Hong Kong District

Agenda Item 4

[Open Meeting]
Proposed Amendments to the Approved Aberdeen and Ap Lei Chau Outline Zoning Plan No. S/H15/33
(MPC Paper No. 3/26)

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5. The Secretary reported that the proposed amendments were to take forward the recommendations of a feasibility study for a proposed marina-cum-residential development at the Aberdeen Typhoon Shelter (ATS) expansion area (the Study) commissioned by the Civil Engineering and Development Department (CEDD), with Ove Arup & Partners Hong Kong Limited (Arup) as one of the consultants of the Study. The following Members had declared interests on the item:

Mr Daniel K.W. Chung	-	for being a former director of CEDD; and
Dr Tony C.M. Ip	-	for having current business dealings with CEDD and past business dealings with Arup.

6. As Mr Daniel K.W. Chung had no involvement in the item, the Committee agreed that he could stay in the meeting. As the interest of Dr Tony C.M. Ip in relation to CEDD was considered direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item.

[Dr Tony C.M. Ip left the meeting temporarily at this point.]

Presentation and Question Sessions

7. The following government representatives (including the consultants) were invited to the meeting at this point:

Planning Department (PlanD)

Ms Janet K.K. Cheung	-	District Planning Officer/Hong Kong (DPO/HK)
Ms Maggie H.K. Wu	-	Senior Town Planner/Hong Kong (STP/HK)
Ms Alice T.H. Wong	-	Town Planner/Hong Kong

Invigorating Island South Office (IISO) of Development Bureau (DEVB)

Ms Alice L.F. Yeung	-	Head of IISO (H(IISO))
Mr William W.T. Wong	-	Senior Town Planer (Invigorating Island South) (STP(IIS))
Mr Ricky L.Y. Tang	-	Senior Engineer (Invigorating Island South) (SE(IIS))

CEDD

Mr W.K. Hung	-	Chief Engineer/Special Duties (Works) (CE/SD(W))
Mr Samuel C.W. Yau	-	Senior Engineer/3, Special Duties (Works) Division

Consultants

Arup

Mr Barry Wong

Ms Joyce Chan

Dr Kam-Shing Leung

Ms Natalie Chu

Mr Freddie Hai

Mr Elvis Lau

Mr Sai-Keung Tai

8. With the aid of a PowerPoint presentation, Ms Maggie H.K. Wu, STP/HK, PlanD, Ms Alice L.F. Yeung, H(IISO), DEVB, and Mr W.K. Hung, CE/SD(W), CEDD, briefed Members on the background of the proposed amendments to the approved Aberdeen and Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/33, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments mainly included:

(a) Amendment Item A – rezoning of a site at Po Chong Wan (the Item A Site) from "Government, Institution or Community" ("G/IC"), "Other Specified Uses" annotated "Ocean Park" ("OU(Ocean Park)"), an area shown as 'Road' and an area shown as 'Typhoon Shelter' to "Other Specified Uses" annotated "Marina cum Residential Development with Public Open Space" subject to a maximum building height of 130 metres above Principal Datum (mPD), a maximum total gross floor area (GFA) of 46,900m^2 (including a minimum GFA of 8,900m^2 for non-domestic use) for the proposed marina-cum-residential development, and the requirement for provision of a public open space (POS) at the Po Chong Wan breakwater;

(b) Amendment Item B – rezoning of a strip of land to the south of the "Industrial" ("I") zone at Po Chong Wan from "G/IC" to "I"; and

(c) Amendment Item C – rezoning of two pieces of land at Shum Wan Road from "OU(Ocean Park)" to areas shown as 'Road'.

9. There were also amendments to the Notes of the OZP in relation to the above rezonings, amendments to the covering Notes, as well as other amendments to the Notes including those to align with the latest Master Schedule of Notes to Statutory Plans.

10. The Chairperson recapitulated that the proposed amendments primarily involved a proposed marina-cum-residential development at the expansion area of ATS. The project aimed to promote yacht tourism and was in line with the Government's policy.

11. As the presentation of the government representatives had been completed, the Chairperson invited questions from Members.

