

地標長廊 踏出活力海濱

First Steps For Landmark Waterfront Walk



■「觀塘海濱花園第一期」自去年初開幕以來，不少居民和遊人已率先漫步海濱，欣賞優美景致。《啟德分區計劃大綱圖》已規劃了一條總長度約11公里的寬闊海濱長廊。整條海濱長廊將由土瓜灣經

啟德和觀塘延伸至茶果嶺，日後會成為啟德發展計劃中，佔地約100公頃的休憩用地的一部分。長廊除提供戶外休憩用地給公眾享用外，更可連接啟德發展區和鄰近海濱地區，直達維港海旁。

「觀塘海濱花園第一期」於2009年3月動工，是啟德發展計劃中首個落成的海濱休憩用地。這片滿載活力的綠色空間總面積為7 340平方米，並設有一條200米長的木板觀景步道，適合作運動或休憩之用。該處的多用途廣場更設有燈光、音樂和水霧效果；還有兒童遊樂場和一個可容納200人的有蓋觀眾席，適合舉辦各式各樣的文娛活動。

海濱長廊展活力

該段觀塘海濱長廊自2010年1月16日開放予市民享用以來，除了為社區提供一個全新的活動場地外，更是展覽藝術作品的理想場所。該處過去亦曾舉辦不少多姿多彩的活動，如攝影比賽、街頭表演、嘉年華、同樂日、賣物會等；其中一個由九龍社團聯合會籌辦，以〈木·棉〉為題的公共空間藝術展覽，亦特意選址在觀塘海濱長廊，展出多位本土藝術家的作品，讓公眾能漫步其中，細意欣賞。



政府部門齊協力
該段海濱長廊順利落成，是各政府部門共同合作的成果。工程項目由土木工程拓展署負責協調和推行，並由觀塘區議會協助美化。現時由康樂及文化事務署負責日常的管理工作。

第二期工程即將展開

長廊餘下700米的工程，會在觀塘公眾貨物裝卸區停用後展開，以期為整個觀塘海濱花園締造更優美宜人的景致。第二期工程包括延續的海濱觀景步道、緩跑徑、多用途廣場、涼亭和其他設施，日後會成為香港另一休閒熱點，吸引來自各方的訪客。□

The first phase of Kwun Tong Promenade started in March 2009, which is the first waterfront open space completed in KTD. Today, it is a vibrant green haven covering 7 340m² with a 200m long wooden boardwalk, which is perfect for exercise or any other enjoyment. A multi-purpose



plaza is also nestled amongst the landscaping with lighting, music and mist effects. In addition, a children's playground and a 200-seat covered spectator stand are provided as an ideal place for events and functions.

Promenade comes to life

Since the opening to the public on 16 January 2010, the Kwun Tong Promenade has been providing a new open space for community activities, as well as an ideal venue for arts display. A number of public events, including photo contest, street performance, carnival, fun day, bazaar, and more were held. A public art exhibition with the theme –

Government departments swing into action

Different Government departments have come together to make this project possible. The Civil Engineering and Development Department took the lead in coordination and project implementation while the Kwun Tong District Council assisted in site beautification. The promenade is now

managed by the Leisure and Cultural Services Department.

Get ready for the next stage

The works on the remaining 700m of this promenade will soon start after the closure of Kwun Tong Public Cargo Working Area to create a more impressive amenity to the community, including a continuation of waterfront boardwalk, a jogging track, a multi-purpose plaza, a pavilion and other facilities. One thing for sure is that the promenade will become another hotspot for leisure to attract visitors from further afield in Hong Kong. □

登入「吃喝玩樂在觀塘」網站 (www.kwuntong.org.hk)，即可瀏覽觀塘海濱長廊的資料，以及欣賞長廊的照片和簡介短片。

Simply surf the "Fun in Kwun Tong" website (www.kwuntong.org.hk) and find out more about the new Kwun Tong Promenade with great photos and a promotional video.

