TOWN PLANNING BOARD

TPB Paper No. 11080

For Consideration by
the Town Planning Board on 13.11.2026

DRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO. S/H15/34
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H15/34 – R1 AND R2

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CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H15/34 – R1 and R2

Subject of Representations	Representers (No. TPB/R/S/H15/34-)
Amendments to the Plan (Plan H-1) **Item A** Rezoning of a site at Po Chong Wan from "Government, Institution or Community" ("G/IC"), "Other Specified Uses" annotated "Ocean Park" ("OU(Ocean Park)"), an area shown as 'Typhoon Shelter' and an area shown as 'Road' to "Other Specified Uses" annotated "Marina cum Residential Development with Public Open Space" ("OU(Marina cum Residential Development with Public Open Space)") with stipulation of building height (BH) restriction. **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" with stipulation of BH restriction. **Item C** Rezoning of two pieces of land at Shum Wan Road from "OU(Ocean Park)" to areas shown as 'Road'. **Amendments to the Notes of the Plan** (b) Revision to paragraph (7)(a) of the covering Notes to allow provision, maintenance or repair of small unmanned aircraft (SUA) take-off and landing facilities on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) of the covering Notes in relation to areas zoned "Coastal Protection Area" ("CPA") or "Site of Special Scientific Interest" ("SSSI"). (c) Incorporation of 'Government Use (not elsewhere specified)' under Column 1 of Schedule I of the Notes for "Other Specified Uses" annotated "Business" ("OU(Business)") zone; and corresponding deletions of 'Government Use (Police Reporting Centre, Post Office only)' from Column 1 and 'Government Use (not elsewhere specified)' from Column 2 of Schedule I of the Notes for "OU(Business)" zone.	**Total: 2** **Oppose Items A and B (Total: 1)** **R1**: Individual **Oppose Item A and Amendments to the Notes (b), (c) and (g); and Provide Views on Items B and C (Total: 1)** **R2**: Individual

Subject of Representations	Representers (No. TPB/R/S/H15/34-)
(g) Revision to the Remarks of the Notes for "SSSI" zone in accordance with the Master Schedule of Notes (MSN).	

Note: The names of the representers are available at the Board's website at https://www.tpb.gov.hk/tc/plan_making/S_H15_34/S_H15_34_index_of_representations_eng_chi.pdf. Soft copy of the submissions is sent to the Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board's website at https://www.tpb.gov.hk/en/plan_making/S_H15_34.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board's Secretariat for Members' inspection.

1. Introduction

1.1 On 24.7.2026, the draft Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/34 (the Plan) at **Annex I**, together with the Notes and Explanatory Statement (ES)[1], was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments to the OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.

1.2 During the two-month statutory exhibition period, two valid representations were received[2]. On 2.10.2026, the Board agreed to consider all the representations collectively in one group.

1.3 This Paper is to provide the Board with information for consideration of the representations. The list of representers is available at the Board's website[3]. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

Item A – Rezoning of a Site at Po Chong Wan for a Proposed Marina-cum-Residential Development with Public Open Space (POS)

2.1 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) (**Plans H-2a and H-3**). The proposed marina development at the ATS expansion area 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

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[1] The Notes and ES are available at the Board's website at https://www.tpb.gov.hk/en/plan_making/S_H15_34.html.

[2] Apart from the two valid representations mentioned, one additional representation was received during the two-month exhibition period, but its identity information is missing. The Board has therefore considered this representation as invalid and treated it as not having been made. Accordingly, the number of valid representations on the said OZP remains at two.

[3] The list of representers is available at the Board's website at https://www.tpb.gov.hk/tc/plan_making/S_H15_34/S_H15_34_index_of_representations_eng_chi.pdf.

Address further proposed measures to enhance amenities for the yacht industry and promote prime yacht tourism at locations including the ATS expansion area, positioning Hong Kong as a yacht hub in Asia. The 2026 Policy Address continues to promote the yacht economy through a variety of new yacht berth projects, including the tender for the composite development project in Aberdeen comprising a marina, recreational facilities, and a residential development scheduled for the first half of 2027. Furthermore, under the Conceptual Master Plan (CMP) 3.0 promulgated by the Invigorating Island South Office (IISO) in July 2024, the Po Chong Wan Temporary Industrial Area (PCWTIA) has been identified as a key temporary site for reviewing the future use and exploring possible development options.

