

(Translation)

**Minutes of the 1<sup>st</sup> Meeting of the  
District Facilities and Works Committee (DFWC)  
Southern District Council (SDC) (2024-2027)**

Date : 25 January 2024 (Tuesday)  
Time : 2:30 p.m.  
Venue : SDC Conference Room

**Present:**

Mr CHU Lap-wai, MH (Chairman of DFWC)  
Mr YEUNG Sheung-chun (Vice-Chairman of DFWC)  
Ms HO Yuen-wei  
Ms LI Ka-ying  
Ms LAM Yuk-chun, BBS, MH  
Ms LAM Wing-yan  
Ms LAM Wing-yee  
Mr CHEUNG Chin-chung  
Mr CHEUNG Wai-nam  
Mr Jonathan LEUNG Chun  
Mr CHAN Man-chun, JP  
Professor CHAN Yuk-kit, MH, JP  
Ms CHAN Wing-yan  
Mr PANG Siu-kei  
Mr WONG Choi-lap  
Mr WONG Yu-ching, Nicole  
Mr CHAO Howard  
Mr LAU Ngai, Victor  
Mr SIU Wai-chung  
Mr LAI Ka-chi

**Secretary:**

Mr LAM Chi-hin, Roy Executive Officer I (District Management),  
Southern District Office

**In Attendance:**

Mr CHEUNG Kong-chung, Francis, JP Chairman of SDC

Mr LEUNG Ying-kit Senior Executive Officer (District  
Management), Southern District Office

Mr YU Chi-ying District Leisure Manager (Southern),  
Leisure and Cultural Services Department

Ms YUEN Man-yi, Yoki Deputy District Leisure Manager (District  
Support) Southern,  
Leisure and Cultural Services Department

Mr WONG Tak-shing, Tommy Senior Engineer / Western,  
Drainage Services Department

Mr KWOK Tsz-ho, Derrick Engineer / W6,  
Drainage Services Department

Mr ZHOU Hengrui, Ray Engineer / E5,  
Drainage Services Department

Mr KWOK Yun-cheung, Mark Principal Estate Officer / Hong Kong West  
and South / Land Control 2 (District Lands  
Officers, Hong Kong West and South),  
Lands Department

Ms DENG Shinuo, Snow District Engineer / North Point,  
Highways Department

Mr TSANG Wai-hon Senior Geotechnical Engineer / Project  
Management 2,  
Civil Engineering and Development  
Department

Ms WONG Hay-hay, Maggie Engineer / 13 (South),  
Civil Engineering and Development  
Department

Mr WONG Wing-tak, William	Senior Town Planner (Invigorating Island South), Development Bureau	} for agenda item 2
Miss CHOW Man-man, Sophie	Senior Executive Officer (Planning) 11, Leisure and Cultural Services Department	
Mr LEUNG Ming-chung, Charles	Executive Assistant (Planning) 11A, Leisure and Cultural Services Department	

### **Opening Remarks:**

The Chairman welcomed DFWC members and the following representatives of Government Departments to the meeting:

#### **Leisure and Cultural Services Department**

- (i) Mr YU Chi-ying, District Leisure Manager (Southern);
- (ii) Ms YUEN Man-yi, Yoki, Deputy District Leisure Manager (District Support) Southern;

#### **Highways Department**

- (iii) Ms DENG Shinuo, Snow, District Engineer / North Point;

#### **Drainage Services Department**

- (iv) Mr WONG Tak-shing, Tommy, Senior Engineer / Western;
- (v) Mr ZHOU Hengrui, Ray, Engineer / E5;
- (vi) Mr KWOK Tsz-ho, Derrick, Engineer / W6;

#### **Civil Engineering and Development Department**

- (vii) Mr TSANG Wai-hon, Senior Geotechnical Engineer / Project Management 2;
- (viii) Ms WONG Hay-hay, Maggie, Engineer / 13 (South); and

#### **Lands Department**

- (ix) Mr KWOK Yun-cheung, Mark, Principal Estate Officer / Hong Kong West and South / Land Control 2 (District Lands Officers, Hong Kong West and South).

2. The Chairman said that DFWC members were obliged to attend meetings punctually and avoid leaving while the meeting was being conducted. Details of DFWC members' attendance would be made available for public inspection.

**Agenda Item 1: Report on the Management of Facilities in the Southern District by LCSD**  
**(DFWC Paper No. 1/2024)**

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3. The Chairman invited the representatives of the Leisure and Cultural Services Department (LCSD) to briefly introduce the paper.

4. LCSD representatives briefly introduced the management of facilities in the Southern District, and the progress of greening work and works projects.

5. DFWC members raised the following comments and enquiries:

- (i) According to the paper submitted by LCSD, the annual maintenance works at Pao Yue Kong Swimming Pool commenced in November 2023. However, the paper did not mention the improvement works at the toddlers' pool. It was hoped that LCSD could provide the relevant information. In addition, part of the works at the swimming pool fell behind schedule. It was hoped that LCSD could submit a written report in this connection;
- (ii) Members of the public revealed to DFWC members that the toddlers' pool of Pao Yue Kong Swimming Pool was often closed. It should be grateful if LCSD could give an explanation;
- (iii) Residents were very concerned about the conversion of Pao Yue Kong Swimming Pool into an indoor heated pool as well as the Government's "Single Site, Multiple Use" initiative on its facilities. The new swimming pool project was expected to take around ten years to complete. It was hoped that LCSD could provide details of the large-scale maintenance works to be carried out at Pao Yue Kong Swimming Pool during this period, including the schedule and scope of works. Also, the showers in the pool's shower compartments were often out of order. LCSD should repair them as soon as possible to minimise

