Agenda Item 1: Confirmation of the Draft Minutes of the 14th DPC Meeting held on 27 March 2026

5. The Chairman said that the draft minutes of the 14th DPC meeting had been circulated to members for comments prior to the meeting. The Secretariat had not received any amendment proposals so far.

6. DPC confirmed the captioned minutes.

Agenda Item 2: Yacht Tourism Development at the Expansion Area of Aberdeen Typhoon Shelter
Proposed Amendments to the Approved Aberdeen and Ap Lei Chau Outline Zoning Plan No. S/H15/33 and Proposed Waterbody, Road and Infrastructure Works
(Item raised by Invigorating Island South Office, Planning Department and Civil Engineering and Development Department)
(DPC Paper No. 7/2026)

7. The Chairman welcomed the following representatives of Government Departments and organisation to the meeting:

Invigorating Island South Office (IISO)

(i) Ms YEUNG Lai-fong, Alice, Head of IISO;
(ii) Mr WONG Wing-tak, William, Senior Town Planner (Invigorating Island South);
(iii) Mr TANG Lai-yin, Ricky, Senior Engineer (Invigorating Island South);

Planning Department (PlanD)

(iv) Ms CHEUNG Ka-kei, Janet, District Planning Officer / Hong Kong;
(v) Ms WONG Tsz-hei, Alice, Town Planner / Hong Kong 9;

Civil Engineering and Development Department (CEDD)

(vi) Mr HUNG Wing-kei, Chief Engineer / Special Duties (Works);

(vii) Mr YAU Chun-wing, Samuel, Senior Engineer / 3; and

Ove Arup & Partners Hong Kong

(viii) Mr Barry WONG, Project Manager.

8. The IISO representatives, with the aid of a PowerPoint presentation, briefly introduced the agenda item.

9. The PlanD representatives briefly introduced the proposed amendments to the Approved Aberdeen and Ap Lei Chau Outline Zoning Plan No. S/H15/33 (OZP).

10. The CEDD representatives briefly introduced the proposed water body, road and infrastructure works under the Yacht Tourism Development at Aberdeen Typhoon Shelter (the Proposed Project).

11. The IISO representatives elaborated on the future direction of the Proposed Project.

12. DPC members raised the following comments and enquiries:

(i) They noted the substantial preparatory work carried out by various Government Departments for the Proposed Project, and expressed support for the Government's initiative to develop the yacht economy and implement the Proposed Project;

(ii) They enquired about the traffic arrangements regarding the addition of lay-bys and vehicular access to the Shum Wan Road area;

(iii) They enquired about the estimated daily number of vehicles passing through Shum Wan Road during the works period and the proportion of construction vehicles;

(iv) They expressed concern regarding the impact of the works on the environment and nearby residents, and suggested that Government Departments consult residents and stakeholders at the earliest opportunity and incorporate relevant

clauses into the tender documents in light of the consultation results;

(v) They were concerned about the impact of the Proposed Project on traffic along Shum Wan Road and throughout Wong Chuk Hang (including the area around Nam Long Shan Road) during and after construction. It is suggested that construction materials be transported by sea to alleviate pressure on road traffic;

(vi) They hoped that the Proposed Project would commence as soon as possible to avoid unnecessary delays. While the Proposed Project would help drive economic and tourism development in the Southern District, it was hoped that the Government would also take into account the needs of the existing community and residents; and

(vii) They were concerned about the arrangements for the relocation of affected tenants at Po Chong Wan Temporary Industrial Area (Po Chong Wan) to the vacant site on Tin Wan Praya Road, and suggested that Government Departments arrange for DPC members to conduct a site inspection. Furthermore, DPC members also suggested that Government Departments consult nearby residents on this matter.

