

## 《啟德發展計劃 城市設計指引 及手冊》

啟德發展計劃以締造「維港畔富有特色、朝氣蓬勃、優美動人及與民共享的社區」為願景。為推動整個啟德發展區轉型，使之成為一個舒適和環保的社區，並透過落實主題連貫的優質設計，以營造強烈鮮明的視覺效果，土木工程拓展署制定了《啟德發展計劃城市設計指引及手冊》（該指引及手冊）。

編製該指引及手冊的目標，是透過一套設計框架及模式概述啟德發展區內的布局安排、建築物組合和外觀，以期為建築師和相關專業人士提供指引，協助其制訂符合行人區景觀規定的設計方案。

啟德發展區內有多類用地，當中包括「啟德坊」、「政府、機構或社區用地」、「住宅用地」、「私人非住宅用地」和「跑道休閒區」；各類用地備有其適用的設計指引及手冊，以協助實現啟德的設計願景，並確保有關質素。

該指引及手冊於2019年11月榮獲香港規劃師學會的周年大獎優異獎。



- 啟德坊  
Grid Neighbourhood
- 政府、機構或社區用地  
Government, Institution or Community (GIC) Sites
- 住宅用地  
Domestic Sites
- 私人非住宅用地  
Private Non-Domestic Sites
- 跑道休閒區  
Runway Precinct



## Kai Tak Development Urban Design Guidelines and Manual

Kai Tak Development (KTD) is envisioned to become a "distinguished, vibrant, attractive and people-oriented community by Victoria Harbour". To promote the transformation of the entire KTD into a pleasant and environmentally friendly community, and to create a strong and clear visual identity by means of implementation of coherent and quality designs, the Civil Engineering and Development Department (CEDD) formulated the KTD Urban Design Guidelines and Manual (UDGM).

The objective of the UDGM is to set out a design framework and approach which broadly define the form arrangement, building structure and appearance of the development within KTD, in a bid to guide architects and relevant professionals to devise design options meeting the requirements predominantly applicable to the visual expression of pedestrian zones.

For each category of development sites within KTD, such as "Grid Neighbourhood", "Government, Institution or Community (GIC) Sites", "Domestic Sites", "Private Non-Domestic Sites" and "Runway Precinct", a specific UDGM is available to steer the realisation of the design vision of KTD and ensure the design quality.

In November 2019, the UDGM was awarded with Certificate of Merit by the Hong Kong Institute of Planners Awards.

## 啟德坊 Grid Neighbourhood

啟德坊位處啟德發展區中心地帶，毗鄰車站廣場，將發展為別具特色的和諧住宅小區，由採用多樣化陽台和外牆設計的高座住宅樓宇，以及面向車站廣場的特色設計零售帶組成，以十條各闊十米的行人專用街道連繫，營造更緊密的社區歸屬感。

適用於啟德坊的設計指引及手冊提供了詳細的設計參考資料。透過多元化的建築物布局，以及由高至低銜接流暢的建築群，改善視覺通透度。至於地面街道方面，會就廣告標誌及其外伸部分、特色照明和樹木種植予以規範，從而營造舒適宜人的景觀廊景致。

Located in the heart of the KTD and close to the Station Square, the Grid Neighbourhood will be developed into a specially designed harmonious residential area, comprising residential low and high blocks with varying terrace disposition and building facade treatment, as well as the retail belt fronting the Station Square with application of unique design approach. The residential sites in the Grid Neighbourhood are connected by 10 pedestrian streets, each 10 metres wide, in a bid to foster a stronger sense of belonging to the community.

The UDGM for the Grid Neighbourhood provides detailed reference guidelines for a range of features improving visual permeability by allowing diversity in building disposition and smooth transition from high to low blocks. As for the at-grade streets, the design of advertising signs and their projections, feature lighting and tree planting reinforces a pleasant visual corridor.

