

**For information**

**Legislative Council Panel on Development  
Progress Report on Kai Tak Development**

**PURPOSE**

This paper updates Members on the progress of Kai Tak Development (KTD), and seeks Members' support on our proposal to part-upgrade three PWP items (**465CL**, **469CL** and **711CL**) to Category A, at a total estimated cost of about \$1,165 million in money-of-the-day (MOD) prices, for (a) treatment of contaminated sediment at Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS); (b) construction of stage 2 infrastructure in the north apron area; and (c) reprovisioning of radar on top of the cruise terminal building.

**OVERVIEW**

2. KTD is a highly complex development project spanning a total planning area of over 320 hectares covering the ex-Kai Tak airport together with the adjoining hinterland districts of Kowloon City, Wong Tai Sin and Kwun Tong. In view of the scale and complexity of the project, we have been working closely with the public and the Legislative Council (LegCo) in taking forward its implementation.

3. For LegCo, we briefed the Panel on Development (the Panel) on the KTD implementation plan in January 2009. Subsequently, we obtained funding approval from LegCo in 2009 and 2010 for proceeding with a series of KTD-related public works projects with aggregate approved project estimate of about \$12.6 billion. These projects are currently either under construction or at the detailed design stage.

4. In November 2009, we updated the Panel on the progress of KTD and obtained support for setting up a dedicated Kai Tak Office (KTO) in the Civil Engineering and Development Department. The KTO started operation in March 2010.

5. In May 2010, we further updated the Panel on the KTD progress, including the public engagement exercise for the preservation of

Lung Tsun Stone Bridge.

## CURRENT SITUATION

### *Projects Planned for Completion in 2013*

6. Construction of key KTD projects targeted for completion in 2013 is progressing well, comprising the cruise terminal building and the first berth at the ex-runway, the public housing development at the north apron area and the associated supporting infrastructure. In addition, the early phase of the District Cooling System has just commenced construction in the first quarter of 2011 following Finance Committee's funding approval on 18 February 2011.

7. The next project in the pipeline is the proposed fire station cum ambulance depot at the south apron. Subject to the funding approval of the Finance Committee in July 2011, construction is planned to start in the third quarter of 2011.

8. A plan showing the location of the above projects is at **Annex 1**.

9. In accordance with the KTD implementation programme, we plan to seek Finance Committee's funding approval in June 2011 to take forward the construction of the following two projects which are part and parcel of the first development package of KTD for completion in 2013.

- (a) To ensure that the odour problem at KTD can be substantially mitigated at the time of commissioning of the first cruise berth in 2013, we plan to start in-situ bioremediation treatment on the contaminated sediments at the KTAC and KTTS in the latter half of 2011. We propose to part-upgrade **465CL** "Kai Tak development - Kai Tak approach channel and Kwun Tong typhoon shelter improvement works" to Category A at an estimated cost of \$720 million in MOD prices. Details of the proposed works are at **Annex 2**.

As for the proposed opening at the ex-runway to enhance water circulation in the KTAC, we are reviewing in detail its provision as well as the size of the opening with reference

to water quality field data being collected. Further field data will be collected in the course of the bioremediation treatment works. We will consult the public before making a decision on the proposed runway opening.

- (b) In order to maintain the surveillance coverage of the Victoria Harbour by the Marine Department, we propose to part-upgrade **711CL** “Kai Tak development – advance infrastructure works for developments at the southern part of the former runway” to Category A at an estimated cost of \$89 million in MOD prices for the reprovisioning of an existing radar at the south apron area. The new radar will be installed on top of the cruise terminal building. Details of the proposed reprovisioning works are at **Annex 3**.

### ***Public Engagement***

10. While we are undertaking the detailed planning and design of further infrastructure works in KTD, we are in parallel pursuing public engagement exercises as highlighted below.

#### Lung Tsun Stone Bridge (the Bridge)

11. The public engagement on preservation of the Bridge commenced in May 2010. Apart from consultations with District Councils and statutory bodies, two public workshops were held during the stage 1 community envisioning exercise. The mainstream views are in support of in-situ preservation and exhibition of the remnants, no fabrication of “fake antiquity”, connection to heritage resources nearby, coherence in urban design and provision of exhibition facilities.

12. Stage 2 of the public engagement programme started in January 2011 to build consensus on the approach to preservation of the Bridge, with a public workshop held in January 2011 and a series of consultations with stakeholders. A copy of the pamphlet for the public workshop is at **Annex 4**. The proposal of a 25-metre wide preservation corridor and the provision of a pedestrian subway in lieu of an elevated walkway across Prince Edward Road East for a more direct connection to the Kowloon Walled City Park were generally well received.

13. We will take forward the conceptual preservation corridor proposal and adjust the boundary of the adjoining development sites with

a view to balancing preservation and development. The pedestrian subway connection together with a link through Shek Ku Lung Road Playground to connect the Bridge with the Kowloon Walled City Park is also being further developed.

### Kai Tak River

14. The plan to improve the entire length of the existing Kai Tak Nullah from Wong Tai Sin to Kai Tak provides an opportunity to transform the nullah into an attractive green river corridor connecting the old and new urban areas. Stage 1 of the 2-stage public engagement exercise on “Building our Kai Tak River” commenced in November 2010. Two community envisioning workshops and a series of consultations with stakeholders have been conducted. A copy of the pamphlet for the workshops is at **Annex 5**. The mainstream views support the vision for a green river corridor and un-decking of the nullah as far as possible. Besides, there is a common aspiration for provision of landscaping, pedestrian and recreational facilities as well as connections with adjoining open spaces.

15. In the light of public views collected, we are developing design concepts for Kai Tak River that aim to meet both functional requirements and townscape enhancement to the districts. These ideas will be deliberated in stage 2 public engagement planned for mid-2011 to build consensus in the design of different sections of the river channel.

### ***Progress of Major Projects***

#### Kai Tak Government Offices

16. The proposed Kai Tak Government Offices will provide Government services to both the existing population in the hinterland areas such as San Po Kong and Kowloon City, and the new population in KTD at an early stage. The Architectural Services Department (ArchSD) has invited tenders for the project. Subject to Finance Committee’s funding approval, construction is planned to start in end 2011 for substantial completion by end 2014.

#### Centre of Excellence in Paediatrics in South Apron Area

17. Preparation works for the establishment of a multi-partite paediatric medical centre in the south apron area is in progress.

Pre-qualification of tenderers by the ArchSD is now underway. Subject to Finance Committee's funding approval, construction is planned to commence in the latter half of 2012 for completion by 2016.

#### Multi-purpose Stadium Complex

18. Technical feasibility study, and event profile and economic impact assessment study for the proposed Multi-purpose Stadium Complex (MPSC) have been completed. The Home Affairs Bureau will consider different procurement and financing options for the MPSC having regard to the findings of the two studies as well as local and overseas experience.

#### Heliport

19. A site has been reserved in KTD for construction of a second cross-boundary heliport in the future. The Government's intention is to invite private sector investment for the development and subsequent maintenance and operation of the heliport. The Civil Aviation Department is liaising with relevant government departments for the planning of the supporting facilities of this heliport. All the construction and building works of the heliport is targeted for completion and operation by mid-2015.

#### Kwun Tong Waterfront Promenade

20. The proposed waterfront promenade at the Kwun Tong Public Cargo Working Area (PCWA) will provide the much needed open space for the enjoyment of both the local residents and the community at large. The Government plans to decommission the Kwun Tong PCWA when the existing Berth Licence Agreements expire in 2011. In parallel, planning for the waterfront promenade along the Kwun Tong waterfront is in progress.

### ***Other Issues***

#### Facilitating Urban Redevelopment

21. At the Panel Meeting in May 2010, some Members raised the point that an important objective of KTD is to facilitate redevelopment of adjacent old districts. In his 2010-11 Policy Address, the Chief Executive announced that to enable early implementation of the "flat for

flat” scheme as an alternative to cash compensation for affected owner-occupiers in redevelopment projects of the Urban Renewal Authority (URA) under the new Urban Renewal Strategy, the Government will reserve residential sites in KTD for the URA to build residential flats for the purpose. The first suitable site identified is one at the north apron area adjoining the public housing under construction. The site which measures 1.13 hectare is capable of producing about 1 000 modest, affordable and environmentally sustainable flats of small and medium sizes ranging from 40 to 60 square metres. The first phase of the site is aimed to be ready for the issue of land grant by April 2012.

22. In parallel, with a view to ensuring that KTD will start providing housing sites by 2014, we have brought forward the programme of the stage 2 infrastructure serving the residential sites and its vicinity. Construction is now planned to start in the latter half of 2011. To fund these works, we propose to part-upgrade **469CL** “Kai Tak development - infrastructure at north apron area of Kai Tak Airport” to Category A at an estimated cost of \$356 million in MOD prices. Details of the proposed works are at **Annex 6**. We plan to seek Finance Committee’s funding approval in June 2011 to take forward the project.

