

Current Condition of Previous Kai Tak Airfield and the South-East Kowloon Redevelopment

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Upon the operation of the new Hong Kong International Airport at Chek Lap Kok on 6 July 1998, the previous airport and the associated facilities at Kai Tak with a total land area of about 220 hectares is left basically idled up till now except for some minor usages for various temporary purposes.

The Kai Tak Area is currently under the management of the District Lands Office and Government Property Agency until the final decision being made on the permanent land uses. While the Civil Engineering and Development Department is responsible for undertaking the decommissioning of the former Kai Tak Airport and the associated facilities.

The followings are examples of some temporary usages of the land since 1998:

- Sub-station, local office or depot for various government departments (since 1998)
- Golf court at the southern tip of runway (2000 – 2005)
- Concrete mixing plant on the west bank of To Kwa Wan Typhoon Shelter (2000 till now)
- Temporary leased ground for carparking, vehicular services, workshops, recycling yard, and storage ground. (1999 till now)
- Flying Training School (2001 till now)
- Temporary stockpiling of excavated material from nearby site formation project, including the provision of two barging/unloading points along the west seawall (2002 - 2006)
- Short-term lease for social, community and commercial events (2000 till now)
- Bus depots/parking (2002 till now)



Land use condition on the northwestern area near Kowloon City/To Kwa Wan as seen in 2005



Existing land-use condition of the previous Kai Tak airfield



Many land lots in Kai Tak are leased to public sectors as parking spaces, including the area as shown on right occupied by the Kowloon Motor Bus Ltd.





Golf Court at the southern end
of Kai Tak Runway
(removed after 2005/06)



Stockpiling of dump materials from nearby site formation project (Choi Wan)



Concrete batching
plant located near
To Kwa Wan in
operation since 2001



Jetty and barging/unloading points along the seawall within To Kwa Wan Typhoon Shelter

The followings works have been done in the previous airfield since 1998:

- Decommissioning of various airport facilities (1999 - 2003)
- Decommission and demolish various private-owned facilities including maintenance depots, oil storage tank, air cargo handling and other air-freight logistic facilities. (1999 - 2000)
- Demolish previous airport terminal building and annexed carpark (2004 - 2006)
- Decontamination work stage 1 (2008 - 2010)



Kai Tak and the nearby area from
Google satellite map in late 2006

Image © 2008 DigitalGlobe

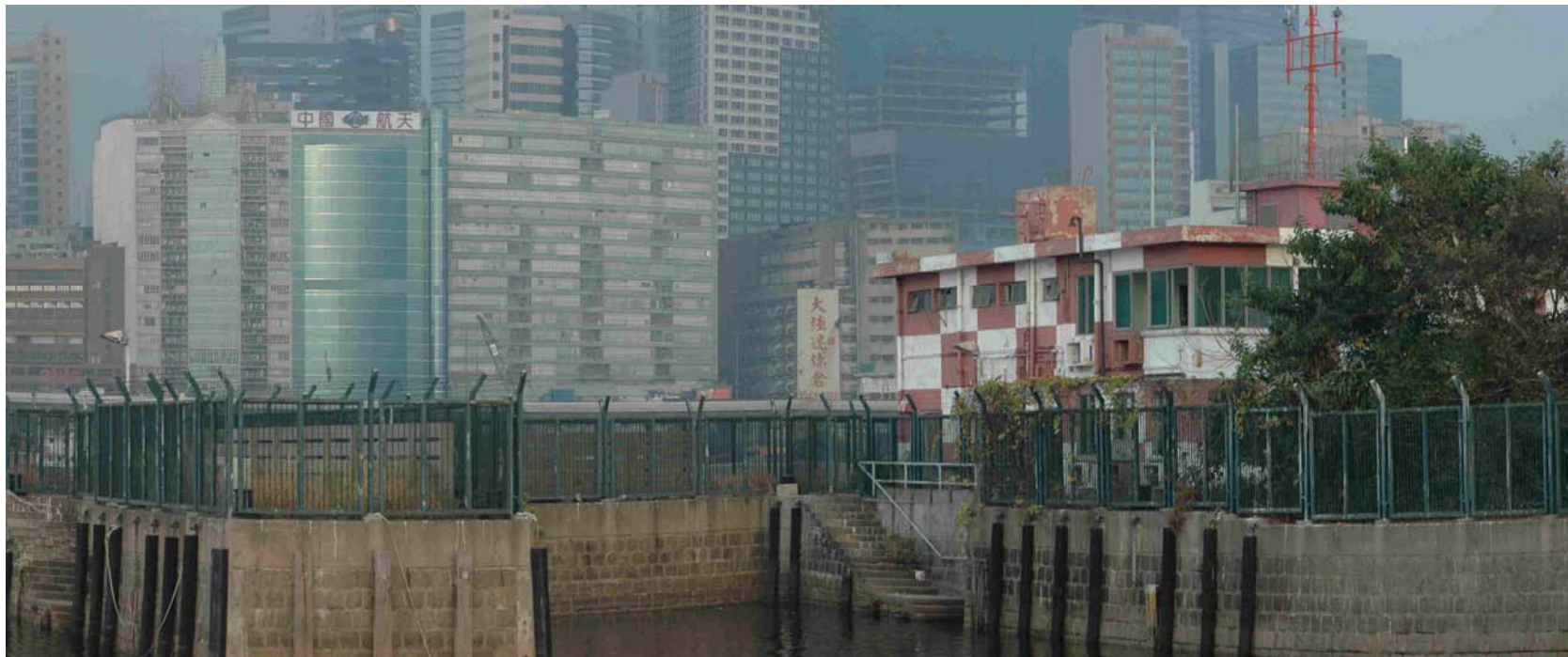
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Condition of the Kai Tal Airfield and its associated facilities as seen in 1999



