

啟德計劃 更臻完善

■啟德發展計劃已漸見雛型，近日只要路過啟德發展區或從維港對岸眺望，應不難察覺。各主要項目的基礎設施工程，正按照2007年11月獲核准的《啟德分區計劃大綱圖》，在政府的努力下相繼動工。第一階段工程包括郵輪碼頭大樓與首個泊位、公共房屋發展，以及其他相關的配套基礎設施，預計在2013

年完成。區域供冷系統的第一期和第二期工程亦於2011年展開。

下一階段的其中三個工程項目亦已在2011年年中展開，包括位於北停機坪的第二階段基礎設施工程、處理污染沉積物的生物除污工程和郵輪碼頭大樓上重置雷達工程。此外，啟德明渠的改善工程亦計劃於2013年第一季度開展。

持續優化規劃

啟德發展計劃的願景在於打造一個「維港畔富有特色、朝氣蓬勃、優美動人及與民共享的社區」。我們因應公眾的期望，就有關《啟德分區計劃大綱圖》的修訂，提出了多項重要建議，例如保育龍津石橋（石橋）遺跡，以及把行車道盡量移離海濱，藉以提高暢達度，並讓市民大眾更容易欣賞寶貴的文物和享受海濱空間。

優化保育用地

自《啟德分區計劃大綱圖》於2007年獲核准後，石橋遺跡才於2008年出土。由於石橋遺跡具有重要歷史價值，因

此應予以保存。在完成兩個階段的公眾參與活動，並廣泛諮詢及考慮收集所得的意見後，我們建議設立一條闊30米、長約200米的「保育長廊」，用以原址保存石橋遺跡，以便市民觀賞。

在另一項相關建議，我們提出撤銷規劃中穿越太子道東的一段園景美化高架行人道，改為以行人隧道連接石橋遺跡至其他區內文化遺產，特別是經石鼓壟道遊樂場，連接至九龍寨城公園。保育長廊的毗鄰發展用地亦將劃為「綜合發展區」，以便適當地管制發展的組合、規模、設計和布局，確保其與石橋



保育長廊互相融合。日後，在「綜合發展區」進行的發展，必須以《總綱發展藍圖》方式，呈交城市規劃委員會（城規會）核准。

暢達海濱大道

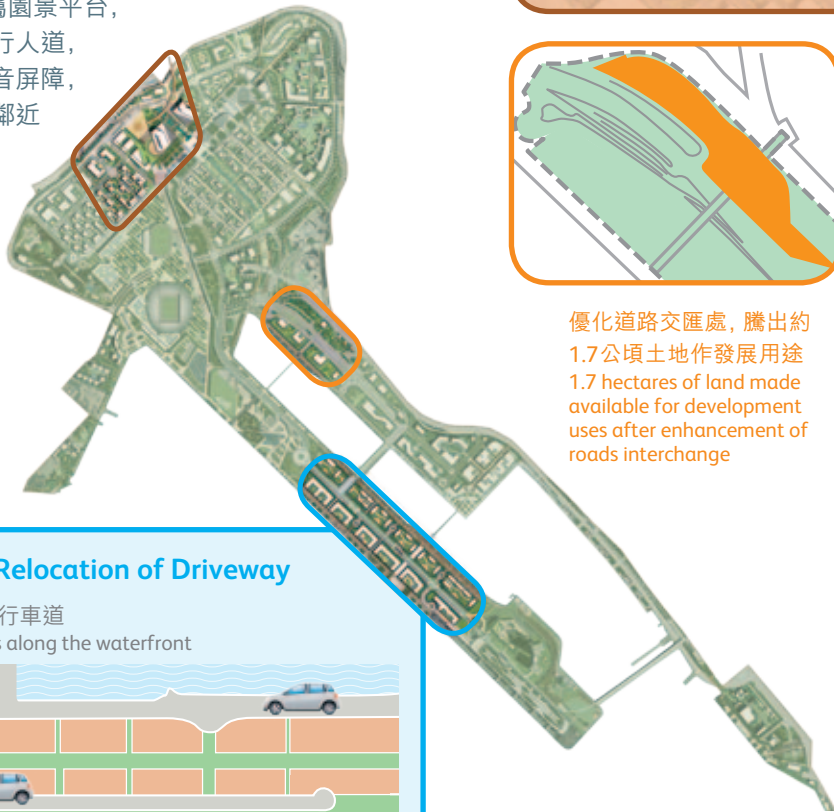
維港是一個屬於我們的珍貴天然資源，近年受到香港市民日漸珍惜和重視，大家期望能直達維港畔，盡享優美的海濱景致和休憩空間。為回應公眾期望，我們建議把兩條沿前跑道兩旁的已規劃行車道移離海濱，並合而為一，設於跑道的中央部分。這樣可以擴大海濱行人專區，不受汽車影響，方便市民直達海濱，盡享各項設施和欣賞維港美景。新建議的中央行車道頂蓋上，仍按原本的規劃，設立附屬園景平台，用作休憩空間和行人道，同時亦可作為隔音屏障，減輕日後交通對鄰近住宅區的影響。