#### Mitigation of Odour at To Kwa Wan Waterfront

23. We have been working with relevant departments and the Kowloon City District Council to study the odour problem at To Kwa Wan waterfront. To improve the situation, we have removed the sediments exposed during low tides at the waterfront of Ma Tau Kok Road. At Chi Kiang Street, we have increased the frequency of desilting for the interception facilities, while at Hok Yuen Street, we have added an interceptor in the drainage culvert to reduce polluted flows.

#### Integration and Connection with Adjacent Districts

24. One of the key issues being addressed in KTD is the pedestrian connections with adjacent districts. To this end, the on-going public engagement programme offers an opportunity to seek views from the community on this subject, such as how the preservation of Lung Tsun Stone Bridge as a feature in KTD can foster linkage and integration of the old and new neighbourhoods. As mentioned in paragraph 12 above, in response to public views, we will study in detail the proposal of a pedestrian subway across Prince Edward Road East linking the Bridge and the Kowloon Walled City Park. We will continue to look for scope to refine and enhance the planned pedestrian facilities.

25. To assess the feasibility of the Kai Tak Environmentally Friendly Linkage System (EFLS), we commenced a consultancy in end 2009 to study the engineering, environmental, financial and operational aspects of the proposal, as well as the scope of extending the EFLS beyond KTD to adjacent districts to enhance integration and revitalisation. Public consultations on the study findings are expected to be conducted in around mid-2011.

#### Enhancement of Accessibility to Waterfront

26. We continue to pursue measures to enhance the accessibility to the waterfront. Plans are being developed to realign the roads along the ex-runway away from the waterfront to create a promenade free from traffic with direct interface with development sites. Design schemes will be available in the latter half of 2011 for consultation.

27. In connection with the on-going public engagement on Kai Tak River, the scope of a more direct pedestrian link along the river channel to the runway waterfront is being explored. This will further improve access to the waterfront and enhance vibrancy of the promenade. Conceptual schemes are under development for seeking public views in the upcoming public engagement activities.

#### Communication with the Public

28. To enhance communication with the public, we started issuing newsletters entitled “Kai Tak on the move” in June 2010 on a quarterly basis. Besides, we provide information on KTD progress and activities via dedicated website<sup>1</sup>. To promote direct communication with the community, we also invite members of the public to register as “Friends of Kai Tak” to receive newsletters and other information via email. A copy of the latest Kai Tak newsletter is at **Annex 7**.

29. We have also affixed banners of feature design along a 500-metre long perimeter fence of the KTD site at Prince Edward Road East facing Kowloon City. The banners are designed to present the planning themes of KTD, which will at the same time help enhance the visual character of the area. We plan to progressively affix banners at other suitable sections of the perimeter fence.

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<sup>1</sup> The internet address of the KTD website is <http://www.ktd.gov.hk>.

## **ADVICE SOUGHT**

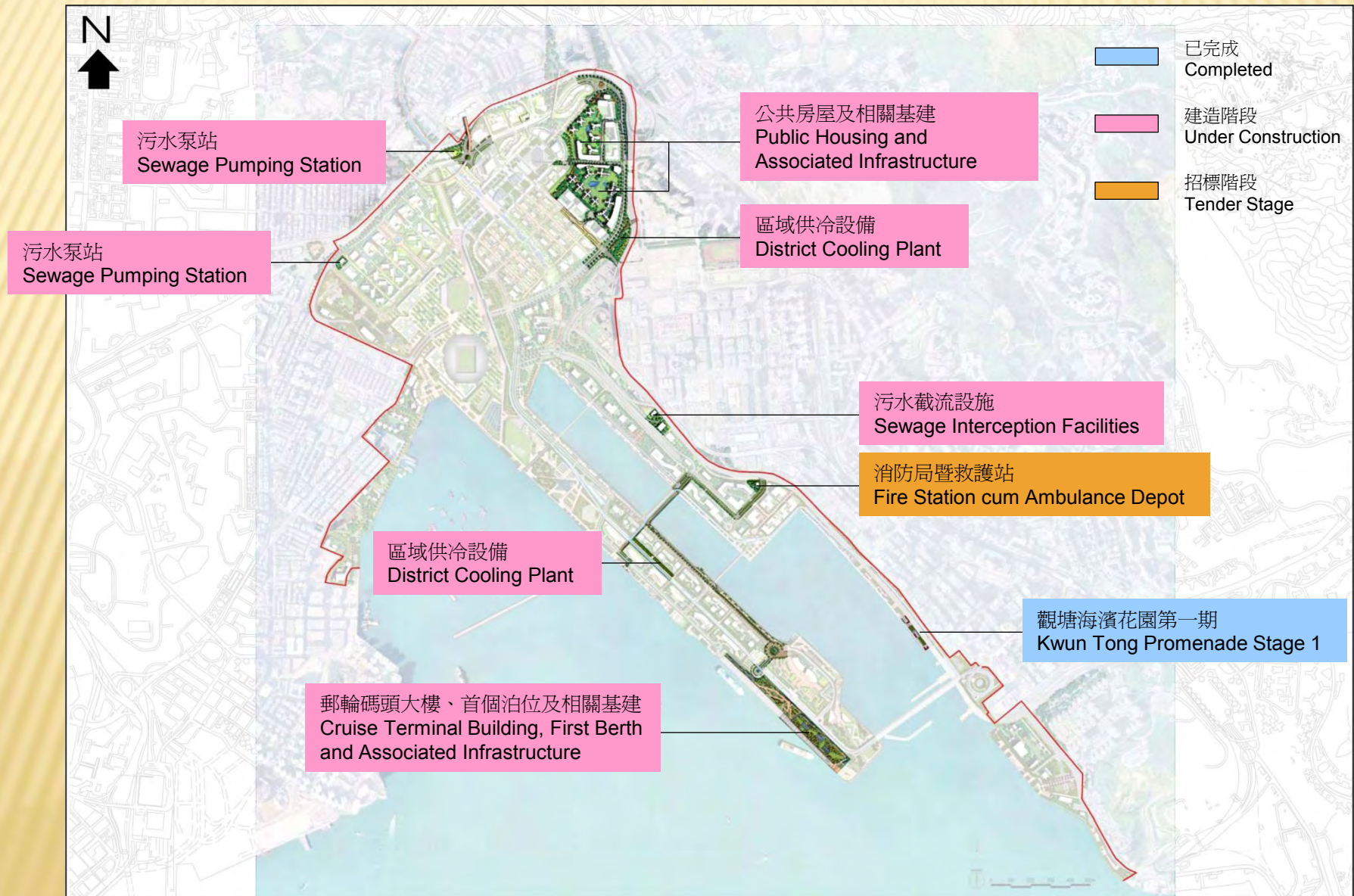
30. Members are invited to note and comment on the latest progress of KTD. Members are also invited to support our funding proposals as mentioned in paragraphs 9 and 22 above, so that funding applications can be made to the Public Works Subcommittee and the Finance Committee in June 2011.

**Development Bureau**  
**April 2011**



# 計劃於2013年完成的啓德發展項目

## KTD PROJECTS PLANNED FOR COMPLETION IN 2013



**465CL – Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works**

**PROJECT SCOPE AND NATURE**

The part of **465CL** which we propose to upgrade to Category A comprises –

- (a) bioremediation treatment<sup>1</sup> of the contaminated sediments over an area of about 90 hectares (ha) of seabed at Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS);
- (b) dredging of about 13 ha of seabed at KTAC;
- (c) repairing and reinstatement works to the embankments of the associated waterways;
- (d) demolition of a disused dolphin connecting to the former airport runway and associated improvement works in the vicinity of To Kwa Wan typhoon shelter; and
- (e) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (d) above.

The site plan showing the proposed works is at **Enclosure**.

2. Subject to funding approval by the Finance Committee, we plan to commence the proposed works in July 2011 for completion by September 2014 with the treatment of contaminated sediments at KTAC and KTTS to be

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<sup>1</sup> Bioremediation treatment involves injection of oxidants, i.e calcium nitrate into the treatment area, promoting degradation of pollutants by the bacteria in the sediments and oxidizing the odourous sulphides into odourless sulphates.

substantially completed in mid-2013 to tie in with the commissioning of the Cruise Terminal.

## JUSTIFICATION

3. KTAC is a semi-enclosed water channel connecting to KTTS at its downstream. These waterways receive stormwater discharge from a large old urban catchment area of about 1 800 ha in East Kowloon. Over the past few decades, expedient connections in San Po Kong, Diamond Hill, Wong Tai Sin, Kowloon Bay and Ngau Tau Kok have caused water pollution and contaminated sediments deposited at the seabed of KTAC and KTTS, resulting in odour problem in the vicinity<sup>2</sup>. For environmental reason and public enjoyment of the waterfront, we need to carry out the contaminated sediment treatment and dredging works mentioned in paragraphs 1(a) and (b) above respectively, to deal with the odour problem.