展望「您想」未來

A vision of the future

■過去，只有遊客才可進出的啟德，一直被重重的鐵絲網圍欄包圍，與鄰近地區分隔，但這一切已成為歷史。今天，我們正致力締造一個全新面貌、人人共享的啟德。這裏將四通八達、設施齊備，為香港帶來優美宜人的綠色空間。

我們正努力不懈實現夢想，並由2010年下半年開始，在前啟德機場北面停機坪外圍，沿太子道東較顯眼的工地圍欄上，展示了一系列色彩繽紛的大型海報，藉以描繪出一個充滿活力動感、可持續發展、匯集歷史文物、綠色和優質生活的啟德，讓公眾感受拆除圍欄後，理想中的啟德新面貌。□

■The area behind Kai Tak's chain link fences has been cut-off from the surrounding neighbourhoods for years. Access was restricted to passengers flying in and out of the city. However, these become history. Today, we are committed to creating a brand new district that

is connected, communal, and with an inviting green environment for everyone in Hong Kong to enjoy.

We are turning this dream into reality. A series of colourful banners have been displayed on the site boundary of the former

north apron of Kai Tak along the prominent locations of Prince Edward Road East since the latter half of 2010. These banners echo the development concepts of vibrancy, sustainability, heritage, and green and

quality living that drive this mega project and let the public have an idea of what the future ideal Kai Tak will be after demolishing the fences. □



歷史文物 緊密相連

Heritage link to be Well-connected

■ 土木工程拓展署在進行啟德發展計劃的考古勘探期間，在啟德範圍內發現了一個重要文物瑰寶——龍津石橋遺跡。

由於石橋遺跡備受公眾關注，因此土木工程拓展署參考了文物保育專員辦事處的意見，聯同古物古蹟辦事處和規劃署，舉辦了共兩個階段的公眾參與活動，就保存和展示石橋遺跡的最佳方法，收集公眾的意見。

原址保存

第一階段公眾參與活動已於2010年年中舉行。根據收集所得的意見顯示，市民都認為應原址保存石橋，並支持把石橋遺跡連接到鄰近的歷史文化資源，尤其是九龍寨城公園。

在2011年年初，我們進行了第二階段的公眾參與活動，除舉辦了「建立共識」工作坊外，亦同時透過書信和電郵蒐集公眾意見。我們更諮詢了有關的區議會、古物諮詢委員會、城市規劃委員會及其他相關團體，希望在保育龍津石橋和推行啟德發展計劃上取得平衡。

行人隧道 連接貫通

經考慮公眾參與活動所收集的意見後，我們建議設置一條不少於25米闊的保育長廊，用以原址保存石橋，並以行人隧道方式，把長廊經太子道東連接至九龍寨城公園。此行人隧道的位置，將與昔日連接龍津石橋和九龍寨城的「九龍街」相若。根據此方案，在《啟德分區計劃大綱圖》中，擬建於石橋遺跡附近的一段跨越太子道東的園景美化高架行人道，將予撤銷，以達致優化橫跨太子道東的行人設施的目的。

在整項諮詢工作中，我們亦同時收集了不少有關保育長廊的氛圍、展示手法、展覽設施及其他相關的公眾意見，作為日後項目設計的參考。

■ Unearthed during archaeological investigations by the Civil Engineering and Development Department (CEDD) at Kai Tak, the Lung Tsun Stone Bridge is a major heritage gem discovered at the development.