《啟德分區計劃大綱圖》的另一項修訂建議，是把另一條位於南停機坪的已規劃行車道移離海濱，以騰出休憩空間。日後，當九龍灣附近的行人連接通道完成改善後，這些休憩空間將成為該區另一好去處。我們的最終目標，是在啟德發展區內建造一條連續的海濱長廊。

其他優化建議

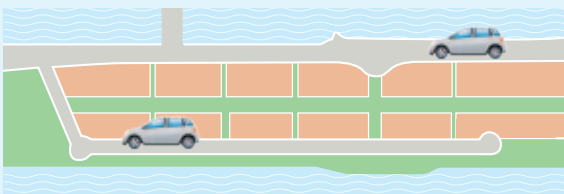
原先規劃橫跨太子道東的一段園景美化高架行人道將予撤銷，取而代之的是行人隧道。在騰出的空間將設置公眾觀賞平台，以及戶外藝術表演場地，為本地的設計與藝術工作者，包括現時在新蒲崗的設計與藝術工作者，提供機會和場地。

保育龍津石橋遺跡優化建議 Proposed Enhancement for Preservation of Lung Tsun Stone Bridge Remnants

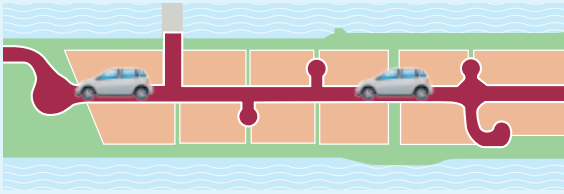


優化行車道 Relocation of Driveway

原有位於海濱的行車道
Original driveways along the waterfront



行車道搬移至前跑道中央
Relocation of driveways to the centre of former runway



優化道路交匯處，騰出約1.7公頃土地作發展用途
1.7 hectares of land made available for development uses after enhancement of roads interchange

按照《啟德分區計劃大綱圖》的規劃，區內將設置地下購物街，連接九龍城與新蒲崗至建議的沙田至中環線啟德站。為靈活配合地面相關發展項目的設計和施工，這兩條地下購物街的布局和走線會作出優化和重訂。

同時，我們亦建議優化中九龍幹線交匯處，簡化道路交匯處的布局，從而減少道路佔用面積，騰出約1.7公頃的總面積，作發展用途；並藉此機會改善景觀。

《啟德分區計劃大綱圖》各項修訂建議，已於2011年8月26日刊憲，並隨即展開公眾查閱，為期兩個月至2011年10月26日止。城規會現正總結收集所得的不同意見，作為啟德及其鄰近地區的城市規劃和設計的參考，並預計於2012年年初按照《城市規劃條例》，就相關的意見舉行公眾申述會議。□

此外，我們亦會優化「啟德坊」，減低高座大樓的密度，以中低座以及附設宜人庭院為設計原則，藉以締造一個布局錯落有致的住宅專區，增添開揚景觀，構成和諧的鄰里環境。

Refined Plans for Kai Tak

■ Kai Tak Development (KTD) is taking shape. It is obvious for anyone passing by Kai Tak or looking across the harbour from Hong Kong Island to find the progress. Following the approval for the Kai Tak Outline Zoning Plan (OZP) in November 2007 and the strenuous effort of the government, much of the groundwork for the key projects have commenced. The first batch includes the cruise terminal building cum the first berth, the public housing development and the associated supporting infrastructure, for completion in 2013. Also, the District Cooling System Phases I and II begun in 2011.

For the next stage of KTD, three projects started in mid-2011. The projects are the second stage of infrastructure works at North Apron, the bioremediation treatment of contaminated sediment and the



觀賞平台
Viewing Platform

reprovisioning of Radar on top of the cruise terminal building. Coming next will be the Kai Tak Nullah modification works, which are planned to start in the first quarter of 2013.

Continued Enhancements

The vision for KTD is to create “a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour”. Taking into account public aspirations, several important amendments to the OZP were proposed,

such as to preserve Lung Tsun Stone Bridge (Bridge) remnants and to relocate driveways away from the waterfront. Better access to our precious heritage and harbourfront spaces will be provided for enjoyment of the public.