4. The effectiveness of the proposed bioremediation treatment method at KTAC and KTTS had been confirmed by field trials at a total area of about 4.5 ha at KTAC in 2006 and 2008. The field test results had been reviewed by various independent academics from local and the mainland universities<sup>3</sup> and they all agreed that the proposed bioremediation treatment method at KTAC and KTTS is technically feasible and effective to deal with the odour problem. This method was also proven to be effective in resolving similar odour problem at Shing Mun River and Sam Ka Tsuen typhoon shelter. As for the proposed dredging work at KTAC, the purpose is to lower the existing seabed to ensure that it will not be exposed during low tide periods and to maintain sufficient water depth for suppressing odour generation.

5. To facilitate enjoyment of the waterfront by the public, we plan to repair and reinstate the existing embankment of the associated waterways at

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<sup>2</sup> The situation has been improved in the recent years after the enactment of the Water Pollution Control Ordinance (1980) and the Waste Disposal Ordinance (1980), as well as implementation of the East Kowloon and North and South Kowloon Sewerage Master Plans, elimination of expedient connections and diversion of treated effluent from the Shatin and the Tai Po Treatment Works to the Kai Tak Nullah.

<sup>3</sup> Including (i) Professor Herbert H P FANG, Chair of Environmental Engineering, the University of Hong Kong, (ii) Professor Nora F Y TAM, the City University of Hong Kong, (iii) Professor Irene M C LO, the Hong Kong University of Science and Technology and (iv) Professor ZHANG Xihui, Tsinghua University.

KTAC and KTTS as mentioned in paragraph 1(c) above.

6. We also plan to demolish a disused dolphin connecting to the former airport runway as mentioned in paragraph 1(d) above. The dolphin is used to be an integral part of the operating facilities of the former Kai Tak Airport. We will also carry out associated works in the vicinity of To Kwa Wan typhoon shelter to improve the environment of adjacent waterways, including the waterfront of Ma Tau Kok and To Kwa Wan.

## **FINANCIAL IMPLICATIONS**

7. We estimate the capital cost of the proposed works to be \$720 million in MOD prices<sup>4</sup>.

8. We estimate that the proposed works will create about 92 jobs (67 for labourers and another 25 for professional/technical staff) providing a total employment of 1 900 man-months<sup>4</sup>.

## **PUBLIC CONSULTATION**

9. We gazetted the proposed works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 2 July 2010 and received no objection. The works was authorized on 15 October 2010.

10. We consulted the Local Vessels Advisory Committee on 26 August 2010 on the project. Members raised no objection to the proposed works and suggested a briefing to fishermen's associations on the proposal. In response, we convened a briefing session to these associations on 28 October 2010 with background information forwarded to them prior to the meeting. They did not express any objection to the proposed works.

11. We consulted the Kwun Tong District Council, the Food and Environmental Hygiene Committee of the Wong Tai Sin District Council both on 2 November 2010 and the Housing and Infrastructure Committee of the Kowloon

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<sup>4</sup> These figures represent the latest estimates of capital cost and job opportunities. We will finalise these figures before submission to the Public Works Subcommittee for consideration.

City District Council on 18 November 2010. Members of these District Councils were generally supportive to the proposed works.

## **ENVIRONMENTAL IMPLICATIONS**

12. The engineering feasibility study of KTD is a designated project under Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). An EIA Report was prepared for KTD under the EIA Ordinance and the Director of Environmental Protection approved the EIA Report on 4 March 2009. The proposed works as mentioned in paragraphs 1(a) to (c) form part of the recommendations of the EIA Report for enhancing the local environment to tie in with the planned developments of KTD.

13. The demolition of the disused dolphin as mentioned in paragraph 1(d) forms part of the decommissioning of the former Kai Tak Airport which is a designated project under Schedule 2 of the EIA Ordinance. We completed an EIA study for decommissioning of the south apron and runway, which includes the demolition of the disused dolphin, and the Director of Environmental Protection approved the EIA Report on 19 December 2007. An Environmental Permit (EP) for the subject decommissioning works was obtained on 8 January 2008.

14. We will comply with the conditions of the relevant EP. We have incorporated into the works contracts the environmental mitigation measures and environmental monitoring and audit requirements, as recommended in the approved EIA reports for the proposed works. The recommended mitigation measures include control of chemical injection and dredging rates, covering of dredged sediments during the dredging operation and transportation, deployment of silt curtains at the dredging areas and installation of silt screens at selected seawater intakes.

15. In addition, we will control noise, dust and site run-off nuisances to within established standards and guidelines. These measures include provision of wheel-washing facilities to reduce emission of fugitive dust and the use of silenced plant to reduce noise generation. We have included \$9.2 million (in September 2010 prices) in the project estimate for provision of necessary environmental mitigation measures and implementation of an EM&A programme.

16. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. excavated materials for backfilling) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities<sup>5</sup>. We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

17. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

18. We estimate that the project will generate in total about 1 936 tonnes of construction waste. Of these, we will reuse about 90 tonnes (4.6%) of inert construction waste on site and deliver 1 106 tonnes (57.2%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 740 tonnes (38.2%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$122,362 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne<sup>6</sup> at landfills).

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<sup>5</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

<sup>6</sup> This estimate has taken into account the cost of developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.

19. We estimate that the dredging works at KTAC will generate about 5 100 cubic metres (m<sup>3</sup>) of uncontaminated sediments and about 144 300 m<sup>3</sup> of contaminated sediments. The dredged sediment will be disposed of at designated disposal sites allocated by the Marine Fill Committee and agreed by the Environmental Protection Department.

## **HERITAGE IMPLICATIONS**

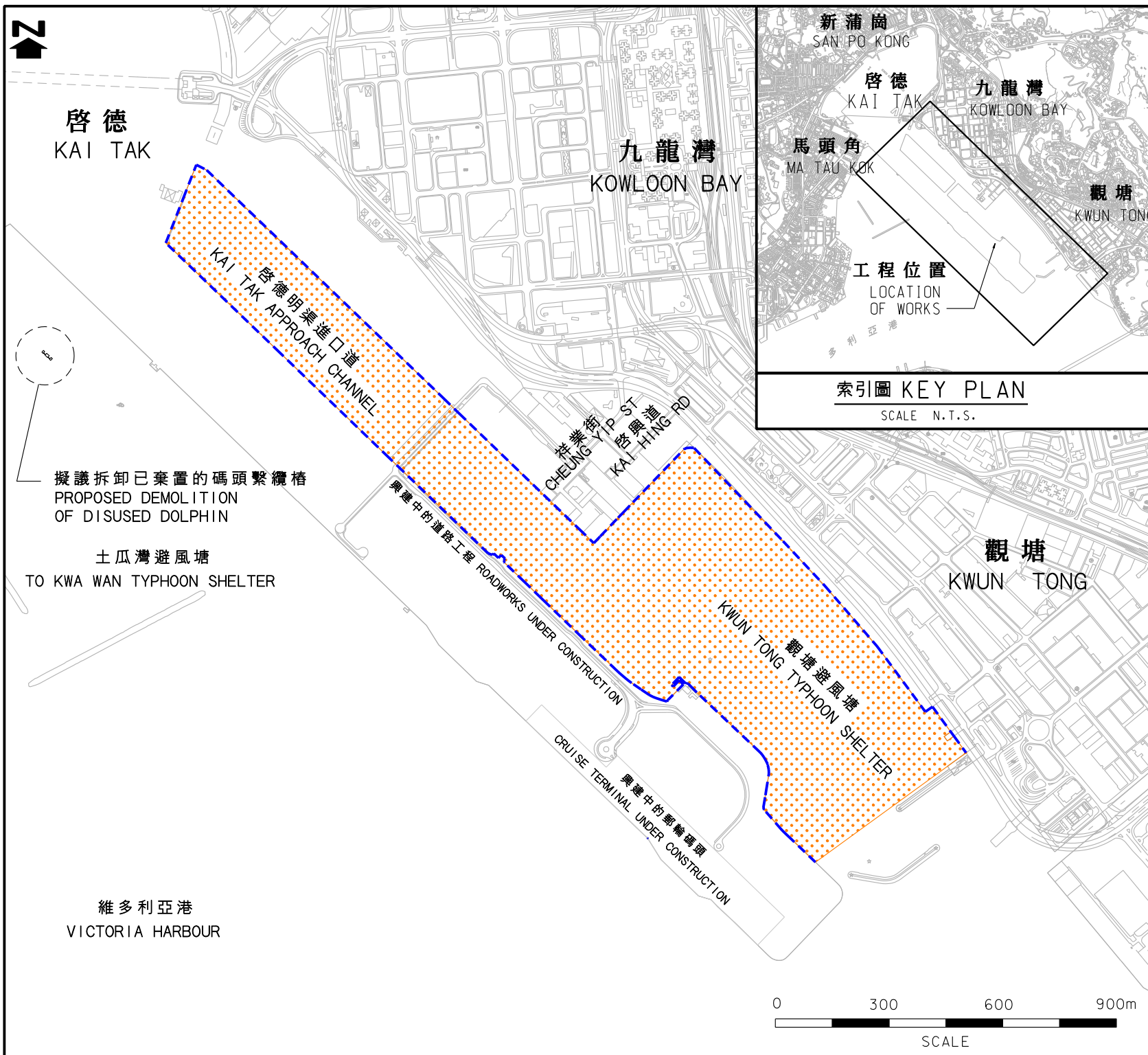
20. The project will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites, identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