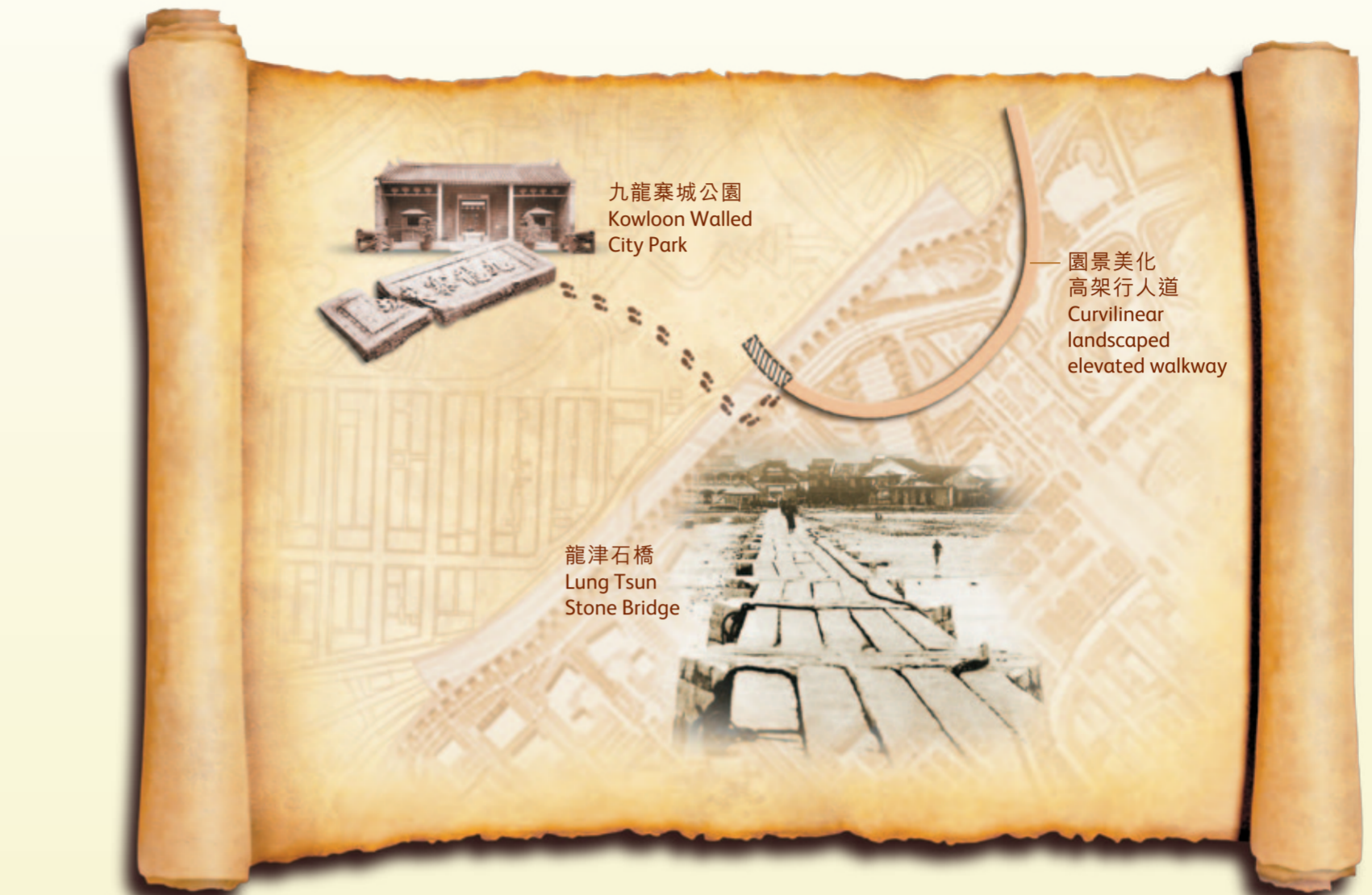
With great public interest in the Bridge, a two-stage public engagement

exercise was held to collect views on how to best preserve and present the Bridge remnants. This exercise was carried out by the CEDD under the advice of the Commissioner for Heritage and in collaboration with the Antiquities and Monuments Office and the Planning Department.

Bridge stays on site

In stage one of the consultation, held in mid-2010, it became clear that the public favoured preserving the Bridge in-situ and connecting the Bridge site with nearby heritage resources, in particular the Kowloon Walled City Park.

In early 2011, the second stage of the public engagement took place with a "Consensus Building" workshop, and more opinions were also received by letters and emails. Other parties, including the relevant District Councils, the Antiquities Advisory Board, the Town Planning Board, and related institutes, were consulted as well, with a view to striking a proper balance between conservation and development in Kai Tak.



