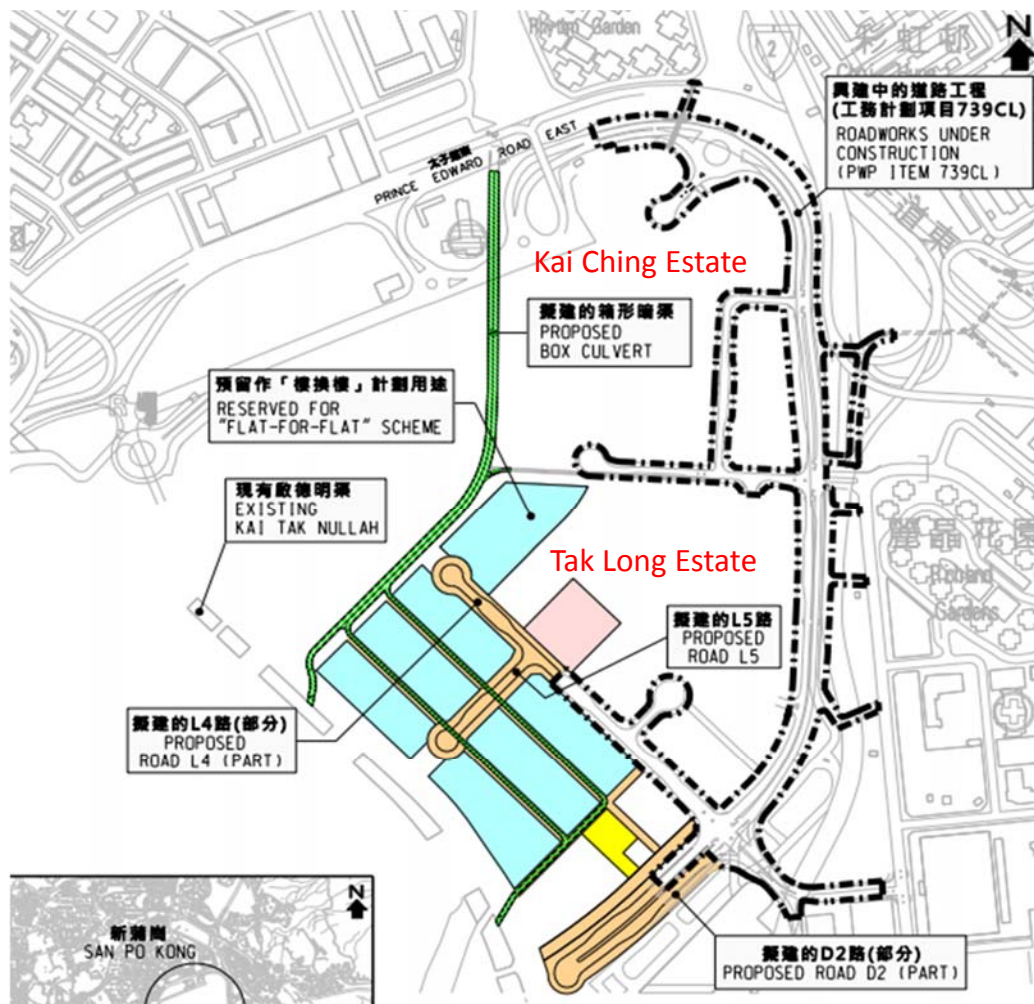


# Major projects involved in the Kai Tak Developments (Part 2)

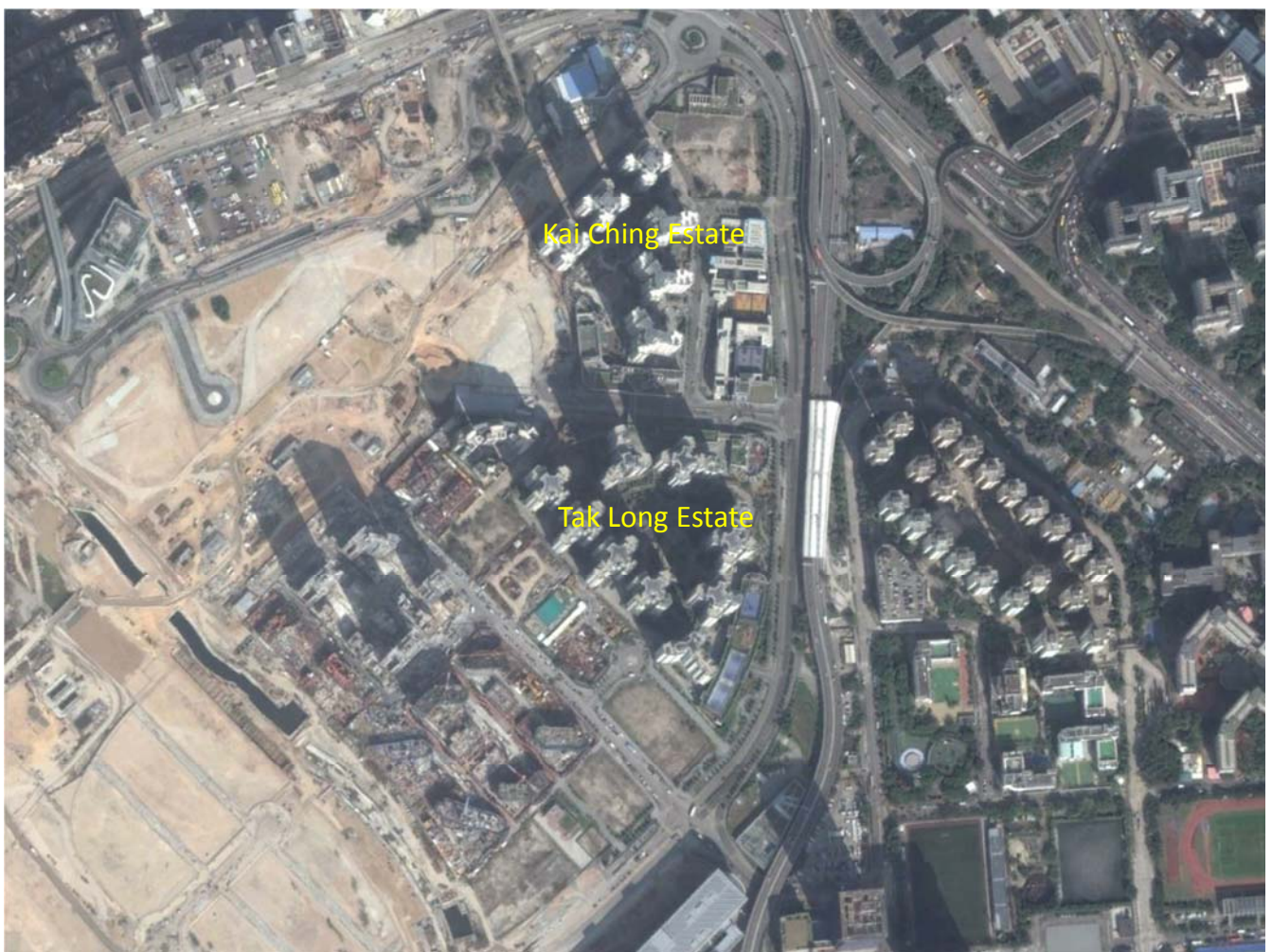
This presentation, prepared by Raymond Wong of City University, tries to briefly summarize the major projects being carries out or under active planning since the introduction of the Kai Tak Development Plan by the end of 2000s.

July 2017

Other residential  
developments in the  
North Apron of Kai Tak







North Apron of Kai Tak as in 2010



North Apron of Kai Tung as seen in 2011  
Foundation work for the Kai Ching & Tak Long Estate





Construction of the Tak Long Estate as in 2012



## 啟德發展區住宅地皮分佈







煥然一居



Other residential  
developments in the  
south apron of Kai Tak

Flat for Flat Housing







Reserved land for future GIC/Commercial/Residential developments



Kai Ching Estate under construction as in 2012





啟晴/德朗邨



Kai Ching and Tak Long Estate  
as seen from Choi Hung (2017)



