



# 黃竹坑綜合發展區總綱發展藍圖

## Wong Chuk Hang Comprehensive Development Area Master Layout Plan

二零一三年一月十七日  
17 January 2013

# 南區區議員在 2012 年 11 月 26 日地區發展及環境委員會會議的主要意見

Major comments from SDC members at the DDEC meeting on 26 November 2012

## 主要四方面的意見：

Four key comments :

### (1) 交通評估 Traffic Impact Assessment

- 要求交通影響評估覆蓋更大的範圍，應包括黃竹坑站綜合發展區附近區域  
Increase the scope of the TIA to include areas surrounding the Wong Chuk Hang CDA
- 提供改善車輛及行人流量的交通改善措施  
Provide improvement measures for traffic and pedestrian flow
- 提供足夠商場泊車位及公共交通交匯轉乘設施  
Provide sufficient car parking spaces for the shopping centre, and PTI facilities

# 南區區議員在 2012 年 11 月 26 日地區發展及環境委員會會議的主要意見

Major comments from SDC members at the DDEC meeting on 26 November 2012

## (2) 有蓋天橋 **Covered footbridge**

- 要求提供有蓋天橋連接商場和深灣道

Request the provision of a covered footbridge connecting the shopping centre and Shum Wan Road

## (3) 休憩用地 **Open Space**

- 在綜合發展區提供充足的休憩用地 (不包括緊急車輛通道)

Provide sufficient open space at the CDA (excluding EVA)

- 如無可避免，需增加休憩用地予以補償

Open space provision needs to be increased as compensation if EVA provision in open space is unavoidable

## (4) 室內表演場地 **Indoor Performance Venue**

- 提供文娛中心或獨立的室內表演場地

Provide civic centre or a separate indoor performance venue

# 港鐵公司回應：交通評估

## MTR's Response : Traffic Impact Assessment

- 總綱發展藍圖所提交的交通影響評估是根據運輸署的指引和要求來評估。該評估範圍除了就黃竹坑「綜合發展區」作評估外，也涵蓋附近地區現在及未來發展所產生的交通流量。

The TIA in the MLP submission had been prepared in accordance with Guidelines and Requirements of Traffic Impact Assessment Studies issued by Transport Department (TD). The scope of the study covers not only the traffic generated from the proposed development but also the traffic on the adjacent road network in the Wong Chuk Hang area at present and in the future.

- 回應地區的意見，本公司與運輸署溝通過後，進行了額外的交通研究以擴大交通影響評估的範圍，結果如下：

To address the queries and comments made by SDC members regarding traffic impact on the neighbouring areas, we have discussed with TD and carried out an additional supplementary traffic study on a bigger area outside the scope of the TIA. This supplementary study has further demonstrated the following:

# 港鐵公司回應：交通評估

## MTR's Response : Traffic Impact Assessment

- 在實施了交通改善措施後，包括擴闊路面，改善路口的設計，設置有蓋行人通道等，黃竹坑綜合發展區所產生的車流量及人流量並不會為區內交通帶來負面影響。

With the implementation of the proposed improvement measures stated in the TIA and further refinements, including road widening, improvement of design at road junctions and construction of Wong Chuk Hang Road footbridge, etc., it is proved once again that the CDA development does not have adverse effect on the future traffic circulation and pedestrian movement in Wong Chuk Hang as well as the adjacent areas taking into account the changing use of the area.

- 商場提供的停車位將由**150**個增加至約**200**個，並不會為區內交通帶來負面影響。

Parking provision for the shopping centre can be slightly increased from 150 spaces to about 200 spaces without adverse effect on traffic.

# 港鐵公司回應：交通評估

## MTR's Response : Traffic Impact Assessment

- 目前，香港仔隧道在繁忙時間交通擠塞，車龍由隧道往後伸延至黃竹坑區的道路網絡，嚴重影響往返南區的交通。現時在繁忙時間來往海怡半島與金鐘需時約**25至45分鐘**。南港島綫(東段)在**2015年**通車後，乘客可選擇乘坐鐵路從南區出發約**10分鐘**便抵達金鐘。由於部份的乘客分流到鐵路，南區的交通情況將會得以改善。

At present, traffic congestion from the Aberdeen Tunnel seriously affects access to and from the Southern District during peak hours with traffic tailing back from the Aberdeen Tunnel to the road networks in Wong Chuk Hang area. Travelling by road-based transport between South Horizons and Admiralty takes about 25 to 45 minutes during rush hours. Upon the completion of South Island Line (East) (SIL(E)) in 2015, a reliable and alternative mode of transport will be available. Passengers from the Southern District will be able to reach Admiralty in about ten minutes. It is believed traffic congestion will then be eased with SIL(E).