2.2 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[4], in which the suitability and technical feasibility of the proposed uses were ascertained.

2.3 To take forward the proposed development at the Landside Portion[5], the **Item A** Site has been rezoned from "G/IC", "OU(Ocean Park)", an area shown as 'Road', and an area shown as 'Typhoon Shelter' to "OU(Marina cum Residential Development with Public Open Space)" which is subject to a maximum total gross floor area (GFA) of 46,900m^2 (including a minimum GFA of 8,900m^2 for non-domestic use), and a BH restriction of 130mPD for the marina-cum-residential development (**Plans H-1, H-2a and H-2b**). No BH restriction has been stipulated for the POS at the existing Po Chong Wan breakwater.

Item B and Item C – Rezoning of Pieces of Land to Reflect Existing Uses at Po Chong Wan and Shum Wan Road

2.4 The **Item B** Site is currently occupied by part of a shipyard at Po Chong Wan and forms part of the broader industrial area to the north **(Plan H-1)**, which has been developed since the 1980s as shipyards serving the local vessels. Given that these shipyards remain necessary to provide ship repair services in the area as advised by the Transport and Logistics Bureau (TLB), **Item B** Site has been rezoned from "G/IC" to "I" with a BH restriction of 2 storeys to reflect its existing use.

2.5 The **Item C** Sites form part of the existing Shum Wan Road (**Plans H-1 and H-2b**). The **Item C** Sites have been rezoned from "OU(Ocean Park)" to areas shown as 'Road' to reflect the existing use.

Amendments to the Notes and ES of the OZP

2.6 The following amendments to the Notes and ES of the OZP have been made:

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[4] Under the Study, a notional scheme that comprising two main components has been formulated: the Waterbody Portion and the Landside Portion (**Plans H-2a and H-3**). The Waterbody Portion includes the Designated Berthing Area at Tai Shue Wan (about 9.9 ha), providing up to 200 berthing spaces for vessels; and the Designated Water Space immediately west of the Landside Portion (about 1.1 ha) designated for loading/unloading activities along the seafront and possible berthing of small boats. The Landside Portion (about 1.17 ha), located west of Shum Wan Road, will accommodate a marina clubhouse with associated facilities and a residential development. It also includes a POS of not less than 880m^2 located at the existing Po Chong Wan breakwater. The POS will be designed and constructed by CEDD under the ATS expansion project and subsequently managed and maintained by the owner of the marina.

[5] Regarding 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 H-2a**). Development control for the Waterbody Portion will be administered under other relevant ordinances, regulations, and administrative mechanisms.

Covering Notes

(a) To facilitate the low-altitude economy, paragraph (7)(a) of the covering Notes has been revised to allow the provision, maintenance or repair of SUA 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) of the covering Notes in relation to areas zoned "CPA" or "SSSI".

"OU(Marina cum Residential Development with Public Open Space)" Zone

(b) In relation to **Item A**, a new set of Notes for the "OU(Marina cum Residential Development with Public Open Space)" zone has been incorporated with stipulation of development restrictions and requirements.

"OU(Business)" Zone

(c) An opportunity has been 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. As with the current control for Schedule II, the 'Government Use (not elsewhere specified)' use has been moved from Column 2 to Column 1, and correspondingly the 'Government Use (Police Reporting Centre, Post Office only)' use has been deleted from Column 1 under Schedule I of the Notes for the "OU(Business)" zone.

Technical Amendments

(d) To align with the latest MSN promulgated by the Board and to incorporate other technical and editorial amendments, the Notes for "Commercial", "Comprehensive Development Area", "Residential (Group A)", "Residential (Group C)", "Residential (Group E)", "I", "G/IC", "Open Space", "OU(Business)", "OU(Electricity Supply Installation and Hotel)", and "SSSI" zones have been revised.

Revision to the ES

(e) The ES of the OZP has been revised to account for the proposed amendments as mentioned above. An opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP.

The Draft OZP

2.7 On 26.6.2026, the Metro Planning Committee (MPC) of the Board agreed that the proposed amendments to the approved Aberdeen & Ap Lei Chau OZP No. S/H15/33 (the previous OZP) were suitable for public inspection under section 5 of the Ordinance. The relevant MPC Paper No. 3/26 is available at the Board's website[6]

[6] The MPC Paper No. 3/26 and the attachments are available at the Board's website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/790_mpc_agenda.html

and the extract of the minutes of the MPC meeting is at **Annex III**. Subsequently, the draft Aberdeen & Ap Lei Chau OZP No. S/H15/34 was gazetted on 24.7.2026.