21. The project will not require any land acquisition.

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圖例 LEGEND :

-  擬議沉積物處理範圍  
PROPOSED SEDIMENT  
TREATMENT AREA
-  擬議石堤修復工程範圍  
PROPOSED EMBANKMENT  
REPAIRING AND  
REINSTATEMENT WORKS

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
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修訂 REVISION

	姓名 Name	簽署 initial	日期 date
繪圖 drawn	K.Y. Lam	signed	6 Apr 2011
核對 checked	Terry Chung	signed	6 Apr 2011
核准 approved	Walter Leung	signed	6 Apr 2011

項目編號 item no. 465CL

圖則名稱 drawing title

啓德發展計劃 -  
啓德明渠進口道及觀塘避風塘  
的改善工程 (第一期)

KAI TAK DEVELOPMENT -  
KAI TAK APPROACH CHANNEL AND  
KWUN TONG TYPHOON SHELTER  
IMPROVEMENT WORKS (PHASE 1)

圖則編號 drawing no. KZ 676  
比例 scale AS SHOWN

辦事處 office 九龍拓展處  
KOWLOON DEVELOPMENT OFFICE

 土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT



## **711CL – Kai Tak development - advance infrastructure works for developments at the southern part of the former runway**

### **PROJECT SCOPE AND NATURE**

The part of **711CL** which we propose to upgrade to Category A comprises –

- (a) reprovisioning of a radar<sup>1</sup> and associated signal processing and relaying equipment, including integration into the existing radar network of the Marine Department; and
  - (b) construction of a radome, a radome base support and associated works above the radar tower on top of the cruise terminal building.
2. The site plan and the artist's impression showing the proposed works are at **Enclosure 1** and **Enclosure 2** respectively.
3. Subject to funding approval by the Finance Committee, we plan to commence the proposed works in July 2011 for completion in June 2013.

### **JUSTIFICATION**

4. The existing radar located at the south apron area is an important part of the Vessel Traffic Services system of the Marine Department. The system consists of a network of 13 radars installed at different locations in the territory to monitor and regulate marine traffic in the waters of Hong Kong. The Hong Kong Police Force and the Customs and Excise Department also make use of the radar system for maintaining law and order in the area. The existing radar provides information to the Vessel Traffic Centre of the Marine Department for monitoring vessels within the eastern Victoria Harbour and its approach at Lei Yue Mun.
5. The developments in south apron and runway areas will block the surveillance coverage of the existing radar. To maintain the required coverage, we need to reprovide the radar on top of the cruise terminal building, which is centrally located in the eastern Victoria Harbour and provides an excellent location for surveillance purpose.

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<sup>1</sup> The proposed radar at cruise terminal building will comply with the "Guidelines for Limiting Exposure to Time-Varying Electric, Magnetic, and Electromagnetic Fields (Up to 300GHz)" recommended by the Office of the Telecommunications Authority.

## **FINANCIAL IMPLICATIONS**

6. We estimate the capital cost of the proposed works to be \$89 million in MOD prices<sup>2</sup>.

7. We estimate that the proposed works will create about 33 jobs (30 for labourers and another 3 for professional/technical staff) providing a total employment of 700 man-months<sup>2</sup>.

## **PUBLIC CONSULTATION**

8. We consulted Wong Tai Sin District Council through circulation of an information paper on 28 February 2011. We also consulted the Kwun Tong District Council on 1 March 2011, and the Housing and Infrastructure Committee of the Kowloon City District Council on 24 March 2011 on the proposed works. They all raised no objections to the proposed works.

## **ENVIRONMENTAL IMPLICATIONS**

9. The reprovisioning of the radar is not a designated project under the Environmental Impact Assessment Ordinance. The project will not cause long-term adverse environmental impact. For short-term environmental impacts during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through implementation of mitigation measures under the contract. These measures include off-site prefabrication and the use of silencers, mufflers, acoustic lining or shields and silenced construction plant to reduce noise generation. We have allowed in the project estimates for implementation of environmental mitigation measures, monitoring and auditing work.

10. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible. We have adopted prefabrication of the radome and the radome base support to reduce temporary framework and construction waste. As the project is to construct radar equipment and a radome at the top of radar tower, there will be no excavation works and therefore no inert construction waste will be generated.

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<sup>2</sup> These figures represent the latest estimates of capital cost and job opportunities. We will finalise these figures before submission to the Public Works Subcommittee for consideration.

11. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, and ensure that the day-to-day operations on site comply with the approved plan. We will control the disposal of non-inert construction waste at landfills through a trip-ticket system.

12. We estimate that the project will not generate inert construction waste. We will dispose of about 44 tonnes of non-inert construction waste at landfills. The total cost for accommodating construction waste at landfill sites is estimated to be \$5,500 for this project (based on a unit cost of \$125 per tonne<sup>3</sup> for disposal at landfills).

## **HERITAGE IMPLICATIONS**

13. The project will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.


## **LAND ACQUISITION**

14. The proposed works do not require any land acquisition.

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<sup>3</sup> This estimate has taken into account the cost of developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.

圖則名稱 Drawing title KAI TAK DEVELOPMENT - REPROVISIONING OF RADAR ON TOP OF CRUISE TERMINAL BUILDING LOCATION OF PROPOSED & EXISTING RADARS 啓德發展計劃 - 於郵輪碼頭大樓頂部重置雷達 擬建及現有雷達的位置圖	繪圖 Drawn	簽署 Initial	日期 Date	項目編號 Item no.	辦事處 Office
	K.Y.LAM	signed	07.04.2011	711CL	九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 Checked	簽署 Initial	日期 Date	比例尺 Scale	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	Marco Tai	signed	07.04.2011	1 : 8 000 (FOR A4)	
	核准 Approved	簽署 Initial	日期 Date	圖則編號 Drawing no.	
	John Leung	signed	07.04.2011	KZ 674	





雷達設施的保護罩  
RADOME FOR RADAR FACILITIES

KAI TAK DEVELOPMENT  
- REPROVISIONING OF RADAR  
ON TOP OF THE CRUISE TERMINAL BUILDING

啓德發展計劃 - 於郵輪碼頭大樓頂部重置雷達

ARTIST'S IMPRESSION OF RADAR FACILITIES  
ON TOP OF THE CRUISE TERMINAL BUILDING

啓德郵輪碼頭大樓上的雷達設施構思圖

# 龍津石橋遺跡保育

## Preservation of Lung Tsun Stone Bridge Remnants



## 第二階段公眾參與 Stage 2 Public Engagement

## 「建立共識」工作坊 "Consensus Building" Workshop

## 簡介

土木工程拓展署曾於二零一零年中聯同規劃署和古物古蹟辦事處舉辦了有關龍津石橋遺跡保育的第一階段公眾參與活動，以蒐集公眾對此保育項目的意見及建議。綜合所得的意見及建議摘要，已上載於 [www.ktd.gov.hk](http://www.ktd.gov.hk)，歡迎瀏覽。

而第二階段的公眾參與活動亦即將展開，並會舉行一場「建立共識」工作坊，目的是希望在保育石橋遺跡所需的土地範圍和與周邊文物資源的連接上尋求共識，以及收集公眾對展示手法的意見，作為將來制定設計指引的基礎。



## 討論要點

### 空間分佈

- 保育長廊  
提供空間，營造合適的氛圍及提供舒適的觀賞環境。
- 與周邊地區的連繫  
加強與鄰近地區歷史文化資源的連繫，特別是九龍寨城公園。

### 展現手法

- 合適的氛圍  
以動態氛圍表現碼頭昔日之喧鬧景象；或以園林景色營造一個靜態的觀賞氛圍。
- 處理及展示手法  
參照國際性認可的文物保育原則，避免對石橋遺跡作出推測性的重建或過份干擾性的設置。
- 配置展示設施  
可設置不同展示設施，如模型、相片、短片、互動多媒體、立體投射或其他影音設備等。

## Introduction

附件 4  
Annex 4

The Civil Engineering and Development Department in collaboration with the Planning Department and the Antiquities and Monuments Office organized the Stage 1 Public Engagement Programme for the preservation of Lung Tsun Stone Bridge remnants in mid 2010 to gather views and comments from the public on this preservation project. Summary of views and comments can be found in the website [www.ktd.gov.hk](http://www.ktd.gov.hk).