## Other projects under GIC category



The Hong Kong Children's Hospital under construction as seen in early 2015





The Hong Kong Children's Hospital, late 2016





the new HQ building of Trade and Industry Department

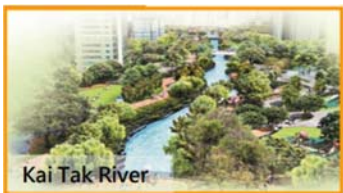






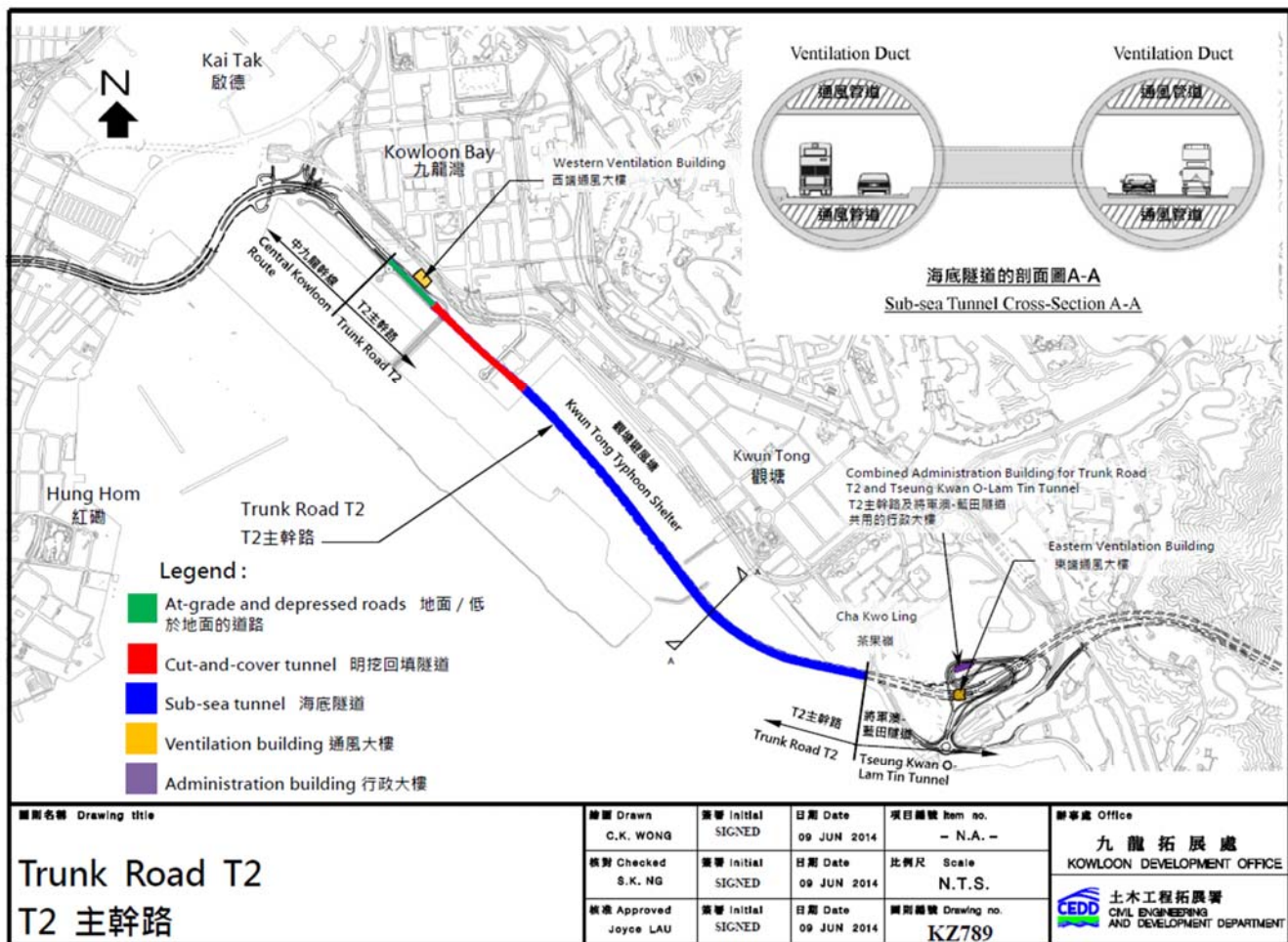
Other future projects  
under planning related  
to Kai Tak Development