A place for preservation

Subsequent to the approval for the Kai Tak OZP in 2007, the Bridge remnants were unearthed in 2008. It carries significant historical interest and should be preserved for the people of Hong Kong. Taking into consideration

the public opinions collected in an extensive two-stage public engagement exercise, a 30m-wide about 200m-long Preservation Corridor was proposed for in-situ preservation of the Bridge, where the public can have a better encounter with it.

In a related proposal, a planned section of the elevated landscaped walkway will be replaced by a pedestrian subway under Prince Edward Road East. This subway will connect the Preservation Corridor with the other heritage resources

優化「啟德坊」

Refinement of “Grid Neighbourhood”

減低高座大樓的密度，增加宜人的庭院布局設計
To reduce the density of high-rise buildings and to incorporate beautiful courtyard design





地下購物街
Underground Shopping Street

in the area, in particular the Kowloon Walled City Park, via the Shek Ku Lung Road Playground. Development sites next to the Preservation Corridor will also be rezoned as “Comprehensive Development Area” (CDA) to facilitate appropriate planning control on the development mix, scale, design and layout. Future development at CDA will require a “Master Layout Plan” to be submitted to the Town Planning Board (TPB) for approval. So, we can have a design and layout in harmony with the Preservation Corridor.

Roads on the move

Nowadays, people in Hong Kong increasingly cherish our natural heritage Victoria Harbour. They want maximum accessibility to the open spaces and spectacular view around the harbour. In response to these public aspirations, we proposed relocating the two waterfront driveways away from the border of the former runway to the central part of it. Hence,

the waterfront area will be released for constructing a vehicle-free waterfront walkway for public enjoyment. The original landscaped deck approach above this central driveway will be retained to serve as an open space and pedestrian area, as well as a noise barrier for the nearby residential developments.

The amendments to the OZP also propose moving another driveway at the South Apron away from the waterfront. This will again make more space available and add to the valuable leisure resources for the local community, subject to improved pedestrian access from nearby Kowloon Bay. Ultimately, we can provide a continuous vehicle-free waterfront promenade in KTD.

More refined

The planned elevated landscaped walkway will be replaced by the subway under Prince Edward Road East to provide area for a public viewing platform and a large landscaped community

space for outdoor arts and performance. There will be a good opportunity and venue for the local designers and artists, including those working in San Po Kong, to show their works.

It is also proposed to refine “Grid Neighbourhood” which is a sub-planning area designated for residential development by reducing the density of high-rise buildings to feature a design mix of medium towers and low rise blocks with beautiful courtyards. Within the neighbourhood and the pedestrian streets, we will find a well-balanced neighbourhood environment and vistas, as well as urban intimacy community interactions.

According to the OZP, there will be underground shopping streets, linking Kowloon City, San Po Kong and the proposed Kai Tak Station of the Shatin to Central Link. The layout of these two underground shopping streets will be enhanced and realigned so as to allow greater flexibility

in the implementation and the design of development above.

The proposed interchange of Central Kowloon Route will also be refined to simplify the layout of roads at the interchange. This can minimise the area occupied by roads and make available about 1.7 hectares of land in total for development uses. Taking this opportunity, we can also improve the landscape.

The proposed amendments to the Kai Tak OZP were gazetted on 26 August, 2011 for public inspection for two months until 26 October, 2011. TPB is summarising the comments and suggestions received, which are good reference with respect to the town planning and design of Kai Tak and its surrounding areas. Tentatively, TPB will convene public representation meetings in accordance with the “Town Planning Ordinance” in early 2012 to consider the comments received. □

啟德連接 暢達無阻



■啟德發展計劃作為日後全港一個集休閒、時尚生活和匯聚商業活動的新亮點，必須四通八達，以便市民往來其中，盡享各項嶄新設施。啟德發展計劃亦會與鄰近地區融匯貫通，為九龍灣與觀塘等鄰近地區注入新朝氣。因此，從初期的規劃開始，暢達無阻的連接網絡，早已成為啟德發展計劃中重要的基本要素之一。

啟德與鄰近各區緊密連接，除了有利本身發展，變得更完善、更多元化外，亦為整個九龍東注入全新活力姿采。整個九龍東，包括啟德發展區、觀塘和九龍灣的168公頃土地，將會被打造成為香港第二個充滿活力的商業中心區。