- any inconvenience to swimmers;
- (iv) Pao Yue Kong Swimming Pool was the only public swimming pool and a major facility in the Southern District. It was hoped that LCSD could arrange site visits for SDC members to facilitate their understanding of the actual situation of the swimming pool;
  - (v) The spectator stand of Pao Yue Kong Swimming Pool had fewer seats than other swimming pools on Hong Kong Island. For example, Victoria Park Swimming Pool, Sun Yat Sen Memorial Park Swimming Pool and Chai Wan Swimming Pool had 2 500, 1 000 and 800 seats respectively. While there were approximately 700 to 800 students in each secondary school, the spectator stand of Pao Yue Kong Swimming Pool could not accommodate all the students given its insufficient seating capacity. As a result, secondary schools in the District had no choice but to hold their swimming galas in other Districts. This might hinder the development of swimming as a sport in schools in the District. Members would like to know if LCSD had any plans to increase the seating capacity of the spectator stand of Pao Yue Kong Swimming Pool;
  - (vi) LCSD planted more than 20 000 shrubs between November and December 2023. It was hoped that LCSD could explain whether it was compensatory planting to offset the damage to the shrubs during the onslaught of typhoons last year, the locations of LCSD venues where compensatory planting mainly took place, as well as the criteria for selecting the species of shrubs;
  - (vii) Stanley Main Beach was currently under emergency repair. Whether the similar improvement works would be arranged at other beaches in the Southern District, such as Repulse Bay Beach. The findings of a questionnaire survey conducted earlier showed that respondents opined that beaches in the Southern District had a rich history and were appealing to tourists and local residents. In view of the high usage of the beach facilities, it was hoped that LCSD could ensure the proper repair and maintenance of these facilities; and
  - (viii) Hot water was not available at the outdoor shower facilities at the beaches in the Southern District. It was suggested that LCSD should enhance the beach facilities by installing solar-powered hot water systems for swimmers' convenience.
6. LCSD representatives gave a consolidated response as follows:

- (i) The toddlers' pool of Pao Yue Kong Swimming Pool was not open to the public due to damage to its facilities and insufficient manpower of lifeguards. LCSD had required the works departments to repair and maintain the aforesaid facilities within this year's annual winter maintenance period. LCSD had been proactively following up on the recruitment of lifeguards with its Appointments Unit, and would open the swimming pool concerned to the public when there were sufficient lifeguards;
- (ii) Regarding the enhancement of seating capacity of the spectator stand, given that Pao Yue Kong Swimming Pool was included in the Wong Chuk Hang redevelopment project that was in line with the "Single Site, Multiple Use" principle, LCSD suggested studying the matter in one go when working on the redevelopment of recreation and sports facilities in Wong Chuk Hang later. LCSD believed that the next agenda item could respond to the questions raised by DFWC members;
- (iii) In respect of the follow-up on the damaged showers, LCSD already contacted the works departments immediately upon receipt of damage reports and reminded the frontline staff to step up the inspection. Where necessary, LCSD would urge the works departments to expedite the inspection and repair with the aim of re-opening the facilities to the public as soon as possible;
- (iv) In response to the suggestion to arrange DFWC members to visit Pao Yue Kong Swimming Pool prior to its re-opening, LCSD would contact the Secretariat to make relevant arrangements;
- (v) LCSD was responsible for the greening work at its venues as well as the maintenance of some of the roadside flowerbeds. LCSD had to replant more plants as many shrubs were damaged under extreme weather conditions. In addition, planting, compensatory planting and plant replacement were carried out by LCSD at roadside flowerbeds or recreational venues on a regular basis so as to beautify the community;
- (vi) LCSD had been proactively exploring ways to install solar-powered facilities at suitable locations at the beaches with a view to providing hot water for shower. It would continue to study the feasibility; and
- (vii) In respect of the large-scale renovation works of beach facilities, LCSD was liaising with the works departments on a five-year or 10-year plan with the aim of enhancing its facilities. LCSD would provide the schedule of renovation

works to DFWC members via the Secretariat in due course.

7. Further to LCSD's reply, DFWC members added that it was a pity that the toddler's pool was closed due to insufficient manpower of lifeguards. It was hoped that LCSD could provide information about the recruitment of lifeguards, the number of lifeguards required for Pao Yue Kong Swimming Pool, and how LCSD would tackle the shortage of lifeguards.

8. The LCSD representatives added that LCSD attached great importance to the recruitment of lifeguards. LCSD provided lifesaving training to help the trainees to become qualified lifeguards in the hope that they would join LCSD. However, despite the continued effort made by the Appointments Unit and Planning Section, LCSD was facing fierce competition with private housing estates in the recruitment of lifeguards. LCSD would continue to enhance the recruitment and training work in the hope that more lifeguards would join LCSD to serve the public.

(Post-meeting note: LCSD planned to invite DFWC members to visit Pao Yue Kong Swimming Pool on 26 March or 27 March, and would contact the Secretariat to make relevant arrangements. In addition, regarding the schedule of the large-scale renovation works of beach facilities, LCSD was liaising with the works departments and would report to DFWC members in a timely manner when more details were available.)