Overview of Kai Tak Development













## 已評估的環保連接系統可能伸延路段 Assessed Possible Extensions of EFLS

### 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.





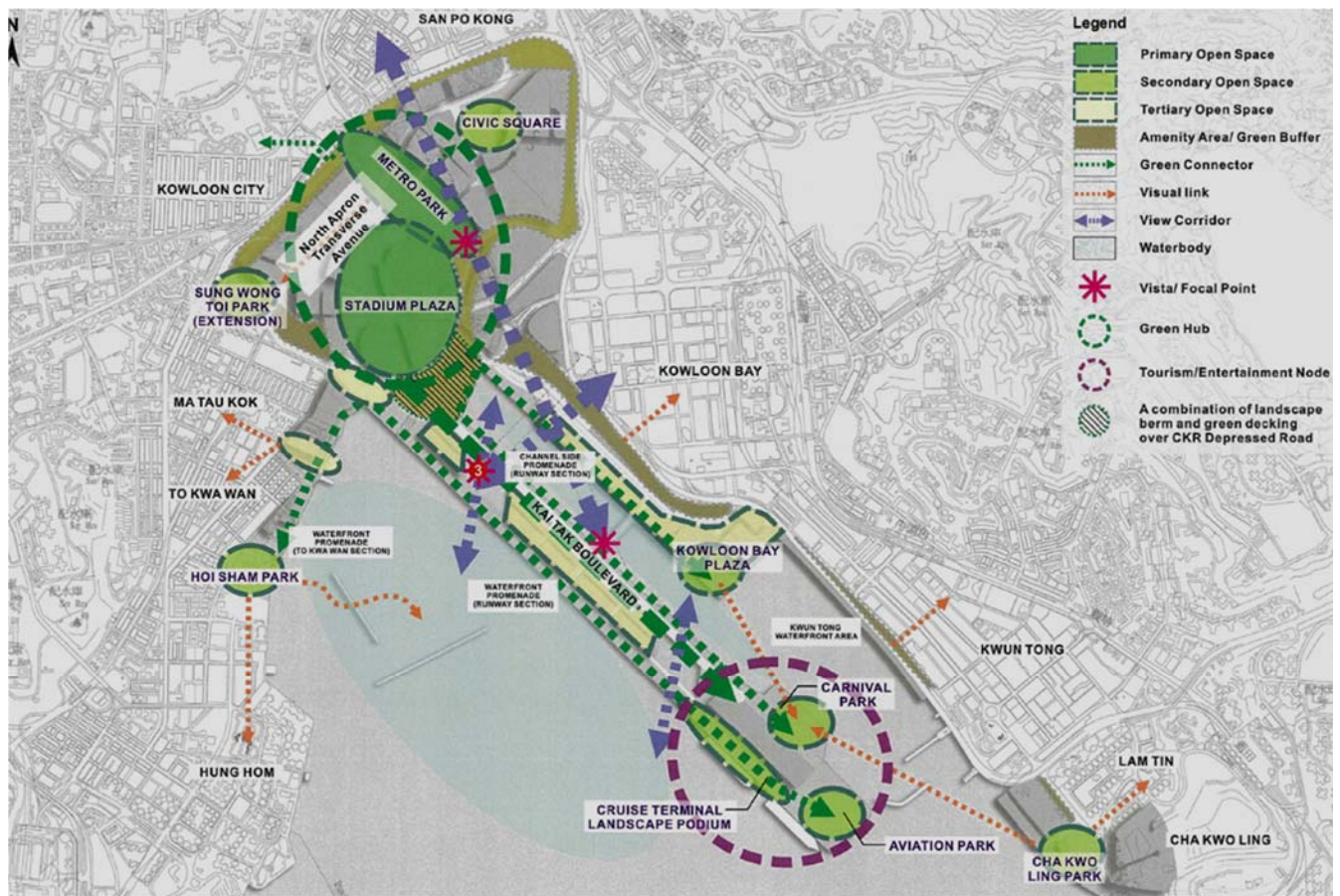
- Land area about 200 hectares.
- Development consists of large proportion of public open space, green area and sport-recreation-community facilities.
- A pedestrian promenade will be provided along the waterfront from To Kwa Wan up to Cha Kwo Ling.
- Linking through with environmental friendly transportation 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.



