

發展啟德 全情投入

Overseeing the future of Kai Tak



發展局局長林鄭月娥接受我們專訪時表示，啟德發展計劃是行政長官於2007年提出的十大基建之一，她能夠肩負這項大型海濱發展計劃，感到非常榮幸。

啟德發展計劃所面對的挑戰和機遇，無論涵蓋範圍和複雜程度都前所未有。林太稱其特別之處，在於啟德曾經是香港通往世界的大門，擁有獨特的歷史價值和傳統特色。發展計劃能夠使毗鄰的九龍城、黃大仙和觀塘等地區重展活力姿采；而最主要的成果，是多年來獲得公眾的積極參與，表達對啟德發展的願景，尋求共識，建設理想的啟德。

林太表示於2004至2006年期間，共建維港委員會舉辦了廣泛的公眾參與活動，最終制訂的啟德發展藍圖，充分反映公眾的意願，建立了一個不填海、綠化和以人為本的環境，她對此感到特別欣慰。林太的經驗告訴我們，在簽署任何合約前細心聆聽各方的意見，是整個發展進程審慎和必須的做法。由於事前能夠達成共識，《啟德分區計劃大綱圖》才可以順利獲得城市規劃委員會通過。

啟德發展計劃現已進入落實階段，林太所面對的挑戰，並不單只是在指定的撥款預算內

如期完成任務，而是要切實實現公眾的期望，為市民帶來盡善盡美的啟德。她認為啟德發展這類基建項目，是香港經濟發展的一大動力。為了更有效協調工作，於2010年3月1日在土木工程拓展署下，設立了啟德辦事處，以加快實施的步伐，提升規劃和建設的效率。

啟德辦事處架構精簡，由專業人士組成專責隊伍，負責協調工作以確保各項發展計劃順利

完成。除了常規的項目管理外，該專責隊伍更會協調休憩空間的設計工作（約佔整個發展面積的三成），並繼續和公眾交流及合作，攜手共建新啟德。

啟德發展計劃包含多個規模龐大的基建項目，如由政府建造的首個郵輪碼頭和首個區域供冷系統、多用途體育場館和環保運輸系統。此外，將興建連接道路以配合毗鄰地區的發展和活化。林太深明整個計劃涉及大量的人力物力，要取得成功，就必須把協調工作安排得宜，才可順利完成計劃。

雖然任務艱巨、挑戰重重，但林太有信心充分實踐啟德發展的理想，在維港畔締造一個饒富特色、朝氣蓬勃、優美動人、以民為本的啟德，令璀璨的維港景致更添活力，令每位香港人都引以為傲。

雖然任務艱巨、挑戰重重，但林太有信心充分實踐啟德發展的理想，在維港畔締造一個饒富特色、朝氣蓬勃、優美動人、以民為本的啟德，令璀璨的維港景致更添活力，令每位香港人都引以為傲。



■ The Secretary for Development, Mrs Carrie Lam, said she felt honoured to oversee the Kai Tak Development, one of the Ten Major Infrastructure Projects announced by the Chief Executive in 2007 and a mega harbourfront development.

The Kai Tak Development (KTD) is unique in its scope and complexity with a number of challenges and opportunities. Mrs Lam pointed out some of its special characteristics: the history and heritage of Kai Tak as the gateway to Hong Kong; the built-up districts adjacent to Kai Tak such as Kowloon City, Wong Tai Sin and Kwun Tong that can be revitalised by KTD; and the major success of engaging the public over the years to share their views on how best to develop the site.

Mrs Lam said she was particularly pleased with the extensive public engagement from 2004 to 2006 under the auspices of the Harbour-front Enhancement Committee that led to a blueprint for KTD accommodating people's aspirations for no reclamation and a green, people-oriented environment. In Mrs Lam's experience, spending the time upfront to capture people's views before any contracts were signed was a prudent and necessary approach to the whole development process. The general public consensus resulted in a relatively smooth approval process for the Kai Tak Outline Zoning Plan by the Town Planning Board.