**Agenda Item 2: Concern over the Progress of Redevelopment and Enhancement of Recreation and Sports Facilities in Wong Chuk Hang**

**(Item raised by Mr CHEUNG Wai-nam, Ms LI Ka-ying, Mr CHEUNG Chin-chung and Ms LAM Wing-ye)**

**(DFWC Paper No. 2/2024)**

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9. The Chairman welcomed the following representatives of Government Departments to the meeting:

- (i) Mr. WONG Wing-tak, William, Senior Town Planner (Invigorating Island South) of the Development Bureau;
- (ii) Miss CHOW Man-man, Sophie, Senior Executive Officer (Planning) 11 of the Leisure and Cultural Services Department (LCSD); and
- (iii) Mr. LEUNG Ming-chung, Charles, Executive Assistant (Planning) 11A of LCSD.

10. DFWC members briefly introduced the agenda item, and expressed strong support for the “Single Site, Multiple Uses” policy as well as the Redevelopment and Enhancement of Sports and Recreational Facilities in Wong Chuk Hang under the policy. While the new development would upgrade the sports facilities at Aberdeen Sports Ground, there would be a huge demand for car parking spaces as the development was situated within a business area and was adjacent to the property development atop Wong Chuk Hang MTR Station, which was under construction and would provide 4 800 flats upon completion. Enquiry was raised about the number of parking spaces to be available in the public car parks under Phases I and II of the development for use by private cars, electric vehicles and motorcycles. The proposal to provide a skatepark in Phase I was considered great. However, while skateboarders all preferred activities in the evening, the sports venues managed by LCSD were normally open until 10 p.m. only. Enquiry was made to LCSD about whether it would consider adjusting the opening hours to cater for the needs of skateboarders.

11. Representative of the Invigorating Island South Office (IISO) responded as follows:

- (i) The proposed development would be in accordance with the “Single Site, Multiple Uses” principle. LCSD had consulted the Southern District Area Committee and the Committees under SDC in 2021 and 2022 on the scope and progress of the proposed development;
- (ii) The technical feasibility study for the development was completed in September 2023, and the Architectural Services Department (ArchSD) had commenced an advance site investigation and would conduct detailed technical assessments. The site investigation mainly included reviewing the physical condition of the site, and probing for the locations of underground infrastructure, pipes, trees,

etc. The information so collected would have a bearing on the design and layout of the development. Upon the completion of the investigation, the relevant departments could then finalise the Master Layout Plan; and

- (iii) The detailed technical assessments would cover such aspects as air ventilation and visual and traffic impact. The findings of the assessments would facilitate the design of the Master Layout Plan and provide support for the proposed amendments to the Aberdeen and Ap Lei Chau Outline Zoning Plan. The related departments would be required to complete the detailed technical assessments before proceeding to the next stage of the planning to amend the Outline Zoning Plan.

12. LCSD representatives responded that LCSD had proposed to improve recreation and sports facilities under the development plan as detailed in its written reply, which was briefly summarised as follows:

- (i) Aberdeen Sports Ground originally had a six-lane 400-metre running track, which would be upgraded to an all-weather eight-lane 400-metre track upon the completion of the new development. In addition, the outdoor 5-a-side hard-surface soccer pitch would be converted into a covered one, and the outdoor swimming pool into an indoor heated one. Apart from upgrading the existing facilities, new elements such as skateboarding facilities would be included under the proposed development;
- (ii) To embody the principle of “Single Site, Multiple Uses”, other facilities including a small library, a District Health Centre, an Elderly Health Centre and a public car park would be provided under the development;
- (iii) As ArchSD had just started commissioning consultants to carry out the preliminary studies and the detailed technical assessments, LCSD had to wait for their completion to confirm whether each of the proposed development items was feasible. The proposals mentioned in the paper were preliminary ideas for the proposed plan, and the final proposals could only be taken forward upon the completion of the detailed technical study report;
- (iv) LCSD recognised the importance of public consultation. Upon completion of the detailed technical study report and confirmation of the feasibility of the proposed development, LCSD planned to consult SDC on the Master Layout

Plan;

- (v) Regarding public car parks, the number of parking spaces to be provided was subject to survey findings and the Transport Department's agreement. LCSD would maintain communication with the Transport Department and endeavour to meet the needs of the District as far as possible; and
- (vi) The District Leisure Managers of LCSD had noted DFWC members' suggestion to adjust the opening hours.

13. DFWC members raised the following comments and enquiries:

- (i) In presenting a clear picture of the Invigorating Island South initiative, IISO set out in Annex 1 to the Economic, Development and Planning Committee (EDPC) Paper No. 8/2023 dated 14 September 2023 a list of quick-win measures and projects under the initiative, with details given on whether the projects to Enhance Connectivity and Walkability and Improve Urban Environment had been completed or were still on-going. It was suggested that, for DFWC members' easy grasp of the progress of the various projects, IISO should follow the past practice of providing clear information on the progress of the projects in tabular form, for example, about whether the works of footpath widening along Wong Chuk Hang Road adjoining Ocean Park Plant Nursery had been completed or not, and the progress on the improvement of Heung Yip Road Sitting-out Area after the commencement of the detailed design in the fourth quarter of 2023;
- (ii) Upon reprovisioning, two 11-a-side artificial turf soccer pitches would be provided at Aberdeen Sports Ground. According to the specifications of the Fédération Internationale de Football Association (FIFA), a standard 11-a-side soccer pitch should be equipped with access and space of a definite area on the periphery. If the Development Bureau and LCSD planned to redevelop the soccer pitches, the international standards should better be complied with. Consideration might be given to combining two existing soccer pitches into one with international standards to serve as a training and competition venue for professional soccer players. As regards the name, it was proposed that upon completion of the Redevelopment and Enhancement project, the two existing names of Aberdeen Sports Ground and Wong Chuk Hang Recreation Ground