3. Local Consultation

Prior to Submission of the Proposed Amendments to the MPC

3.1 On 15.5.2026, the IISO, PlanD and CEDD jointly consulted the Development Planning Committee (DPC) 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. In response to their comments on traffic impacts, IISO indicated that the results of Traffic and Transport Impact Assessment (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. Their views and comments were incorporated into the MPC Paper No. 3/26 mentioned in paragraph 2.7 above and the extract of minutes of the DPC of SDC meeting is enclosed at **Annex IV**.

Upon Gazettal of the Draft OZP

3.2 Upon gazettal of the draft OZP on 24.7.2026, members of the SDC were notified that members of the public could submit representations on the amendments to the Secretary of the Board during the statutory exhibition period. No representation from members of the SDC was received.

4. The Representation Sites and Their Surrounding Areas

4.1 The representation sites and their surrounding areas have the following characteristics:

Representation Site under Item A (Plans H-1, H-2a, H-2b, H-3, H-4a to H-4f and H-4h)

4.2 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. The **Item A** Site is predominantly occupied by the PCWTIA, which mainly hosts marine engine workshops under short-term tenancies (STTs)[7]. Its southern tip

[7] The PCWTIA site has been used for relocating the marine engine workshops and marine associated trades displaced by the Ap Lei Chau North Reclamation project since the 1980s. 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 accommodating some marine engine workshops by way of restricted tender (**Plan H-5**).

is occupied by the temporary storage and office facilities for Adventure-Ship[8], also under STT. In the southwestern portion are the Po Chong Wan breakwater and a small shrine[9]. The **Item A** Site can be accessed via Shum Wan Road, which 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.

4.3 The areas surrounding the **Item A** Site have the following characteristics (**Plans H-2a and H-6**):

(a) to the immediate north lie shipyards and the Hospital Authority (HA) Shum Wan Laundry, all subject to a BH restriction of 2 storeys. These shipyards provide ship repair services for local vessels (**Plan H-2a**);

(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 (**Plans H-2a and Plan H-6**);

(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) (**Plans H-2a and Plan H-6**). 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 1 km to the northeast of the **Item A** Site respectively (within about 10 minutes and 20 minutes walking distance from the **Item A** Site respectively) (**Plan H-2a**).

4.4 The **Item A** Site is zoned "OU(Marina cum Residential Development with Public Open Space)" on the OZP for an integrated development for marina and residential uses with the provision of POS. 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 H-1b and H-2**). As the proposed marina clubhouse at the **Item A** Site and the Designated Berthing Area at Tai Shue Wan 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 H-1a and H-2**). 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 H-6**). The

[8] 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 H-5**).

[9] The shrine is not covered by any STT/ land grant/ license.

schematic design of the notional scheme for both the Waterbody Portion and the Landside Portion is at **Drawings H-1a, H-1b and H-2**, and its detailed development parameters are as follows:

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

Remarks

[a] Includes the existing Po Chong Wan breakwater and the newly proposed POS.

[b] The net site area for development is subject to detailed site surveys.

[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 design leverages the proposed POS 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 H-1a and H-3**).

[f] The area of the proposed POS at the Po Chong Wan breakwater is referenced from the ATS expansion project and remains subject to finalisation during detailed design.

[g] It comprises private car parking spaces for the 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.

Representation Sites under Item B and Item C (Plans H-1, H-2a, H-2b, H-3, H-4a to H-4d, H-4g and H-4h)

4.5 The **Item B** Site (about 373m^2) 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. To the north of the **Item B** Site is an area zoned "I" with a BH restriction of 2 storeys, which has been developed as shipyards serving the local vessels since the 1980s and the HA Shum Wan Laundry. The **Item B** Site is zoned "I" with a BH restriction of 2 storeys.

4.6 The **Item C** Sites (about 49m^2) form part of Shum Wan Road and are designated as an area shown as 'Road'.

4.7 Planning Intentions

The planning intentions of the zones in relation to the above representation sites are as follows:

(a) the "OU(Marina cum Residential Development with Public Open Space)" zone under **Item A** is intended for an integrated development for marina and residential uses with the provision of POS; and

(b) the "I" zone under **Item B** is intended primarily for general industrial uses to ensure an adequate supply for industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries, office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone.

