



Progress of the Tai Shue Wan Development Project of Ocean Park
海洋公園大樹灣發展項目的進展



AERIAL PHOTO OF THE SITE 用地位置

Ocean Park plans to develop the existing theme park areas at Tai Shue Wan (TSW) into a waterpark to enhance the attractiveness of Ocean Park into a world-class theme park and provide a must-see destination to the visitor. Further to the previous presentation to the District Development and Environment Committee of the Southern District Council held in April of 2013, Ocean Park has appointed the architect to carry out the detail design of the Tai Shue Wan water park development. The project is expected to be completed in 2017.

海洋公園將會發展大樹灣主題公園用地成為一個水上樂園，旨在提升海洋公園的吸引力，肯定其世界級主題公園的地位，並成為一個遊人不容錯過的旅遊勝地。繼2013年4月向南區區議會屬下的地區發展及環境事務委員會就海洋公園大樹灣水上樂園發展項目進行匯報，海洋公園已委任建築師替水上樂園進行深化設計，預計項目將於2017年落成。

Diversify and strengthen Ocean Park's position as a top regional tourism attraction.

使海洋公園更多元化及鞏固其區域性頂級旅遊景點的地位

Needed infrastructure for growing destination tourism

為不斷增長的旅遊目的地提供所需的基礎設施

Contribute to the Hong Kong economy

促進香港經濟

Intangible benefits to the quality of life for the local community

為本地社區帶來生活質素上的無形效益

Reconnect the people of Hong Kong with fond Water World Memories

將舊水上樂園的美好回憶再與香港人連結

Provide Ocean Park with a second entrance

替海洋公園締造第二個大門

Longer length of stays

增長逗留時間

WHY A WATER PARK? 為何需要一個水上樂園？

Contribute to the Hong Kong economy

- One-time benefit from the construction of the waterpark: HK\$1,262 million in value
- Ongoing yearly benefits from the operation of the waterpark and accompanying incremental benefits to the tourism industry:
 - HK\$842 million (2018) to HK\$1,24 billion (2048)
 - 2,900 new jobs (2018) to 4,290 new jobs (2048)
 - Total GDP contribution from 2014 – 2048 = HK\$18 billion

促進香港經濟繁榮

- 興建水上樂園的一次性經濟效益: 港幣12億6千萬
- 水上樂園每年營運及為香港旅遊業帶來之經濟效益:
 - 港幣8.42億元(2018年) 至港幣12.4億元(2048年)
 - 創造2,900個(2018年) 至4290個新職位 (2048年)
 - 由2014年至2048年間為本地生產總值作出的貢獻: 港幣180億元