### 設計方向 | DESIGN DIRECTION

採用開揚的景觀廊和合適的園景設施，配合開放式通道，增強多方向的行人流向  
 Provision of clear visual corridors with appropriate landscape features to enhance multi-directional pedestrian flow with free open access



通過外牆的建築形態和外觀，突顯公共空間的視覺多元化和景觀開揚度  
 Adoption of the architectural forms and designs of façades to promote visual variety and permeability of public areas



## 政府、機構或社區用地 Government, Institution or Community (GIC) Sites

啟德發展區內有多類「政府、機構或社區用地」，當中包括政府辦公室、公共康樂設施、公共服務、公用事業設施、公共交通匯處及學校。

就有關「政府、機構或社區用地」的設計規範而言，均涉及政府發展項目及其與周邊發展之間的連繫，透過精心規劃的環境氛圍、外牆處理、外部工程、圍牆設計和特色照明等高質素的街景設計和布局，既可構造滿載活力的城市空間，同時又可提升政府建築物的保安和行人安全水平。

There are various "GIC" sites in KTD, such as Government offices, public recreation facilities, sites for public services, public utilities, public transport interchanges and schools.

As far as the control parameters for the GIC sites are concerned, the design of Government developments and their interaction with the development in vicinity will be specified. Such parameters aim to create a highly vibrant urban space through a high-quality streetscape layout, covering such areas as ambient tone, façade treatments, external works, fence wall design and feature lighting on one hand, while enhancing security for government properties and pedestrian safety.



### 設計方向 | DESIGN DIRECTION



建築物位置後移至少3米，以便在行人路鄰接處栽種樹木和灌木，提高公共空間的觀賞度，增添活力氣息  
 Adoption of a minimum setback of 3 metres for buildings to plant trees and shrubs for their interface with pedestrian walkways, thereby enhancing the legibility of public spaces and vibrancy



利用天台和垂直綠化設計，加強綠化元素  
 Enhancement of green elements by means of roof and vertical greening

所有政府發展項目採用合適色調和相若的外牆設計方案，以營造悅目的建築效果，展現一致形象  
 Selection of appropriate colour tones and adoption of similar façade treatments for all government developments to achieve pleasant architectural effects and show a consistent identity



# 住宅用地

## Domestic Sites



The UDGM for the Domestic Sites outlines a series of proposed lease conditions and urban design control parameters, specifically applicable to the residential developments and retail belt fronting the Station Square and the Kai Tak Sports Park.

Such design parameters aim to ensure the greater layering of development interfaces and uses on at-grade and sub-grade levels, thereby nurturing vibrancy and promoting diversified activities. In addition, the proposed structure and density of planting will serve to create a sense of enclosure for spaces with a relatively secretive setting whilst also ensuring barrier-free pedestrian access.

適用於住宅用地的設計指引及手冊載有一系列擬議地契條款及城市設計控制規範，適用於包括面向車站廣場和啟德體育園的住宅發展和附連的零售帶。

有關設計規範旨在確保地面和地下層各發展項目的鄰接地帶和用途可更具層次，從而凝聚活力，帶動多元活動，而擬議的綠化布局和密度，既可營造隱密度高的園景空間，亦可確保無障礙的行人通道。



# 跑道休閒區

## Runway Precinct

位於前跑道的多幅發展用地，在締造旅遊發展、改善民生及營造社區歸屬感方面，將發揮重要作用。

適用於跑道休閒區的設計指引及手冊建議，發展用地應預留寬闊的樓宇間距，並制定錯落有致的高低座布局，以營造高低起伏的城市天際線，加強視覺開揚度和改善空氣流通狀況。同時，有關用地應加入緊扣海濱長廊和園景平台設計主題的活動點，並廣泛進行綠化，以期營造讓人舒暢自在的環境。



The development sites on the former runway reserved for various uses have their own roles to play in the contexts of creating an attractive tourist destination, improving the quality of life and fostering a sense of belonging to the community.

The UDGM for the Runway Precinct recommends allowing a wide building separation with a rhythmic arrangement of high and low buildings within development sites, with a view to creating a dynamic skyline, enhancing visual permeability and improving air ventilation. With extensive greening works, the activity nodes echoing the design themes for the waterfront promenade and the landscaped deck will be added within the development sites, in a bid to help create a comfy and pleasant environment.