5. The Representations

5.1 Subject of Representations

5.1.1 During the two-month exhibition period, two valid representations were received, which include:

(a) one submitted by an individual (**R1**) opposing **Item A** and **Item B**; and

(b) one submitted by an individual (**R2**) opposing **Item A** and amendments to the Notes (b), (c) and (g); and providing views on **Item B** and **Item C**.

5.1.2 The major grounds/ views of the representations and PlanD's responses, in consultation with the relevant government bureaux/ departments (B/Ds), are summarised in paragraphs 5.2 and 5.3 below.

5.2 Opposing Representations

5.2.1 **Item A**

5.2.1.1 Land Use Control Over the Waterbody Portion

Major Ground(s)/ View(s)	**Representation No.**
(1) It is unclear how the future marina development could use the seabed alongside the shore of the future development for the lifting and launching of vessels for repair and maintenance. The boundary of the marina must include both land and seabed in order to ensure quality operations. The Plan should include a section of the seabed in front of the land designated for the marina to support the mooring, lifting and launching of vessels for maintenance and repair.	**R1**
(2) It is unclear which parts of the sea (typhoon shelter) are designated for the mooring of the marina, and which parts are under the control of the Marine Department (MD). The Plan should include a clear delineation of the water area designated for mooring vessels, and specify whether these moorings will be under the control of the future marina, leased via private moorings, or under the control of the MD.	
(3) The ATS expansion should require approval from the Board, as it will have a negative impact on the views of the natural and undeveloped coastline enjoyed from Ocean Park and the view of Mount Johnston Lighthouse enjoyed by residents and visitors travelling along the coastal trail from Ap Lei Chau to Ap Lei Pai (**Plan H-3**). There should be opportunities for the public to raise their views, including by confining the proposed moorings to the mainland coastline.	**R2**
Responses	
In response to (1) and (2): (a) As indicated in the notional scheme under the Study for the proposed marina-cum-residential development at the ATS expansion area, the proposed development comprises a Waterbody Portion and a Landside Portion. The Waterbody Portion includes (i) the Designated Water Space at the waterfront of the Landside Portion for loading/unloading activities and possible berthing of small boats for the marina, and (ii) the Designated Berthing Area to the south of the Po Chong Wan breakwater, which provides up to 200 berthing spaces for vessels for the marina. The Landside Portion will accommodate a marina clubhouse with associated supporting facilities and a POS located at the existing Po Chong Wan breakwater (**Drawings H-1b, H-2 and Plan H-2a**).	

(b) The Designated Water Space of the proposed development falls within an area shown as 'Typhoon Shelter', while the Designated Berthing Area falls within the expanded ATS and is outside the planning scheme area of the OZP. The Landside Portion has been designated as "OU(Marina cum Residential Development with Public Open Space)" with the stipulation of BH and GFA restrictions, and the Waterbody Portion will be regulated or administered under other relevant ordinances, regulations, and administrative means. The boundary and the uses inside the Waterbody Portion, including the lifting and launching of vessels for maintenance and repair, and moorings for vessels for the marina, would be subject to control through administrative means or through contractual means.

(c) The expansion of ATS project, a public works project led by the IISO, 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. Under this project, 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 (**Plans H-2a and H-3**). Upon completion of the ATS expansion, the new ATS area will be gazetted and published for public inspection under the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap. 548E). The uses within the typhoon shelter, including mooring area will be regulated under the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap. 548E), the Shipping and Port Control Ordinance (Cap. 313) and the Shipping and Port Control Regulation (Cap. 313A).

In response to (3):

(d) While the ATS expansion area falls outside the planning scheme area of the OZP, established mechanisms exist to assess the technical feasibility of and conduct public consultation for the project. An Environmental Impact Assessment (EIA), including visual and landscape impact assessments, has been conducted under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499), and it concludes that both the residual landscape and visual impacts are acceptable with mitigation measures. Public inspection of the EIA was conducted in accordance with the EIAO. The EIA Report for the expansion of ATS project was approved by the Director of Environmental Protection (DEP) on 3.7.2025. The Environmental Permit was issued on 4.7.2025 and subsequently amended by the DEP on 16.7.2026. The works for the project were also gazetted under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) in accordance with the established mechanism, and were authorised on 26.9.2025. Furthermore, the SDC was consulted on 23.5.2024 and 18.9.2025, and the members agreed that the expansion of ATS would help promote Hong Kong's yacht economy and expressed support for the project.