- could be merged into one, for example, “Southern District Sports Complex”;
- (iii) According to the written replies from IISO and LCSD, during the period from December 2021 to January 2022, LCSD was responsible for reporting the progress of the proposed development to SDC. By 2023, IISO had taken over responsibility for the progress reports. Although the proposed development had been handed over to the charge of IISO, it was still hoped that LCSD would continue to follow up on the progress of the development;
  - (iv) Regarding the description of the timeframe, it was hoped that IISO and LCSD would avoid using the term “in due course” in their written replies, as from the public’s point of view, “in due course” implied uncertainty and gave the impression of being ambiguous. To facilitate the studies later on, the formation works had to cover ground investigation, probing of underground facilities and collection of air and noise related data, which all entailed the engagement of various experts and spending a huge amount of time. However, IISO and LCSD should still submit to SDC a schedule of the relevant works processes with the anticipated completion date for each stage clearly set out, so as to allow the monitoring of the progress of the whole development, which should not be allowed to drag on indefinitely without any sense of time management;
  - (v) Whether IISO and LCSD would provide charging facilities for the parking spaces of private cars and motorcycles in the car parks with a view to achieving carbon neutrality in the future, and whether they would infuse environmentally friendly concepts into the proposed development;
  - (vi) In recent years, the Government had often advocated that Departments must seek to “enhance the speed, quantity and efficiency” in providing services to the public, and seek to understand residents’ needs for community facilities through various channels. It was enquired whether IISO and LCSD would adopt the likes of Modular Integration Construction as the construction method in the proposed development to shorten the construction time;
  - (vii) The Southern District Health Centre was located in Wong Chuk Hang. Would IISO and LCSD, in line with the policy of “Single Site, Multiple Uses”, incorporate into the proposed development some detailed arrangements for the Centre, including whether to relocate it to a new site. Besides, what would be the actual internal setup of the new small library;

- (viii) Given that the Government was promoting the development of 5-a-side soccer as learnt from some school children and their parents keen on soccer, it was considered that there was nothing wrong with the introduction of 5-a-side soccer pitches to the proposed development. However, 7-a-side and 9-a-side pitches were relatively common in the District. In this connection, whether IISO and LCSD would consider including different types of pitches in the development;
- (ix) As the proposed development was located between the Ocean Park and Wong Chuk Hang and was in close proximity to the commercial and industrial areas, there was concern about how IISO and LCSD would enhance accessibility, which was considered highly important. As the number of elderly residents in the Southern District was on the rise and the proposed development would be equipped with a District Health Centre and an Elderly Health Centre, IISO and LCSD should consider providing adequate ancillary facilities in the peripheral area, including footbridges and barrier-free access, to facilitate access by the public;
- (x) Provided that the office of the Hong Kong Arts Development Council was located in Wong Chuk Hang, IISO and the LCSD might consider taking the opportunity to incorporate an art gallery in the proposed development for promoting artworks among residents in the Southern District;
- (xi) The traffic congestion at Yip Fat Street remained unresolved, particularly during the afternoon hours. As a small public car park was included in the Phase I preliminary plan, LCSD and IISO were asked to consider locating the entrance to the car park at Ocean Park Road near the roundabout so as to alleviate the congestion at Yip Fat Street; and
- (xii) It was suggested that art elements be incorporated in the proposed Sitting-out Area at Yip Fat Street to complement the architectural design of the Ovolo Hotel to the north and One Island South to the south, and to create a “photo-taking landmark” for residents, tourists and hotel business guests.

14. IISO representative gave a consolidated response as follows:

- (i) IISO had from time to time briefed the last-term SDC on the progress of the series of measures under the Invigorating Island South initiative. Likewise, IISO had also planned to brief the new-term SDC on the latest progress of the

various measures so that the new SDC members could have a better understanding of the work of IISO;

- (ii) IISO thanked DFWC members for their concern about the progress of the various projects under the Invigorating Island South initiative. The Redevelopment and Enhancement of Recreation and Sports Facilities in Wong Chuk Hang was a relatively complex project, and LCSD was taking forward the project in accordance with the public works procedures, which required preliminary investigation to be done at the stage before moving on with the project step by step. Upon satisfactory completion of the technical assessments, the planning process would commence next year;
- (iii) The proposed development was one of the projects under the “10-year development blueprint for sports and recreation facilities” of the Culture, Sports and Tourism Bureau, and IISO, since its inception in 2021, had been involved in the project. The main purpose of IISO was to contribute to and promote the “Single Site, Multiple Uses” model, and to adapt the project to compensate for the lack of facilities in the District or to enhance such facilities. The main role of IISO was to collaborate and co-ordinate with different Bureaux and Departments for the sake of smooth implementation of the project;
- (iv) A triangular site of about 700 square metres at Yip Fat Street used as a car park had been included in the Redevelopment and Enhancement of Recreation and Sports Facilities in Wong Chuk Hang. Relocation of the parking spaces there would make available more open space in the Southern District. IISO expected that the future Sitting-out Area would be there for use by people working in and travelling to the Wong Chuk Hang Business Area. Therefore, the Sitting-out Area would tend to be more static-oriented in design to fit in with the environment of the Business Area and the surroundings; and
- (v) Regarding the pedestrian connections and ancillary facilities for accessibility, IISO had conducted a consultancy study on how to improve the pedestrian environment in the area and had proposed improvement measures and options. As the proposed development would become a node for recreation and sports facilities in the Southern District, IISO had recommended in the consultancy study the provision of a comprehensive pedestrian network including footbridges connecting to the MTR Wong Chuk Hang and Ocean Park Stations. A podium across Ocean Park Road would be constructed between Phase I and

Phase II of the development, and a 24-hour pedestrian link would also be provided within the development. Together with the proposed footbridge and pedestrian facilities, the project would provide highly flexible access for the public in the future.