# 港鐵公司回應：有蓋天橋

## MTR's Response : Covered Footbridge

- 就申請總綱發展藍圖所提交的交通評估中，提議在深灣道的燈號過路系統已足以應付行人過路的需求。

The TIA report in the MLP submission has demonstrated that the proposed signalised crossing at Shum Wan Road is adequate to meet the need of pedestrian crossing.

- 經與運輸署商討並進行相關評估後，認為該處的地面行人過路設施足以應付預計的行人流量。

After deliberations with TD, assessment has been conducted on the adequacy of at-grade crossing at the concerned junction which demonstrates that the pedestrian crossing at the junction will be able to accommodate the future pedestrian flows with ample capacity.

- 如日後政府認為有需要興建天橋，港鐵會跟進研究。現時，在黃竹坑綜合發展區設計上已預留天橋接駁位置。

If in future Government departments consider there are merits and need to provide this footbridge, MTR will proactively investigate related issues with the provision of this footbridge. Provision will be made in the design of the shopping centre to allow a connection point to receive this possible footbridge link.



# 港鐵公司回應：休憩用地

## MTR's Response : Open Space

- 按照規劃大綱建議，地面休憩用地約為 1,000 平方米。因應設計需要，休憩用地必須提供緊急車輛通道以符合建築及消防條例的要求。類似設計在香港十分普遍，並符合有關規劃指引。

The provision of the original 1,000m<sup>2</sup> ground level open space integrated with an EVA and has complied with the buildings and fire regulations. It is a common practice in Hong Kong.

- 然而，考慮到地方意見，地面休憩用地將會由原來 1,000 平方米增加至 1,300 平方米，當中的不少於 1,000 平方米內並不包括緊急車輛通道。

To address the comment of SDC regarding the EVA, we offer to enlarge the ground level open space from the original 1,000m<sup>2</sup> to 1,300m<sup>2</sup> so that not less than 1,000m<sup>2</sup> is for the open space that does not include the EVA area.



# 休憩用地 Open Space





# 園境設計總圖

## Landscape Master Plan



# 港鐵公司回應：室內表演場地

## MTR's Response : Indoor Performance Venue

- 就文娛中心的要求，康文署已於2012年3月26日書面回應南區區議會地區發展及環境事務委員會表達署方立場。據本公司了解，到目前為止，政府有關部門仍然認為現時沒有需要在南區設立文娛中心。綜合發展區內的商場按規劃署所發出規劃大綱的要求提供樓面面積達300平方米的多用途表演場地，可作為展覽、活動及表演的用途。此類型的表演場地在香港其他大型商場均能切合地區的需求。

LCSD advised in writing to the DDEC of SDC for its discussion at the meeting on 26 March 2012 regarding SDC's request for a civic centre at Southern District. Up to this moment, we understand there is still no requirement from any Government department for the provision of this public facility at the WCH CDA site. There is no such requirement in the planning brief. In our MLP submission, we had provided a multi-purpose performance space of about 300m<sup>2</sup> at the ground level of the future shopping centre for launching district events such as performances or ceremonies. This is similar to most other major shopping centres in Hong Kong that provide such performance venues to host community events and performances.



# 商場室內表演場地的例子

## Examples of Indoor Performance Venues in Shopping Centres



# 港鐵公司回應：室內表演場地

## MTR's Response : Indoor Performance Venue

- 因應南區區議員的意見，我們在未來商場內如設立多影院式設計的戲院，本公司會向營運商要求把其中一間影院設計成也可作為表演場地之用 (約300平方米)。發展完成後會為地區建成一個綜合商場，提供各類餐飲、娛樂及區內日常所需的商店。

In response to the views expressed by SDC members, if a cinema of multiplex design is provided in the shopping centre in the future, we shall request the cinema operator to make available one of their cinema houses which can also be of a performance purpose (about 300m<sup>2</sup>). The future shopping centre at the CDA site will offer diversified shopping facilities and services to meet community needs.

謝謝  
Thank You