Amendment Item A

Traffic

12. Some Members raised the following questions:

(a) noting that there were four schools and a residential development in the immediate vicinity of the Item A Site, whether traffic generated from the proposed development would coincide with peak-hour traffic on Shum Wan Road, particularly along the section between The Southside and the Item A Site via the Aberdeen Marina Club;

(b) noting that parking spaces were in high demand in the Southern District, particularly during weekends and public holidays, whether a public vehicle park would be incorporated in the proposed development to meet local parking demand; and

(c) the Area of Influence (AOI) adopted in the Traffic and Transport Impact Assessment (TTIA) for the proposed development, and whether the AOI had adequately encompassed all critical junctions that vehicles would traverse when travelling from Aberdeen via Grantham Hospital, Nam Fung Path and Yip Kan Street to the Item A Site.

13. In response, Mr W.K. Hung, CE/SD(W), CEDD and Mr Ricky L.Y. Tang, SE(IIS), DEVB, with the aid of some PowerPoint slides and the visualiser, made the following main points:

(a) the baseline traffic along Shum Wan Road was mainly generated by schools and residential developments. The proposed development comprised a marina-cum-residential development. The traffic associated with the marina operation would primarily occur during off-peak hours, and thus conflict with the existing peak-hour traffic would be minimal, while the proposed residential development would only provide about 250 flats, the anticipated traffic impacts were considered insignificant. According to the TTIA, the proposed development would not induce significant adverse impacts on the capacity of the surrounding road network and key junctions. To further improve local traffic conditions, a dedicated pick-up and drop-off area was proposed within the marina clubhouse. This arrangement would internalise and confine loading and unloading activities within the proposed

development. Furthermore, a sensitivity test modelling a combined peak of existing and proposed traffic (i.e. weekday AM peak and weekend peak) indicated that the performance of the local road network would remain acceptable. The project team would continue to maintain close liaison with the nearby schools to monitor the traffic situation;

(b) the parking spaces within the proposed development were intended to serve its own users. Under the proposed development, an 880m^2 POS at the existing Po Chong Wan breakwater was proposed for passive recreation. Members of the public could use parking spaces in the vicinity, such as those at Water World Ocean Park, or access the area by public transport (i.e. bus and minibus services) to Water World Ocean Park and Broadview Court, both of which were within walking distance to the POS. Furthermore, public landing facilities proposed under the expansion of ATS would facilitate sea transport in the future; and

(c) the AOI of the TTIA covered the road network serving the proposed development via Shum Wan Road, including the major junctions at Heung Yip Road/Police School Road, Heung Yip Road/Ocean Park Road and Wong Chuk Hang Road/Heung Yip Road. All assessed junctions would operate with sufficient capacity, and the Transport Department (TD) had no adverse comment on the TTIA.

14. In response to a Member's further enquiry on whether the opportunity should be taken to increase public parking facilities within the proposed development, Mr William W.T. Wong, STP(IIS), DEVB said that shortage of parking spaces in the district occurred mainly around the beach areas, particularly during peak season. The IISO had been actively exploring suitable sites for additional parking facilities to address such demand in the district. As proposed in previous pedestrian environment and traffic improvement studies, some additional parking spaces were already introduced.

15. A Member raised the following questions:

(a) whether the TTIA had taken into account the influx of future visitors to the

proposed marina with about 200 berthing spaces; and

(b) noting that pedestrians walking from the proposed development would have to cross Shum Wan Road to reach Broadview Court and continue their journey along other side of the road as there was currently no pedestrian space outside the shipyards north of the site along Shum Wan Road, whether improvement works would be provided.

16. In response, Mr Ricky L.Y. Tang, SE(IIS), DEVB made the following main points:

(a) the TTIA had assessed the existing and future pedestrian conditions and concluded that all pedestrian facilities would be adequate to cater for the additional pedestrian traffic demand generated from the proposed development; and

(b) as there was constant access of vehicles to the shipyards, it was recommended that a proper pedestrian crossing be provided across Shum Wan Road to connect with Broadview Court and other developments, thereby facilitating safe pedestrian movement in the area.