Now come the challenges of implementation. Mrs Lam wants to embrace the public's expectations and deliver a successful KTD, beyond

the usual works objective of delivering projects "on time and within budget". She sees infrastructure developments like KTD as one of the driving forces of Hong Kong's economy. In order to speed up the implementation and enhance efficiency in planning and delivery through better coordination, the new Kai Tak Office was established under the Civil Engineering and Development Department on 1 March 2010.

The Kai Tak Office is a dedicated team of professionals who perform the coordinated focused function of getting KTD built. In addition to conventional project management, the team will coordinate the urban design of extensive open spaces (around 30% of the whole development area), and continue to work with and engage the public.

Mrs Lam recognises that KTD comprises many high-impact projects, such as the first cruise terminal and first District Cooling System to be built by the Government, as well as a multi-purpose stadium complex and an environmentally-friendly transport system. Also, links will be built to connect with the surrounding districts for growth and revitalisation. A huge amount of coordination is required to achieve success.

Nevertheless, Mrs Lam is confident that the vision of KTD as "a distinguished, vibrant, attractive and people-oriented Kai Tak by Victoria Harbour" will be fulfilled and KTD will be a significant addition to the Hong Kong landscape that becomes the pride of everyone in Hong Kong. □

「進行了兩年廣泛的公眾參與活動，最終制訂的啟德發展藍圖，充分反映公眾的意願，建立了一個不填海、綠化和以人為本的環境，我對此感到特別欣慰。」

"I am particularly pleased with the extensive 2-year public engagement that led to a blueprint for KTD accommodating people's aspirations for no reclamation and a green, people-oriented environment."



土木工程拓展署啟德辦事處

致力締造完美新啟德

KAI TAK OFFICE
Civil Engineering and Development Department
Dedicated to the success of KTD

統籌啟德的设计、规划和实施工作，力求完善，争取卓越成果。

We are committed to coordinating efforts to ensure excellence in the design, planning and implementation of KTD.

啟德的公共租住房屋計劃，將可容納多少人口？

我們計劃提供約一萬三千個公屋單位，供約三萬四千名市民居住。

What is the planned population for public rental housing at KTD?

We plan to accommodate around 34 000 people in approximately 13 000 public housing flats.

郵輪碼頭將會是怎麼樣的？

新郵輪碼頭位於前啟德機場跑道，擁有特別設計的客運大樓和兩個泊位，可容納世界上體積最大的郵輪（總噸位及排水量分別為二十二萬噸和十一萬噸）。

What will the new Cruise Terminal be like?

The new Cruise Terminal will be located at the former Kai Tak Airport runway featuring a specially-designed passenger terminal and two alongside berths to service the biggest cruise vessels in the world (220 000 tonnes gross tonnage and 110 000 tonnes displacement tonnage).

有問必答

Frequently Asked Questions

啟德的演變 Kai Tak Through the Years



1940's

「啟德」是以何啟爵士和區德先生的名字命名。這兩位商人曾合組公司，在九龍灣填海並發展住屋計劃。該公司後來結業，這幅土地於是成為一所飛行學校和一支英軍飛行部隊所使用。Kai Tak was named after two businessmen, Sir Ho Kai and Mr Au Tak, who formed a company to reclaim land in Kowloon Bay for a residential development scheme. Subsequently, the company was terminated. The vacant land was then occupied by a flying school and a British military flying unit.



1950's

1954年，政府通過一份機場發展總綱計劃。四年後，位於九龍灣海旁的新跑道落成。跑道全長2 529米，向西北/東南方向伸延。啟德機場遂正式名為香港國際機場。In 1954, the Government approved a master plan for airport development. Four years later, a new runway of 2 529 metres length, oriented in the northwest/southeast direction, was constructed at the waterfront of Kowloon Bay. The Kai Tak Airport was then officially renamed as the Hong Kong International Airport.



1970's

1975年，跑道延長至3 390米，以滿足當時在香港的三十一家航空公司班機在長途飛行方面的需求。In 1975, the runway was extended to 3 390 metres to meet the long haul flight requirements of the 31 airlines that were operating in Hong Kong.