Stage 2 will soon start with a "Consensus Building" Workshop, aiming at building consensus with the public on the land requirement for preserving the Bridge remnants as well as connectivity with neighbouring heritage resources. Views on the displaying approaches of the Bridge remnants will also be collected to provide the basis for future formulation of design guidelines.



## Points for Discussion

### Space Arrangement

- Preservation corridor  
Provide space with suitable ambience and comfortable environment for appreciation.
- Connection to neighbourhood districts  
Enhance connectivity with historical and cultural resources in neighbourhood districts, in particular, the Kowloon Walled City Park.

### Exhibition Approach

- Suitable ambience  
Create a vibrant ambience echoing the past lively atmosphere of the Bridge as a landing pier, or a landscaped tranquil ambience facilitating appreciation of the Bridge remnants.
- Preservation and display approaches  
Avoid speculative recreation or excessive intervention to the Bridge remnants in accordance with well recognized international conservation principles.
- Exhibition facilities  
Possible to install facilities such as physical models, photos, video, multi-media display, pepper's ghost and other audio-visual facilities etc.

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# 昔日石橋

## *The Bridge in the Past*

### 歷史

長約二百米的龍津石橋建於一八七三年，是接連九龍寨城的登岸碼頭。石橋末端建有一亭，曾用於迎接中國官員，又稱為「接官亭」。

隨後因地區的發展需要，石橋及前九龍城碼頭曾經歷多次維修和改動；二次大戰日據時期，石橋及前九龍城碼頭於一九四二年被埋。直至在實施啓德發展計劃的過程中，發現龍津石橋遺跡。政府現正研究最佳的保育途徑，以配合啓德的整體發展計劃。

### *History*

Built in 1873, the 200-metre-long Lung Tsun Stone Bridge was once the landing pier connecting the Kowloon Walled City. Situated at the landward end of the bridge, a pavilion was once used for greeting Chinese imperial officials, known as "Pavilion for Greeting Officials".

The Bridge and the Former Kowloon City Pier had been modified or repaired many times due to district development. They were buried in 1942 during the Japanese occupation in the Second World War. It was not until the implementation of the Kai Tak Development that the Bridge remnants were unearthed. The government is now seeking the best way to preserve the remnants and integrate them into the Kai Tak Development.



## 本地及外地例子 LOCAL AND OVERSEAS EXAMPLES

韓國首爾清溪川  
Cheonggyecheon, Seoul, South Korea



日本東京隅田川  
Sumida River, Tokyo, Japan



深圳市水庫排洪河  
Pai Hong Runway, Shenzhen



香港沙田城門河  
Shing Mun River, Shatin, Hong Kong



## 可供考慮的設計元素 POSSIBLE DESIGN ELEMENTS

社區教育展覽  
Community Education Exhibition



社區文藝表演  
Community Performance



社區藝術展覽  
Community Arts Exhibition

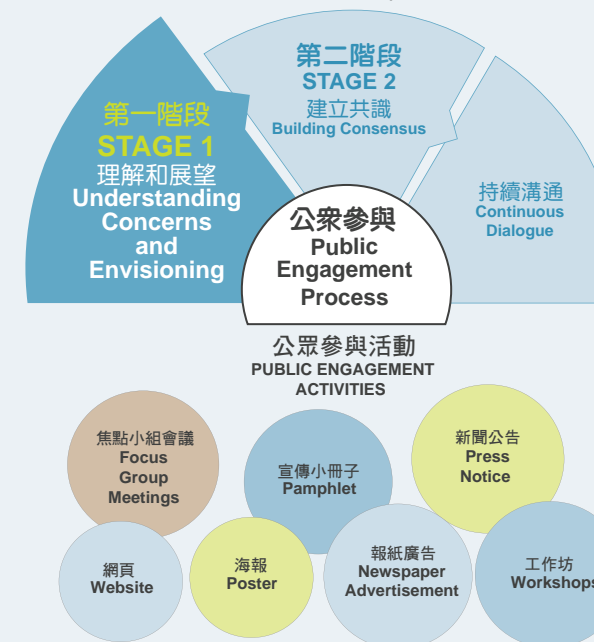


文物徑  
Heritage Trail



我們已安排於2010年12月舉行兩場「共建啟德河」第一階段公眾參與活動的社區展望工作坊，以收集公眾意見。

Two Community Envisioning Workshops for Stage I Public Engagement Programme of "Building our Kai Tak River" are scheduled to be held in December 2010 to collect views from the public.



### 聯絡我們 CONTACT US

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www.ktd.gov.hk



## 簡介 INTRODUCTION

現有啟德明渠總長度約2.4公里，由蒲崗村道起，沿彩虹道流經東頭村和新蒲崗至啟德新發展區，最後流入維多利亞港，是東九龍其中一條主要排洪渠道。隨着近年水質不斷改善，不少市民最近都把啟德明渠改稱為「啟德河」，期望把啟德明渠修復成為區內一個具特色的綠化河道和城市景觀。

我們正為啟德明渠改善工程進行設計，並計劃於2011年展開上游段的防洪工程，以盡早改善其排洪能力。我們希望把握這個改善明渠的機遇，與市民攜手規劃和設計啟德河。

The existing Kai Tak Nullah is about 2.4 km in length. It flows from Po Kong Village Road along Choi Hung Road, pass Tung Tau Estate and San Po Kong, into Kai Tak Development Area before discharging into the Victoria Harbour. The nullah is one of the major flood relief drainage channels in East Kowloon area. With the continuous improvement of water quality in recent years, many members of the public have renamed the nullah as the "Kai Tak River" and have a desire to revitalise the nullah into a special green river and townscape feature.

We are carrying out the design of the Kai Tak Nullah improvement and plan to start the flood protection works of the upstream section in 2011, so as to enhance the drainage capacity of the nullah at the earliest. Taking the opportunity of improving the nullah, we plan to work with the public on the planning and design of the Kai Tak River.

## 願景 VISION

把啟德河塑造成為城市中一條富吸引力的綠化河道走廊，在滿足防洪的前提下，提供休憩和公共活動空間，以配合社區發展。

To turn the Kai Tak River to an attractive green river corridor in urban areas, space will be provided for leisure and public activities serving the community while meeting the local flood protection need.

## 設計原則 DESIGN PRINCIPLES

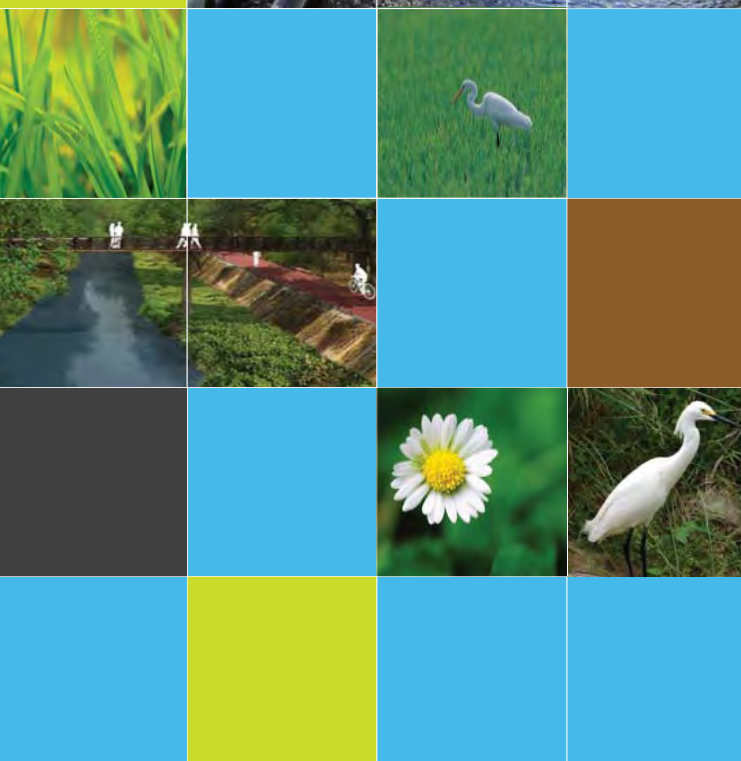
啟德河是東九龍的主要排水道，容量必需足夠容納所收集的雨水，以及由「吐露港污水輸送計劃」經處理後的排放水。在此基礎上，我們建議的設計原則如下：

- 1) 改善啟德河的外觀和形象，締造一條貫通新舊區的城市景觀軸，促進毗鄰舊區與啟德新發展區互相融合；以及
- 2) 開闢啟德河成為市民消閒的好去處，沿岸的公共空間可作休憩、娛樂、教育和社區藝術創作等活動之用，並配合周邊土地的用途和發展。

The Kai Tak River is a primary drainage channel in East Kowloon and its capacity should be adequate to accommodate the stormwater collected, and the treated effluent being discharged under the Tolo Harbour Effluent Export Scheme (THEES). On aforementioned basis, we propose the following design principles:

- 1) The Kai Tak River, with enhanced visual quality and image, will serve as a unique urban and landscape axis linking and integrating the old urban districts and the new development areas in Kai Tak Development; and
- 2) The Kai Tai River will become a place of interest for public activities such as leisure, recreation, education and community art and match with the adjoining land uses and developments.