Subway makes the connection
Taking into account all the views expressed during the public engagement, a preservation corridor not less than 25m-wide has been proposed for in-situ preservation of the Bridge

remnants. The preservation corridor will be connected to the Kowloon Walled City Park by a pedestrian subway across Prince Edward Road East (PERE). This pedestrian subway will lie in more or less the same location as the old street, named

"Kowloon Street", which connected the Bridge to the Kowloon Walled City in the old days. Under this approach, the part of the proposed curvilinear landscaped elevated walkway, which is close to the Bridge preservation

corridor crossing PERE under the Kai Tak OZP, is supported to be curtailed in order to rationalise the pedestrian crossing facilities along PERE. The consultation exercise also gathered many

interesting and useful ideas on the ambience of the preservation corridor, display approaches, exhibition facilities and others, which will be taken into account when we enter into the design phase of the project.

區域供冷系統 Cool Solutions

■ 香港首個區域供冷系統將於啟德發展區內興建。此系統是通過中央供冷站，把所製造的冷凍水經由地下水管網絡，源源不絕地送到每座用戶大廈，供其空調系統之用。

用戶、環境齊得益

區域供冷系統不但能源效益高，更可為環境帶來裨益。用戶大廈因無須裝設製冷機組，可減省前期建設費用，以及日後維修及營運開支。使用此中央供冷系統亦有助節省大廈空間，令建築物的設計更加靈活。

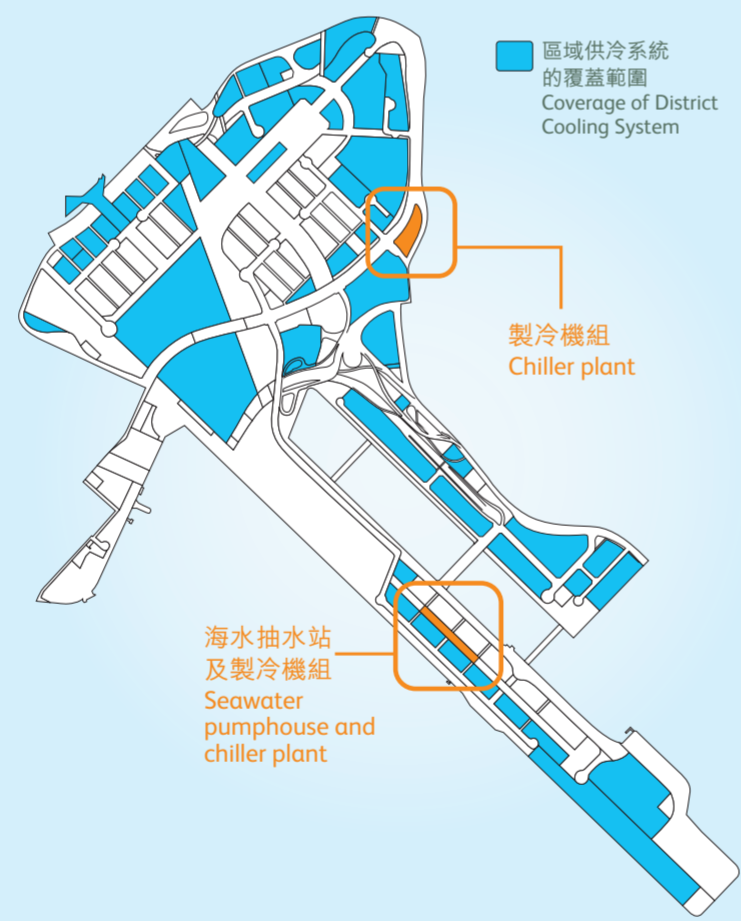
與傳統氣冷式空調系統比較，區域供冷系統更具能源效益，可減少溫室氣體排放，

為實現低碳社會的願景作出貢獻。此外，屋頂騰出的空間可用作綠化或安裝太陽能光伏板，有助進一步減排。

首兩期工程已全面展開啟德發展計劃內的區域供冷系統將由政府撥款興建，工程共分三個階段進行。

第一期工程主要為敷設管道；第二期工程則會建造供冷站機房、海水泵房及其他相關設施。此兩期工程已分別於2011年2月及3月動工，以配合啟德發展計劃內的最早項目，包括郵輪碼頭及公共房屋落成。

而第三期工程亦會隨後展開，範圍包括安裝機電設備



以及擴展管道等，為啟德發展計劃內的其餘項目提供中央供冷服務。

所有啟德發展計劃內的公共非住宅發展項目將會使用此供冷系統。政府正探討不同方案，以鼓勵區內私人商業發展項目採用此系統，以達致更高環保效益。

■ The District Cooling System (DCS) being built for the first time in Hong Kong within Kai Tak Development (KTD) is a large-scale centralised cooling system that produces chilled water at central chiller plants. The chilled water is then distributed through an underground network of water pipes to the air conditioning systems in individual user buildings.