1980's

1987年，有鑑於航空交通大幅增加，啟德機場展開了一連串擴建和改善工程，在新機場落成前，應付龐大的客運和貨運量。In 1987, another series of expansion and improvement projects commenced to cater for the huge increase in air traffic at Kai Tak. These enhancements supported the huge passenger and cargo flows until a new airport could be built.



1998

1998年7月5日，啟德機場的所有必需設備和二十九架飛機，於午夜後遷往赤鱗角機場。大型的搬運行動於一夜間完成，令人嘆為觀止。In a logistical feat of massive proportions, all essential equipment and 29 aircraft were relocated from the Kai Tak Airport to the new airport in Chek Lap Kok during an overnight changeover on 5 July 1998.



2010

時至今日，根據公眾的期望，佔地逾三百二十公頃的海旁土地已踏入首階段發展。郵輪碼頭工程合約、郵輪碼頭大樓的设计和建造工程合約及公共租住房屋建築工程合約亦已經全面展開。Today the 320-hectare waterfront site is in the first stage of development according to the public's aspiration. The site formation works contract, the design and build contract for the Cruise Terminal building and the public rental housing contract have already commenced.

■ 昔日的啟德機場位處鬧市，跑道的盡頭是高山和住宅，是一個獨特的地標。1998年7月6日，啟德機場完成了七十七年的歷史任務，成為港人的集體回憶。因此，政府渴望公眾盡早在規劃階段開始參與發展計劃，以充份考慮市民對啟德未來發展的願景，為下一代帶來裨益。

早於機場搬遷前，啟德的重建規劃工作已經密鑼緊鼓。當局在1998年完成一項可行性研究，並根據公眾對填海的關

注，在2001年修訂發展計劃，把原本為300公頃的填海範圍減少至133公頃。鑑於終審法院在2004年1月裁定，填海工程只可以在「有凌駕性的公眾需要」時進行，因此政府在2004年以「零填海」為起步點，展開「啟德規劃檢討」，進行三個階段的廣泛公眾參與活動。第一階段於同年9月推出，邀請社會各界人士參與，表達他們對啟德發展的願望，建立共識；其間舉辦了一連串公眾論壇和工作坊，讓市民討論交流，集思廣益。

公眾對新發展的意見包括把維港帶給公眾；確保以「零填海」為主要規劃原則；海濱交通暢達，方便市民享用；提供足夠的文化和康樂設施；保存啟德的文物古蹟及採用可持續發展和環保概念。

政府收集各方的意見後，在2005年11月推出第二階段公眾參與計劃，提出三個不同的概念規劃大綱圖，以便公眾作出比較並發表意見。規劃的重要一環是秉承「零填海」

原則，作為發展住宅、商業和體育設施的大前提。

最後，在2006年6月，「啟德規劃檢討」的公眾參與計劃進入第三階段，政府透過更多論壇、展覽和簡報討論會與公眾交流，綜合各方意見後，建議進行均衡發展，涵蓋住宅、商業辦公室/酒店、體育和旅遊等項目。經過多輪的公眾諮詢和在城市規劃委員會的帶領下，最終完成了法定的《啟德分區計劃大綱圖》，該圖於2007年11月6日獲得行政長官會同行政會議核准。

公眾積極回應啟德發展計劃，提出不少寶貴意見、具體方案和饒富創意的構思，開闢了公開而有意義的溝通渠道，建立了良好的基礎，讓大家可以繼續參與、表達觀點和提出建議，共建新啟德。□

■ The old Kai Tak Airport was an icon of Hong Kong life with its exhilarating steep-banked runway approach and special city location. It was beloved by many for 77 years before its closure on 6 July 1998. As such, the Government was eager to get the public involved as early as possible in the planning process and to take into account their views on how the site should be redeveloped for future generations.