15. LCSD representatives gave a consolidated response as follows:
- (i) With a wide coverage of the proposed development, apart from recreation and sports facilities, the facilities of a number of other Departments would also come under the “Single Site, Multiple Uses” initiative. LCSD was the leading Department for the whole development and was responsible for reporting progress to SDC and consulting DFWC members in accordance with the procedures. Once the development started to take shape, or when such areas as construction strategies and transport arrangements became a concern, LCSD would invite representatives of relevant professional Departments to SDC meetings for consultation;
  - (ii) As with soccer pitches, LCSD understood that there were various types of soccer pitches in Aberdeen and Wong Chuk Hang, including 11-a-side and 7- to 9-a-side pitches. LCSD had set the target of reprovisioning the existing venues for providing 5-a-side or 11-a-side soccer pitches. ArchSD had given it a lot of thought before provision of three 11-a-side soccer pitches could be made possible within the limited space available. As regards the specifications of the pitches, LCSD would refer to the advice of the Football Association of Hong Kong, China, and believed that the pitches could meet the standards for holding games. LCSD would endeavour to work with ArchSD and the consultant on the studies to ensure that the future soccer pitches would be fit for purpose and of high quality;
  - (iii) As all of the sports and recreational facilities required some special construction method, the MIC approach would not be applicable. Nevertheless, ArchSD would seek to streamline the workflow during the conceptualisation, design and construction stages, or to carry out some of the processes concurrently to shorten the construction time;
  - (iv) As the proposed development would cover a substantial number of facilities over a relatively large site, LCSD considered that, to avoid closing all the

existing venues at the same time and to minimise the impact on the public and users during the construction period, the development works should be carried out in phases;

- (v) The proposed small library would be similar in scale to the Pok Fu Lam Public Library and would be equipped with a study room as well as reading areas for both adults and children;
- (vi) The provision of easy access and connecting facilities was indeed one of the key concerns of LCSD. LCSD would conduct a detailed assessment on the traffic throughput and pedestrian flow according to the proposed development. ArchSD had looked into different options, pending data collection and site inspection by consultants and experts. In respect of the area available for development, the proposed facilities under Phases I and II had already taken up all the space, and the surrounding areas (e.g. footpaths), which might be used for expansion, were underlain with utilities such as pipes and optical fibre cables, precluding any foundation works. Moreover, other utilities had been found underneath the existing sports ground, posing constraints for the works above. Therefore, LCSD admitted that it was quite challenging to achieve accessibility. The focus of the ArchSD's study was to consider how to manage, divert and control the pedestrian flow during large-scale events or games in the future, and the evacuation arrangements in the case of a fire; and
- (vii) Charging facilities for electric vehicles would be provided in the new public car parks.

16. In closing, the Chairman said that residents in the District were very concerned about the progress of the proposed development, including whether the sports ground could serve the development of soccer and whether the Government would provide heated swimming pools for them. It was hoped that LCSD and IISO would pick up the pace of development. Furthermore, DFWC hoped that the relevant Government Departments would study and take on board the DFWC members' views and seek to provide easily accessible pedestrian links as well as introduce facilities with an artistic touch in the Sitting-out Area in planning the development. It was hoped that IISO and the LCSD would complete the planning as soon as possible and submit a paper to SDC for consultation with its members, so that the development could move ahead.

**Agenda Item 3: Concern over the Rehabilitation of Shek O**  
**(Item raised by Mr Jonathan LEUNG Chun, Mr WONG Choi-lap, Mr LAU Ngai Victor and Ms HO Yuen-wei)**  
**(DFWC Paper No. 3/2024)**

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17. DFWC members briefly introduced the paper and supplemented as follows:
- (i) In its reply given in Annex 2, the Highways Department (HyD) said that the road rehabilitation works were anticipated to be completed in the first quarter. It would be better if HyD could provide a specific date of completion;
  - (ii) Under extreme weather conditions in 2023, the emergency rescue operations in Shek O had to rely on waterborne transport. It was hoped that the Government Departments could further respond to the proposed construction of a pier in Shek O; and
  - (iii) The Government had been carrying out slope rehabilitation works but neglected the road problems. It was hoped that the Government could make more effort to revamp and widen the roads.
18. HyD representative responded that HyD was currently carrying out slope maintenance works, which were anticipated to be completed by the end of February 2024. The subsequent road rehabilitation works would take another two weeks or so. Therefore, all lanes on Shek O Road should reopen in March.
19. Representatives of the Drainage Services Department (DSD) responded that upon examination of the flooding situation on Shek O Road and the performance of the drainage systems in the District, DSD found that the intense rainfall brought by the torrential rain last September exceeded the capacity of the drainage systems. In addition, the stormwater runoff carried a massive amount of mud, silt, leaves, branches and other washouts to the road gullies, which caused a blockage in the stormwater drainage system. To tackle this, DSD would step up regular inspection and enhance the desilting and dredging work. Moreover, when heavy rain was forecast, DSD would inspect drains in blockage-prone areas and implement the “just-in-time clearance” arrangement, with a view to preparing for upcoming heavy rain.
20. Representatives of the Civil Engineering and Development Department