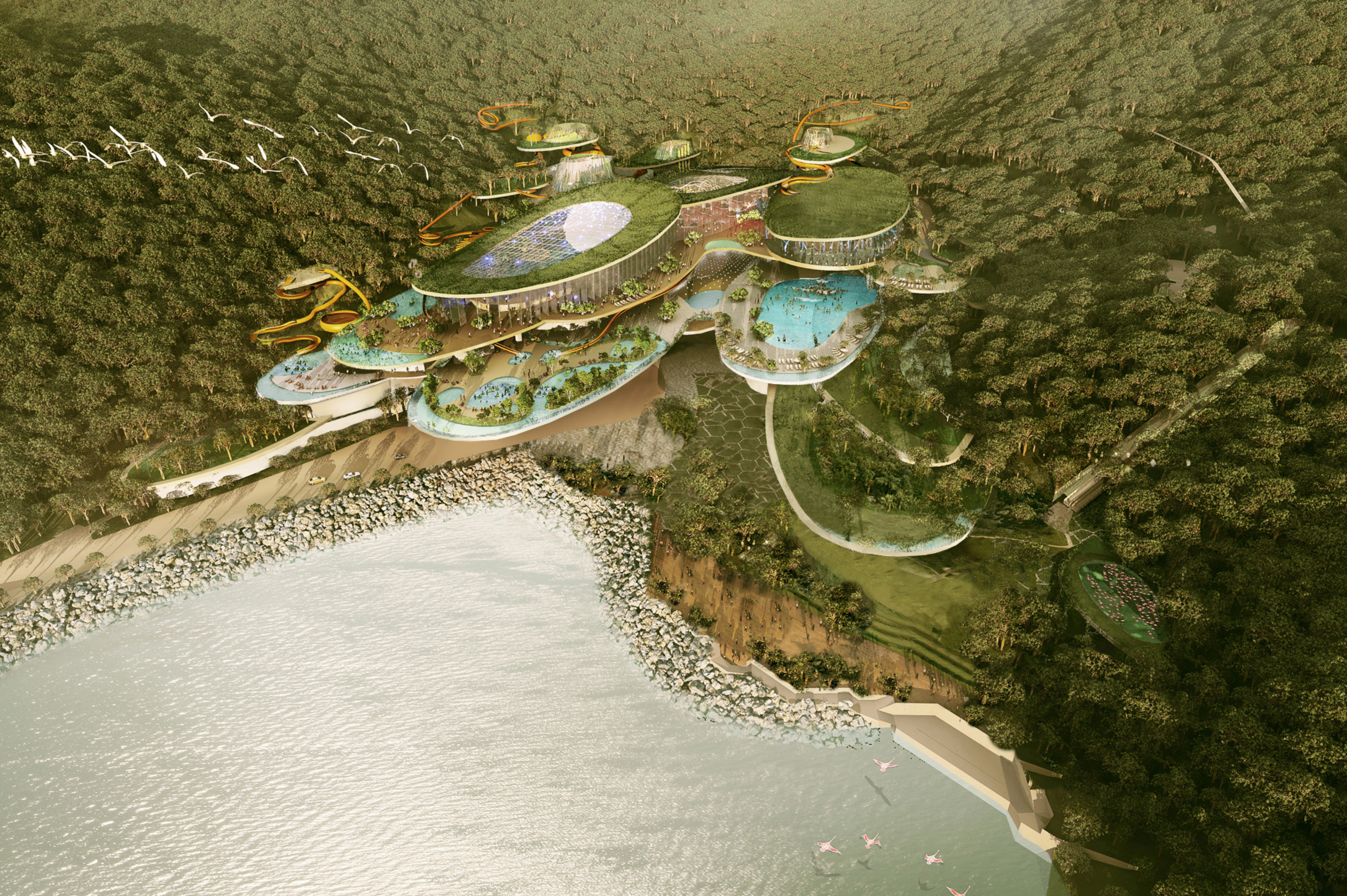
CAPACITY AND ATTRACTIONS 到訪人數及遊樂設施



PREVIOUSLY PRESENTED SCHEME - WITH GREATER VISUAL IMPACT 早前方案為周遭環境帶來較大的視覺影響



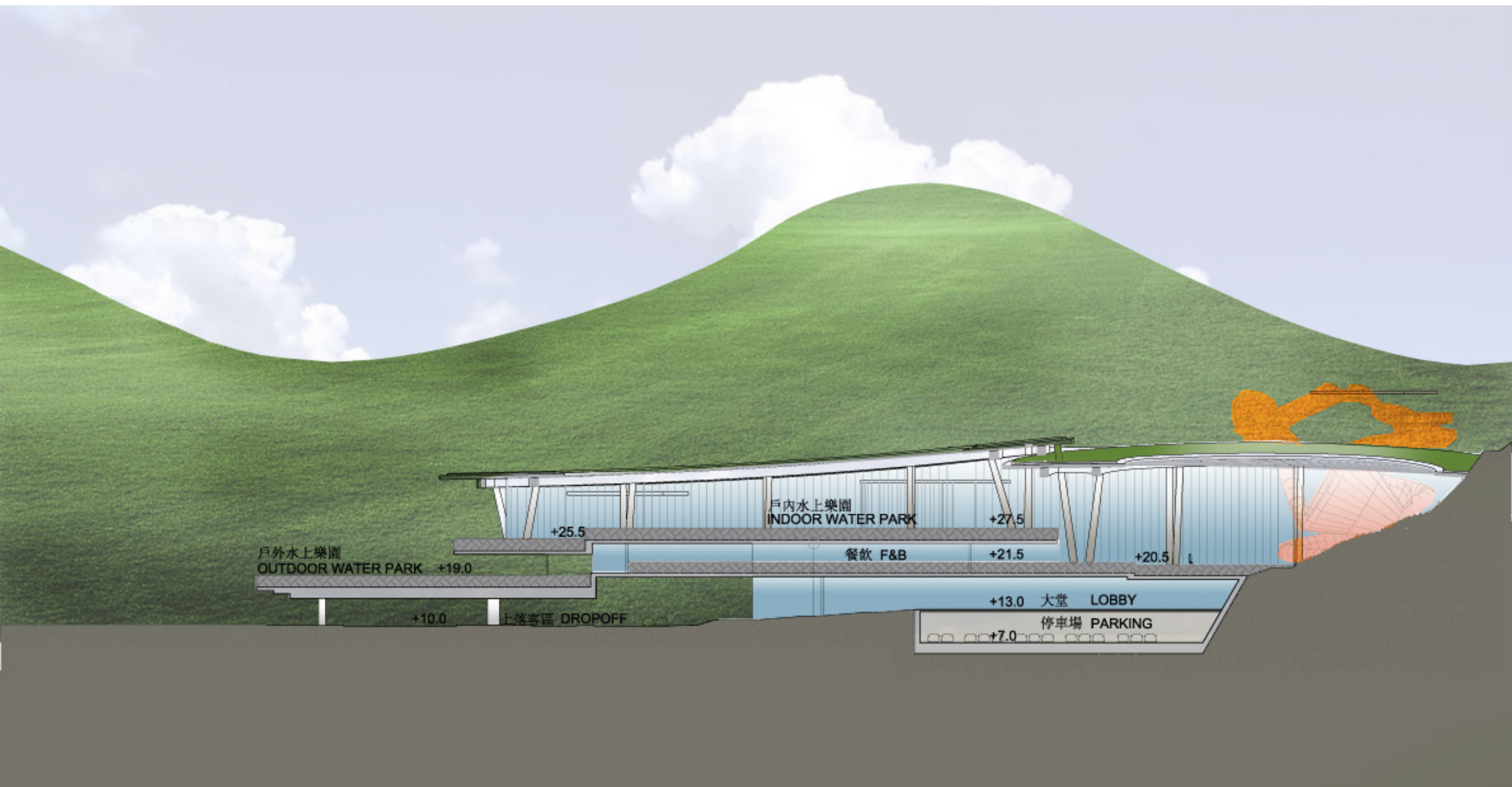
DESIGN CONCEPT - CASCADING POOLS 設計概念-梯池