道路四通八達

行車道對貫通啟德發展區的對外聯繫至為重要。前身為香港國際機場的啟德，交通



有待優化的行人隧道
Subway to be enhanced

網絡完善，鄰近現有的主要道路，包括啟德隧道、龍翔道和觀塘繞道。為了進一步融合啟德與道路網絡的連繫，規劃中連接九龍東西之間的六號幹線，會途經啟德；有關方面亦會建造來往並貫通南北停機坪的道路。這些道路使啟德更為暢達，進一步改善連接各區。

此外，為日後乘郵輪抵港旅客提供便捷路線，直達香港各個景點亦同樣重要。為此，土木工程拓展署正進行改善現有滑行道橋樑的工程，並加

建行車道，以配合客運大樓和首個泊位於2013年開始運作後的需要。

精心規劃鐵路網

鐵路有助貫通啟德，並有效帶動九龍東重新發展。沙田至中環線（沙中線）會把港鐵網絡接駁至啟德發展區；而另一個計劃，則是以鐵路為主的環保連接系統。它由觀塘海旁沿前機場跑道一直延伸，與沙中線接駁。擬議橫跨觀塘和前跑道末端的天橋，更是環保連接系統計劃中的一大特色。

信步即達新啟德

啟德發展計劃會帶頭活化毗鄰地區；因此，設立一個四通八達的行人過路系統，連接區內各相關設施和休憩用地尤為重要。區內計劃設置共25個新增和優化的行人連接點，包括行人隧道、行人天橋、地下購物街、園景美化高架行人道和行人徑，使啟德與腹地更緊密連繫。

連接無界限

啟德發展計劃的運輸網絡周詳完備。日後，香港市民無論利用道路、鐵路或是步行，均可輕鬆便捷地穿梭啟德與鄰近各區。該連接網絡除可提供方便快捷、四通八達的通道，往來啟德區內和毗鄰腹地各區，更能把附近一帶的歷史和各具價值的文物古蹟串聯，讓市民和來自世界不同地方的遊客可以漫步其中，細意欣賞和發掘樂趣。□

Kai Tak makes a connection



■ As a new leisure, lifestyle and business highlight for the whole of Hong Kong in the future, the Kai Tak Development (KTD) has got to be well connected, which enables people to access the area with ease to enjoy everything in the city's newest district. Kai Tak will also be fully integrated with surrounding areas as it breathes new life into its neighbourhoods of Kowloon Bay and Kwun Tong. That is why the connectivity of Kai Tak has been one of the most important elements since its early planning stage.

The connectivity of Kai Tak will be further enhanced, which is not only beneficial to its development intensity and diversity, but also helps energise the whole of Kowloon East. KTD, together with the 168 hectares of Kwun Tong and Kowloon Bay, will be forged to become a second vibrant Central Business District.

Driving Access

Roads are one key connection. As an old international aviation hub, Kai Tak is well served by the existing road networks in the vicinity, including the Kai Tak Tunnel, Lung Cheung Road and Kwun Tong Bypass. To further integrate Kai Tak with the road network, the planned East-to-West Route 6 in Kowloon will run through Kai Tak. A host of access roads both into and within North Apron and South Apron will also be built. Its accessibility and connectivity will be further enhanced.

It is equally important to provide an easy and direct access for the future passengers arriving at the cruise terminal to visit the attractions in various parts of Hong Kong. The Civil Engineering and Development Department is working on the enhancement of the existing taxiway bridge and the

construction of carriageway to tie in with the commission of the cruise terminal building and the first berth in 2013.

The Role of Railway

Railway is set to really open up Kai Tak, as well as energising the whole of Kowloon East. The Shatin to Central Link (SCL) will bring the MTR network right to the development's doorstep. Another plan for a rail-based Environmentally Friendly Linkage System (EFLS) that will run from the Kwun Tong waterfront through the entire length of the runway will connect KTD and SCL. One element of the EFLS proposal is a bridge linking Kwun Tong and the tip of the former runway.

Just a walk away

Certainly, KTD will spearhead to revitalise the surrounding neighbourhoods and communities. Therefore,

creating pedestrian access to the facilities and open spaces of the development has always been a priority. There will be a total of 25 sets new and enhanced pedestrian links, including subways, footbridges, underground shopping streets, and landscaped elevated walkways and footpaths to bring the hinterland of Kai Tak closer together.