(CEDD) responded that HyD had already reported the progress of the emergency repair works on slopes after the landslides. CEDD implemented the Landslip Prevention and Mitigation Programme (LPMitP) on an ongoing basis to further stabilise the slopes that had undergone emergency repairs. Under LPMitP, CEDD would select the most deserving man-made slopes and natural hillsides for studies in accordance with a risk-based priority ranking system and carry out stabilisation works and risk mitigation measures where necessary. LPMitP focused on slopes with high risk of casualties. Nevertheless, the torrential rain during the Black Rainstorm Signal in 2023 had brought concern to members of the public that Shek O Road was the only road access between the urban areas and Shek O. Given the slope's close proximity to the only road access and its crucial role in the daily lives of the public, CEDD would, on the basis of balancing the risk of casualties, allocate more resources for this type of slope by including it in LPMitP. The CEDD representatives further said that there were 160 slopes adjacent to Shek O Road, 75 of which were stabilised. However, many slopes were still pending. Besides, three slopes adjacent to Shek O Road were included in LPMitP. CEDD would continue to explore ways to carry out stabilisation works when traffic condition permitted. Considering that the implementation of temporary traffic diversion measures would be inevitable during such works, CEDD had to strike a balance to minimise the impact on the public. CEDD would brief DFWC when it examined the slope works' impact on traffic in the future.

21. DFWC members raised the following comments and enquiries:

- (i) Enquired about the details of the three slopes included in LPMitP and the selection criteria of LPMitP, and hoped that HyD and CEDD could briefly introduce their respective purview regarding the slope works so that DFWC members could relay the views to the right body. In addition, relevant Government Departments should follow up on the maintenance of the slope near Yue On Court and give a response;
- (ii) Much credit went to CEDD for its effort in stabilising man-made slopes. Nevertheless, it was hoped that CEDD could keep in view the condition of natural hillsides, especially the slopes adjacent to Shek O Road which contained a great amount of gravel. With accumulated erosion over time, landslides often occurred, and thus led to road closure. Grateful if CEDD could advise

whether any studies in this regard had been conducted and whether it could provide more information; and

- (iii) Hoped that the Government Departments could clarify their respective purview so that DFWC members could relay the views to the relevant Government Departments. Moreover, noting that the land-based traffic was disrupted during the extreme weather conditions in 2023 and emergency evacuation of Shek O residents had to rely on waterborne transport, it was essential to provide public landing facilities in Shek O.

22. The Chairman recalled that Typhoon Hato and Typhoon Mangkhut hit Hong Kong one after another during his tenure as the Chairman of District Facilities Management Committee from 2016 to 2019. He could still clearly remember the chaos on Shek O Road after the onslaught of the typhoons. At that time, the District Officer (Southern) and SDC expedited the endorsement of funding application(s), allowing the rehabilitation works to take place shortly in the affected area(s). During the rescue operations after the extreme weather events in 2023, he, together with the District Officer (Southern) and Mr Johnathan LEUNG Chun, one of the SDC members, attended interdepartmental meetings and participated in the rescue operations. He considered that it was crucial to provide public landing facilities. According to his understanding, piers were transport facilities, and thus they should be under the purview of the Transport Department. He further said that Shek O Road was the only road access to the urban areas for thousands of Shek O residents, but it was prone to be affected by extreme weather conditions, which led to road closure and thus hindered emergency rescue work. In the past, Shek O residents could make use of a private pier in an emergency, but the private pier had already been demolished. He opined that the construction of public landing facilities was the most important issue under this agenda item. However, given that there was no response from the Government Departments, he believed that the request had to be put to the senior officials in the Government for their consideration. He hoped that even though there was no long-term planning regarding the construction of piers for the moment, emergency response plans should be formulated.

23. CEDD representatives gave a consolidated response as follows:

- (i) The progress of the slope stabilisation works in the Southern District under LPMitP was given in a paper submitted to the Development Planning Committee (DPC Paper No. 2/2024 Annex 3). The progress was briefly introduced as follows: CEDD had already completed the landslip prevention works on 166 man-made slopes and 19 natural hillsides in the Southern District. Currently, slope works for four man-made slopes and one natural hillside were in progress. It was anticipated that the slope works on the remaining 26 man-made slopes in the Southern District would commence within one or two years;
- (ii) After a landslide occurred, the first priority was to remove imminent danger. The Government Departments responsible for slope maintenance would carry out emergency repair works for the slopes concerned. Afterwards, CEDD would carry out stabilisation works in accordance with a risk-based priority ranking system under LPMitP;
- (iii) The respective purview of the Lands Department, HyD and CEDD depended on the types of slope works. CEDD was responsible for the emergency repair works and stabilisation works under LPMitP; and
- (iv) CEDD was aware of the landslide risk associated with natural hillsides. During the torrential rain during the Black Rainstorm Signal in September 2023, landslides mainly occurred on the man-made slopes on Shek O Road. Therefore, CEDD would temporarily allocate more resources for man-made slopes. Meanwhile, the CEDD representatives understood that natural hillsides varied in their appearance and shape, which might pose potential risk. Therefore, natural hillsides would undergo risk assessments under LPMitP and be prioritised in accordance with their characteristics and impact on the nearby facilities. As such, natural hillsides in the Southern District would be progressively included in LPMitP.

24. HyD representative responded that HyD was mainly responsible for constructing, maintaining and repairing public roads under its purview and associated facilities, including the roadside slopes. HyD was responsible for regular inspection of drainage systems and would carry out desilting and dredging work when a blockage was found. Before and during the rainy season, HyD would step up inspection at flooding blackspots to ensure that the drainage systems were working properly. Concerning the slope near Yue On Court, HyD supplemented that HyD was currently

clearing the landslide debris, which was anticipated to be completed before the Chinese New Year. Afterwards, HyD would carry out shotcrete works, which were anticipated to be completed by the end of February 2024.