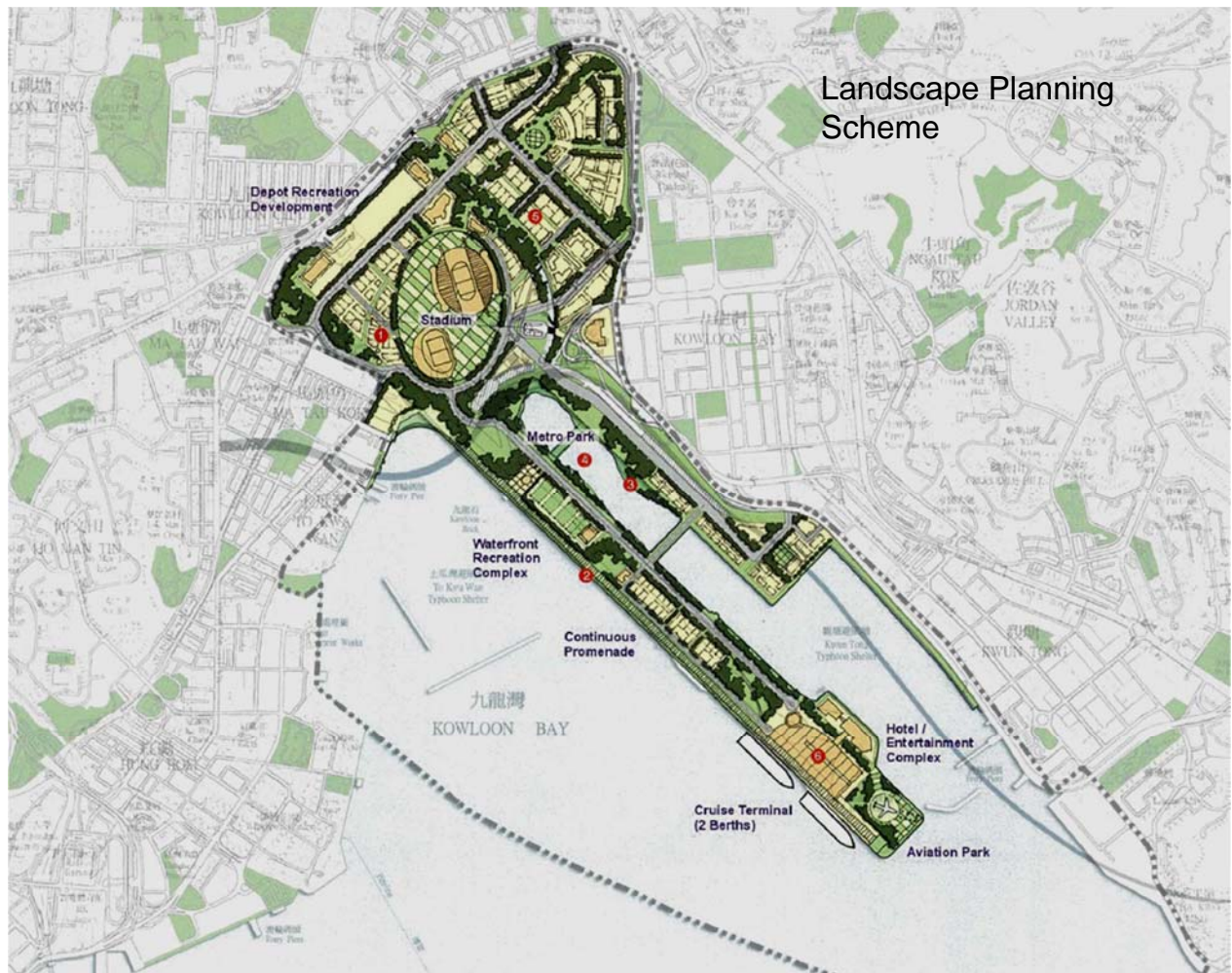








Landscape framework



Landscape Planning Scheme





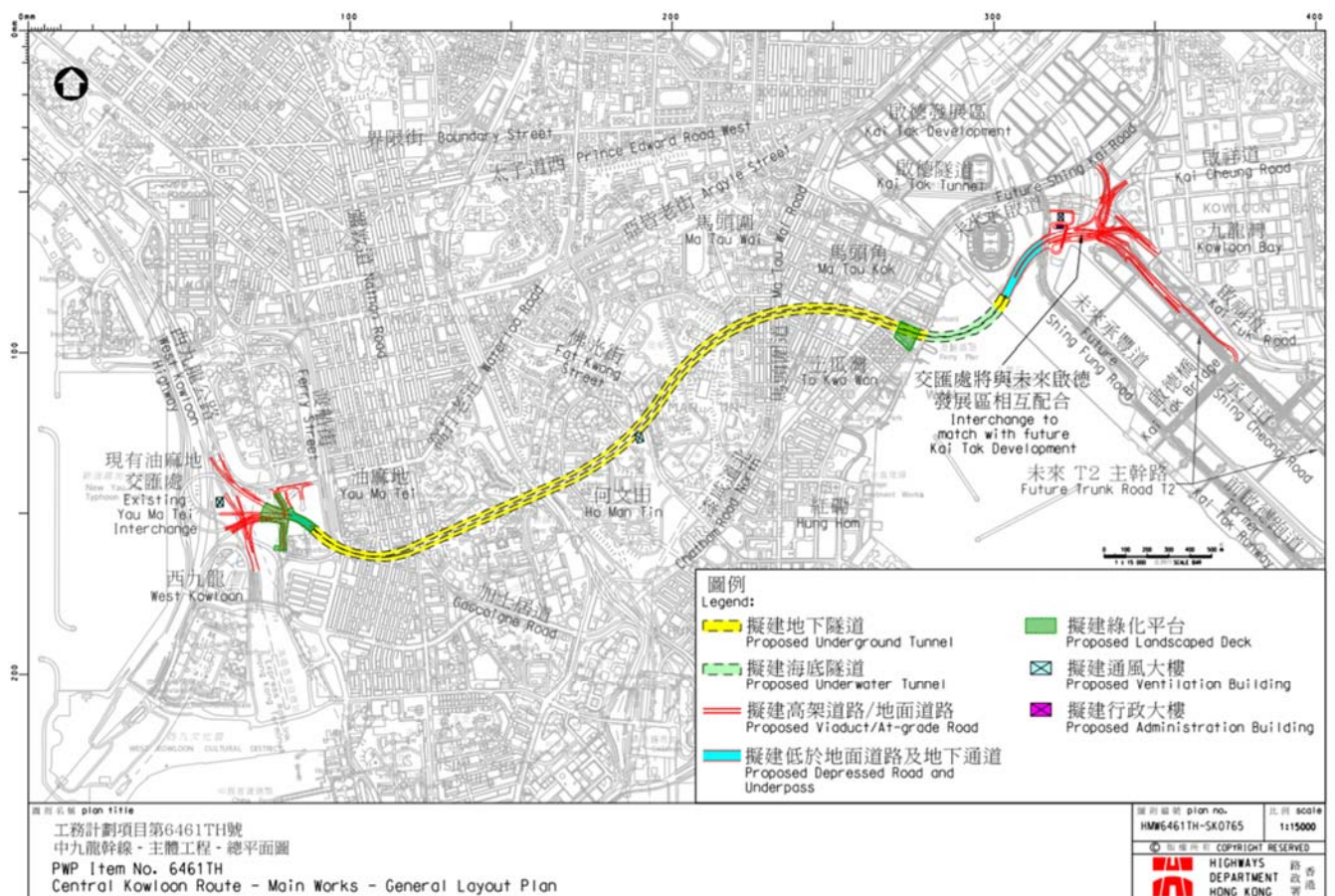








