

香港添馬  
添美道二號  
政府總部西翼二十二樓



Government Secretariat  
22/F, West Wing  
Central Government Offices  
2 Tim Mei Avenue  
Tamar, Hong Kong

本函檔號 Our Ref.: TC CR T2 22/40/1  
來函檔號 Your Ref.:

電話號碼 Tel. No.: 3655 5428  
傳真號碼 Fax No.: 2121 8791

Mr Derek LO  
Clerk to Panel  
Legislative Council Panel on Economic Development  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong

8 May 2013

Dear *Derek*,

**Legislative Council Panel on Economic Development  
Follow-up to the meeting on 25 March 2013  
“Ocean Park’s Tai Shue Wan Development Project”**

At the meeting of the Legislative Council Panel on Economic Development held on 25 March 2013, Members discussed the “Ocean Park’s Tai Shue Wan Development Project” (“the Project”) and requested the Administration and the Ocean Park Corporation (“OPC”) to provide the following information:

1. the details of the environmental protection and energy saving features/arrangements for the Project;
2. the traffic impact assessment report for the Project; and
3. the reasons for the closure of the former Water World.

The supplementary information provided by the OPC is attached for Members’ reference, please.

(Jeffrey CHIM)

for Commissioner for Tourism

c.c.

Dr Allan ZEMAN, Chairman of the Board of the Ocean Park Corporation  
Mr Tom MEHRMANN, Chief Executive of the Ocean Park Corporation  
Mr Matthias LI, Deputy Chief Executive of the Ocean Park Corporation

## **Ocean Park's Tai Shue Wan Development Project**

### **Environmental protection and energy saving features**

The waterpark of the Ocean Park's Tai Shue Wan Development Project (the Project) will be designed to minimize use of energy, water and waste production. Design and material selection will be carried out with environmental sensitivities in mind. Building Information Modelling (BIM) techniques will be extensively applied for effective, sustainable, and highly coordinated designs. Efficient building structure design also reduces both the use of material and the construction time, thereby minimizing the carbon footprint of the project.

2. Ways to minimize carbon footprint include: gas absorption chiller technology; sea water cooling; natural ventilation; "regenerative media" water filtration systems; natural lighting and heating through solar energy; and reusing heat waste for hot water use in showers, pools, restaurants etc.

3. The internal environment of the waterpark will be enhanced by careful development of the indoor building's shape, its orientation for sunlight and shading, and adoption of natural ventilation. It will be designed in accordance with internationally-accepted best practices and various certification models for sustainability and energy efficiencies. ETFE, a responsive building envelope, will be used as the roof for the Indoor Building. Automatically controlled sensors can be opened for hot air extraction in summer and closed for insulation in winter. The form of the roof will also optimize climatic control by promoting natural ventilation and shading. Daylight is allowed in to warm the internal environment, allowing healthy plant growth provided as part of the enriching interior landscaping. All these features will significantly reduce the use of electrical infrastructures and energy consumption.

4. As the completion of the waterpark is four years away, and recognizing the speed at which technologies and practices are introduced, the Ocean Park Corporation (OPC) will remain vigilant in its pursuit of the latest technology, as the Project progresses.

### **Traffic impact assessment (TIA)**

5. The OPC has appointed an independent consultant to conduct a TIA. The preliminary traffic assessment reveals that the waterpark will not induce

any significant traffic impact on the Aberdeen and Wong Chuk Hang area. Recent guest surveys reveal that over 90% of guests arrive and depart from the Ocean Park by public transport. It is expected that the opening of the MTR South Island Line will further push guest travelling patterns in favour of using public transport. To assist guests in moving between the future MTR Ocean Park station and the Park, the OPC will arrange shuttle bus service between the Park, the MTR Ocean Park Station and the waterpark to alleviate the burden on the surrounding road traffic. In addition, an underground car park will be built underneath the waterpark with 250 car parking spaces and 10 coach parking spaces. By then, the number of parking spaces provided thereat will be more than that provided at present (i.e. 100 car parking spaces).

6. Before its closure in January 2011, the Tai Shue Wan gate on average received 33 – 45% (around 15 000 – 18 000 guests) of Ocean Park’s daily attendance, which is more than the expected daily attendance for the new waterpark in future (around 10 000 guests per day). As such, it is believed that it has ample capacity to cater for the anticipated visitor and traffic flow upon the commission of the waterpark.

7. The OPC’s consultant will conduct a further TIA to fine-tune the findings of its preliminary TIA as appropriate.

### **The reasons for the closure of the former Water World**

8. The former Water World had only nine outdoor water facilities. Its appeal to the local residents was undermined given the fact that some other swimming facilities in Hong Kong at that time also featured water slides. Besides, the former Water World only operated from May to September each year, and its attendance was impacted by the persistently weak overall economic condition at that time due to the Asian financial crisis in 1998. These all made the operation of the former Water World difficult.

9. Having considered the above factors and the fact that the Ocean Park was planning to shift its focus and carry out expansion by the time, the OPC thus decided to close the former Water World in 1999.

**Ocean Park Corporation**  
**May 2013**