CURRENT SCHEME - ENHANCED DESIGN CONCEPT 最新方案-優化設計概念



CURRENT SCHEME - ENHANCED DESIGN CONCEPT 最新方案-優化設計概念



SECTION 剖面



LANDSCAPE MASTER PLAN 園林景觀規劃圖



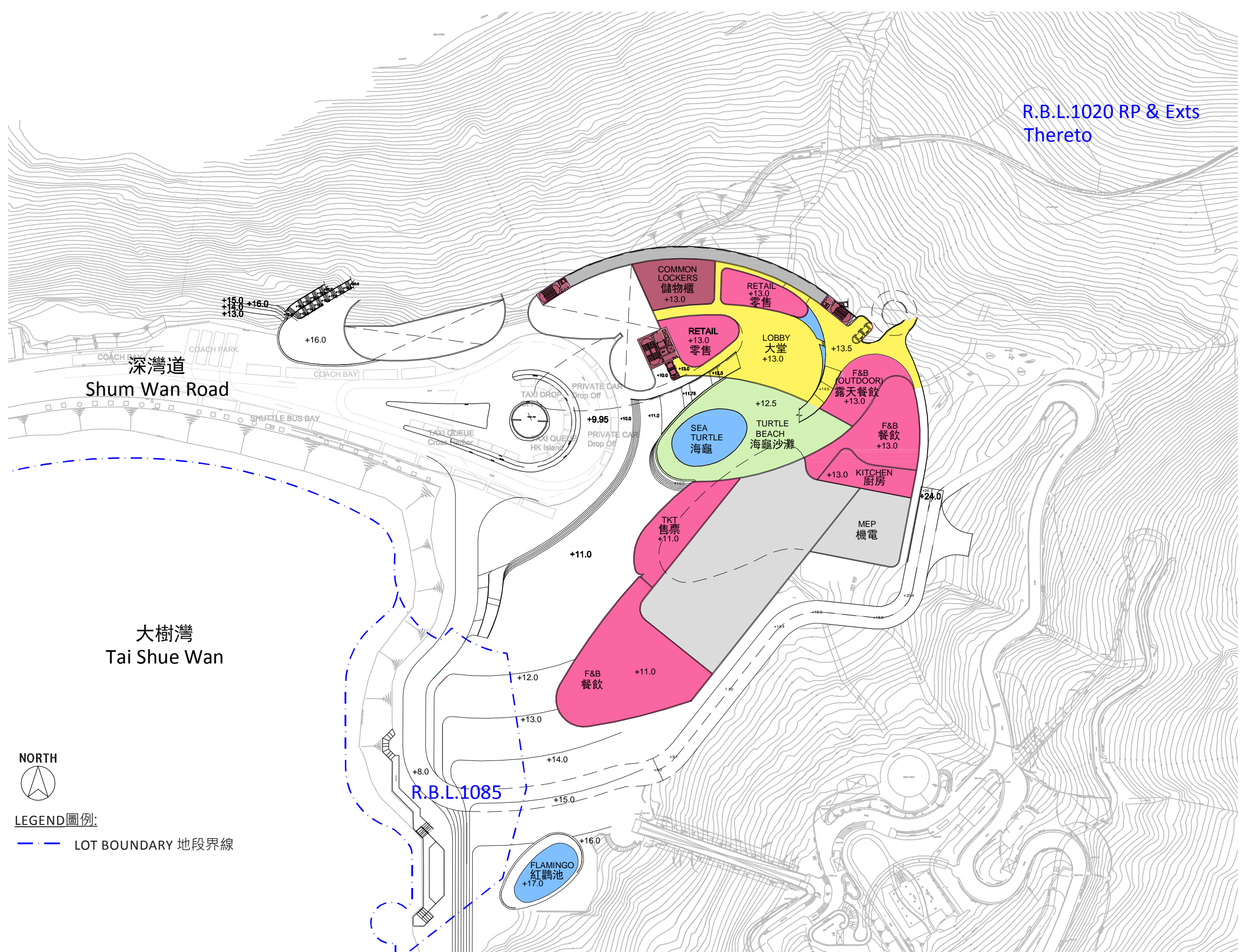
LOBBY 大堂



INDOOR WATER PARK 室內水上樂園



OUTDOOR WATER PARK 戶外水上樂園



R.B.L.1020 RP & Exts
Thereto

深灣道
Shum Wan Road

大樹灣
Tai Shue Wan

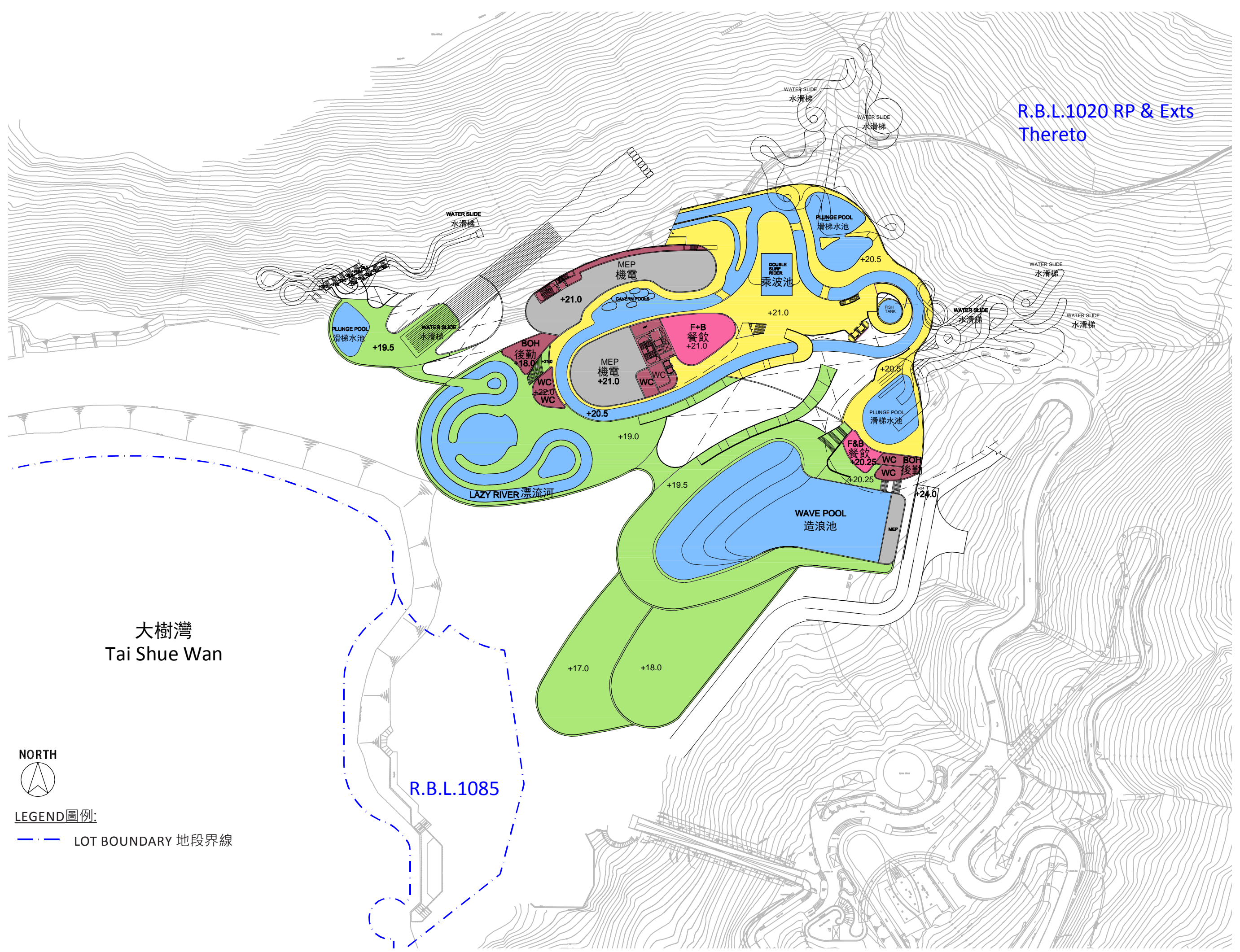
NORTH



LEGEND圖例:

LOT BOUNDARY 地段界線

LEVEL 1 首層平面

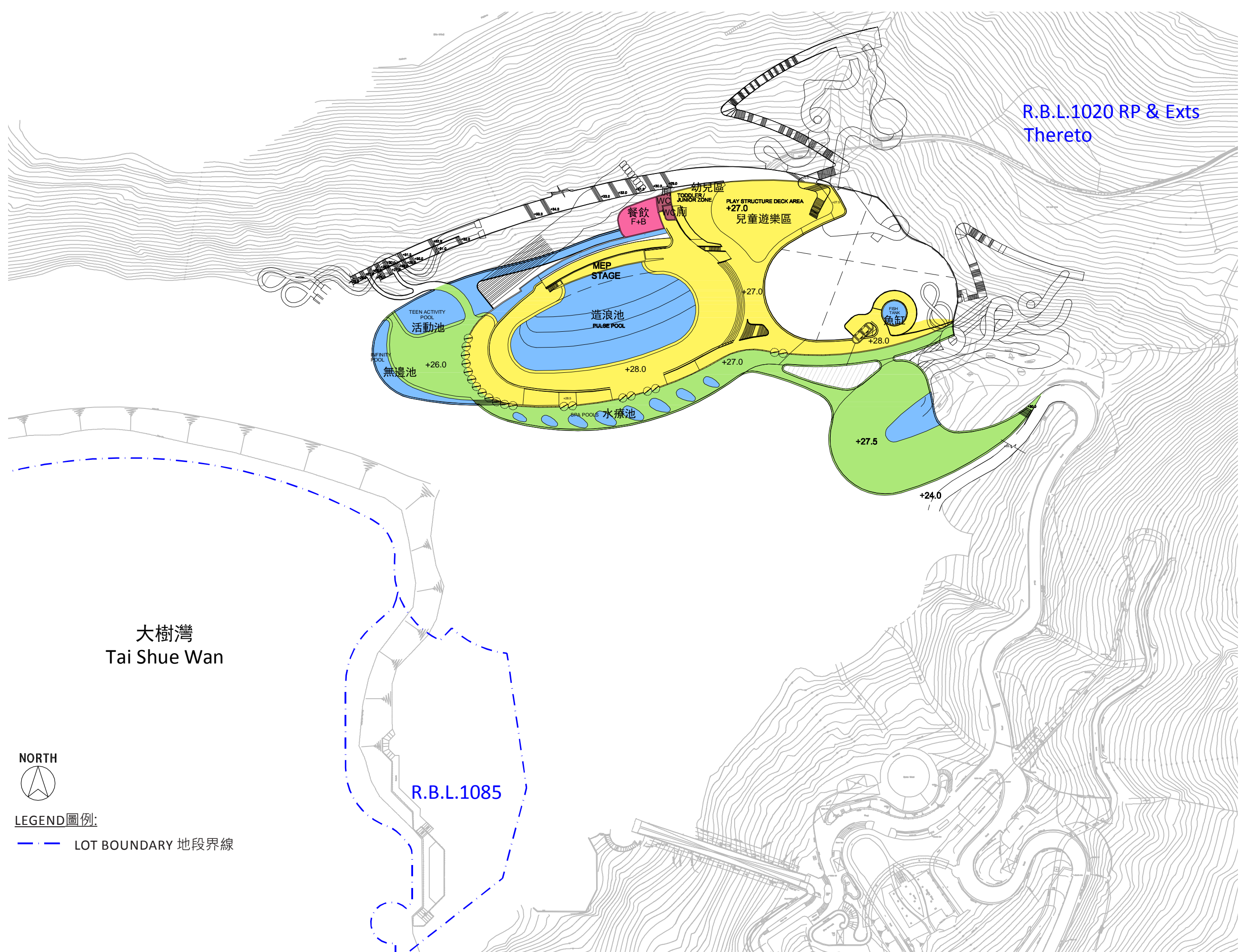


大樹灣
Tai Shue Wan

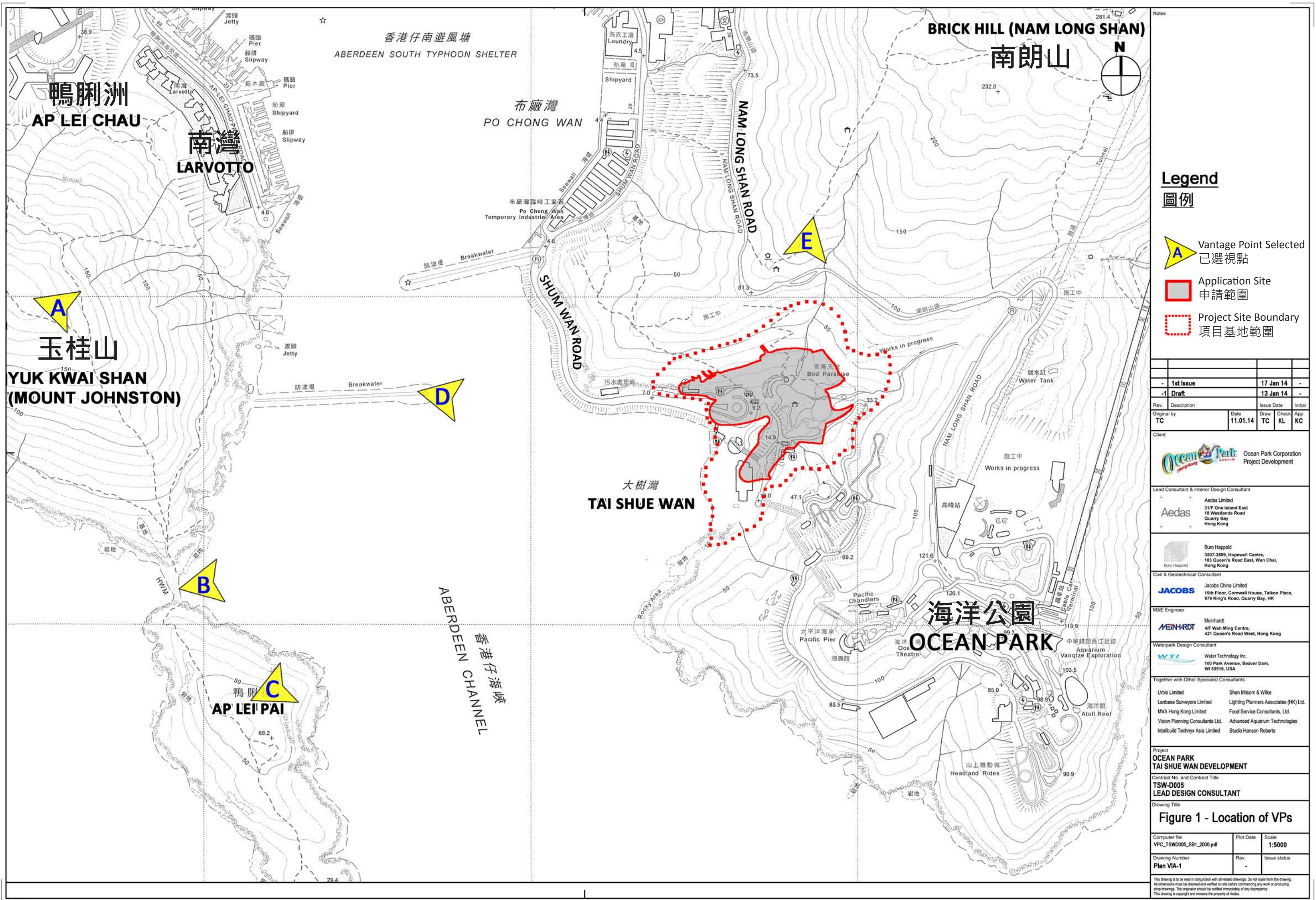


LEGEND圖例:

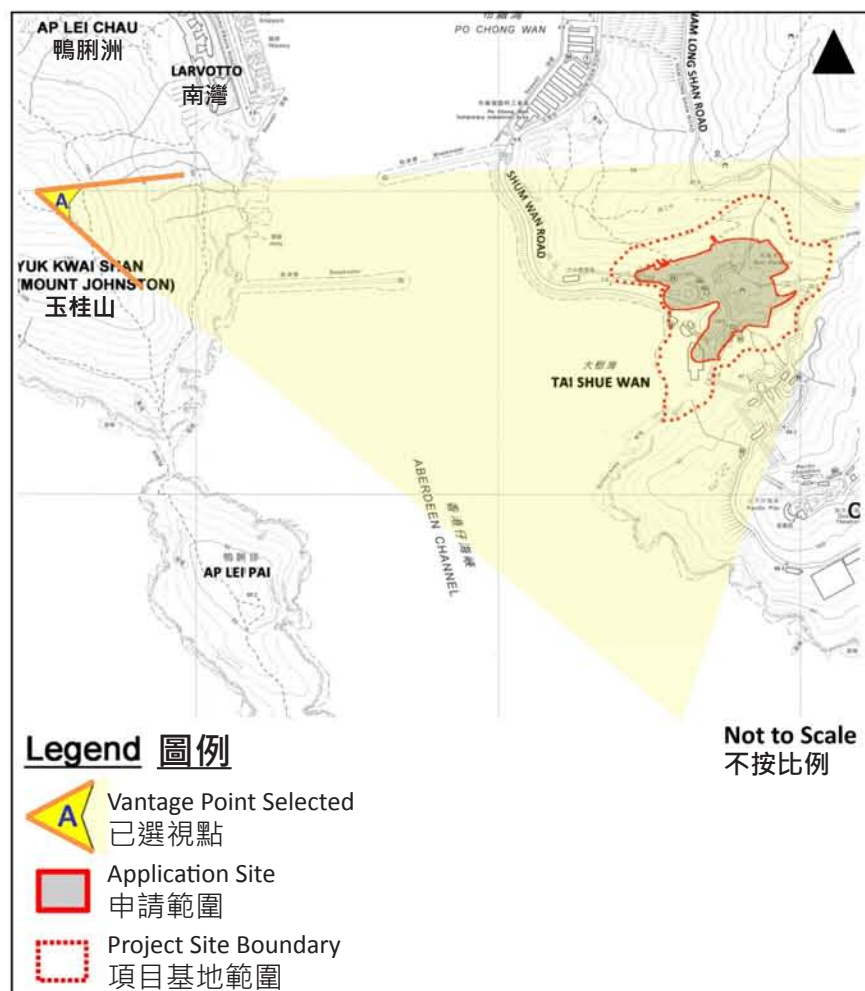
--- LOT BOUNDARY 地段界線



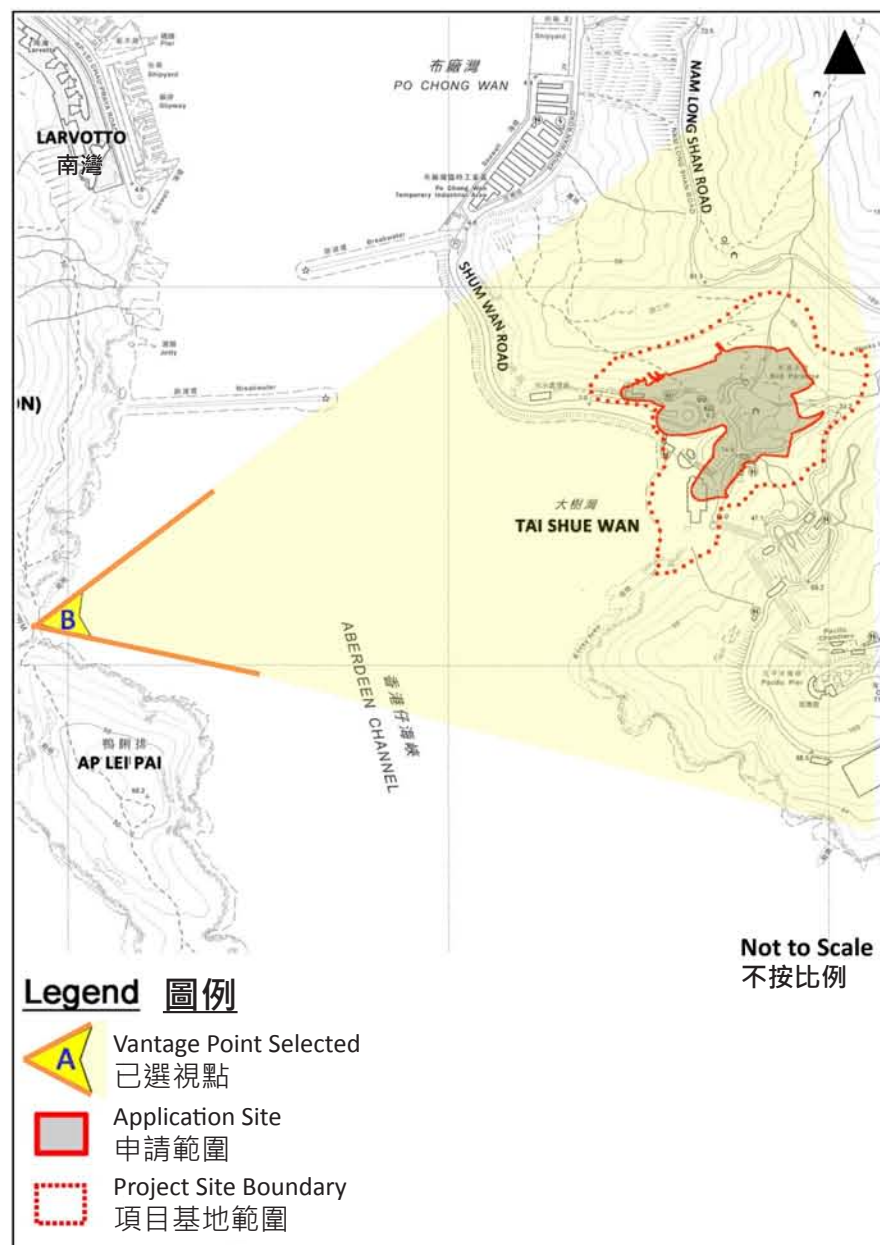
LEVEL 3 三層平面



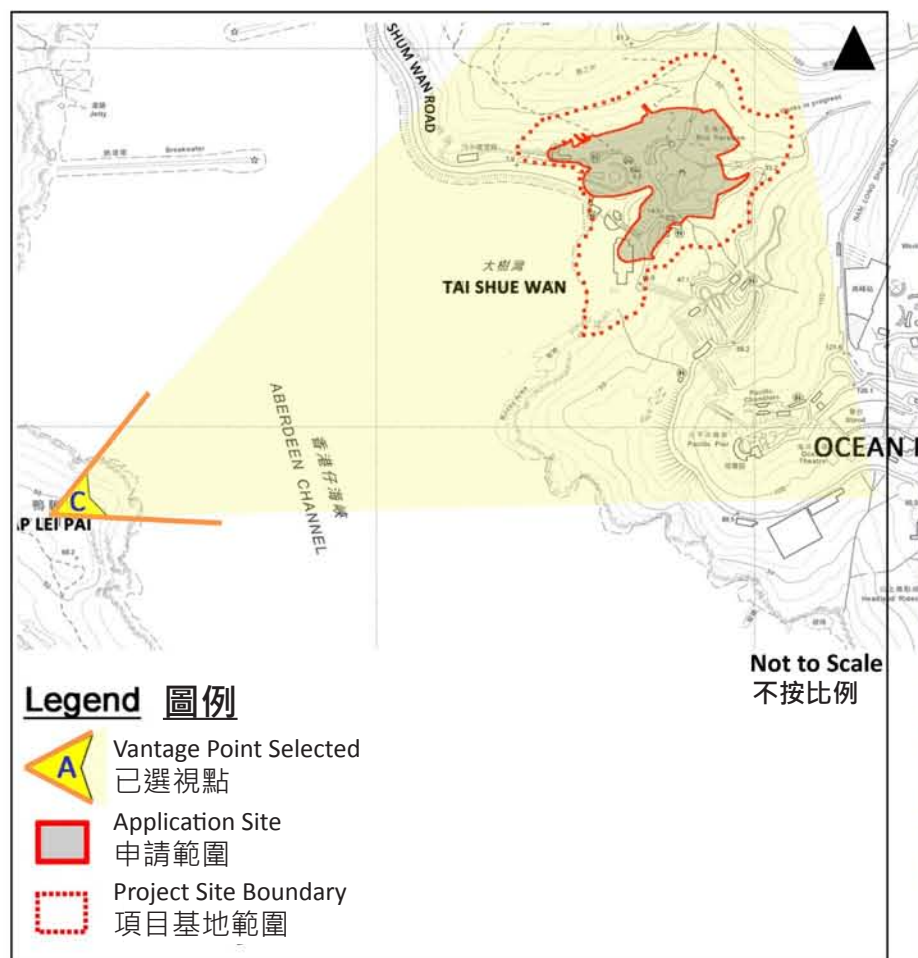
LOCATION OF VANTAGE POINTS 視點位置



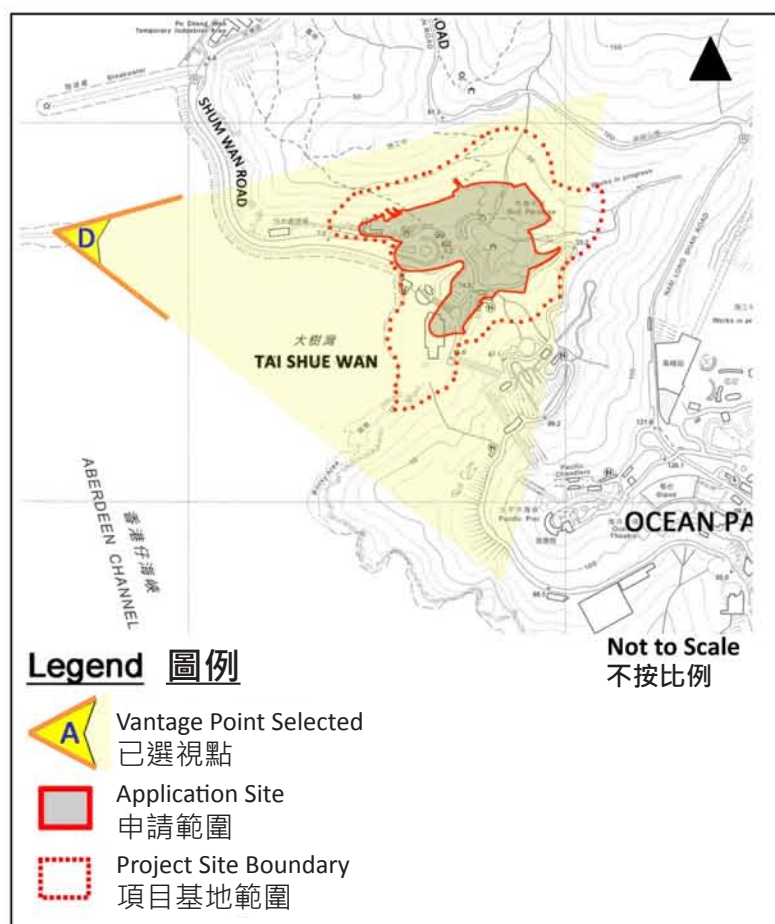
VANTAGE POINT A - VIEW FROM YUK KWAI SHAN 視點A - 從玉桂山眺望



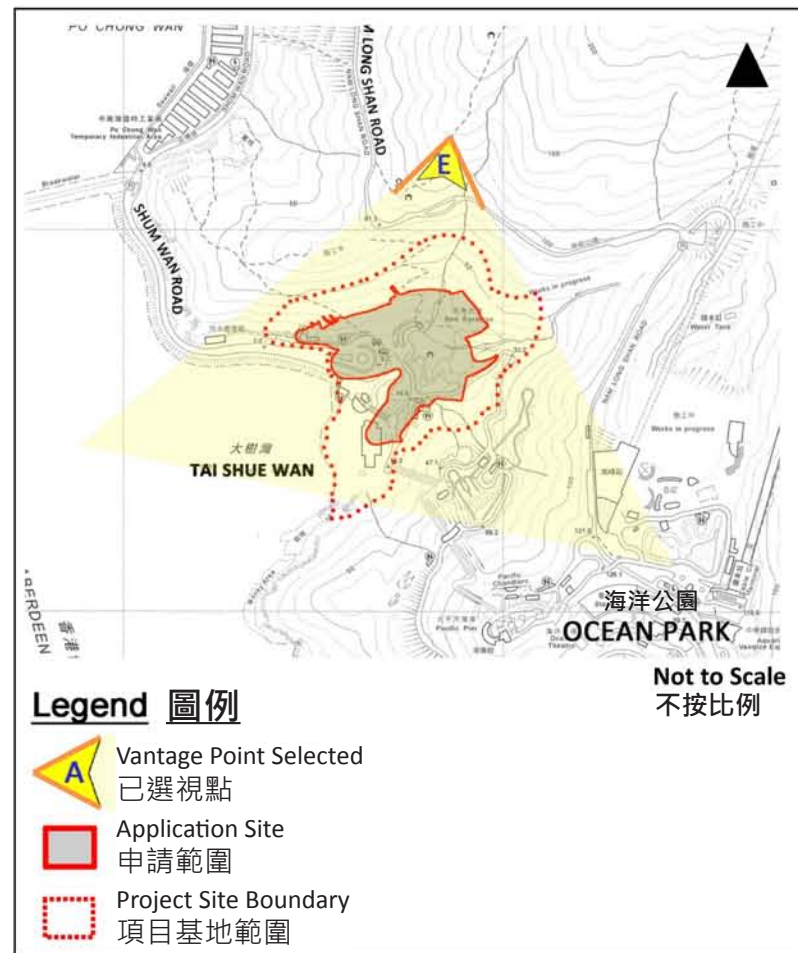
VANTAGE POINT B - VIEW FROM AP LEI PAI CAUSEWAY 視點B - 從鴨脷排堤道眺望



VANTAGE POINT C - VIEW FROM AP LEI PAI 視點C - 從鴨脷排眺望



VANTAGE POINT D - AP LEI CHAU BREAKWATER 視點D - 從鴨脷洲堤壩眺望



VANTAGE POINT E - VIEW FROM NAM LONG SHAN ROAD 視點E - 從南朗山道眺望



table

Approval of
Government Loan by
Legislative Council
Finance Committee
立法會財務委員會
批准政府貸款