Even before the relocation of the airport, planning for the re-use of Kai Tak had already begun. A Feasibility Study was completed in 1998 followed by a revised scheme in 2001 in response to the public's concerns over harbour reclamation. The extent of harbour reclamation was thus reduced from 300 hectares to 133 hectares. Nonetheless, the Court of Final Appeal's judgement in January 2004 ruled that any proposed reclamation could only be sought if there was an overriding need for

reclamation. As a result of the court's judgement, the Government in 2004 commissioned the Kai Tak Planning Review with 'zero reclamation' as the starting point to carry out an extensive 3-stage Public Engagement Programme. Stage 1 was launched in September 2004 to engage the community at all levels and sectors to build common visions for Kai Tak. A series of public forums and workshops were held to discuss ideas and get feedback.

Some of the public's comments included integrating the Harbour with the people, ensuring no reclamation as the major planning principle, having an accessible waterfront for public enjoyment, providing adequate cultural and recreational facilities, maintaining the heritage of Kai Tak, and adopting sustainable development and environmentally-friendly concepts.

Taking note of all the views, the Government presented three different outline concept plans for the public to comment during the Stage 2 Public Engagement Programme in November 2005. A key aspect was the "zero reclamation" principle which was adopted as the basis in preparing the plans for residential, commercial and sports development.

Lastly, Stage 3 of the Programme in June 2006 reached out to the public with more forums, exhibitions and briefing sessions. From this came a plan proposing a balance of residential, commercial offices/hotels,

sports and tourism components for KTD. After rounds of public consultation and with the guidance of the Town Planning Board, the statutory Kai Tak Outline Zoning Plan (Kai Tak OZP) was formulated. It was approved by the Chief Executive in Council on 6 November 2007.

All along, the public responses to KTD have been enthusiastic, generating valuable comments, substantial proposals and innovative ideas. Such open and meaningful dialogues set the stage for the public to continue getting involved and giving their views on a new Kai Tak. □

攜手共建新啟德

Building New Kai Tak with the Public

多用途體育場館

主場館提供四萬五千個座位，設有開合式天幕，將成為維港的矚目地標。副場館和室內體育館分別設有五千和四千個座位；該處亦會興建其他休憩和康樂設施。

Multi-purpose Stadium Complex

The main stadium with a retractable roof and 45 000 fixed seats will become a new icon on the waterfront. A secondary stadium with 5 000 seats, an indoor sports arena with 4 000 seats and other leisure and recreational facilities will also be built.



都會公園

都會公園佔地約二十四公頃，與海濱和體育場館融為一體。除了興建自然和綠化園區供休憩和康樂用途外，更計劃設置單車徑和緩跑徑，並考慮提供其他康樂設施。

Metro Park

Covering about 24 hectares and integrated with the waterfront and Sports Hub, Metro Park will provide not only natural and landscaped areas for relaxation and recreation, but a cycle track and jogging trail are planned, while the provision of other recreational facilities is under consideration.



啟德與其他地區未來的連繫

擬建的沙田至中環線（沙中線）進一步把鐵路服務伸延，經啟德至其他區域，配合更多的交匯點，乘客更可享用四通八達的服務，穿過每一角落。

擬建的六號幹線由中九龍幹線、T2主幹路和將軍澳—藍田隧道組成，經啟德連接西九龍與東九龍，並提供一條往來九龍與將軍澳地區的東西向捷徑。

The Future Link with other Areas

Fast, reliable and convenient, the proposed Shatin-to-Central Link will extend railway services via Kai Tak to areas yet to be served. With more interchange points, passengers will be given greater access to every corner of the territory.

Comprising the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O—Lam Tin Tunnel, Route 6 will provide via Kai Tak a convenient direct route linking West and East Kowloon as well as an east-west express link between Kowloon and Tseung Kwan O areas.