Condition of the Kai Tak Airfield and its associated facilities as seen in 2003 with the air bridge, passenger terminal and carpark building still in place



Previous air-traffic control and auxiliary facilities still reminded in Kai Tak



Condition of the Kai Tal Airfield and its associated facilities as seen in 2003
from Choi Hung with To Kwa Wan and Kowloon City as the background



Conveyor system and crushing/material dispatching equipment for the handling and disposing of the excavated spoil from the nearby Choi Wan Site Formation Project. Similar set-up will be installed by early 2009 for the Site Formation of the previous Anderson Quarry Project



Conveyor routing for dumping excavated
spoil from the site formation of Choi Wan



Overview of the northeast portion of Kai Tak from Choi Wan in late 2007



Site Formation for previous Anderson Quarry will make use of Kai Tak area (from 2009 to 2012) to stockpile the excavated materials similar to the Choi Wan Formation project



Demolition of the Passenger Terminal and the Carpark Building in 2006

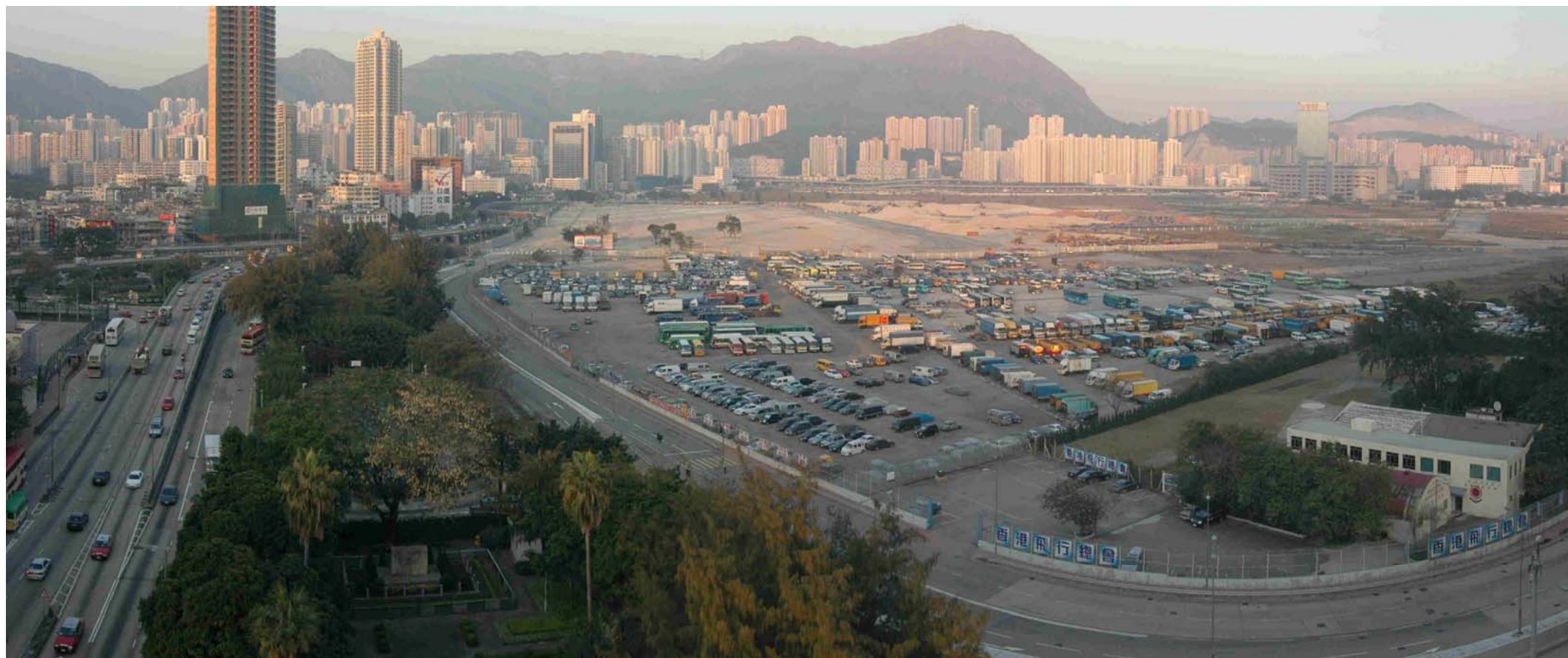




Northern end of Kai Tak
after the demolition and
removal of the previous
terminal complex and
carparking buildings

Kai Tak as viewed from
nearby districts –

To Kwa Wan







Viewing Kai Tak runway
and the To Kwa Wan
Typhoon Shelter from the
waterfront of To Kwa wan

Kai Tak as viewed from
nearby districts –
Kowloon City



Overview of Kai Tak northern end and its neighbourhood seaming to Kowloon City and To Kwa Wan District as seen in 2005





Kai Tak as viewed from
nearby districts –

San Po Kong



Northeast corner of
Kai Tak as viewed
from building top in
San Po Kong



Kai Tak along Prince Edward Road at San Po Kong formed after the demolition/removal of the previous aircraft maintenance depot and other related logistic facilities.



The Kai Tak Nullah, being one of the environmental hotspots in the redevelopment of Kai Tak

Kai Tak as viewed from
nearby districts –

Choi Hung/Ngau Tau Kok



Kai Tak as viewed from
nearby districts –

Kowloon Bay/Kwun Tong



Eastern portion of Kai Tak area as viewed from the newly developed industrial-commercial mixed zone of Kowloon Bay



The Kwun Tong Bypass (below)
and Airport Tunnel entrance





Kwun Tong Typhoon Shelter and Kai Tak Approach Channel
and the land use condition along Kowloon Bay and Kwun Tong Waterfront



Southern end Kai Tak runway viewed from Kowloon Bay with Kwun Tong Typhoon Shelter, Kwun Tong Bypass and Kai Tak Approach Channel as the foreground



Kai Tak Twilight from

- Fei Ngo Shan (above)
- Kai Tak Approach Channel (below)