17. In response to the Member's further enquiry, Mr Ricky L.Y. Tang, SE(IIS), DEVB explained that there was no plan to widen the pavement outside the shipyards as it fell outside the proposed development and would encroach onto the leased areas of the shipyards.

18. Noting that the Police had no adverse comment on the TTIA and Amendment Item A, and that the berthing areas would inevitably increase marine traffic in the area, a Member enquired whether the operation of the Marine Police Aberdeen Base, located adjacent to the Shum Wan Road Public Transport Terminus, had been fully taken into account. In response, Mr W.K. Hung, CE/SD(W), CEDD said that the Police, including the Marine Region, had been closely consulted during the course of the Study. The longest vessel in the current fleet was about 40m in length, whereas the design of the proposed breakwaters was capable of accommodating vessels up to 50m in length. The Member further enquired whether marine traffic flow had been assessed. In response, Mr W.K. Hung, with reference to Plan 3 of the Paper, explained that the public mooring area in the west (hatched in orange) and designated

berthing area in the east (hatched in yellow) would be managed by the Marine Department (MD) and the future developer respectively. The existing western breakwater at Ap Lei Chau would be shortened and modified to ensure smooth vessel traffic flow. Mr Ricky L.Y. Tang, SE(IIS), DEVB supplemented that a Marine Traffic Impact Assessment (MTIA) had been duly conducted. While marine traffic was anticipated to increase in the future, the MTIA concluded that the overall increase in collision and grounding risk levels arising from the proposed marina could be maintained within 'As Low As Reasonably Practicable' levels. Both MD and the Police had no adverse comments on the MTIA, and the proposed layout of the marina was considered acceptable from marine traffic perspective.

Drainage Capacity, Flooding and Storm Surge Risks

19. Two Members raised the following questions:

(a) noting that Fullerton Ocean Park Hotel in the vicinity was breached by waves during Super Typhoon Ragasa in 2025, highlighting the local flooding risk, whether the Item A Site was similarly susceptible to flooding due to storm surges; and

(b) the rationale for shortening and modifying the existing western breakwater at Ap Lei Chau, rather than removing the entire structure to provide more water area for berthing and marine traffic.

20. In response, Mr W.K. Hung, CE/SD(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

(a) coastal locations exposed to strong winds were inherently vulnerable to storm surge impacts. Area beyond ATS was damaged during Super Typhoon Ragasa. To enhance the area's resilience to extreme weather, two new breakwaters were proposed in the south under the ATS expansion project, which would be constructed in accordance with the requirements in the latest Port Works Design Manual issued by CEDD. Upon completion, the resilience of the breakwaters against extreme weather would be enhanced. These two breakwaters were targeted for completion before the

commissioning of the proposed development; and

(b) the rationale for retaining certain section of the western breakwater was threefold: (i) to physically demarcate the existing Aberdeen South Typhoon Shelter from the proposed public mooring area; (ii) given the relatively high seabed level along the coastal area to the south of Ap Lei Chau, the water area released by completely removing the breakwater could not be effectively utilised for vessel mooring; and (iii) complete demolition of the breakwater would generate a substantial amount of construction waste and cause significant disturbance to the existing seabed ecology. Taking all those factors into account, shortening the existing western breakwater by approximately 70m was considered the most cost-effective and environmentally sustainable approach.

21. A Member further enquired whether any underground water tanks or a stormwater pumping station would be proposed in the area to mitigate local flooding risks. In response, Mr Barry Wong, the consultant, said that the two proposed breakwaters under the ATS expansion project would serve as the primary defence line to enhance the coastal area's resilience against extreme weather. In response to the Chairperson's enquiry regarding flood conveyance capacity, Mr W.K. Hung, CE/SD(W), CEDD, with the aid of a PowerPoint slide, explained that according to the Drainage Impact Assessment (DIA) conducted, the existing drainage facilities in the area were considered adequate in capacity. As part of the existing drainage system of the area fell within the boundary of the proposed development, corresponding drainage diversion works would be required. As a follow-up, the Member asked if the DIA had factored in extreme weather scenarios. In response, Mr W.K. Hung and Mr Barry Wong, with the aid of a PowerPoint slide, explained that the DIA had adopted the standards specified in Drainage Services Department (DSD)'s 'Stormwater Drainage Manual Corrigendum No. 1/2022'. This manual incorporated climate change design considerations, including projected increases in rainfall intensity, sea-level rise and storm surge heights, as well as design allowances aligned with mid- and end-21st century climate projections. The assessment concluded that the system had sufficient hydraulic capacity.