Beyond Physical Connection

With a well-developed transport network, everyone in Hong Kong can access KTD by road, railway and on foot without difficulties. This connection network will definitely enhance the accessibility to KTD from its hinterland and the mobility amongst the areas, and beyond such, link up the heritage and history of the areas for both the local and overseas visitors to enjoy in leisure. □

本地、國際焦點聚啟德

Local and global interest in progress at Kai Tak



約克公爵安德魯王子蒞臨啟德
Prince Andrew, the Duke of York paid a visit to KTD



瑞典馬爾默市市長參觀啟德
Mayor of Malmo from Sweden visited KTD

■ 啟德發展計劃近期廣受注目。於10月28日，英國約克公爵安德魯王子蒞臨啟德，在發展局常任秘書長（工務）韋志成、土木工程拓展署署長韓志強和啟德辦事處專員鄧文彬陪同下，參觀了啟德發展計劃，並了解相關的工程設計和進度。此外，11月5日，瑞典馬爾默市市長率領該市代表團到訪啟德發展區，並由發展局局長林鄭月娥接待及講解啟德發展計劃的最新進展。

另外，早前於9月24日，一眾「啟德之友」會員參加了該會成立一周年的活動，一同參觀啟德發展區。眾會員表現得十分雀躍，並期望再次參與日後的活動。「啟德之友」是由啟德辦事處成立，目的是要促進公眾與社區的相互溝通。

如你有意定期收取本電子通訊或其他有關啟德發展計劃的最新消息，又或希望參加日後我們舉辦的會員活動，歡迎電郵至 friends.ktd@cedd.gov.hk，立即登記成為「啟德之友」！ □

■ The progress of KTD has drawn a lot of attention recently.

On 28 October, Britain's Prince Andrew, the Duke of York, paid a visit to Kai Tak to see the planning and development of KTD in the company of the Permanent Secretary for Development (Works), Mr Wai Chi Sing, the Director of Civil Engineering and Development, Mr Hon

Chi Keung and the Head of Kai Tak Office, Mr Stephen Tang. On 5 November, the Secretary for Development, Mrs Carrie Lam, welcomed a Swedish delegation led by the Mayor of the city of Malmo to visit KTD to share the latest progress of this mega development project.

A month earlier, on 24 September, members of "Friends of Kai Tak" visited

KTD as a celebration of the first anniversary of "Friends of Kai Tak", which is a group set up by the Kai Tak Office to enhance communication with the public and the community. Everyone enjoyed the visit and said they are looking forward to the next gathering.

If you wish to receive regular e-copies of this newsletter, other updates and information about KTD and even take part in the upcoming activities, you can simply register as a "Friends of Kai Tak" just by sending an email to friends.ktd@cedd.gov.hk. □



「啟德之友」一周年活動
1st Anniversary Activity of "Friends of Kai Tak"

撤銷規劃穿越太子道東的一段園景美化高架行人道後，改為擬建作戶外藝術及表演用途的平台有多大？

該平台的面積約11 600平方米，大約比9個面積為50米乘25米的標準游泳池為大。

How large is the proposed platform for outdoor arts and performance uses after the curtailment of part of curvilinear landscaped elevated walkway planned across Prince Edward Road East?

The platform is about 11 600m², which is more than 9 standard swimming pools with dimensions of 50m x 25m.

位處前跑道中央行車道上蓋的附屬平台有多長？

該附屬平台約長1.5公里，地方寬敞，會用作休憩用地，供市民享用。

How long is the landscaped deck above the central driveway along the former runway?

The landscaped deck is about 1.5km long forming a spacious open space for public enjoyment.

修訂《啟德分區計劃大綱圖》後，估計啟德發展計劃可容納的總人口約有多少？

估計啟德發展計劃日後的總人口約89 800人，比修訂前增加約3 800人。

What will be the estimated total population to be accommodated in KTD after the OZP refinement?

The estimated total population of KTD will be about 89 800, which is 3 800 more than before the refinement.

下一步...

有關一個以鐵路為主的環保連接系統及其走線等的公眾諮詢活動，將於2012年年初展開。

What's next...

Consultations with the public on a rail-based Environmentally Friendly Linkage System and its alignment will commence in early 2012.



我們歡迎您提供寶貴的意見，令《啟德新里程》的內容更豐富、更吸引。請將意見電郵至 ktd@cedd.gov.hk。

We appreciate hearing your valuable comments to enhance the contents of this publication. Please email them to ktd@cedd.gov.hk.

下期精彩內容

我們將於下期為您介紹有關一個以高架單軌列車模式於啟德發展區運行的環保連接系統。

Look out for the next issue

In the next issue, we will talk about the Environmentally Friendly Linkage System which is an elevated rail-based link in the form of a monorail serving KTD.

有問 必答

Frequently Asked Questions