Kai Tak as viewed from
nearby districts –

Inside the airport area

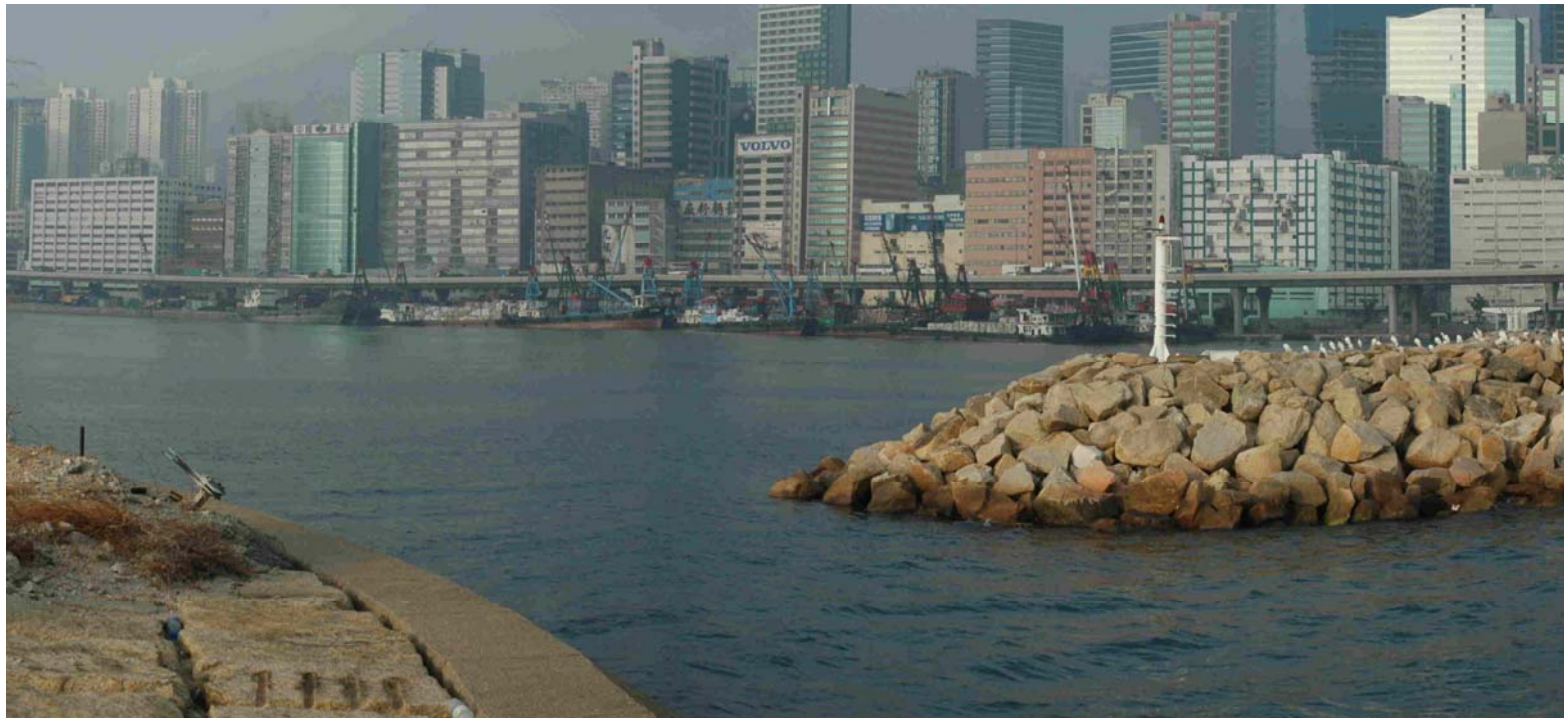


Viewing toward Kowloon Bay from the south end of runway (with Hong Kong International Trade and Exhibition Centre as background)





Southern tip of
runway where
the future cruise
terminal locates



From the south end of runway viewing toward Kwun Tong direction

Kai Tak Development Plan

The formulation of the Kai Tak Development Plan is an example of successful public engagement. The challenge now is to take forward this major project within a tight schedule. Statutory procedures