

An Overall Review of Kai Tai Development since its Handing Over after 1998

This presentation, prepared by Raymond Wong of City University, tries to show what has happened to Kai Tak in the past 20 years. This is the 1st part of presentation under the Kai Tak Series after his study of the area since 2000.

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Kai Tak in early 1950s – extension of the runway by 2 km after WW2



The 2nd runway extension in early 1970s

Kai Tak Airfield
in mid 1970s

The 1st
generation of
Boeing 747



Kai Tak Airfield in mid 1980s





Land use condition of
Kai Tak area in 2010



2013



Choi Wan site formation as seen in 2006





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 2010, except for some minor usages for various temporary purposes.

Up to around 2010, The Kai Tak Area was basically under the management of the District Lands Office and the Government Property Agency until the preliminary planning arrived with the permanent land uses of the area being drafted-out.

While the Civil Engineering and Development Department (Kowloon Development office) during that period was one of the major work agents in Kai Tak responsible for the decommissioning of the former Kai Tak Airport and the associated facilities, as well as some other advance works to prepare for further developments in future.

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 (removed in 2013)
- Temporary leased ground for carparking, vehicular services, workshops, recycling yard, and storage ground. (1999 till now)
- Aviation 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 - 2013)
- Short-term lease for social, community and commercial events (2000 till now)
- Bus depots/parking (2002 till 2012)



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



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



Existing land-use condition of the previous Kai Tak airfield



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



Many land lots in Kai Tak were leased to public sectors as parking spaces, including the area as shown on right occupied by the Kowloon Motor Bus Ltd. around 2006 – 2010.





2010



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



The followings works have been done in the previous airfield during 1999 to 2010:

- 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)



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 2001 with the air bridge, passenger terminal and carpark building still in place



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



2011



2017



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 belt 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 handle and stockpile part of 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

The same area as seen in 2017



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, one of the environmental hotspots in the redevelopment of Kai Tak

Kai Tak as viewed from
nearby districts –
Choi Hung/Ngau Tau Kok



2005



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)



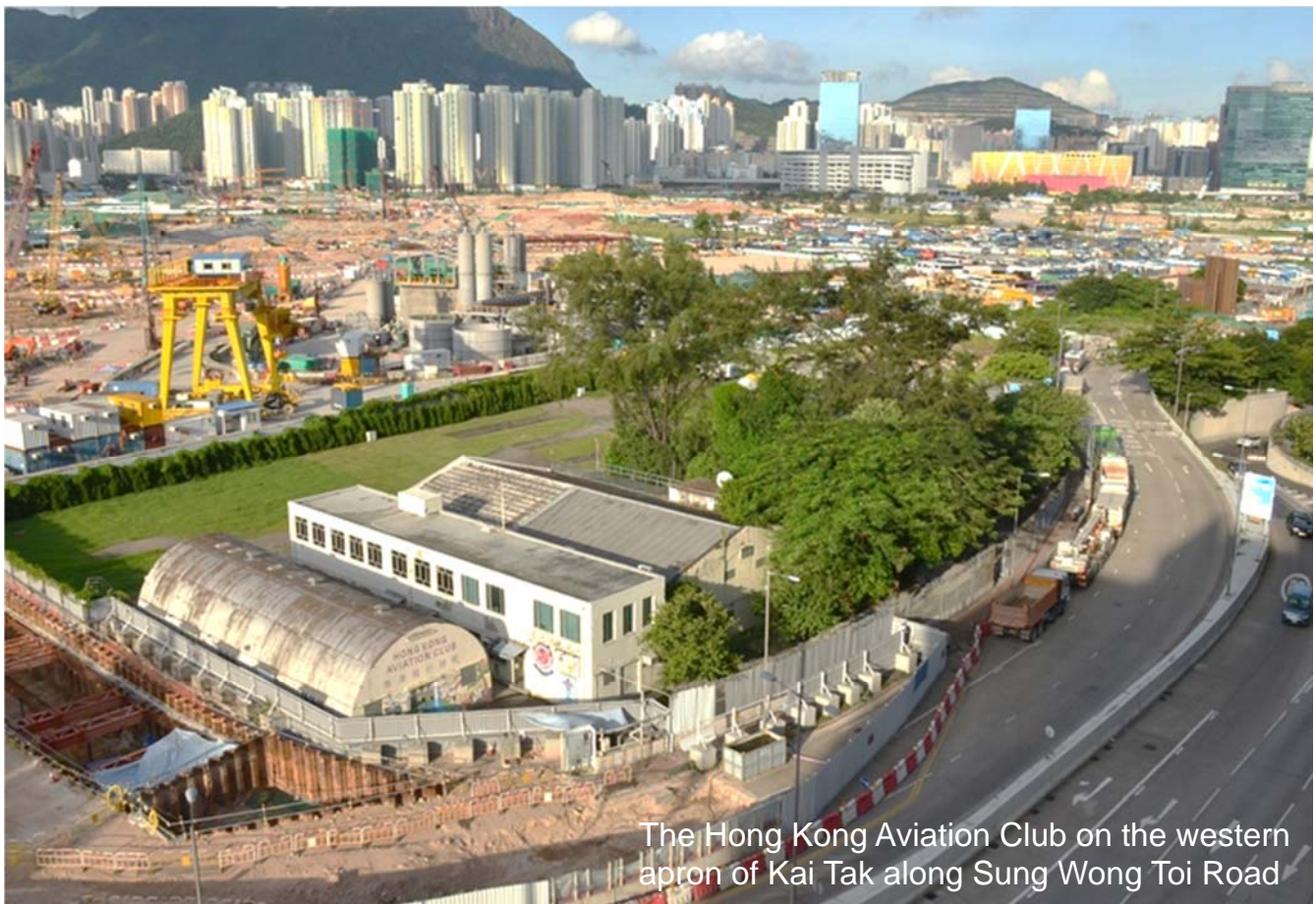
Southern tip of runway where the future cruise terminal locates



From the south end of runway viewing toward Kwun Tong direction



Part of the north apron in Kai Tak used as an cricket field in 2010



The Hong Kong Aviation Club on the western apron of Kai Tak along Sung Wong Toi Road





Other happening in Kai Tak of significance





The finding and preservation of the old Lung Tsun Stone Bridge







The deferred portion of Kai Tak
that needs more time to rectify



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 220 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 -