5.2.1.2 Questionable Benefits of the Proposed Development for Local People

Major Ground(s)/ View(s)	**Representation No.**
(1) While it is claimed that the proposed marina development can promote island tourism, there is	**R2**

	no clear accounting for the supposed benefits of the increased number of visitors, and there is no mention of the amount of additional expenditure on maintenance, manpower, and other resources that would be required. The local population's enjoyment of the local areas and attractions would likely be adversely affected. Ordinary people who cannot afford a yacht or private club membership will derive little benefit from the project.	
(2)	The proposed POS of 880m^2 appears to be nothing more than an extended footbridge. It is only 6m wide and cannot accommodate a bicycle lane. Unless one is walking to the marina, there would be little point in using it. It is merely a form of compensation for rezoning the "G/IC" zone through the inclusion of a small public facility.	

Responses

In response to (1):

(a) The proposed development is in line with the 2024, 2025 and 2026 Policy Addresses and the Development Blueprint for Hong Kong's Tourism Industry 2.0 to promote yacht tourism and the yacht economy, and specifically to invite the market to construct and operate a marina, recreational facilities and residential development at the expansion area of the ATS. The proposed development will inject vitality into the Southern District, improve the environment, and stimulate the local economy. Additionally, it will drive the growth of related industries, ranging from yacht leasing, insurance, and maintenance to high-end landside services.

(b) Apart from promoting yacht tourism and the yacht economy, the proposed development will increase housing supply, and provide a POS at the existing Po Chong Wan breakwater and an eating place facing it for public enjoyment (**Drawing H-1b**). It will also add vibrancy to the area and create synergies with other blue-green resources and attractions in the Southern District.

In response to (2):

(c) With the construction of new breakwaters under the expansion of ATS project, the existing Po Chong Wan breakwater would no longer be required for protecting the typhoon shelter. Instead of demolishing the whole breakwater structure, opportunity has been taken to modify its crest and convert it into a POS for public enjoyment. The proposal addresses the comments from the local community to open up the breakwater for leisure purposes.

(d) The POS at the Po Chong Wan breakwater is expected to be used mainly for passive activities such as photo-taking, leisure walking, and enjoyment of the sunset scenery. The POS is proposed to be opened for public enjoyment within reasonable hours. An eating place facing the POS could also be provided on the Landside Portion to serve the public and enrich the user experience.

(e) The POS is accessible by public transport. The Shum Wan Road PTI and the bus stop at the Ocean Park Water World are located within the walking distance (approximately 400m to 500m from the **Item A** Site) of the POS at the Po Chong Wan breakwater (**Plan H-2a**). Visitors can also take a sampan or other watercraft to the landing facility at the proposed Eastern Breakwater (**Plan H-2a**), and walk to the POS at the Po Chong Wan breakwater, offering an alternative travelling experience. Furthermore, a lay-by is proposed along Shum Wan Road next to the proposed development to accommodate a bus and minibus stop, in support of the potential extension of bus and minibus services, located within walking distance (about 200m) of the POS (**Drawing H-5**).

5.2.1.3 Visual, Traffic and Environmental Impacts

Major Ground(s)/ View(s)	**Representation No.**
(1) The three proposed residential towers will have a significant adverse impact on the unobstructed views of the verdant hillsides. The height of any development at this location should be capped to preserve the ridgeline.	**R2**
(2) Nearly 500 car parking spaces, plus additional drop-offs from coaches and taxis, will generate heavy traffic as well as noise and air pollution.	

Responses

In response to (1):

(a) The proposed marina-cum-residential development is situated at the waterfront of Po Chong Wan, with medium-rise GIC and tourist facilities as well as high-rise residential developments in the vicinity. The BH of nearby residential developments, namely Broadview Court and Larvotto (sharing a similar setting on the opposite side of the Aberdeen Channel), are both subject to BH restrictions of 140mPD (**Plan H-6**). The proposed development, with a maximum BH of 130mPD, is considered not incompatible with the surrounding area (**Drawing H-3**).

(b) As shown in the Landscape and Visual Impact Assessment (LVIA), although the proposed development would alter the existing views from certain short- and medium-distance viewpoints, with the incorporation of proposed design measures such as building setbacks/ separations, aesthetic treatment of building structures, and appropriate soft landscape treatment, the indicative massing and BH are not considered incompatible with the surrounding context (**Drawings H-4a to H-4i**). These design measures are specified in the ES of the OZP to provide guidance for the future developer. The Chief Town Planner/Urban Design and Landscape of the Planning Department (CTP/UD&L, PlanD) has no adverse comment on **Item A** from a visual impact perspective.