Mid
2013

2013年中

1st half
2014

2014上半年

Preparation work,
Submission & Approval
準備工作，提交及審批

Mid 2014
~
Mid 2017

2014中旬
~
2017中旬

Main
construction
興建階段

2nd half
2017

2017下半年

Public
opening
公眾開放



Tai Shue Wan Development - Traffic Impact Assessment 大樹灣發展項目交通評估研究



- A Traffic Impact Assessment (TIA) study has been conducted for the Tai Shue Wan (TSW) Development Project; 就大樹灣發展項目已進行交通影響評估研究;
- The TIA study has taken into account the approved / planned future developments, including Ocean Park's three hotels and the development proposals with valid planning approvals in the Wong Chuk Hang Business Area, which is in the vicinity of the Project area, as well as the South Island Line (East) [SIL(E)] project. 交通影響評估已考量獲批及計劃中的未來發展，包括海洋公園的三間酒店及鄰近大樹灣發展項目一帶已獲批准的黃竹坑商貿區的發展計劃，以及港鐵南港島綫（東段）。
- According to the feasibility study, around 60% of waterpark guests will be local residents. The remaining overseas or mainland tourists will be mainly independent travellers and most of the guests will take taxi and public transportation. 根據早前的可行性研究報告，水上樂園的訪客將有約六成為本地居民，其餘海外或內地旅客均以自助旅遊方式的旅客為主，訪客來往主要乘坐的士及公共交通工具。
- TSW operated as a second gate of Ocean Park before 2011 when the daily visitor throughput at TSW was 15,000/day. Current peak projections for waterpark visitors are at 10,500/day. 2011年之前大樹灣的運作為海洋公園的輔助出入口，人流量為每日15,000 人次，而水上樂園的預算高峰人流量為每日10,500 人次。





Tai Shue Wan Development - Traffic Assessment 大樹灣發展項目交通評估研究



- The estimated arrival and departure peaks for the TSW Development would be from 10:00 to 12:00 and from 17:00 to 19:00 respectively; 預計大樹灣發展項目的入場及離開高峰時段分別為上午十時至正午十二時及下午五時至下午七時
- Not overlapped with start or end-of-school peak; 不會與鄰近學校上下課高峰時段重疊;
- Junction assessments for the selected critical junctions with the proposed road improvement schemes under the SIL (East) projects have been carried out. The results indicated that all junctions are forecast to be operating with adequate capacity; 配合港鐵南港島綫（東段）工程的建議道路改善計劃進行了路口評估，結果顯示全部路口將會有足夠容量運作;
- Projected visitor numbers, design capacity, number of car parking (250 nos.), coach parking (10 nos.) and pick-up/drop-off facilities will be the same as the design presented to the Committee in April 2013; 預測的遊客人數，設計容量，車位數目（250個），旅遊巴泊車位數目（10個）及上落客設施將會跟2013年4月向本委員會介紹的設計一樣;





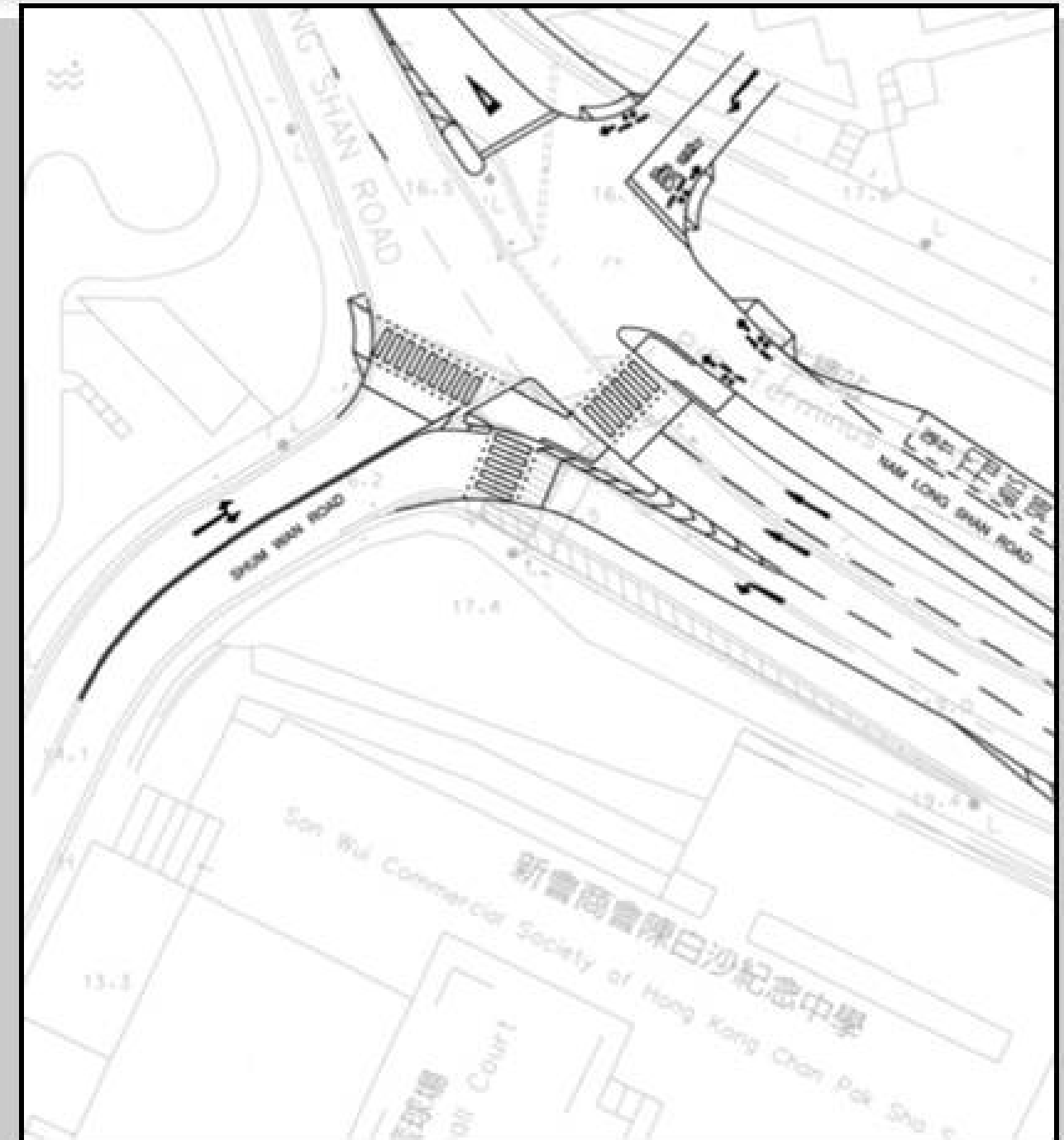
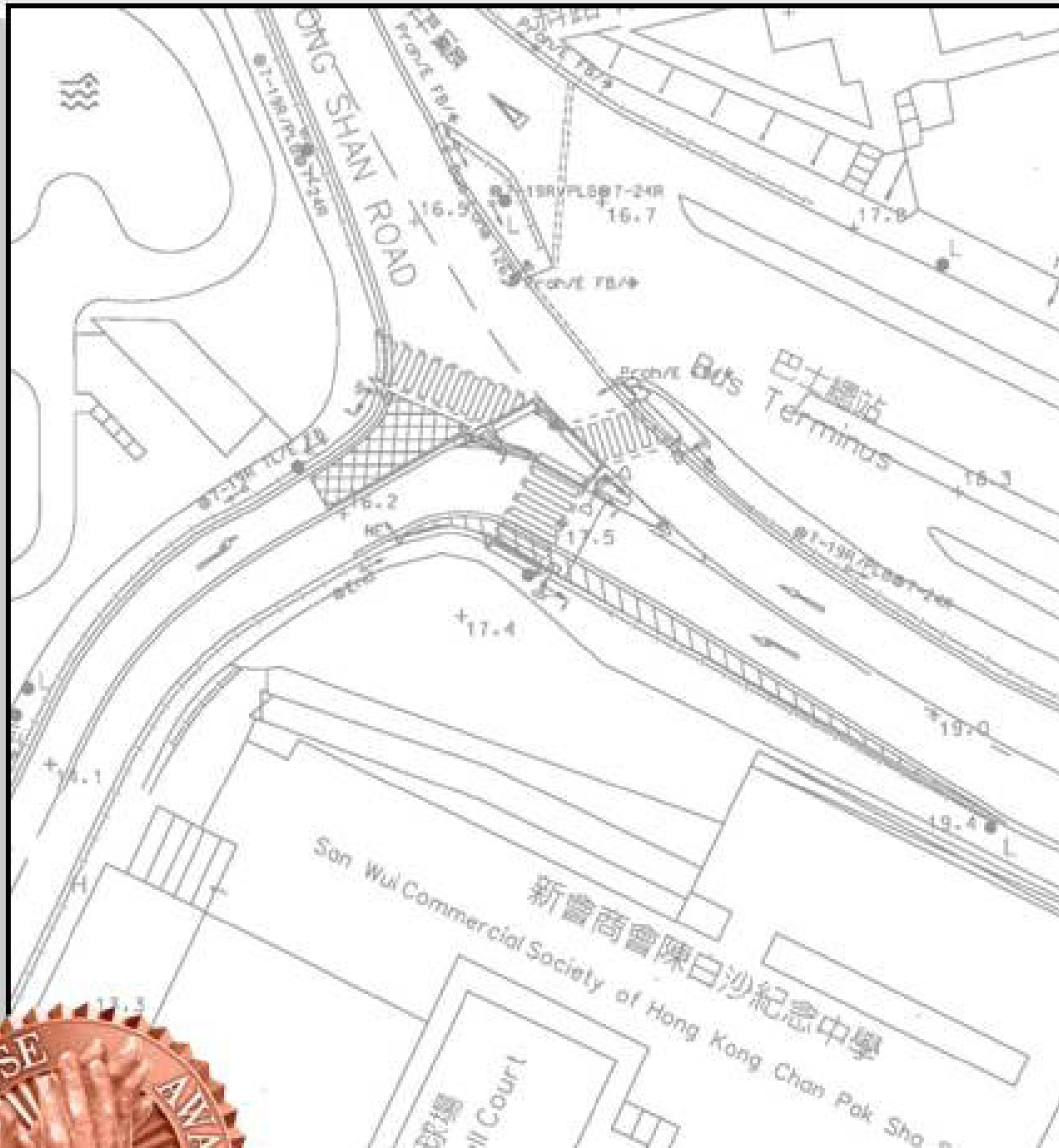
Tai Shue Wan Development - Traffic Assessment 大樹灣發展項目交通評估研究