22. Noting that the existing road level of the area was approximately 4.5mPD and the underground drains was typically 2m below ground, a Member enquired whether stormwater

could be effectively discharged. In response, Mr W.K. Hung, CE/SD(W), CEDD said that the proposed site formation level of the development would be about 5.3mPD and the associated drainage system would be raised accordingly. There was no plan to raise the surrounding street level at this juncture. The Member expressed concerns over the potential flooding risk if the street level remained unchanged, and enquired whether such a street level was acceptable under the prevailing standards. The Chairperson remarked that those technical details would be subject to further review at the detailed design stage, and Members' concerns regarding drainage capacity and potential flooding risks should be followed up by the project team, as appropriate, and further details, if any, could be provided at the representation consideration stage.

Sewerage Infrastructure

23. Noting that sewer lining rehabilitation and upgrading works had already been proposed to cater for the additional sewage flow generated from the proposed development, a Member enquired about the rationale for controlling sewage discharge from berthing facilities and restricting it to off-peak periods. In response, Mr W.K. Hung, CE/SD(W), CEDD, with the aid of a PowerPoint slide, explained that the pumping capacity of the existing Shum Wan Road Sewage Pumping Station was scheduled to be upgraded by DSD tentatively. To accommodate the additional flow arising from the proposed development, the future developer would be required to undertake 290m of sewer upgrading works (upsizing the existing 300mm and 400mm sewers to 450mm), together with approximately 270m of 450mm sewer lining rehabilitation works. This arrangement would be an optimised infrastructure solution to accommodate the additional flow. In response to the Member's follow-up question, Mr Barry Wong, the consultant, clarified that the Sewerage Impact Assessment concluded that the project peak flow from the proposed development would marginally exceed the upgraded capacity of the network in the worst-case scenario, which would occur very rarely. In view of this minor shortfall, it was proposed to restrict sewage discharge from the berthing facilities to off-peak periods. The Member further enquired whether the capacity of the proposed sewerage upgrading works could be expanded further to eliminate the need for operational discharge controls. In response, Mr Barry Wong said that the volume of sewage generated by the marina was relatively minor compared to domestic wastewater, and the proposed restriction had fully taken into account the operational needs of the marina. Implementing such discharge control was therefore considered the most cost-effective approach. The

Chairperson remarked, as a general observation, that marine sewage could be managed effectively by discharging it to the sewers overnight during the non-peak hours of local domestic usage.

Building Design

24. A Member said that in Larvotto, a residential development in Ap Lei Chau, non-openable windows were adopted due to its close proximity to shipyards, but such noise mitigation measure was considered impractical and undesirable. The Member expressed concern about developing residential use at the Item A Site in view of the active industrial area located to its immediate north, and enquired if similar non-openable windows would be adopted in the proposed development. In response, Mr W.K. Hung, CE/SD(W), CEDD said that according to the Environmental Assessment, there were three fixed noise sources that could potentially affect the proposed residential development, including (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. As most of the existing shipyards and industrial sites at Po Chong Wan were housed within covered structures, noise from industrial activities could largely be screened off from the proposed development. Moreover, potential noise impacts could be minimised through appropriate building design and mitigation measures, such as adoption of non-openable windows on façades directly facing the industrial area and the provision of acoustic fins. The proposed dry berth and boat repair and maintenance workshop would be fully enclosed within the podium, thereby avoiding any adverse noise impacts. Regarding the ventilation system of the marina clubhouse, best practices including the selection of quiet plants and locating exhaust/intake louvers away from noise sensitive receivers could be adopted. In response to the Chairperson's further enquiry, Mr W.K. Hung clarified that only windows on façades of the residential development facing the shipyards to the north would be non-openable, while other windows facing the seaside to the west would be openable.