In response to (2):

Traffic Aspect

(c) A TTIA has been conducted under the Study to assess the traffic and transport impacts of 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. The TTIA concludes that the proposed development will not adversely affect the surrounding road or pedestrian networks during construction or operation. In addition, internal transport facilities for the proposed residential development are to be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) requirements. Dedicated pick-up and drop-off facilities are to be located within the proposed development to avoid inducing traffic queuing on Shum Wan Road. With regard to the internal transport facilities for the marina, reference has been made to a similar marina development in the area to ensure that the provision of such facilities can meet the parking demand and operational requirements of the marina.

(d) To further improve traffic conditions along Shum Wan Road, improvement measures are proposed to be implemented by the future developer, including a lay-by at Shum Wan Road for accommodating potential public transport demand; a 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; and a footpath with a minimum width of 3.5m to be provided along Shum Wan Road abutting the proposed development (**Drawing H-5**). The Commissioner for Transport (C for T), the Chief Highway Engineer/Hong Kong of the Highways Department (CHE/HK of HyD), and the Commissioner of Police (C of P) have no adverse comments on the TTIA and **Item A**.

Environmental Aspect

(e) 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 the implementation of appropriate mitigation measures.

(f) The major emission sources that may affect the proposed residential development include road traffic, marine traffic, and the chimney at the HA Shum Wan Laundry (**Plans H-2a and H-3**). The EA demonstrates that the cumulative concentrations of pollutants of concern, including nitrogen dioxide (NO_2), respirable suspended particulates (RSP), fine suspended particulates (FSP) and sulphur dioxide (SO_2), at all representative air sensitive receivers are in full compliance with the Air Quality Objectives (AQOs).

(g) Regarding road traffic noise impact, the EA concludes that, with the provision of noise mitigation measures, all noise sensitive receivers of the proposed residential towers would comply with the noise criterion. DEP has no adverse comment on the EA and **Item A**.

5.2.1.4 Accommodation of the Existing Marine Engine Workshops

Major Ground(s)/ View(s)	**Representation No.**
(1) There is no information regarding whether the Tin Wan Praya Road site can accommodate all of the existing marine engine workshop operators at the **Item A** Site who wish to continue operating.	**R2**
Responses	
In response to (1): (a) The PCWTIA currently involves 91 STTs. Of these, 89 are for marine engine workshops and related uses, and 2 are for the management office and the common area respectively. The IISO conducted door-to-door visits to the workshops in the PCWTIA in early 2026 to further understand their operating conditions. The findings indicate that the overall operations in the area are inactive, with many workshops having ceased operation. Among the 89 workshops, about 20% to 30% of tenants indicate that they wish to continue their related business after moving out from **Item A** Site. A special arrangement has been made by the Government to identify a site at Tin Wan Praya Road (**Plan H-5**) for accommodating some marine engine workshops by way of restricted tender. This matter will be dealt with separately.	

5.2.2 **Item B**

Major Ground(s)/ View(s)	**Representation No.**
(1) Objection to the loss of land available for shipyards, specifically the loss of part of a shipyard at 29 Shum Wan Road. Hong Kong has embarked on an aggressive push to grow the yacht economy, and therefore needs more land for shipyards. Shipyard space should not be reduced.	**R1**
Responses	
In response to (1): (a) The **Item B** Site is occupied by part of a shipyard under STT No. SHX799 (i.e. 29 Shum Wan Road), and forms part of the broader industrial area to the north, which has been developed as shipyards serving the local vessels since the 1980s. As advised by the TLB, these shipyards remain necessary to provide ship repair services in the area. The rezoning of the **Item B** Site from "G/IC" to "I" was intended to reflect the existing use and align with the "I" zone to the north of the **Item B** Site. The existing shipyard is permitted to remain at the **Item B** Site. The supply of land for shipyard use will not be affected by the rezoning.	