Associated planning between Kai Tak Development & Central Kowloon Route

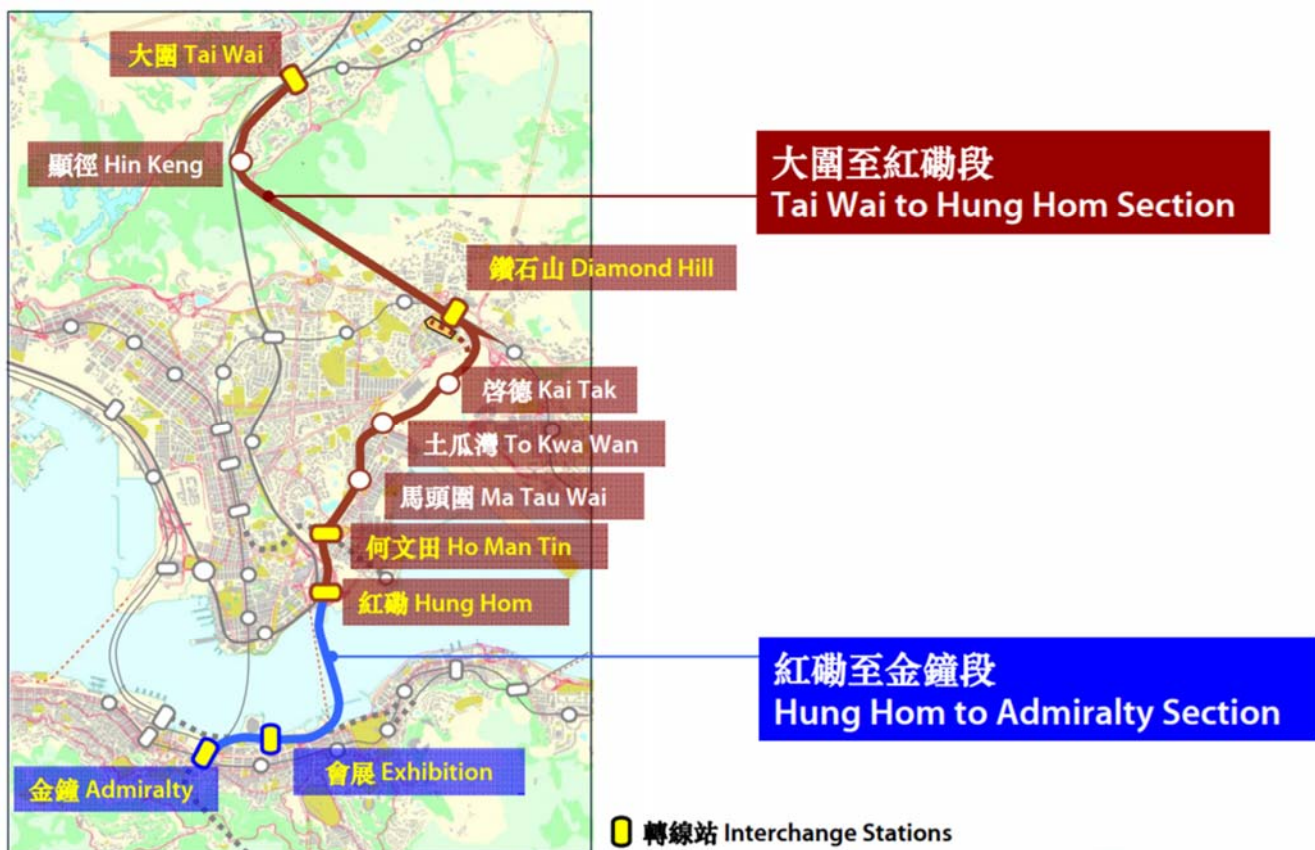






## Construction of the Shatin-Central Link within Kai Tak