該指引及手冊可瀏覽網頁：

UDGMs are available for viewing from:



局長隨筆 SDEV's Blog

[www.devb.gov.hk/tc/home/my\\_blog/index.html](http://www.devb.gov.hk/tc/home/my_blog/index.html)



[www.facebook.com/DevelopmentBureau](https://www.facebook.com/DevelopmentBureau)

# T2主幹路及茶果嶺隧道工程展開

## Trunk Road T2 and Cha Kwo Ling Tunnel Works Commencement



土木工程拓展署與Bouygues Travaux Publics在2019年11月6日簽署T2主幹路及茶果嶺隧道工程合約。工程主要包括設計及建造約3.4公里長的雙線雙程主幹路（其中3.1公里為隧道）、兩座位於主幹路兩端的通風大樓，以及相關工程，合約造價為109.2億元。T2主幹路及茶果嶺隧道為六號幹線的中段，西接中九龍幹線，東連將軍澳—藍田隧道。六號幹線屬香港策略性道路網絡一個重要部分，貫通西九龍至將軍澳新市鎮。整條六號幹線於2026年完成後，將有效改善九龍東、西部及將軍澳的交通情況，屆時在繁忙時間來往油麻地與將軍澳的車程預計只需12分鐘。

On 6 November 2019, CEDD signed a works contract, of a price of \$10.92 billion, with Bouygues Travaux Publics for the construction of Trunk Road T2 and the Cha Kwo Ling Tunnel. The works mainly comprise the design and construction of a 3.4 km-long dual two-lane trunk road, 3.1 km of which are tunnels, two ventilation buildings at both ends, and associated works. Constituting the middle section of Route 6, Trunk Road T2 and the Cha Kwo Ling Tunnel connect the Central Kowloon Route in the west with the Tseung Kwan O – Lam Tin Tunnel in the east. Route 6 is an important component of Hong Kong's strategic transport network, providing an east-west express road link between West Kowloon and Tseung Kwan O New Town. Upon overall completion in 2026, Route 6 will effectively improve the traffic conditions in Kowloon East, Kowloon West and Tseung Kwan O. The journey time between Yau Ma Tei and Tseung Kwan O during peak hours then is estimated to take only 12 minutes.

# 行人隧道 SW4 工程 引進隧道建造新技術

## Bringing in New Tunnelling Technology for Subway SW4

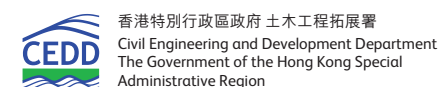
為了加強啟德發展區與彩虹邨一帶地區的連繫，土木工程拓展署正在興建行人隧道SW4。主隧道工程將於2020年4月開展，並會首次在香港應用矩形隧道鑽挖機技術進行。這項嶄新技術有多方面效益，包括提升施工安全、有效管理和降低施工風險，以及提升建造質量。此外，引進這項新技術亦配合發展局推行的建造業2.0政策。

To enhance connectivity between KTD and the Choi Hung area, CEDD is constructing a new pedestrian subway SW4. The main tunnelling works are scheduled to commence in April 2020 and will utilize, for the first time in Hong Kong, the Rectangular Tunnel Boring Machine technology. This innovation has a multitude of merits, including enhancement of works safety, effective management and reduction of construction risks, and raising construction quality. Furthermore, it aligns well with Development Bureau's Construction 2.0 Initiatives.



土木工程拓展署於2020年1月22日向傳媒簡介新矩形隧道鑽挖機技術  
CEDD briefed the media on 22 January 2020 about the new Rectangular Tunnel Boring Machine technology

同心抗疫 Together, We Fight the Virus!



香港特別行政區政府 土木工程拓展署  
Civil Engineering and Development Department  
The Government of the Hong Kong Special Administrative Region

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# 私人非住宅用地

## Private Non-Domestic Sites

啟德發展區內的私人非住宅用地，主要指面向太子道東的用地。適用於私人非住宅用地的設計指引及手冊建議採用以園境種植配合特色街道的街景設計手法，在商業用地的鄰接地帶及建築物後移範圍內鋪設特色街道，鼓勵設置露天茶座，從而營造充滿活力的行人匯聚點。建築物外牆的形態設計經精心琢磨，帶出巧妙的光暗對比。



The Private Non-Domestic Sites within KTD mainly refer to the sites facing Prince Edward Road East. The UDGM for the Private Non-Domestic Sites recommends streetscape designs incorporating landscaped planting and featured street paving, with the use of street paving in the areas abutting the commercial sites and within the building setback, in a bid to creating vibrant pedestrian spaces around outdoor cafes. The forms and treatment of building facades are carefully conceived to foster a fabulous contrast between light and dark.