- Shuttle bus service will be provided to connect the proposed TSW Development with South Island Line (SIL) (East) via Ocean Park Station; 建議提供穿梭巴士服務連接大樹灣發展項目及港鐵南港島綫（東段）海洋公園站;
- During construction period of the waterpark, there would be around 12 construction vehicles entering and leaving the TSW site per hour, based on a 12-hour working day. Junction assessment results indicate that Sham Wan Road and its junction with Nam Long Shan Road would still operate satisfactorily with the estimated construction traffic volume. 在大樹灣發展項目建造工程期間，一般日常施工時間為12小時，而進出大樹灣發展項目工地的工程車輛約每小時12輛。路口評估結果顯示沿深灣道及與南朗山道交界路口於大樹灣項目施工期間，將會有足夠運作容量。
- OPC will carry out measures to regulate the entry and exit flows of the construction-related traffic on-site, to respond to actual general traffic conditions along Sham Wan Road and the surroundings at that time to minimize impacts on the surrounding roads 海洋公園會於施工期間實行工程車輛進出管制措施，實地及實時按深灣道及附近的一般交通狀況，控制工程車輛進出的流量，以減少對附近道路的影響。



Improvement scheme of Junction Layout of Shum Wan Road / Nam Long Shan Road 深灣道/南朗山道路口改善計劃