25. In closing, the Chairman hoped that the relevant Government Departments could make adequate preparations as far as practicable ahead of the rainy season. He also asked the Secretariat to follow up on the provision of public landing facilities.

**Agenda Item 4: Concern over Flooding Issues in the Southern District**  
**(Item raised by Ms LAM Wing-yan, Prof CHAN Yuk-kit, MH,**  
**JP, Mr SIU Wai-chung and Mr LAI Ka-chi)**  
**(DFWC Paper No. 4/2024)**

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26. DFWC members briefly introduced the agenda item and, with the aid of a PowerPoint presentation, indicated the locations of the concerned flooding black spots (see Annex 1 and Reference Information 1 for details).

27. DSD representatives explained the causes of flooding and the measures taken by DSD (see Annex 2 for details), and provided supplementary information about the flooding black spots in the Southern District as set out in Reference Information 1 and about the follow-up:

- (i) One of the causes of flooding at such locations as Aberdeen Reservoir Road, Cyberport Road, Wah Fu Estate, Lei Tung Estate and Wu Pak Street was the stormwater runoff carrying mud, slit, leaves and other washouts down to catchpits and road gullies, thereby causing blockage. DSD would, in conjunction with other relevant Government Departments, step up cleansing and inspection to minimise the risk of flooding, and review improvement measures as well;
- (ii) Wah Fu Estate was under the purview of the Housing Department (HD). To improve drainage, DSD and HD planned to join forces to provide additional stormwater inlets for the road gullies on Wah Fu Road after a joint site inspection;

- (iii) The flooding location at Lei Tung Estate was located within the boundaries of the privately-owned Estate. DSD and other relevant Government Departments had referred the issue to its property management company for follow-up, which was in progress at the time;
- (iv) As with the flooding location at the junction of Yip Kan Street and Wong Chuk Hang Road, DSD noticed that the stormwater was flowing out from Aberdeen Technical School's playground on the day of flooding. DSD had met with the school representatives on the matter and learned that the drainage system behind the playground got blocked by leaves and other washouts after the rainstorm. The school had cleared the blockage some days before;
- (v) As with Tsung Man Street, DSD had carried out site inspection with the Government Department representatives and the persons responsible for the management of the slope (i.e. the Highways Department representatives and the private lot owners). In this regard, DSD and the Buildings Department made a joint request that the private drainage system concerned be cleared;
- (vi) As regards the flooding location outside Aberdeen Technical School, it was believed that the flooding was caused by a water main burst in August 2023. The Water Supplies Department had already completed the rehabilitation works;
- (vii) With respect to Tai Tam Road, it was found that the stormwater runoff had carried with it a large amount of mud, slit, leaves and other washouts down to the road gullies, causing blockage in the drainage system. In light of this, DSD would work closely with the Highways Department and the Food and Environmental Hygiene Department to inspect the drainage system in a timely manner and take immediate action to clear any blockage; and
- (viii) As for Big Wave Bay Village, all the relevant Departments were arranging enhancement works. DSD planned to carry out gully enhancement works at the Village entrance next to the car park entrance and build an additional drain to reduce the risk of flooding in the Village.

28. DFWC members raised the following comments and enquiries:

- (i) The Southern District suffered from serious flooding and was one of the hardest-hit regions during the once-in-a-century torrential rain in 2023. The cluster of most seriously affected locations was found in the southeast part of the District,

stretching from Wong Chuk Hang to Shek O. Experts were invited to review the drainage system of South Bay Road earlier on. It was found that tree roots had filled up quite a substantial part of some of the drains. The experts remarked that the drainage efficiency of such drains failed to meet the DSD standard and they called upon DSD to re-examine the drains;

- (ii) Among all the districts in Hong Kong, the Southern District recorded the highest average hourly rainfall, explaining why the District was the most susceptible to extreme weather, with landslide being a grave problem in particular. It was recommended that DSD could carry out drainage system enhancement works by taking into account the hourly rainfall;
- (iii) The relevant Government Departments were requested to advise on the standards used in re-examining the drains and whether the standards were applicable to a one-off occurrence or multiple consecutive occurrences of extreme weather within a short period of time. For instance, extreme weather occurred right after the onslaught of Typhoon Saola in 2023, leaving hardly any time for clearance. It was recommended that DSD would test the drainage efficiency of the drains before tree branches and other washouts were cleared;
- (iv) Whether the Government Departments had analysed the regions suffering from rainstorms (such as by flooding locations and by locations with more vehicles damaged during rainstorms) and put them on record. It was remarked that the list of black spots should be updated;
- (v) As regards providing gullies near Wah Fu Road, as the Public Housing Developments in Pokfulam South involved drain extension works near Wah Fu Estate, it was hoped that DSD would pay attention to the road traffic conditions when such works were underway so as to avoid causing congestion to the northwest bound traffic. DFWC members wished to learn about the flood storage capacity of the gullies and would like a chance to inspect the sites;
- (vi) It was noted that DSD was enhancing the drainage systems in Tin Wan, Aberdeen, Ap Lei Chau and Wong Chuk Hang. The entire project was due for completion by phase before the third quarter of 2026. DSD was requested to advise on the procedures of the enhancement works and recommended that priority be accorded to the regions suffering most from flooding and being susceptible to casualties and loss of property;
- (vii) It was recommended that every time before DSD commenced a project, DSD

