PlanD and CEDD jointly consulted the Development Planning Committee of the Southern District Council (SDC) on the proposed OZP amendments. SDC members generally supported the proposed development to promote yacht tourism in the district with some concerns about traffic impacts. SDC members recommended that the relevant government departments should conduct thorough consultations with the industry, relevant stakeholders and the local community to ensure the development proposal could meet both market demands and address community concerns.
- 10.2 In response to their comments on traffic impacts, IISO indicated that the results of TTIA demonstrated that Shum Wan Road and all associated junctions and the pedestrian network would be performing with ample capacity to accommodate the traffic and pedestrian demand generated from the proposed development. The TTIA also proposed traffic improvement measures, including the enhancement of

pick-up/drop-off facilities at Shum Wan Road and the installation of new pedestrian crossing. The future developer will be reminded to liaise with and consult local stakeholders to minimise potential impacts, particularly during the construction stage.

### Departmental Consultation

10.3 The proposed amendments to the OZP together with the draft revised Notes and ES have been circulated to the relevant bureaux/departments for comments. No objection or adverse comments have been received and their comments (if any) have been incorporated into the proposed amendments to the OZP/ the above paragraphs as appropriate. The bureaux/departments include:

- (a) Secretary for Development;
- (b) ES(AM), AMO, DEVB;
- (c) Secretary for Transport and Logistics;
- (d) Secretary for Culture, Sports and Tourism;
- (e) Secretary for Environment and Ecology;
- (f) D of Marine;
- (g) District Lands Officer/Hong Kong West and South, LandsD;
- (h) Chief Estate Surveyor/Land Supply, LandsD
- (i) DEP;
- (j) Director of Social Welfare;
- (k) DAFC;
- (l) Director of Leisure and Cultural Services;
- (m) Director of Fire Services;
- (n) Director of Electrical and Mechanical Services;
- (o) Director of Food and Environmental Hygiene;
- (p) Project Manager (South), Civil Engineering Development Department (CEDD);
- (q) Head of the Geotechnical Engineering Office, CEDD;
- (r) Chief Engineer, Port Works, CEDD;
- (s) Chief Engineer, Fill Management, CEDD;
- (t) C for T;
- (u) CHE/HK, HyD;
- (v) C of P;
- (w) Chief Building Surveyor/Hong Kong West, Buildings Department;
- (x) Director of the Hong Kong Observatory;
- (y) CE/C, WSD;
- (z) CE/HK&I, DSD;
- (aa) CTP/UD&L, PlanD; and
- (bb) District Officer (Southern) (DO(Southern)), Home Affairs Department.

### Public Consultation after Exhibition of Draft OZP

10.4 If the proposed amendments are agreed by the Committee, the draft OZP incorporating the amendments (to be renumbered as S/H15/34 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP amendments to the Board during the two-month statutory exhibition period. The SDC will be informed of the proposed amendments during the statutory

exhibition period of the draft OZP.

## 11. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Aberdeen & Ap Lei Chau OZP No. S/H15/33 and that the draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A at **Attachment II** (to be renumbered to S/H15/34 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES for the draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A (to be renumbered to S/H15/34 upon exhibition) at **Attachment IV** as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP; and agree that the revised ES is suitable for exhibition for public inspection together with the draft OZP.

## 12. Attachments

<b>Attachment I</b>	Approved Aberdeen & Ap Lei Chau OZP No. S/H15/33 (reduced size)
<b>Attachment II</b>	Draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A
<b>Attachment III</b>	Revised Notes of the Draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A
<b>Attachment IV</b>	Revised ES of the Draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A
<b>Attachment V</b>	Planning Report of the Study
<b>Attachment VI</b>	Provision of Major GIC Facilities and Open Space in Southern District
<b>Drawings 1a to 1b</b>	Indicative Layout Plans of Proposed Development
<b>Drawing 2</b>	Section Plan of Proposed Development
<b>Drawing 3</b>	Artist Impression of Proposed Development
<b>Drawings 4a to 4i</b>	Photomontages of Proposed Development
<b>Drawing 5</b>	Traffic Arrangement Plan
<b>Drawing 6</b>	Pedestrian Connection Plan
<b>Plan 1</b>	Comparison of Existing and Proposed Zonings on the OZP
<b>Plans 2 and 2a</b>	Site Plans
<b>Plan 3</b>	Aerial Photo
<b>Plans 4a to 4h</b>	Site Photos
<b>Plan 5</b>	Relocation Sites for Marine Engine Workshops and Adventure Ship
<b>Plan 6</b>	BH Profile in the Vicinity of Item A Site
<b>Plan 7</b>	PR of Existing Developments in the Vicinity of Item A Site