to amend the Kai Tak Outline Zoning Plan are almost finished, after which the project will enter the implementation stage. Tenders will be invited early 2008 to construct a new cruise terminal. The first berth is expected to be operational in 2012. A high-level inter-departmental committee led by the Secretary for Development will ensure that the project stays on schedule. It will also ensure that this vast ex-airport site will be developed into an attractive place for citizens to enjoy and take pride in.



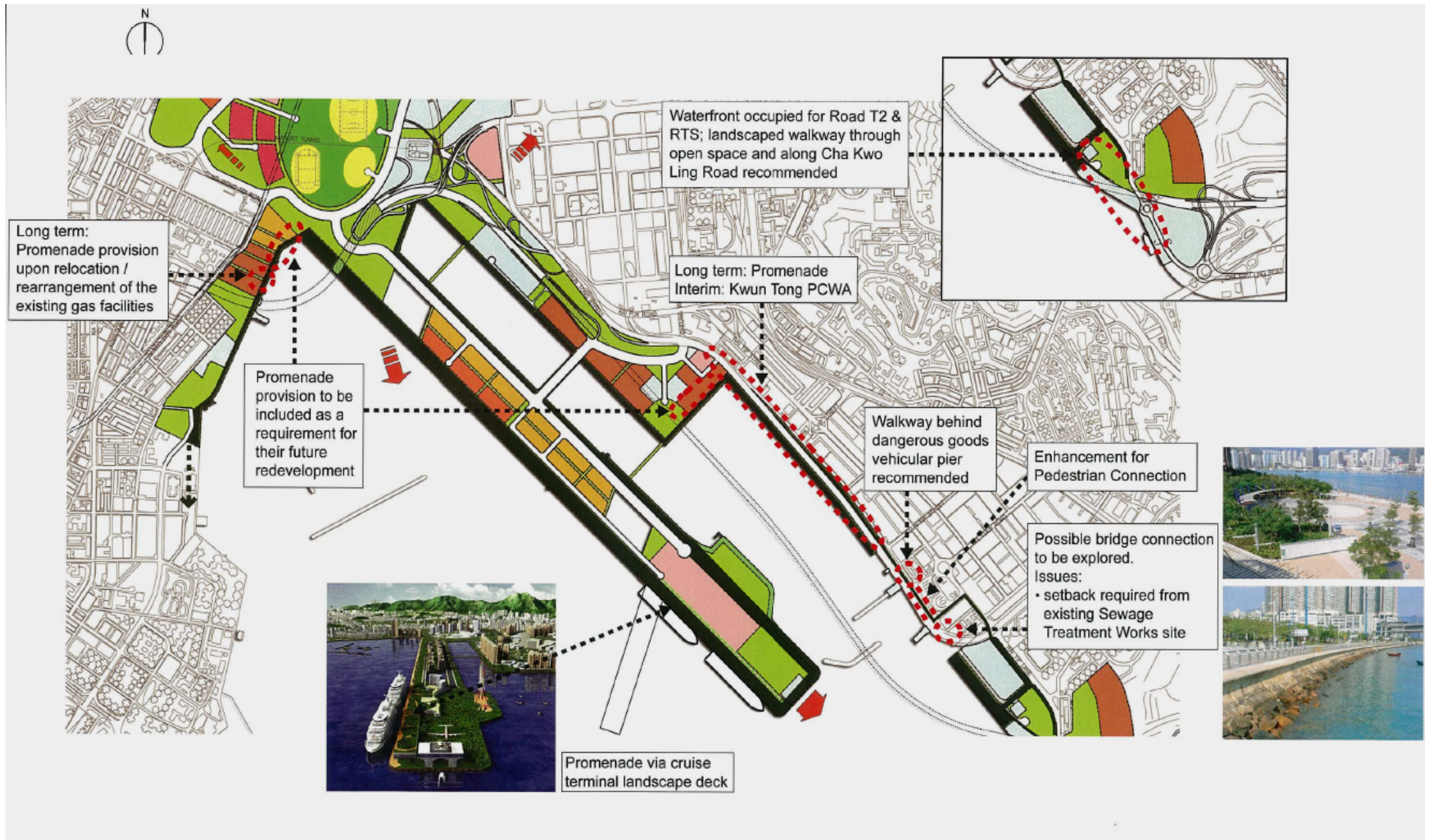
Design focus of the Kai Tak Development Plan