# 共建 Building our 啟德河 Kai Tak River





## ① 上游（蒲崗村道至大成街） Upstream (Po Kong Village Road to Tai Shing Street)



此段長度約400米，寬度約5米至10米。排洪能力不足，在大雨期間，鄰近地方較易出現水浸情況。渠務署已計劃盡快改善此段河道的排洪能力。

### 機遇：

- 增加綠化和景觀美化的設施。
- 改善社區面貌，更緊密地連繫附近一帶。

### 考慮：

- 礙於明渠兩旁現有的建築物和道路，設計景觀、綠化和設施有一定的限制。
- 大雨時水位暴漲，接近明渠有潛在危險；而且基於公共衛生緣故，水質雖然改善，但仍不適宜直接接觸。

This section is about 400m in length and 5m to 10m in width. The drainage capacity of this section was found inadequate. Flooding occurs in the surrounding areas during heavy rains. Therefore, the Drainage Services Department has planned to start improvement works, so as to enhance the drainage capacity of the nullah at the earliest.

### Opportunities：

- Enhancing greening, and landscaping facilities.
- Improvement to townscape and closer connection with adjacent areas.

### Considerations：

- Restrictions on design of landscape, greening and facilities due to existing buildings and roads on both sides of the nullah.
- The water depth increases significantly during heavy rains which poses potential hazard to people near the nullah. Moreover, although water quality is improved, it is not suitable for direct human contact due to public health consideration.



## ② 中游（大成街至太子道東） Midstream (Tai Shing Street to Prince Edward Road East)

此段長度約700米，寬度約為10米至20米，流經摩士公園、衙前圍村及東頭村等地。

### 機遇：

- 建設綠化河道，更緊密連繫摩士公園、衙前圍村及東頭村等。
- 增加公共空間作景觀美化、休憩和各種社區用途。
- 改善附近的社區面貌。

### 考慮：

- 此段雖較上游寬闊，但礙於明渠兩旁現有的建築物和道路，設計景觀、綠化和設施仍有一定的限制。
- 大雨時水位暴漲，接近明渠有潛在危險；而且基於公共衛生緣故，水質雖然改善，但仍不適宜直接接觸。

This section is about 700m in length and 10m to 20m in width. It runs along Morse Park, Nga Tsin Wai Village and Tung Tau Estate.

### Opportunities：

- Providing green river channel, better connection with Morse Park, Nga Tsin Wai Village, Tung Tau Estate and so on.
- Increasing public space for landscape, leisure and various community purposes.
- Improvement to adjacent townscape.

### Considerations：

- Although this section is wider than the upstream, there are still restrictions on design of landscape, greening and facilities due to existing buildings and roads on both sides of the nullah.
- The water depth increases significantly during heavy rains which poses potential hazard to people near the nullah. Moreover, although water quality is improved, it is not suitable for direct human contact due to public health consideration.



## ③ 下游（啟德發展區內） Downstream (Within Kai Tak Development Area)

此段長度約1.3公里，寬度為20米至30米，位於啟德發展區內，為啟德發展計劃的一部分。

### 機遇：

- 河道兩旁有更多公共空間可作景觀美化、休憩、康樂和各種社區用途。
- 河道兩旁的發展可配合周邊用途如商業發展地段、車站廣場和啟德住宅小區。
- 成為貫通新舊區的一條景觀軸。

### 考慮：

- 大雨時水位暴漲，接近明渠有潛在危險；而且基於公共衛生緣故，水質雖然改善，但仍不適宜直接接觸。

This section is about 1.3km in length and 20m to 30m in width. It runs into the Kai Tak Development Area and is an element of Kai Tak Development.

### Opportunities：

- Along the river bank more public space which can be allocated for landscaping, leisure, recreational and other community purposes.
- Development of the river bank in harmony with adjacent land uses such as commercial sites, Station Square and residential areas.
- Landscape axis bridging old and new districts.

### Considerations：

- The water depth increases significantly during heavy rains which poses potential hazard to people near the nullah. Moreover, although water quality is improved, it is not suitable for direct human contact due to public health consideration.





**469CL – Kai Tak development – infrastructure at north apron area of Kai Tak Airport**

**PROJECT SCOPE AND NATURE**

The part of **469CL** which we propose to upgrade to Category A comprises –

- (a) construction of about 590 metres (m) of new roads and 2 110 m of footpaths;
- (b) construction of twin-cell drainage box culverts (maximum cell size 5m by 3.5m) of total length of about 615 m and single-cell drainage box culverts (maximum cell size 4m by 4m) of total length of about 950 m;
- (c) construction of a sewage pumping station;
- (d) associated utilities, drainage, sewerage, water mains and landscape works; and
- (e) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (d) above.

The site plan showing the proposed works is at **Enclosure**.

2. Subject to funding approval by the Finance Committee, we plan to commence the proposed works in July 2011 for completion in October 2015.

## JUSTIFICATION

3. The Chief Executive has pledged in the 2010-11 Policy Address that the Government would speed up infrastructure construction at the Kai Tak Development area so that some residential sites in the area could be made available to the market earlier. Seven residential sites<sup>1</sup> located at the north apron of the former Kai Tak Airport have been identified for earlier disposal. We need to provide necessary infrastructure to serve these developments.

## FINANCIAL IMPLICATIONS

4. We estimate the capital cost of the proposed works to be \$356 million in MOD prices<sup>2</sup>.

5. We estimate that the proposed works will create about 170 jobs (135 for labourers and another 35 for professional/technical staff), providing a total employment of 5 100 man-months<sup>2</sup>.

## PUBLIC CONSULTATION

6. We consulted the Kwun Tong District Council and Wong Tai Sin District Council both on 6 July 2010 and the Kowloon City District Council on 15 July 2010. All three District Councils were generally supportive to the proposed works.

7. We gazetted the proposed roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) on 13 August 2010 and received no objection. The proposed works was authorized on 12 November 2010.

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<sup>1</sup> The total area of these residential sites is about 6.37 hectares.

<sup>2</sup> These figures represent the latest estimates of capital cost and job opportunities. We will finalise these figures before submission to the Public Works Subcommittee for consideration.

## ENVIRONMENTAL IMPLICATIONS

8. The proposed sewage pumping station and distributor road (Road D2) are designated projects under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and Environmental Permits (EP) are required for the construction and operation of the concerned projects. The Director of Environmental Protection issued the relevant EPs on 23 April 2009.

9. The other parts of the proposed works are not designated projects and do not require an EP. Nonetheless, they form part of KTD which is a designated project requiring an EIA report under Schedule 3 of the EIA Ordinance. The KTD EIA report approved by the Environmental Protection Department on 4 March 2009 concluded that the project would not cause long-term adverse environmental impacts with implementation of recommended mitigation measures.

10. For short-term impacts caused by the proposed works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through implementation of mitigation measures under the works contract. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers/enclosures and silenced plant to reduce noise generation, temporary drains to dispose of site runoff.

11. We will also implement EM&A programme during the construction period. As stipulated in the EPs, an Environmental Team will be established and responsible for the implementation of the approved EM&A programme.

12. We have included \$2.0 million (in September 2010 prices) in the project estimate for provision of necessary environmental mitigation measures and implementation of an EM&A programme.

13. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to

minimize the disposal of inert construction waste at public fill reception facilities<sup>3</sup>. We will encourage the contractor to maximize the use of recycled/recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

14. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

15. We estimate that the project will generate in total about 124 909 tonnes of construction waste. Of these, we will reuse about 43 302 tonnes (34.7%) of inert construction waste on site and 68 052 tonnes (54.5%) of inert construction waste on other construction site(s). We will dispose of the remaining 13 555 tonnes (10.8%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at landfill sites is estimated to be about \$1.7 million for this project (based on a unit cost of \$125 per tonne<sup>4</sup> for disposal at landfills).