13. The IISO representatives responded as follows:

(i) IISO noted DPC members' comments and would relay them to the developer in due course. Information on the construction arrangements would also be disseminated to residents in the area as soon as possible;

(ii) IISO and the consultant were highly concerned about the impact of the Proposed Project on traffic on Shum Wan Road and the surrounding area. The results of the traffic impact assessment showed that residents' travel was concentrated during weekday morning and evening peak hours, while traffic to the marina was concentrated at weekends and on public holidays. The peak periods for these two types of traffic did not overlap;

(iii) Given the limited number of proposed residential units, the traffic impact

assessment found that there was sufficient capacity for Shum Wan Road and relevant junctions to accommodate the traffic flow generated by the Proposed Project. The assessment had reviewed traffic conditions at major junctions on Shum Wan Road and at signal-controlled junctions in the vicinity in 2026 (present), 2032 (upon completion of the Proposed Project) and 2035 (three years after completion of the Proposed Project). The results showed that Nam Long Shan Road, Shum Wan Road and Police School Road, among others, were operating with spare capacity, indicating that these junctions had sufficient capacity to cope with changes in traffic volume;

(iv) To meet the needs of road users in terms of passenger pick-up / drop-off and public transport, IISO would adopt the measures proposed by the consultant to improve the transport facilities at the site upon completion of the Proposed Project. Specific proposals included changing the times during which the stopping ban applied, from designated hours to 24 hours a day, on the section of Shum Wan Road outside the development site, in a bid to further regulate the pick-up / drop-off of passengers. In addition, roadside lay-bys would be provided for future public transport stops, and a pick-up / drop-off area would be provided within the marina area;

(v) The Shum Wan Road area was dotted with schools. There was occasional traffic congestion when a large number of parents drove their private cars into the area to pick up or drop off their children before and after school. IISO believed that this could be resolved through traffic management measures and had consulted the Transport Department and the police in this regard. It was learnt that these Government Departments, together with the schools, had been continuously monitoring the traffic condition and exploring countermeasures;

(vi) At present, there was a roadside lay-by opposite the Aberdeen Marina Club, where private cars occasionally stopped briefly to drop off or pick up schoolchildren. IISO proposed relocating the existing motorcycle parking spaces concerned to the vicinity of Shum Wan Pier Drive, with a view to extending the roadside lay-by and providing more parking spaces for vehicles dropping off and picking up schoolchildren; and

(vii) To facilitate residents of the proposed residential units in accessing the bus and minibus stops at ground level of Broadview Court, IISO proposed adding a pedestrian crossing at a suitable location.

14. The CEDD representatives responded as follows:

(i) They agreed that the use of sea transport for construction materials could be considered during the construction period. The Government would convey the relevant suggestions to the developer in the future; and

(ii) During the construction period, construction vehicles, primarily concrete mixers, would inevitably travel along Shum Wan Road. As stated by the IISO representatives, the consultant had considered the traffic generated by the works when conducting the traffic impact assessment. The results indicated that the works would not have a significant impact on nearby traffic, and that traffic capacity at the major junctions around the development site would remain at an acceptable level.

15. The IISO representatives gave a supplementary response as follows:

(i) On 12 May, at a meeting with tenants at Po Chong Wan who intended to relocate to Tin Wan, IISO explained the relocation timetable, restricted tendering and related arrangements. District consultation had also commenced;

(ii) IISO was eager to hear the views of residents in the area and was willing to visit Tin Wan at a suitable time to brief them on the matter; and

(iii) As the site concerned was currently awaiting clearance by Government Departments, it was not appropriate to arrange a site inspection at this stage for safety reasons. Upon completion of the site clearance, IISO would be happy to arrange a site inspection.

16. DPC members raised the following comments and enquiries:

(i) The general public might not fully understand the traffic impact assessment data provided by the IISO representatives just now. It was hoped that IISO would, after the meeting, provide figures on the number of vehicles passing through specific road sections during specified time periods, as well as the proportion accounted for by construction vehicles, to enable DPC members to explain the matter to the public and provide feedback to the relevant Departments; and

(ii) To prevent traffic congestion caused by concrete mixers queuing to enter the construction site, it was suggested that Government Departments specify the arrangements for construction vehicle access to and from the site in the tender documents.