5.2.3 **Amendments to the Notes (b), (c) and (g)**

Major Ground(s)/ View(s)	**Representation No.**
(1) Objection to the amendment to the Notes (b), as the use of drones should be strictly prohibited. Allowing low-rise drones to operate freely in common areas would disturb public areas like parks, generate noise pollution, and create hazards. It may also infringe upon people's privacy, affect their enjoyment of their home, and cause public security issues. Considers it to be a rush decision made without due diligence and consultation given tighter controls over SUA have been adopted in the Chinese Mainland.	**R2**
(2) Objection to the amendment to the Notes (c), as it may allow the administration to install any operation of its choice into a development without any oversight of whether the occupants and the community approve.	
(3) Objection to the amendment to the Notes (g), as it may facilitate the Government in constructing viewing platforms and other amenities that attract visitors who do not respect regulations or nature. Many in the community object to such works. Board members should preserve the right of the community and concerned groups to scrutinise these 'public works' as they are often intrusive and cause damage to vulnerable locations.	
Responses	
In response to (1): (a) The amendment to the covering Notes of the OZP is intended to facilitate the provision, maintenance or repair of SUA take-off and landing facilities to take place within the boundaries of the OZP (except in specific conservation-related zones), which complements the Government's policy to foster the development of the low-altitude economy. (b) To cater for the applications and developments of SUA while safeguarding aviation and public safety, the Small Unmanned Aircraft Order (Cap. 448G) regulates SUA operations. Based on the weight of the SUA and the operational risk level, SUA operations are subject to the corresponding regulatory requirements. Apart from the SUA Order, SUA operations are required to observe all other legislative or regulatory requirements governed by other legislation in Hong Kong, and to follow the relevant requirements and/or guidelines set out by any other government bureaux/departments (B/Ds), regulatory authorities, land owners or other stakeholders where necessary to ensure the safe operation of the SUAs at all times.	
In response to (2):	

(c) 'Government Use' are uses directly in connection with or in support of Government administration, or the provision of Government services and facilities for use by and for the benefit of the public. Provision of Government facilities would be monitored through established mechanism of the Government. (d) The amendment is to streamline planning application procedures and 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. The amendment accords with the recent streamlined approach to facilitate developments benefitting the public.
In response to (3): (e) On 6.8.2021, the Board agreed to a set of revised MSN with incorporation of an exemption clause for 'public works co-ordinated or implemented by Government' in the remarks for appropriate zones in order to streamline the planning application process for minor government works with no major adverse impact. The amendment is in line with the latest MSN. (f) The exemption clause is only applicable to public works and minor works for which no major adverse impacts are anticipated. Public works co-ordinated or implemented by the Government are subject to an established monitoring mechanism, under which such works have to be agreed by the relevant B/Ds and comply with the relevant prevailing government requirements, ordinances and regulations. If a use requires planning permission from the Board under the Notes of the OZP (i.e. a Column 2 use), the use itself still requires planning permission, and the associated filling or excavation of land where applicable would also form part of the proposal. Planning permission for filling or excavation of land is still required for a permitted use or development (i.e. a Column 1 use or a use specified in the covering Notes), if the works are not exempted under the Remarks of the Notes of the OZP for the zone. Statutory control over developments in the "SSSI" zone would not be undermined.

5.3 Providing Views

5.3.1 **Item B and Item C**

Major View	**Representation No.**
(1) They are for housekeeping purposes.	**R2**
Responses	
(a) The general view is noted.	

6. Departmental Consultation

6.1 The following government B/Ds have been consulted and their comments, if any, have been incorporated in the above paragraphs, where appropriate:

(a) Secretary for Development;
(b) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office, Development Bureau;
(c) Secretary for Transport and Logistics;
(d) Secretary for Culture, Sports and Tourism;
(e) Secretary for Environment and Ecology;
(f) Director of Marine;
(g) District Lands Officer/Hong Kong West and South, Lands Department (LandsD);
(h) Chief Estate Surveyor/Land Supply, LandsD;
(i) DEP;
(j) Director of Social Welfare;
(k) Director of Agriculture, Fisheries and Conservation;
(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), 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) Chief Engineer/Construction, Water Supplies Department;
(z) Chief Engineer/Hong Kong and Islands, Drainage Services Department;
(aa) Chief Town Planner/Urban Design & Landscape, PlanD; and
(bb) District Officer (Southern), Home Affairs Department.