## HERITAGE IMPLICATIONS

16. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monument Office.

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<sup>3</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

<sup>4</sup> This estimate has taken into account the cost of developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.

## LAND ACQUISITION

17. The proposed works do not require any land acquisition.

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興建中的道路工程  
(工務計劃項目739CL)  
ROADWORKS UNDER  
CONSTRUCTION  
(PWP ITEM 739CL)

擬建的箱形暗渠  
PROPOSED  
BOX CULVERT

預留作「樓換樓」計劃用途  
RESERVED FOR  
"FLAT-FOR-FLAT" SCHEME

現有啟德明渠  
EXISTING  
KAI TAK NULLAH

擬建的L4路(部分)  
PROPOSED  
ROAD L4 (PART)

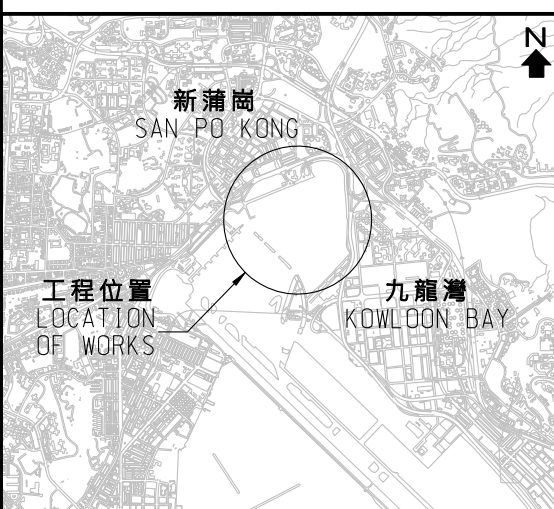
擬建的L5路  
PROPOSED  
ROAD L5

擬建的D2路(部分)  
PROPOSED ROAD D2 (PART)

LEGEND:

-  擬建的道路及環境美化工程  
PROPOSED ROADWORKS AND LANDSCAPE WORKS
-  擬建的污水泵房  
PROPOSED SEWAGE PUMPING STATION

-  擬建的箱形暗渠  
PROPOSED BOX CULVERT
-  住宅用地  
RESIDENTIAL SITE
-  學校用地  
SCHOOL SITE




索引圖 KEY PLAN

比例 SCALE N.T.S.

編號 no.	日期 date	內容摘要 description	繪圖 drawn	核對 checked	核准 approved
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REVISION

圖則編號 Drawing title  KAI TAK DEVELOPMENT - STAGE 2 INFRASTRUCTURE WORKS AT NORTH APRON AREA OF KAI TAK AIRPORT  啟德發展計劃 - 啟德機場北面停機坪第2期基礎設施	繪圖 Drawn K.Y. Lam	簽署 Initial Signed	日期 Date 07.04.2011	項目編號 Item no. 469CL	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 Checked Kimmy Choy	簽署 Initial Signed	日期 Date 07.04.2011	比例尺 Scale 1:6000 (FOR A4)	
	核准 Approved H.K. Tung	簽署 Initial Signed	日期 Date 07.04.2011	圖則編號 Drawing no. KZ 677	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT





Department (CEDD) to coordinate, oversee and promote this mega project. Mr Chai said he felt honoured to have taken up the role of overseeing this major infrastructure project, despite the challenges encountered.

Land has also been reserved for an environmentally friendly transport system to reduce gas emissions and save energy. Greening works have also been planned by CEDD so that the public can enjoy more green space in KTD.

**KTD is distinct from new town developments**

On the impact of the project on its adjacent areas, Mr Chai said KTD would link up with its adjacent areas to create a vibrant Kowloon East. The success of the whole project hinges on how well it will be connected with the adjacent areas. A comprehensive pedestrian connection system of footbridges, subways, landscaped elevated walkways, at-grade crossings as well as underground shopping street have been carefully planned by CEDD to facilitate pedestrian connections with the adjacent areas.

The implementation of infrastructure works of the project is in full swing. Mr Chai sincerely wished we could make the best use of this last precious urban harbourfront site and turn it into an area which we can all feel proud of.

Mr Chai pointed out that sustainable development within KTD is very important. The first-of-its-kind District Cooling System will be set up to provide cooling water for the air-conditioning systems of user buildings to save energy.

a higher standard than those of other new town development. In this connection, we are required not just to satisfy local needs within KTD area, but also the planning needs of its adjacent areas and Hong Kong as a whole to achieve a balanced development. For instance, the building of a large scale multi-purpose stadium complex and the cruise terminal in KTD are for the long term development needs of Hong Kong.

Mr Chai said KTD is a huge and highly diversified development involving different departments and many infrastructure projects. KTD has to accommodate various needs, including the development of public housing, construction of a cruise terminal, creation of a green environment, improvement of connectivity with adjacent areas, as well as protection of Victoria Harbour and preservation of heritage, etc. To effectively coordinate all the departments concerned, monitor the implementation progress and respond to public views, the Kai Tak Office was established under the Civil Engineering and Development

Mr John SV Chai, the former Director of Civil Engineering and Development shared with us the various challenges encountered in the Kai Tak Development (KTD) during an interview for "Kai Tak on the Move" at the end of last year before his retirement.

"KTD is distinct from new town developments, not only in terms of the geographical location, but also its scope and complexity," said Mr Chai who had been involved in a number of new town development programmes. In Hong Kong, all the new towns were developed in the New Territories and were dominated by the need to cope with the increase in population and demands for housing, as well as to cater for the social and economic growth. At that time, the basic concept of a new town development was to provide necessary infrastructure and community facilities within the designated planning area for meeting the development needs. In contrast, KTD is located in the urban area of Kowloon. Its development pattern and requirements are of

填海工程，但經考慮公眾的意見後，我們按照保護維港的原則，並採納「零填海」方案，為啟德發展計劃作規劃，制定了法定的《啟德分區計劃大綱圖》。

蔡先生指出，啟德發展計劃的可持續發展亦相當重要。為此，啟德發展區內將設立香港首個區域供冷系統，供應冷卻水到用戶大廈的空調系統，以節省能源。啟德發展區內已預留土地，用以興建環保運輸系統，以助節能減排。此外，土木工程拓展署計劃進行園景綠化工程，為啟德發展區締造更多舒適的綠茵空間，供市民享用。

談到啟德發展計劃對毗鄰地區所產生的影響，蔡先生表示，整項計劃將連接毗鄰地區，令九龍東一帶充滿活力姿采。啟德發展區如何與毗鄰地區緊密連繫，是整個項目成功的關鍵。土木工程拓展署已悉心計劃建設一個完善的行人連接網絡，利用行人天橋、行人隧道、園景美化高架行人道、地面過路處和地下購物街，加強啟德與毗鄰地區的連繫。

啟德發展計劃的基建工程現正全力展開。蔡先生表示，他衷心希望善用這片毗鄰維港的市區珍貴土地，讓香港市民引以為榮。

### 啟德發展計劃有別於新市鎮發展

境、加強周邊連繫、保護維港，以至保育文物等。為此，土木工程拓展署轄下設立了啟德辦事處，負責協調、監督和推動這項發展計劃，以便更有效地協調不同參與部門，跟進各工程項目的進度，並回應公眾對啟德發展計劃的意見。蔡先生表示，雖然面對重重挑戰，但對於能夠負責監督這個大型基建項目，他感到非常榮幸。

在整個啟德發展計劃的規劃過程中，公眾的意見可謂舉足輕重。啟德是市區最後一塊毗鄰維港而可供大型發展的現有土地，彌足珍貴。對於這龐大的市區發展項目，不同人士自有不同期望，因此我們必須著重加強與公眾的聯繫和溝通，主動聽取他們的意見。根據最初的規劃，整個九龍灣對開海面均會進行

## 獨特計劃 嶄新角度 Unique Views of a Unique Development



■ 去年年底，前土木工程拓展署署長蔡新榮先生在退休前接受了《啟德新里程》的專訪，為我們闡述有關啟德發展計劃中所面對的各種挑戰。

蔡先生說：「啟德發展計劃無論在地理環境、項目規模，以至複雜程度等各方面，都有別於新市鎮發展。」他曾參與多個新市鎮發展計劃的工作。從地理位置來說，香港的新市鎮發展都是位處新界，並以應付人口增長，解決市民的住屋需求，配合社會經濟發展的需要為主導。當時發展新市鎮的基本概念，是在新市鎮的指定範圍內，規劃所需的基礎建設和社區設

施，以滿足發展需要。不過，位處九龍市區的啟德發展計劃，則超越了一般新市鎮發展的模式和要求。該計劃不僅要滿足發展區內的需要，而且更要配合毗鄰地區，以至香港的整體城市規劃，從而達致均衡發展；例如，在啟德發展區內興建大型多用途體育場館和郵輪碼頭，便是為了配合香港的長遠發展需要。