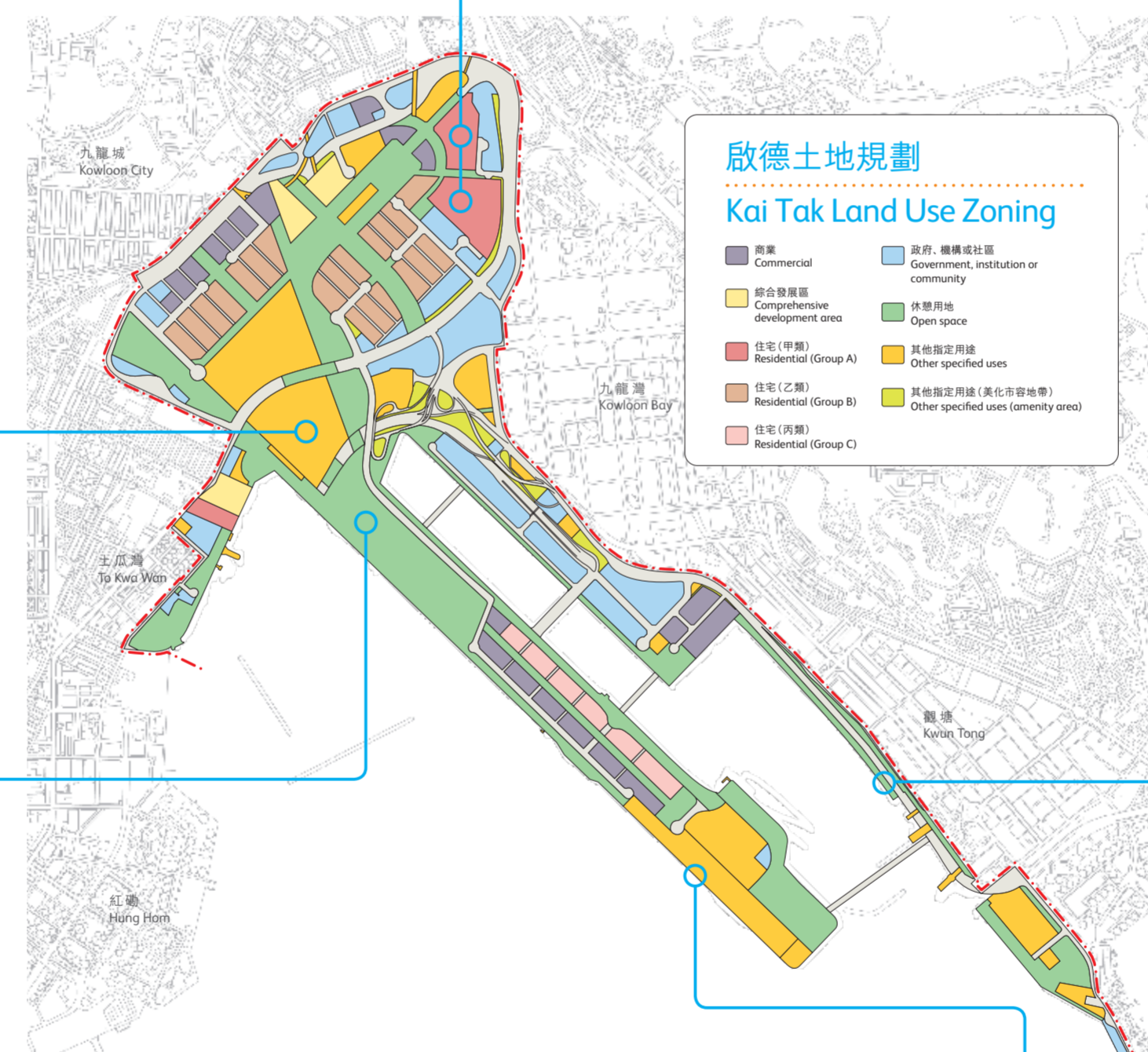


公共租住房屋發展

為配合市民對公共租住房屋的需求，啟德北停機坪將提供約一萬三千個房屋單位。

Public Rental Housing Development

Responding to the need for more public rental housing, around 13 000 flats will be built at the North Apron of KTD.