- Land area about 200 hectares.
- Development consists of large proportion of public open space, green area and sport-recreation-community facilities.
- A pedestrian promenade will be provided along the waterfront from To Kwa Wan up to Cha Kwo Ling.
- Linking through with environmental friendly transportation system integrating/merging into existing and future traffic network, including link bridges to Kowloon Bay and Kwun Tong, connection to future Central Kowloon Route, station for Shatin Central Link, or a possible regional light rail/mono-rail system.
- Majority of the developments are in medium-low density allowing spacious vision for hill-line and harbour view.
- Cruises terminal will be provided at the south-eastern tip of the previous runway with landscape and open space for public.
- The development will also include the following elements:
 - a metro park, multi-purpose stadium complex, public housing, government office, hospital, limited private residential and commercial developments.

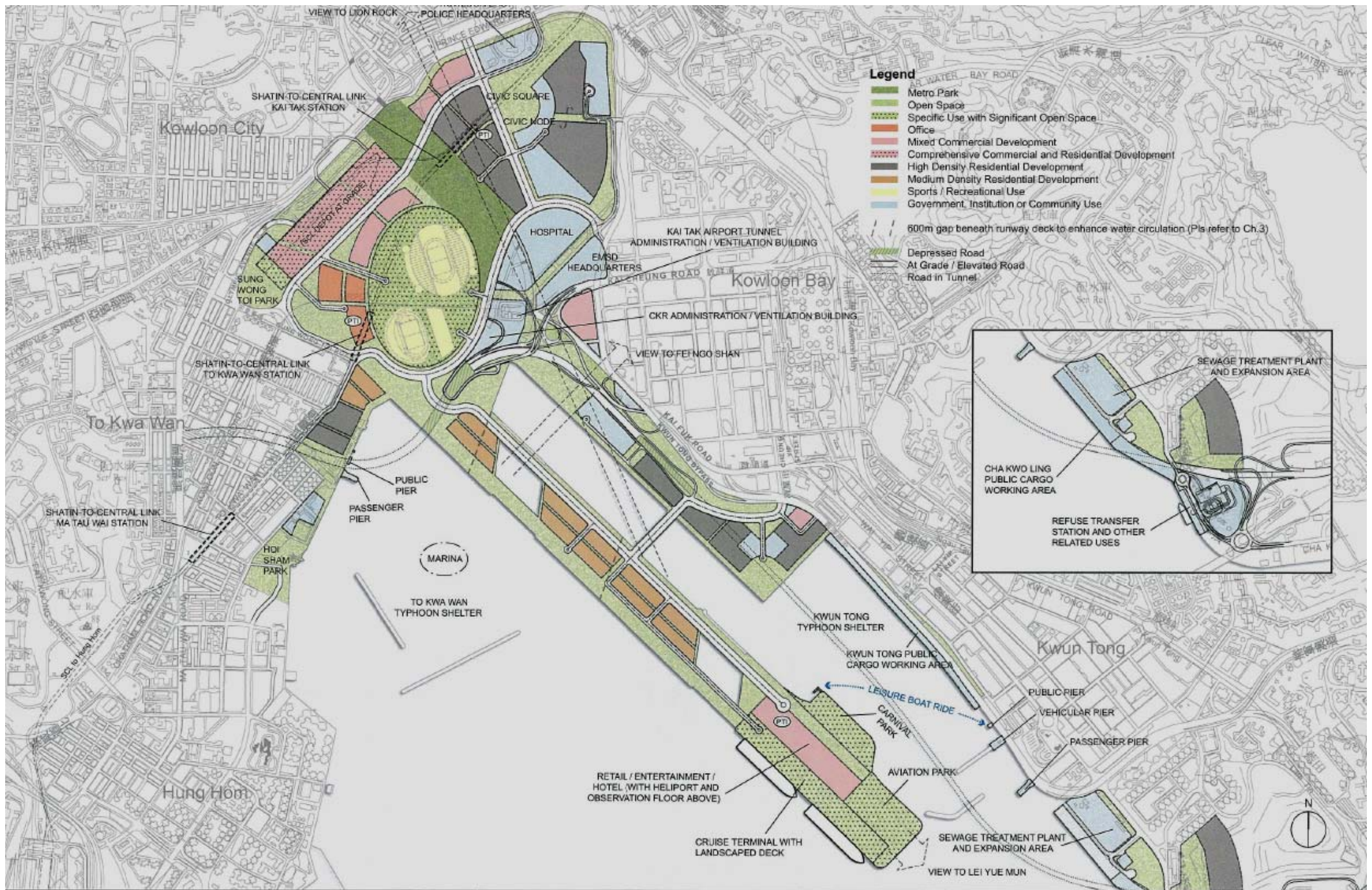


總綱圖

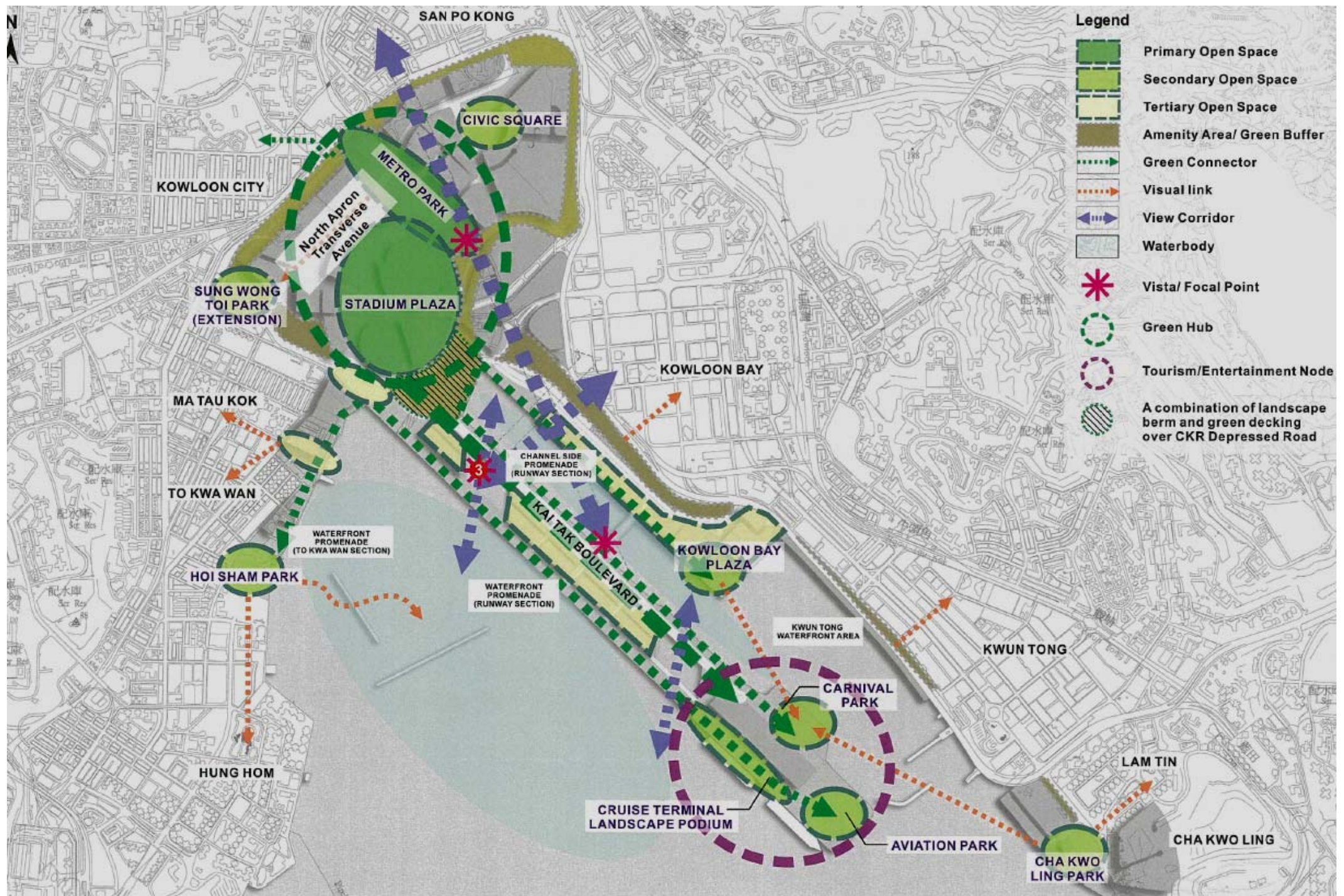
Master Plan



Theme on Public Promenade

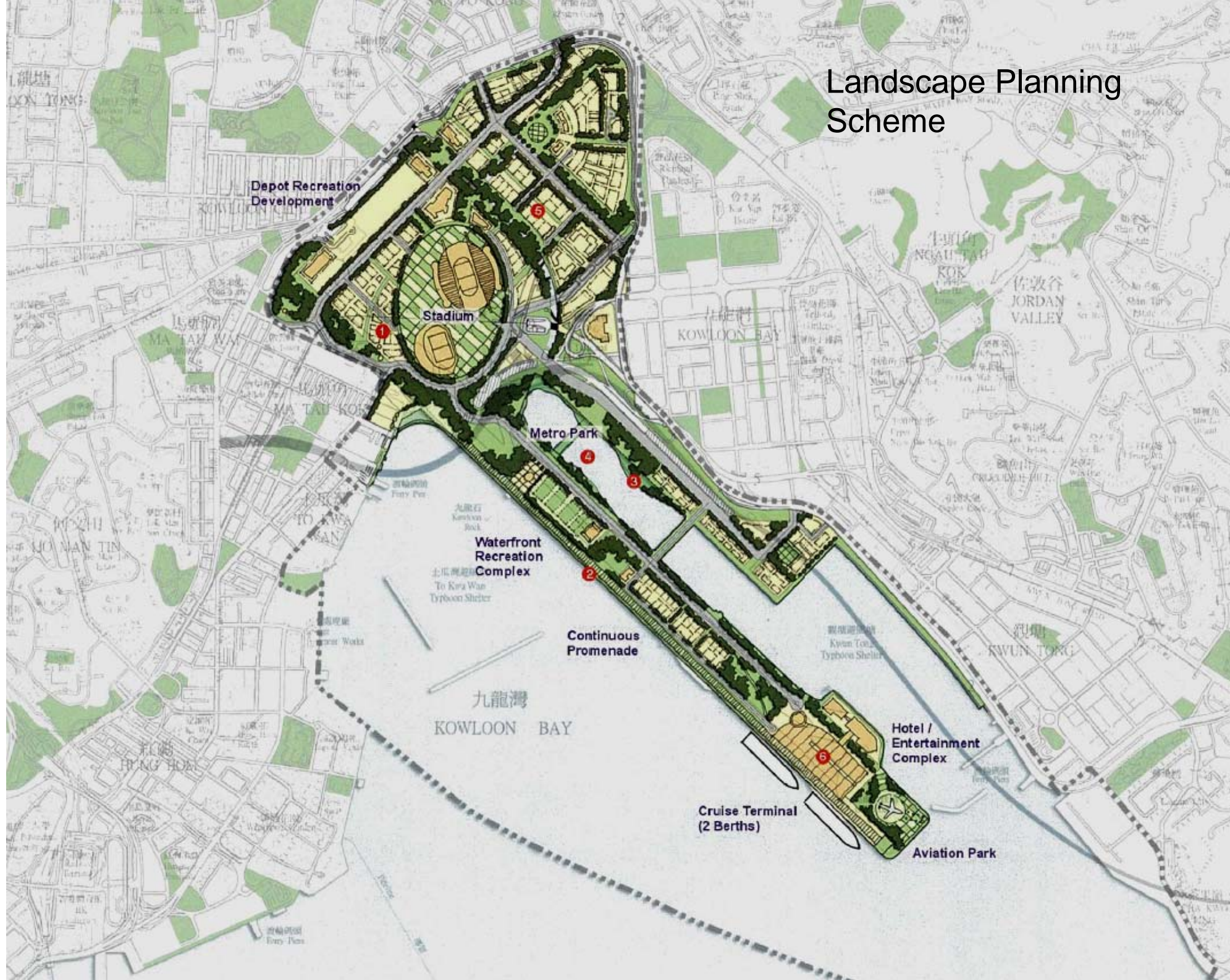


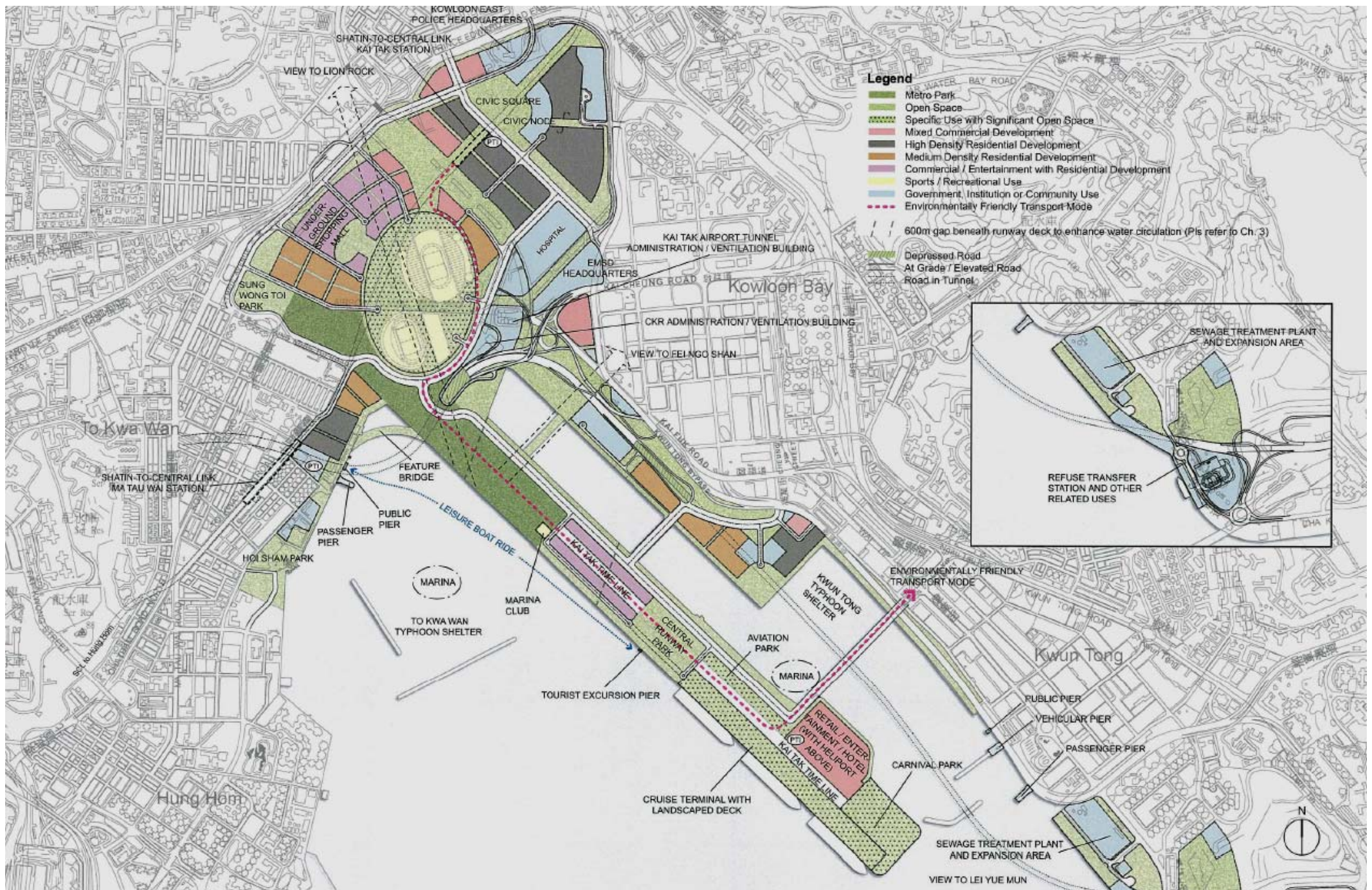
Theme on City in the Park



Landscape framework

Landscape Planning Scheme





Land Use Scheme

This set of presentation aims to provide to general public a review of the Kai Tak area after an idle of ten years, in particular how it has been used during the period, what is its present condition, and what will likely be done in this piece of vast land in the coming future.

This 200 hectares of land is not an official restricted area to public, but very few people can have chance to get closer and have a look inside. This presentation takes general public into the area and reveal some of its hidden face.

- End of presentation and thanks -