Great benefits for end users and the environment

DCS offers a whole range of energy efficiency and environmental benefits. As it is not necessary for the end users to install their own chiller plants, it saves the capital costs, as well as maintenance and operation costs thereafter. It also helps to save space, which allows for more flexible building design.

The system is highly energy efficient when compared with traditional air-cooled air-conditioning system, which means lesser greenhouse gas emissions, contributing to achieving the vision of a low carbon economy. Roof top space is freed up for greening or solar panel installation to further reduce emissions.

First two phases are underway

The DCS project is funded by the Government and will be implemented in three phases.

The Phase I works on pipe laying and Phase II works on construction of chiller plant rooms, seawater pump house, and other associated facilities were started in February and March 2011 respectively. Works in these two phases are scheduled to tie in with the earliest development in KTD, including the cruise terminal and public housing estate.

To serve the remaining developments of KTD, Phase III works on installation of additional electrical and mechanical equipment and extension of pipes will commence afterwards.

All the "non-residential" public developments in Kai Tak will make use of this cooling system. The Government is investigating ways to encourage private commercial developments within KTD to employ this central chilled water supply cooling system to maximise environmental benefits.

下一步... What's next...

我們將於今年下半年在啟德明渠進口道和觀塘避風塘進行生物除污，作為應對氣味問題的首階段改善工程。

其他基建工程，如道路、排水渠、排污渠、水管和北停機坪美化工程，以及在郵輪碼頭大樓重置現時位於南停機坪的雷達等，亦快將展開。

Bioremediation at both the Kai Tak Approach Channel and Kwun Tong Typhoon Shelter will be carried out in the latter half of the year as the first stage of improvement works to address odour issues.

Further infrastructure works will soon commence too, including roadworks, drainage, sewerage, water mains and associated landscaping at former north apron, and the repositioning of existing radar at south apron on the roof of the new Cruise Terminal Building.

下期精彩內容

我們將與您分享啟德發展計劃的城市設計。

Look out for the next issue

We will touch on the urban design at the Kai Tak Development.

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

區域供冷系統為啟德發展計劃可帶來多少能源效益?

區域供冷系統比傳統氣冷式空調系統節省約35%電力。按啟德已規劃的公共和私人非住宅項目的空調樓面面積約170萬平方米計算，每年最多可節省約8500萬度電，相當於減少5.95萬公噸二氧化碳排放。

How much more energy-efficient will KTD become after adopting DCS?

DCS is about 35% more energy-efficient than traditional air-cooled air-conditioning system. The maximum annual saving in electricity consumption is estimated to be 85 million kilowatt-hour (kWh), with a corresponding reduction of 59 500 tonnes of carbon dioxide emissions per annum for the planned total public and private non-domestic air-conditioned floor area at Kai Tak, which is approximately 1.7 million m².

擬重置於郵輪碼頭大樓的雷達會否對附近居民的健康構成影響?

雷達所釋出的射頻電磁場與日常生活中，由電台、電視台或無線電話所產生的無線電波相同。由於無線電波並非對人體有害的電離輻射（例如X射線、伽馬射線等），而且擬建雷達的射頻覆蓋範圍主要為維港海上航道，能量水平亦十分低，所以對附近居民健康所構成的影響極微。

Will the proposed radar at Cruise Terminal Building induce health impact to nearby residents?

The electromagnetic fields emitted by the proposed radar are similar to the radio-frequency waves for TV, radio broadcasting or mobile phones which are closely related to our daily lives. Radio-frequency waves are not harmful ionising radiations such as X-ray or gamma ray. Also, the emission level of the proposed radar is very low and the coverage is mainly focused on the marine traffic in Victoria Harbour. The impact to the health of nearby residents is insignificant.

有問必答

Frequently Asked Questions