- should provide the details, such as the commencement date, the completion date, the affected areas and the drawings, to the stakeholders and DFWC members in advance or in time. It could facilitate good communication among different parties concerned and help DFWC members explain the project to the public;
- (viii) There were few enhancement works in the west part of the Southern District. However, with the exception of Cyberport Road, a portion of Cyberport Waterfront Park, which was near Information Crescent, had suffered from serious flooding. As the flooding location was close to Waterfront Park and local residents as well as visitors would park their vehicles there, DSD was requested to pay attention to and improve the situation;
  - (ix) To address the problem of drain blockage, DSD was recommended to start by reviewing the design of gully gratings or adopting other enhancement works to reduce the amount of mud, slit, leaves and other washouts blocking the drains, thereby minimising the need for manual clearance;
  - (x) Enquiry was made to DSD about the exact workflow of its “just-in-time clearance” arrangement, whether DSD had drawn up any requirements for flooding prevention and set clearance deadlines, and how DSD deployed manpower for clearance or whether clearance could be contracted out, all with a view to preventing reoccurrence;
  - (xi) Given that local residents had repeatedly expressed their wish to participate in the post-disaster rehabilitation, the relevant Government Departments were requested to provide clear guidelines on this aspect. It was remarked that residents’ participation would speed up the rehabilitation progress;
  - (xii) DFWC members had inspected the various locations in the District after the rainstorm to find out about the situation and had gained some understanding of the DSD’s “just-in-time clearance” arrangement. During inspection, they had also tried to clear the drains of accumulated leaves and other washouts with a large tree branch but in vain. This suggested that the accumulation had gone on for quite some time. DSD should pay attention to the outfalls in both low-lying and higher-lying areas during inspection to make sure that no accumulated washouts would be carried by stormwater into the inner part of the drains, thereby compromising the drainage rate;
  - (xiii) As shown in the information provided by DSD, one of the major causes of flooding was the decline in the drainage rate of the drains being blocked by tree

branches, mud, slit and other washouts, while drain settlement was another. How DSD detected the drain settlement and how was the procedure for and the frequency of deploying CCTV endoscopes for drain inspection were matters of concern. If drain inspection on a daily basis was not possible due to limited resources, DSD could consult DFWC members about the situation of the drains. Maintaining good communication with all parties concerned could help improve the procedure for drain inspection;

- (xiv) It was believed that soil erosion arising from drain leakage was the major cause of water main bursts. DSD was recommended to consider deploying CCTV endoscopes for inspection. If leakage was found, it was necessary to run tests on the water mains nearby to assess the risk of bursts. Such measures were believed to be effective in reducing the occurrence of flooding during typhoons and rainstorms and should help reduce the risk of water main bursts;
- (xv) In the past 30 years, water main bursts occurred frequently on the section of Wong Chuk Hang Road stretching from Aberdeen Technical School to Nam Long Shan Road. While this had plagued local residents for years, the most serious incident of water pipe burst was the one in August 2023. Because of the location of the burst, vehicles could neither take the lanes leading to Ap Lei Chau Bridge nor switch to Wong Chuk Hang Road, paralysing the traffic on the east bound lanes. It was hoped that DSD would look into the cause of frequent water main bursts on this particular section of the road and root out the problem. Meanwhile, to prevent the reoccurrence of the said situation, DSD was recommended to consider implementing emergency measures such as road diversion in conjunction with the Police and the Transport Department as soon as possible in the case of an incident; and
- (xvi) DSD was praised for its interdepartmental co-operation mechanism and recommended to provide other Government Departments with more related support to further strengthen the co-operation.

29. DSD representatives gave a consolidated response as follows:

- (i) Under the “just-in-time clearance” arrangement, upon receipt of a notice from the Hong Kong Observatory that a rainstorm was likely, DSD would deploy staff to inspect the drains susceptible to blockage;

- (ii) DSD would record flooding cases and review the inspection arrangements;
- (iii) On design enhancement, DSD was reviewing the current design rainfall parameters and would formulate a territory-wide flood prevention strategy in 2024;
- (iv) It was noted that DFWC members would like to gain a better understanding of the details of the drainage works in the Southern District such as the works schedule, and requested that the latest information be provided to DFWC in advance. DSD would forward the request to the teams and the Departments responsible for the works for their attention;
- (v) As for drain inspection, DSD examined underground drains with CCTV cameras regularly to watch out for leakage and blockage. Where necessary, DSD would arrange emergency inspection of the drainage systems at previous flooding locations to find out the conditions of the drains in order to prevent blockage from impeding the drainage efficiency; and
- (vi) DSD noted the captioned flooding black spots and would review and update the list with the flooding cases in the Southern District taken into account. DSD would try to alleviate flooding by reviewing its causes.

30. In conclusion, the Chairman said that the Southern District had been suffering from a great deal in the aftermath of a typhoon or rainstorm. He noted the enhancement measures formulated by DSD after the extreme weather in 2023. At the meeting, DFWC members had offered their comments and suggestions while Professor CHAN Yuk-kit, MH, JP in particular had contributed his professional remarks. To cope with extreme weather in the future, he hoped DSD would waste no time in enhancing the drainage systems in the Southern District. Moreover, DFWC members with other new ideas might exchange their views with DSD after the meeting.

**Agenda Item 5: Date of Next Meeting**

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31. The Chairman advised that the next meeting would be held at SDC Conference Room at 2:30 p.m. on 25 March 2024 (Monday).

32. There being no other business, the meeting ended at 4:15 p.m.

Secretariat, Southern District Council  
March 2024