7. Planning Department's Views

7.1 The views of **R2 (part)** are noted.

7.2 Based on the assessments in paragraph 5.2 above, PlanD does not support **R1** and **R2 (part)** and considers that the draft OZP should not be amended to meet the representations for the following reasons:

Item A

(a) **Item A** is to take forward the proposed development at the Landside Portion of the marina development at the expansion area of ATS, which is in line with the initiative of promoting yacht tourism and the yacht economy announced in the Policy Addresses and the Development Blueprint for Hong Kong's Tourism Industry 2.0. The proposed marina will inject vitality into the Southern District, improve the environment, and stimulate the local economy, as well as drive the growth of related industries. It will also create other benefits, including the provision of additional housing flats and POS (**R2**);

(b) the **Item A** Site is situated in an area with medium-rise GIC and tourist facilities, as well as high-rise residential developments in the vicinity. The proposed development, with a maximum BH of 130mPD, is considered not incompatible with the surrounding area, with the implementation of design measures as stated in the ES to provide guidance for the future developer. Technical assessments covering various aspects, including traffic and transport, marine traffic, environmental, visual, landscape, air ventilation and infrastructure, also confirmed that there would be no insurmountable technical problems in developing the **Item A** Site for the marina-cum-residential development (**R2**);

(c) the "OU(Marina cum Residential Development with Public Open Space)" zone will allow 'Marina' use including such ancillary facilities as small-scale workshops for boat repair, while the uses within the Waterbody Portion will be regulated and administered under other relevant ordinances, regulations and administrative mechanisms. The rezoning of **Item A** and the relevant development control are considered appropriate (**R1 and R2**);

Item B

(d) **Item B** reflects the existing use of the site for shipyard purposes. The supply of land for shipyard use will not be affected. The rezoning of **Item B** is considered appropriate (**R1**);

Amendment to the covering Notes regarding SUA take-off and landing facilities

(e) allowing provision, maintenance or repair of SUA take-off and landing facilities under the covering Notes of the OZP is to facilitate the low-altitude economy development. Any proposals for the aforesaid uses will be governed by other legislation in Hong Kong, and follow the relevant requirements and guidelines set out by relevant Government B/Ds and regulatory authorities (**R2**);

Amendment to the Notes for "OU(Business)" zone

(f) the amendment is to align the control of 'Government Use (not elsewhere specified)' across the two schedules in the Notes of the "OU(Business)" zone of the OZP and accords with the streamlined approach. The provision of Government facilities will follow the established government procedures (**R2**); and

Amendment to the Notes for "SSSI" zone

(g) the incorporation of an exemption clause to exempt filling of land or excavation of land pertaining to public works coordinated or implemented by the Government from the requirement for planning application is in line with the latest MSN to Statutory Plans promulgated by the Board and facilitates streamlining of the planning application process. The exemption clause is only applicable to public works and minor works in which no major adverse impacts are anticipated. Statutory control over developments in the "SSSI" zone would not be undermined (**R2**).

8. Decision Sought

8.1 The Board is invited to consider the representations taking into consideration the points raised in the hearing session, and decide whether to propose/ not to propose any amendment to the OZP to meet/ partially meet the representations.

8.2 Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the Plan, together with its Notes and updated ES, are suitable for submission under section 8(1)(a) of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft Aberdeen & Ap Lei Chau OZP No. S/H15/34 (reduced size)
Annex II	Schedule of Amendments to the Approved Aberdeen & Ap Lei Chau OZP No. S/H15/33
Annex III	Extract of Minutes of the MPC Meeting held on 26.6.2026
Annex IV	Extract of Minutes of the DPC of SDC Meeting held on 15.5.2026
Drawings H-1a to H-1b	Indicative Layout Plans of Proposed Development (**Item A**)
Drawing H-2	Section Plan of Proposed Development (**Item A**)
Drawing H-3	Artist Impression of Proposed Development (**Item A**)
Drawings H-4a to H-4i	Photomontages of Proposed Development (**Item A**)
Drawing H-5	Traffic Arrangement Plan (**Item A**)
Drawing H-6	Pedestrian Connection Plan (**Item A**)
Plan H-1	Location Plan of the Representation Sites
Plans H-2a and H-2b	Site Plans of the Representation Sites
Plan H-3	Aerial Photo of the Representation Sites
Plans H-4a to H-4h	Site Photos of the Representation Sites
Plan H-5	New Sites for Marine Engine Workshops and Adventure Ship
Plan H-6	BH Profile in the Vicinity of **Item A** Site
Plan H-7	PR of Existing Developments in the Vicinity of **Item A** Site

PLANNING DEPARTMENT
NOVEMBER 2026