25. Noting that the proposed dry berth and boat repair and maintenance workshop would be enclosed within the podium of the proposed development, a Member asked whether the operational air emission would adversely affect the residential development above. In response, Mr W.K. Hung, CE/SD(W), CEDD said that the proposed workshop would only

handle minor yacht repair and maintenance works, such as application of anti-rust coating. To prevent any impact on the residential portion, the ventilation exhaust outlets of the maintenance area would be oriented toward the western façade, physically segregated from the residential blocks.

Land Contamination

26. Two Members raised the following questions:

(a) noting that the Item A Site was classified as a potentially contaminated site due to its historical marine workshop operations and an environmental site investigation had been recommended, and given that the Po Chong Wan Temporary Industrial Area (PCWTIA) was still in operation and the site investigation could only be conducted after land clearance, whether the future developer would be required to conduct a site reappraisal and submit a Contamination Assessment Report. If any remediation was required, whether it would affect the target implementation of the proposed development by 2032; and

(b) recalling that the decommissioning of the former Cheoy Lee Shipyard to release land for construction of Hong Kong Disneyland had revealed severe soil contamination by heavy metals and organic pollutants (including dioxins and polybrominated diphenyl ethers), whether an assessment had been conducted regarding the potential land and air pollution risks arising from past industrial activities.

27. In response, Mr Barry Wong, the consultant, made the following main points:

(a) the major operations in the PCWTIA comprised small-scale workshops for materials handling and machine repairing, rather than large-scale shipbuilding facilities. To ensure smooth implementation, the future developer would be required to conduct a site reappraisal timely and submit a supplementary Contamination Assessment Plan at an early stage of the development process; and

(b) while the former Cheoy Lee Shipyard was a major shipbuilding facility in Hong Kong, the operational scale of the PCWTIA was significantly smaller. In other words, the anticipated severity and depth of land contamination were expected to be substantially lower. Nonetheless, the future developer would remain strictly bound to undertake detailed site appraisals and implement comprehensive remediation measures, as appropriate.

Landscape, Ecological and Environmental Aspects

28. A Member raised the following questions:

(a) while noting that the proposed tree compensation arrangement for the Item A Site would achieve a tree compensation ratio of 1:1, what species and maturity level of trees would be planted, and how the implementation of the proposed landscape proposal would be guaranteed;

(b) whether any greening elements could be introduced to promote ecological education, and whether DEVB and CEDD would incorporate marine conservation or eco-shoreline initiatives, and green elements within the proposed POS; and

(c) whether concrete measures would be adopted within the proposed development to align with the Government's target of achieving carbon neutrality by 2050, and whether there were specific indicators or digital tracking mechanisms planned for carbon reduction and emissions monitoring to support sustainable development.

29. In response, Ms Alice L.F. Yeung, H(IISO), DEVB, Mr W.K. Hung, CE/SD(W), CEDD and Mr Barry Wong, the consultant, with the aid of some PowerPoint slides, made the following main points:

(a) the 1:1 tree compensation ratio would be strictly adhered to within the proposed development in full accordance with relevant government

requirements and guidelines;

(b) regarding ecological education and preservation, IISO had been actively liaising with the Ocean Park Corporation. As the proposed POS on the new breakwater would connect directly to the promenade of Water World Ocean Park, discussions were underway to utilise this space to promote Ocean Park's marine conservation initiatives, offering an excellent opportunity for institutional collaboration. Moreover, in the ATS expansion project, eco-shoreline elements, such as eco-tiles and tidal pools, would be integrated into the two new breakwaters, pedestrian walkway and its associated vessel impact protection system. This aimed to enhance local marine biodiversity and improve ecological functionality, allowing both visitors on the pedestrian walkway and yacht users to appreciate the enriched biodiversity, drawing reference from the successful eco-shoreline implementation in Tung Chung East; and

(c) as the proposed marina-cum-residential development was a private project, the future developer would be required to comply with all prevailing regulations and environmental standards at the implementation stage.