啟德土地規劃

Kai Tak Land Use Zoning

- 商業 Commercial
- 政府、機構或社區 Government, institution or community
- 綜合發展區 Comprehensive development area
- 休憩用地 Open space
- 住宅(甲類) Residential (Group A)
- 其他指定用途 Other specified uses
- 住宅(乙類) Residential (Group B)
- 其他指定用途(美化市容地帶) Other specified uses (amenity area)
- 住宅(丙類) Residential (Group C)

啟德發展計劃

規模龐大、項目多元，總規劃面積超過三百二十公頃，在維港畔提供一幅最遼闊的土地。該計劃秉承以人為本的原則，增強市民和海港的連繫，為大約八萬六千名居民提供優質生活環境，使九龍城、黃大仙和觀塘等鄰近地區再展活力姿采。此外，啟德發展計劃實行可持續發展，並建設完善的休憩處和公園網絡，供市民使用。

Kai Tak Development

is a huge and highly complex development project spanning over 320 hectares with the largest available land fronting Victoria Harbour. It offers opportunities to bring the harbour to the people, provide quality living environment for around 86 000 residents, as well as revitalise all of the surrounding districts such as Kowloon City, Wong Tai Sin and Kwun Tong. What's more, KTD seeks to practise sustainable development and cultivate a comprehensive network of parks and gardens for everyone to enjoy.

郵輪碼頭

隨着在前機場跑道南端的世界級郵輪碼頭工程動工，政府銳意發展香港成為區內具領導地位的郵輪中心。郵輪碼頭會提供便捷、先進的設施，以及高效率和高質素的服務。郵輪碼頭的首個泊位預計在2013年中投入服務。

Cruise Terminal

With the commencement of works for a world-class cruise terminal at the southern tip of the former runway, the Government aims to develop Hong Kong into a leading regional cruise hub. The cruise terminal will provide state-of-the-art and user friendly facilities, as well as efficient and quality services. The first berth of the cruise terminal is expected to come into operation in mid-2013.



下一步...

保育十九世紀遺蹟

為啟德發展計劃進行環境影響評估時，考古學家發現龍津石橋遺蹟。該橋建於1873年，是連接九龍寨城的主要通道。由於龍津石橋具寶貴的歷史價值，政府將於本年6月中旬舉辦「地區展望工作坊」，以公眾利益為重點，找出保育龍津石橋的最理想方案，討論如何將這歷史遺蹟與啟德發展計劃融為一體。歡迎您提供寶貴意見。



What's next...

Preserving a 19th-century relic

In the Environmental Impact Assessment of KTD, archaeologists unearthed remains of a section of Lung Tsun Stone Bridge. The bridge was originally built in 1873 and served as an important link to Kowloon Walled City. Because of its historical value, the Government will hold "Community Envisoning Workshops" in mid-June 2010 to discuss how best to preserve the bridge remains and to integrate it into KTD for the public's interest. We welcome your views on the matter.

別具特色的休憩空間

啟德發展計劃回應公眾的訴求，建設市民渴望的綠茵公園和海濱長廊。長廊將由茶果嶺沿海濱伸延至土瓜灣，沿途將設有露天茶座和街頭表演場地等設施。在跑道區，青翠的九龍山脈和迷人的港島景致將盡入眼簾。觀塘海旁的長廊首期工程已經竣工，這條全長二百米的休閒勝地設有海旁木板步道、特色塔樓地標、兒童遊樂場、多用途廣場、表演台及觀摩席，設施應有盡有。

Signature Open Spaces

The public's aspiration for open green areas and harbourfront promenades will be realised at KTD. A continuous promenade along the waterfront from Cha Kwo Ling to To Kwa Wan will be built to accommodate a variety of activities, including alfresco dining, street performance, etc. Visitors will be able to enjoy splendid views of the Kowloon Hills and Hong Kong Island skyline from the transformed runway area. An advanced section of 200 metre promenade at the Kwun Tong waterfront has been completed, featuring a seaside boardwalk, special tower landmark, children's playground, multi-purpose plaza, performance stage and spectator stand.



下期精彩內容

香港將為世界航海地圖再添一郵輪碼頭

Look out for the next issue

Putting Hong Kong on the world cruising map with new Cruise Terminal!

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