原有
Original

改善後
After Improvement

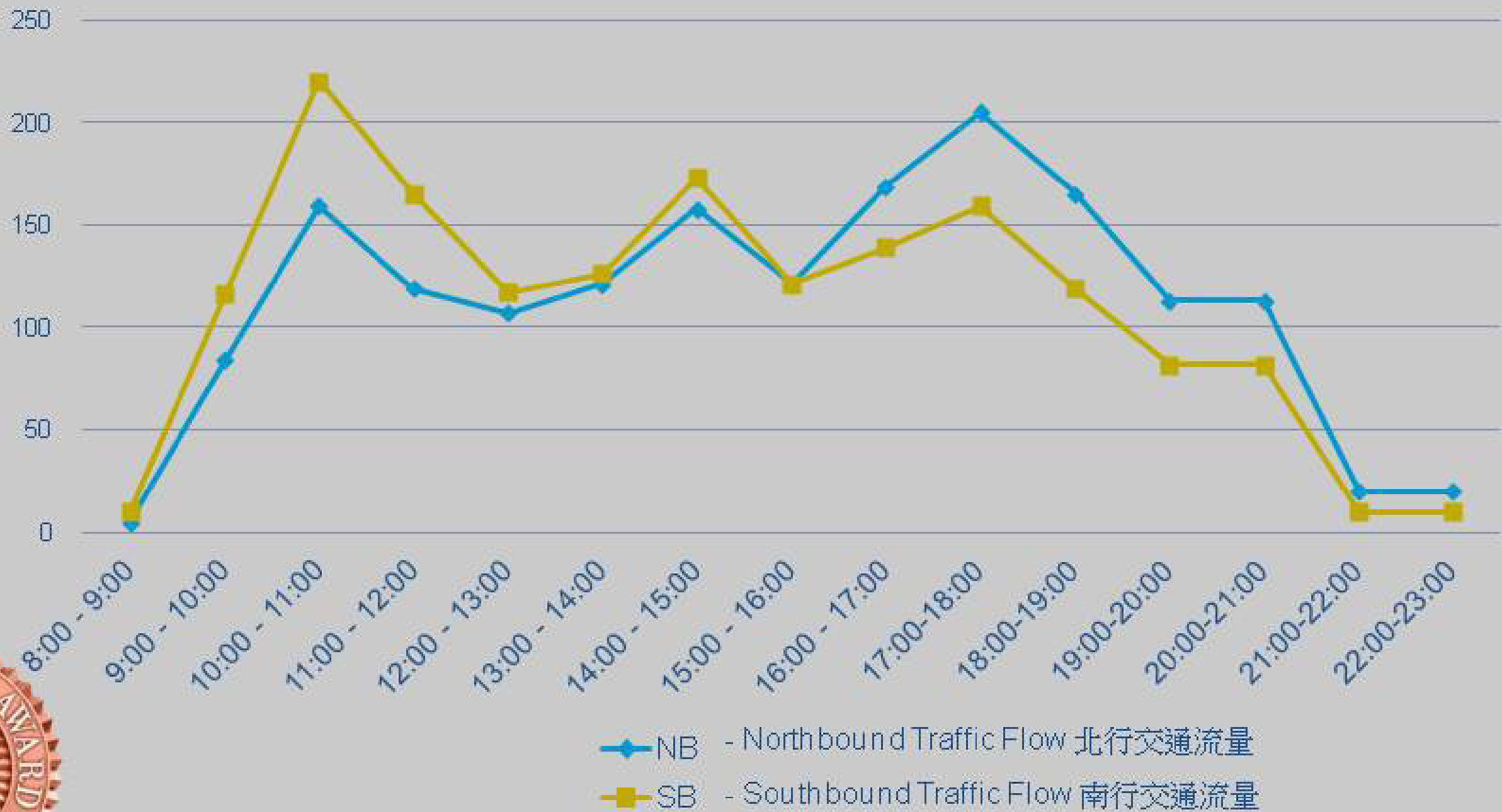
Shum Wan Road Traffic Condition

深灣道交通狀況



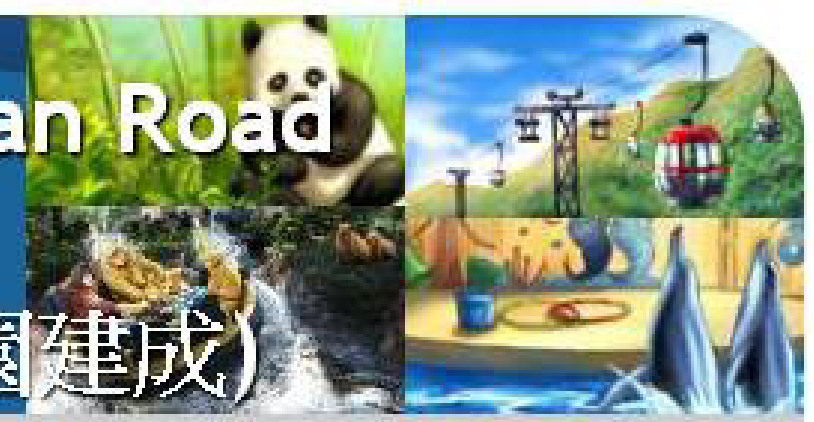
Traffic Flow Generated from Water Park

水上樂園產生的交通流量



Comparison of Peak Traffic Flow 最高交通流量比較

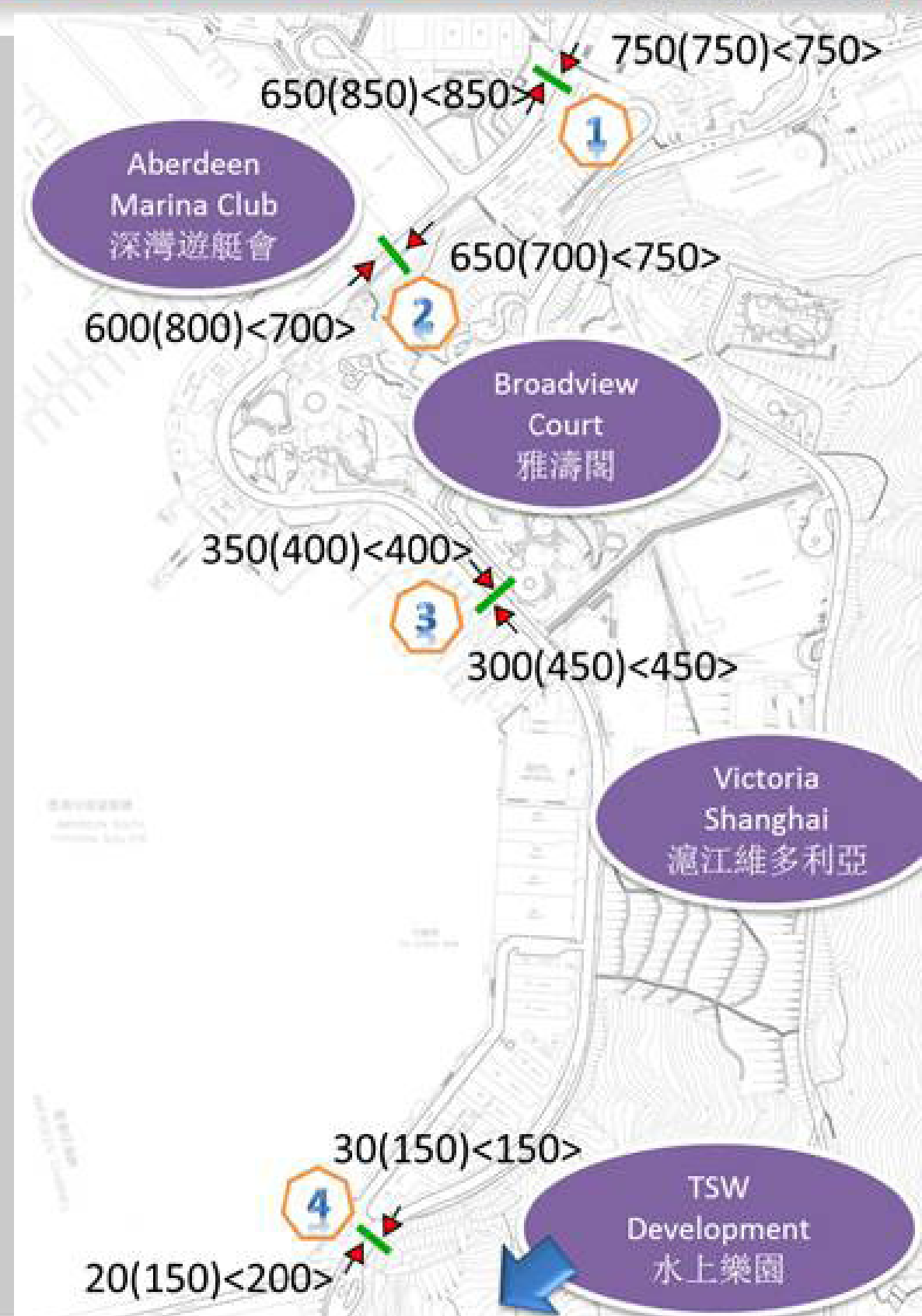




Legend圖例

150(350)<300> AM(Off-School)<PM> Peak Hour
Traffic Flow in PCU/Hour

早(放學)<晚>高峰小時
交通量(載客車輛單位)



Possible Traffic Mitigation Proposals

交通改善建議



•To alleviate existing traffic problems in the Sham Wan area, OPC is proactively devising preliminary traffic mitigation proposals including “no-stopping” restrictions, proper vehicle turnaround area at Sham Wan Road, local road widening. OPC will continue active discussions with Transport Department in this regard. 為處理深灣當區現時的交通問題，海洋公園正積極研究初步交通改善建議，包括設定不准停車措施、於深灣道設置明確車輛掉頭位置、及局部路面擴闊，海洋公園為此會與運輸署保持緊密聯繫。



Avoiding Environmental Impact in the scheme design

從概念設計著手避免環境影響

- * The design approach to combine nature with water elements
水上樂園的設計主題是融合自然與水上活動元素
- * Integrate with the existing landscape features
配合現有景觀特色
- * Make good use of the already developed areas; establish series of platform; minimise structural support required → avoid implementing large-scale slope works and subsequent massive loss of vegetation; minimise ecological impact on natural habitats
充分利用已發展的地區，建立一系列平台，減少所需的結構支柱數目 → 避免進行大型斜坡工程及所引致的大量自然植被損失，減少對自然生態的影響

Avoiding Environmental Impact in the scheme design

從概念設計著手避免環境影響

- * Instead of a traditional stand-alone structure with a definitive indoor waterpark facility under a large span roof; Adopt “terrace” concept to avoid substantial visual impact and minimise incompatibility
與傳統以單一大型屋簷建築設置室內水上設施的水上樂園不同，設計採取台階的概念，避免重大視覺影響及減低與周圍環境的不協調
- * Lessen the use of glazing and subsequent collision impact on birds
減少採用玻璃幕牆及所引致的鳥類碰撞影響
- * Not involve any marine works
不會涉及任何海上工程

Key Environmental Benefits 主要的環境效益

- * Redevelopment with landscape and amenity planting and provision of new aesthetic structures → enhance landscape and visual setting
透過美化植林措施和提供創新而融入周圍環境的美觀建築，以優化視覺景觀
- * Compensatory planting, green roofs and vertical greening to compensate for the loss of vegetation, act as a visual screen
補償植林、屋頂綠化和垂直綠化措施補償工程時喪失的植被，並可作視覺屏障
- * New “Flamingo Pond” near the southern boundary of the Project Area to minimize disturbance to ardeid habitat and acts as a landscape enhancement measure
新的「紅鸛池」選址在項目範圍南面的山邊，讓鷺鳥重返「紅鸛池」時可減少對其棲息處的滋擾，並作其中一項景觀美化措施。

Conclusion of EIA Study 環境評估研究總結

- * With implementation of the recommended mitigation measures, potential impacts from the Project are environmentally acceptable
實行建議的環境緩解措施下，本項目的潛在環境影響是可接受的
- * In compliance with the environmental legislation and standards
本項目符合環境法例及標準
- * No significant adverse residual impacts
沒有顯著的不良剩餘環境影響
- * Comprehensive environmental monitoring and audit programme will be conducted to follow up the implementation of mitigation measures and environmental compliance
實施全面的環境監察及審核計劃，以跟進緩解措施的實施情況及符合環保要求

- Ocean Park will submit a S.16 planning application for the Project to the Town Planning Board
- Members are welcome to offer views on the current design scheme of the Tai Shue Wan waterpark
- 海洋公園將根據<<城市規劃條例>>第16條向城市規劃委員會提出規劃許可申請
- 歡迎委員就大樹灣水上樂園的最新設計方案表達意見

THANK YOU
多謝