17. The IISO representatives responded as follows:

(i) IISO would relay to the developer DPC members' concerns regarding site traffic arrangements during the construction period. In addition, appropriate temporary traffic arrangements would be implemented where necessary; and

(ii) In addition to the traffic impact assessment data tabled at the meeting, the paper on the proposed amendments to OZP would include a summary of the traffic impact assessment, covering data such as junction capacity and traffic flow, which would be made available for public inspection in due course.

18. DPC members raised the following comments and enquiries:

(i) Regarding the relocation of tenants from Po Chong Wan to Tin Wan, residents were concerned that traffic congestion might occur during the site formation works for the vacant site, or that traffic volumes might increase once the tenants had moved in;

(ii) As the vacant site on Tin Wan Praya Road was adjacent to the Aberdeen Gas Holder (AGH), residents were concerned that the relocation of tenants from Po Chong Wan might pose safety risks. It was therefore suggested that relevant clauses be incorporated in the tender documents to ensure the safety of the

workshop environment and its resilience to extreme weather conditions. It was hoped that Government Departments would relay these concerns when communicating with the industry and give careful consideration to the regulatory arrangements following the relocation; and

(iii) They asked whether arrangements would be made to transport the necessary materials by both land and sea during the construction period of the development project.

19. The IISO representatives responded as follows:

(i) Regarding the tenancy of the vacant site on Tin Wan Praya Road to tenants at Po Chong Wan, IISO had consulted the relevant Government Departments and carried out a comprehensive quantitative risk assessment. The results indicated that the relevant arrangement would not pose a safety risk;

(ii) The Government would exercise due care when granting short-term tenancies, for example, by stipulating a distance of at least 6 metres between workshops and the boundary of the AGH site and requiring workshops to comply with the requirements of the Buildings Department and the Fire Services Department;

(iii) Most tenants who were willing to relocate were working in the shipbuilding industry, and their vessel maintenance works were usually conducted on board or inside workshops, which rarely involved vehicular traffic. It was therefore considered that the relocation would not affect traffic in the vicinity; and

(iv) As regards the Proposed Project, apart from land transport, IISO would advise the developer to make good use of the geographical advantages of the development site by transporting larger building materials or machinery by sea.

20. The Chairman thanked IISO for consulting DPC on this matter and noted that DPC generally supported the proposed amendments to OZP and the associated works. However, DPC members had expressed concerns about the traffic arrangements and the interests of stakeholders and further discussion of the details was deemed necessary.

It was hoped that the relevant Government Departments would continue to maintain communication with DPC to ensure the smooth completion of the Proposed Project.

Agenda Item 3: Concern about the Facilities and Maintenance Arrangements of Community Halls in the Southern District and the Optimal Use of the Wong Chuk Hang Site for the Development of Cultural, Sports and Recreation Facilities under "Single Site, Multiple Use" Model
(Item raised by Hon CHU Lap-wai, MH, Ms LI Ka-ying, Mr CHEUNG Wai-nam, Mr WONG Choi-lap, Professor CHAN Yuk-kit, MH, JP, Mr LAU Ngai, Victor, Mr SIU Wai-chung and Ms TSO Siu-lui)
(DPC Paper No. 8/2026)

21. DPC members briefly introduced the agenda item and raised the following enquiries:

(i) Noting that Government Departments planned to progressively replace the light-emitting diode (LED) display panels in community halls across the Southern District, DPC members would like to know whether there were any other similar proposed works, so that they could provide timely notification to organisations and residents who wished to hire the community halls; and

(ii) As projects under the "single site, multiple use" model had been under discussion for many years, DPC members were pleased to note that community halls were now included in this initiative. However, there were currently no project details or a specific timetable. It was therefore hoped that the relevant Government Departments would provide a response in this regard.

22. The Southern District Office (SDO) representatives advised that the installation of the LED display panel at Wah Kwai Community Hall had been completed, adding that similar works were planned for Lei Tung Community Hall in near future. SDO was currently coordinating the works procedures and timetable with the Architectural Services Department and the Electrical and Mechanical Services Department.