蔡先生表示，整個啟德發展計劃規模龐大且多元化，涉及不同部門和多個基建工程項目。該計劃須兼顧多方面的需要，包括建造公共房屋、興建郵輪碼頭、締造綠色環



### 宜人園景處處

我們將盡量利用啟德發展區內各令人意想不到的空間，廣植細意挑選的喬木和灌木，以增加綠化機會，締造優美宜人的環境。屋頂、高架行人道和其他平面位置，均會盡量栽種植物，構成空中花園，供居民和遊人觀賞，又或漫步其中，樂融融。此外，亦會利用高架花槽和攀緣植物覆蓋建築物外牆，以達到垂直綠化的作用。上述種種方法均已證實能夠減低建築物的溫度，並且阻隔猛烈陽光。另外，位於啟德發展區內現正施工的污水抽水站，亦會加入屋頂綠化和垂直綠化工程，更會安裝風力發電風車，為建築物提供可再生能源。

### Parks up high and on the side

Carefully selected trees and shrubs will appear in unexpected places of KTD as part of the efforts to maximise greening opportunities in the area. Plants on rooftops, above elevated walkways and on other horizontal parts of structures will form sky gardens within which residents and visitors can appreciate, walk around and enjoy. Also, elevated

planters and climbing plants will be used to cover the walls of buildings to achieve vertical greening. These techniques have proven environmental benefits in reducing the glare and heat on the buildings. The sewage pumping stations currently under construction within KTD will feature both roof and vertical greening with wind turbines installed to provide renewable energy for the buildings.

### 無障礙種植 築建林蔭道路

從工程和規劃的角度而言，在啟德發展區內的道路中央和兩旁提供無障礙種植空間，可說是最有效的綠化方案之一。在地底沒有設施的指定種植地帶，樹木可以更健康地紮根生長，綠葉成蔭，日後亦無須因為維修工程而要搬遷或受到干擾。

### Make room for green roads

From an engineering and planning perspective, one of the most effective greening solutions is the provision of utility-free planting areas in the centre and along both sides of the roads within KTD. In the absence of underground facilities, plants in these designated planting areas can enjoy a more favourable environment to root and thrive into larger vegetation. It also means that during maintenance and repair works, there will be no disturbance or need for tree removal.





# 攜手參與 共建啟德河

■ 啟德明渠由蒲崗村道流經東頭邨和新蒲崗，至啟德發展區後流入維多利亞港，總長度為2.4公里，是東九龍其中一條主要的排洪渠道。隨著近年水質的改善，大家亦開始把明渠改稱為啟德河，而進一步的改善工程亦將陸續展開。

我們的目標是希望把明渠打造成市區中一條優美的綠化河道，在滿足防洪的需要外，亦可提供休憩和公共活動空間。

為此，一個名為「共建啟德河」的公眾參與活動已於2010年底推出，以收集公眾意見。

這實在是個難能可貴的機會，讓我們共同締造一個與別不同、充滿綠化色彩的城市景觀。同時，亦可保留一條連繫啟德發展區和毗鄰地區的水道，為市民提供休憩、娛樂、教育、文化和其他社區活動的場所。雖然現有的建築物和道路分

布會帶來一定程度的限制，同時我們亦需顧及安全和公共衛生，但啟德明渠充滿潛力成為一條全新的河道走廊。

在2010年12月11及18日，土木工程拓展署聯同渠務署和規劃署合辦了兩個社區展望工作坊，作為第一階段公眾參與活動的一部分。工作坊共吸引了約一百名人士參加，並就如何共建啟德河分組討論和交流意見。□



## Give us your Views on Kai Tak River



■ Running from Po Kung Village Road through Tung Tau Estate and San Po Kong to KTD area and into Victoria Harbour, the 2.4km-long Kai Tak Nullah is one of the major flood relief drainage channels in East Kowloon. Now, people start calling the nullah **Kai Tak River**, with improved water quality in recent years and further improvement works upcoming.

Our vision is to transform the nullah into an attractive green river in the urban areas providing space for leisure and public activities while fulfilling its main flood prevention role. To this end, a public engagement programme, called "Building our Kai Tak River", was initiated at the end of 2010 to collect views from the public.

This is a unique opportunity for us to create a special urban landscape with enriched green features while maintaining a conduit linking KTD area with neighbouring areas and providing a place where people can meet for leisure, recreation, education, art or other community pursuits. Although there are limitations posed by existing buildings and road layouts, and constraints due to safety and public health considerations, the potential for developing a new waterway is enormous.

As part of the Stage 1 Public Engagement Programme, two community envisioning workshops, jointly organised by the Civil Engineering and Development Department, Drainage Services Department and Planning Department were held on 11 and 18 December 2010 with about 100 attendees participated in group discussions and shared views on building the Kai Tak River. □

## 龍津石橋第二階段公眾參與活動

### Stage 2 Lung Tsun Stone Bridge Public Engagement



■ 土木工程拓展署於2011年1月22日聯同古物古蹟辦事處和規劃署舉辦了龍津石橋第二階段公眾參與活動的「建立共識」工作坊，並吸引了一百多位市民參與。發展局局長林鄭月娥女士出席致開幕辭，並由啟德辦事處專員鄧文彬先生扼述第一階段的公眾諮詢活動，以及第二階段工作坊的目的。其後丁新豹博士為我們介紹有關石橋的歷史和社會經濟背景，現任建築師羅健中先生更講解世界各地的保育項目和文物資源的展示手法。

工作坊旨在交流意見，討論保育石橋遺跡所需的土地範圍、如何連接周邊文物資源，以及收集公眾對展示遺跡手法的意見。為了在保育龍津石橋和啟德發展上取得平衡，我們將繼續進行諮詢和聽取公眾意見。□



嘉賓講者丁新豹博士  
Guest speaker Dr Joseph Ting

■ On 22 January 2011, about 100 people attended a "Consensus Building" Workshop as part of the Stage 2 public engagement exercise on the preservation of Lung Tsun Stone Bridge remnants, jointly organised by the Civil Engineering and Development Department, the Antiquities and Monuments Office and the Planning Department. Mrs Carrie Lam, the Secretary for Development gave an opening remark, and Mr Stephen Tang, the Head of Kai Tak Office outlined the Stage 1 public consultation activities and the objectives of the Stage 2 workshop. The participants were then briefed by Dr Joseph Ting on the historical and socio-economic background of the Bridge. Mr Christopher Law, a practicing architect was also invited to talk about the preservation projects worldwide and the approaches of heritage interpretation.



嘉賓講者羅健中先生  
Guest speaker Mr Christopher Law

The workshop focused on sharing views about the land requirement for preserving the Bridge remnants, how they should be connected to nearby heritage resources, and the ways to display the remnants. With a view to strike a balance between conservation and development in Kai Tak, we will continue consulting and listening to public views on the preservation of the Bridge remnants. □

#### 下期精彩內容

我們將進一步介紹有關啟德發展計劃內已規劃的公眾休憩用地。

#### Look out for the next issue

We're going to take a closer look at the public open spaces planned for Kai Tak Development.

#### 屋頂綠化和垂直綠化對環境有什麼好處？

屋頂綠化和垂直綠化都有助減少都市熱島效應。種植層與混凝土屋頂或牆壁之間的空隙，可發揮隔熱作用，從而降低大廈的溫度，亦可減少強光和熱輻射，並阻隔噪音；此外，植物更可過濾塵埃污染物，有助改善空氣質素。

#### What are the environmental advantages of roof greening and vertical greening?

Both the green roofs and green walls can help mitigate heat island effects in urban areas. The air cushion between the planted vegetation and the concrete roof or wall provides heat insulation and lowers the temperature of the buildings. Glare and heat radiation can be reduced and noise insulation is often improved. The plants can also filter dust pollutants resulting in better air quality.

#### 啟德的都會公園有多大？

啟德的都會公園面積約24公頃，比銅鑼灣維多利亞公園還要大四分之一。

#### How large is Kai Tak's Metro Park?

The area of Metro Park in Kai Tak is about 24 hectares, which is more than 25% larger than the Victoria Park in Causeway Bay.

#### 下一步...

「共建啟德河」第一階段公眾參與活動所收集的各項寶貴意見和建議，將納入不同的設計方案，供市民在預期於本年年中舉行的第二階段公眾參與活動內討論。

#### What's next...

The numerous valuable comments and suggestions received during the Stage 1 public engagement activities on building our Kai Tak River will be incorporated into the design approaches for discussion in the next stage, scheduled to be held in mid-2011.

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](mailto: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](mailto:ktd@cedd.gov.hk).

## 有問必答

## Frequently Asked Questions