30. The same Member enquired about the environmental mitigation measures earmarked for both the construction and operational stages of the proposed development, specifically potential traffic and noise nuisances caused by coaches serving the area. In response, Mr Barry Wong, the consultant, said that while land transport was traditionally used for construction logistics, the Item A Site's close proximity to the waterfront presented an opportunity to use sea transport for construction materials, which would significantly alleviate local road traffic and noise impacts. To further minimise construction noise, construction methodologies, such as the Modular Integrated Construction approach delivered via sea vessels and silent pilling via press-in method, would be adopted. Silt curtains would be deployed to prevent sediment and debris from dispersing. Regarding operational noise, Mr William W.T. Wong, STP(IIS), DEVB explained that marina users and activities would be managed internally by the future operator. The proposed POS was relatively modest in scale (about 880m^2) and designated for passive recreational uses such as walking dogs, enjoying sunset and photo-taking, hence, any generated noise would be intermitted and minimal. The Chairperson

supplemented that it was common practice to integrate open space adjacent to residential development in built-up urban areas. The Member reiterated concerns that loading/unloading activities and use of amplifiers could result in recurring nuisances to the neighbourhood and urged the project team to consider preventive design measures. In response, Mr William W.T. Wong said that provision of a POS by modification of the existing breakwater was a direct response to local views raised in the Southern District Council, and that a buffer distance would be maintained between the open space and residential blocks. The Chairperson added that any potential noise nuisance during operation would be governed by the relevant regulatory authorities.

31. The Member asked whether the proposed development would exert adverse ecological impacts on Deep Water Bay Valley, which was a designated Site of Special Scientific Interest (SSSI), and whether Tai Shue Wan, which served as a habitat for egrets, would be disrupted during construction and operation. In response, Mr Elvis Lau, the consultant, said that Deep Water Bay Valley was located at a considerable distance from the proposed development, physically segregated by Brick Hill (Nam Long Shan), and the concerned areas were located far away and fell outside the assessment area of the Study. The Chairperson remarked that no ecologically significant species had been identified in the immediate vicinity of the Item A Site, and that there was no SSSI located within 500m of the proposed development.

Synergy with Ocean Park

32. Noting that enhancing connectivity and walkability was one of the broad strategies adopted in the Conceptual Master Plan of Invigorating Island South, a Member enquired how the proposed development would improve local connectivity and foster synergy with Water World Ocean Park. In response, Mr William W.T. Wong, STP(IIS), DEVB, with the aid of a PowerPoint slide, explained that the proposed marina-cum-residential development was one of the key projects identified by IISO, and it would incorporate POS atop both the existing and proposed eastern breakwaters for public enjoyment. Moreover, the proposed eastern breakwater to the south would feature a pedestrian walkway directly connecting the POS and landing facilities to the promenade adjoining Water World Ocean Park. To ensure efficient and integrated management of the waterfront, it was envisioned that the pedestrian walkaway would be managed by the Ocean Park Corporation. The proposal would seamlessly connect

Ocean Park with the wider district, providing opportunities for island hopping, thereby enhancing its appeal to both local and overseas visitors.

Provision of Government, Institution and Community (GIC) Facilities

33. A Member enquired whether the current assessment of GIC facilities had taken into account the population growth arising from the proposed development, and sought to confirm whether there were shortfalls in the provision of child care centres and community care service facilities in the district. In response, Ms Janet K.K. Cheung, DPO/HK, PlanD said that the current assessment had fully taken into account the population increase arising from the proposed development. While there were shortfalls in the provision of child care centres and community care service facilities in the Southern District, the standards set for those facilities were long-term planning goals and were assessed in a wider spatial context or on a regional/cluster basis. PlanD had been liaising with the Social Welfare Department (SWD) to seize opportunities to incorporate appropriate social welfare facilities in suitable new development or redevelopment projects. Regarding the proposed development at the Item A Site, it was situated at a distance from major residential clusters in the Southern District. In general, sites located in proximity to established residential areas were considered more suitable for accommodating social welfare facilities to serve the community.

34. A Member enquired whether PlanD would have further information on the planning of GIC facilities for the district, whether the Item A Site was considered unsuitable for social welfare facilities, and about the current distribution of child care centres and community care service facilities in the Wong Chuk Hang area. In response, Ms Janet K.K. Cheung, DPO/HK, PlanD, with the aid of a PowerPoint slide, said that the actual provision of facilities was subject to SWD's ongoing review of prevailing service demands. The said shortfalls concerned government-subsidised places, whereas self-financed and privately-operated child care centres also provided local services. In determining GIC provisions, SWD balanced a variety of factors, including local demographics, income levels and prevailing demand trends, etc. before formulating requirements in consultation with PlanD. Major provisions of social welfare facilities were strategically clustered in close proximity to the main residential areas in Aberdeen and Ap Lei Chau, and consequently, no specific floor area was designated for GIC facilities within the proposed development.

Others

35. Recalling a previous fire incident that broke out at a shipyard on Shum Wan Road, a Member enquired whether the Fire Services Department had provided any supplementary information in that regard. In response, Mr William W.T. Wong, STP(IIS), DEVB said that provision of appropriate fire service installations would be required in the rebuilding of shipyards. The operators were strictly required to comply with all relevant fire safety regulations, and detailed fire services requirements would be formulated at the building plan submission stage. In view of local concerns, the shipyard operators had also established communication with neighbouring residents to coordinate necessary emergency evacuation plans.

36. A Member enquired whether vessels berthed at the proposed marina could potentially be converted to residential dwellings. In response, Mr Ricky L.Y. Tang, SE(IIS), DEVB said that all vessels would be strictly regulated under the statutory licensing mechanisms by MD. While boat-dwellers still existed in Causeway Bay Typhoon Shelter, the proposed marina would be a privately operated facility not intended for dwellings, and the future developer should comply with relevant regulations and land sale conditions. The Chairperson supplemented that any non-compliance or unauthorised residential use of vessels would be subject to enforcement by relevant authorities, as appropriate.

Conclusion

37. The Chairperson remarked that the proposed amendments primarily involved rezoning the Item A Site for a proposed marina-cum-residential development and it was in line with the Government's policies of promoting island tourism and enhancing amenities for the yacht industry. He appreciated the project team's efforts in planning the development, supported by various technical assessments, which demonstrated that the proposal would be technically feasible without insurmountable issues.

38. Members generally supported the proposed amendments to the OZP. With regard to Members' concerns and views, and to facilitate discussion at the representation consideration stage, the Chairperson advised the project team to prepare information on the following issues discussed at the meeting:

(a) the operational details of the drainage facilities for coping with extreme weather;

(b) on local traffic and transport aspects, including a detailed map delineating all critical junctions covered in the TTIA, and proposed improvements to the pedestrian environment; and

(c) the provision of GIC facilities in the district, including the spatial distribution of child care centres and community care service facilities.

39. At the invitation of the Chairperson, Mr B.K. Chow, Assistant Commissioner/ Urban, TD supplemented that for any new development project, TD would review the parking demand in the vicinity of the concerned site. For the subject case, the survey conducted by the project team confirmed that existing parking provision in the immediate vicinity was sufficient to meet the local parking demand. Regarding district-wide parking demand in the Southern District, TD would continue to seize opportunities to incorporate appropriate parking provisions in new development projects, and to optimise limited urban space for provision of on-street metered parking spaces. For instance, the recent introduction of new metered parking spaces in Stanley had been well received by the Southern District Council.

40. The Chairperson remarked that should the Committee agree to the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and the representations received, if any, would be submitted to the Town Planning Board for consideration.

41. After deliberation, the Committee decided to:

"(a) agree to the proposed amendments to the approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/33 and that the draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A at Attachment II of the Paper (to be renumbered to S/H15/34 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Aberdeen & Ap Lei Chau OZP No. S/H15/33A (to be renumbered to S/H15/34 upon exhibition) as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP and the revised ES will be published together with the OZP."

42. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairperson thanked the government representatives (including the consultants) for attending the meeting. They left the meeting at this point.]

[The meeting was adjourned for a 5-minute break.]

[Professor Simon K.L. Wong left the meeting during the break.]

[Dr Tony C.M. Ip rejoined the meeting at this point.]