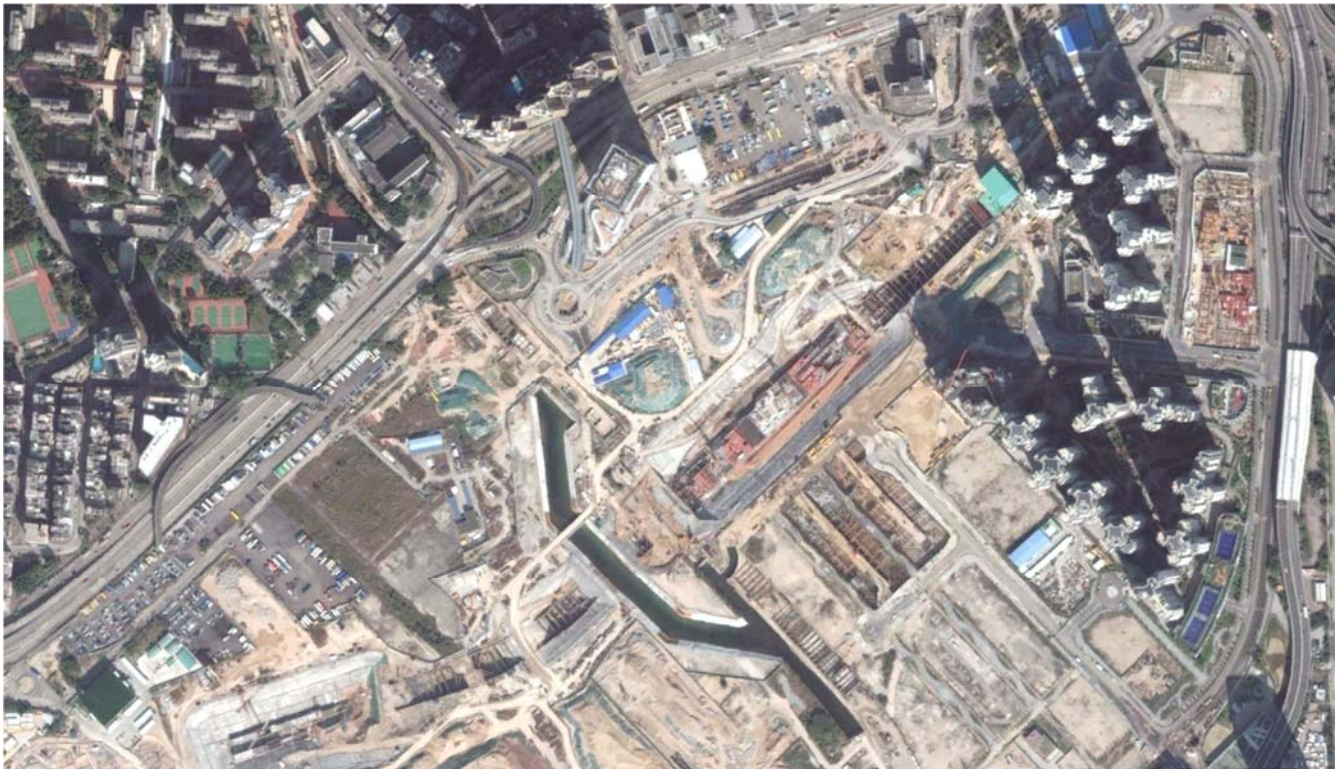




The overall alignment of Shatin-Central Link

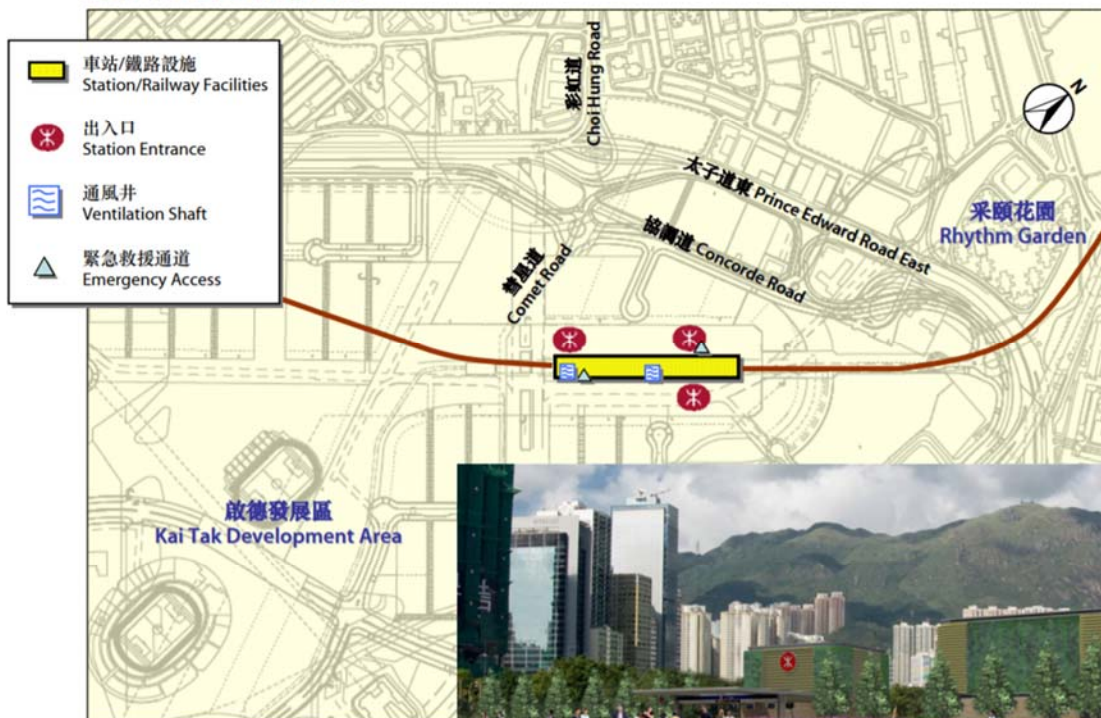






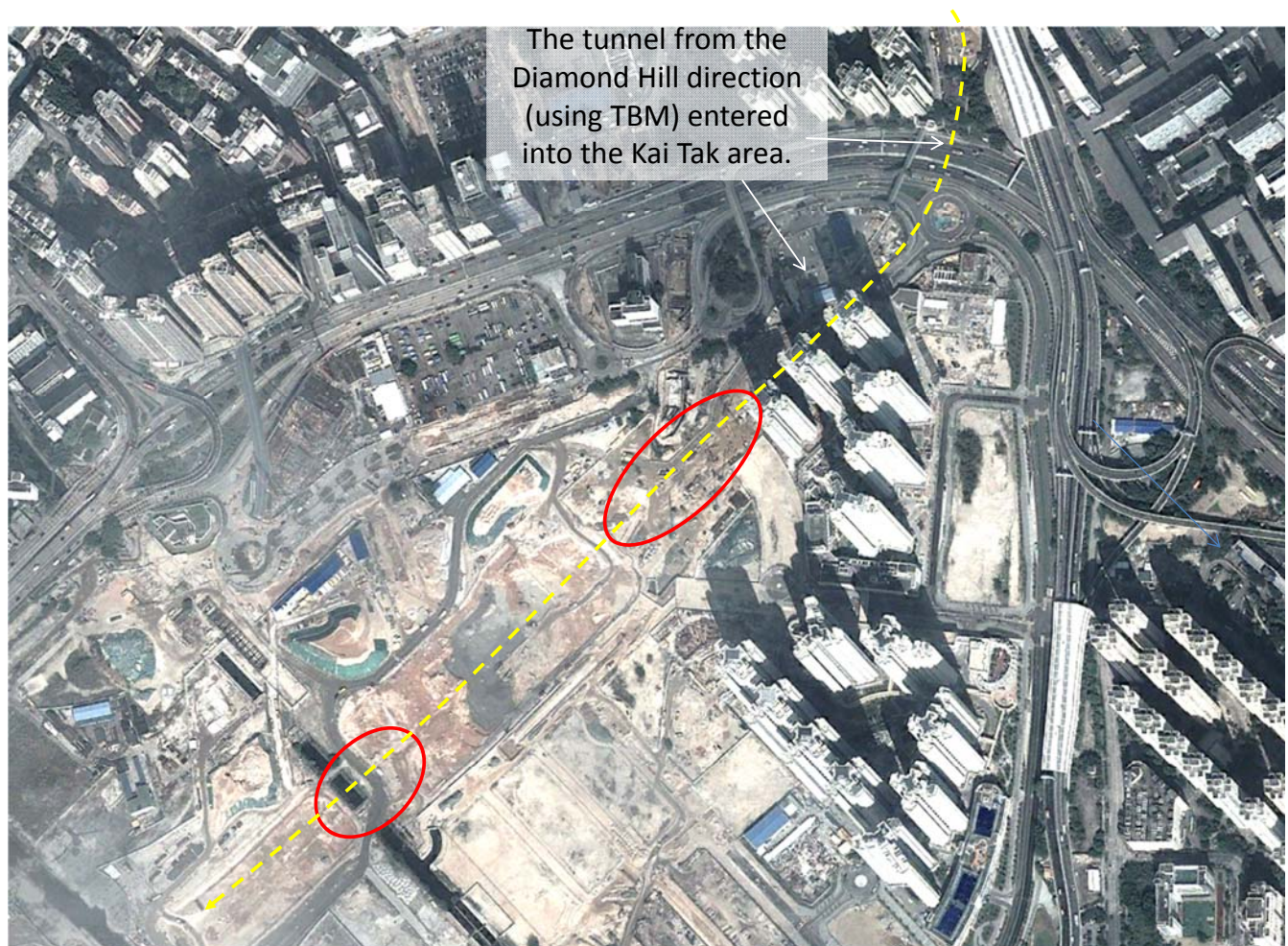
Construction of the Kai Tak and To Kwa Wan Station  
as seen from satellite view in mid 2015

## 啟德站 Kai Tak Station





# 土瓜灣站 To Kwa Wan Station







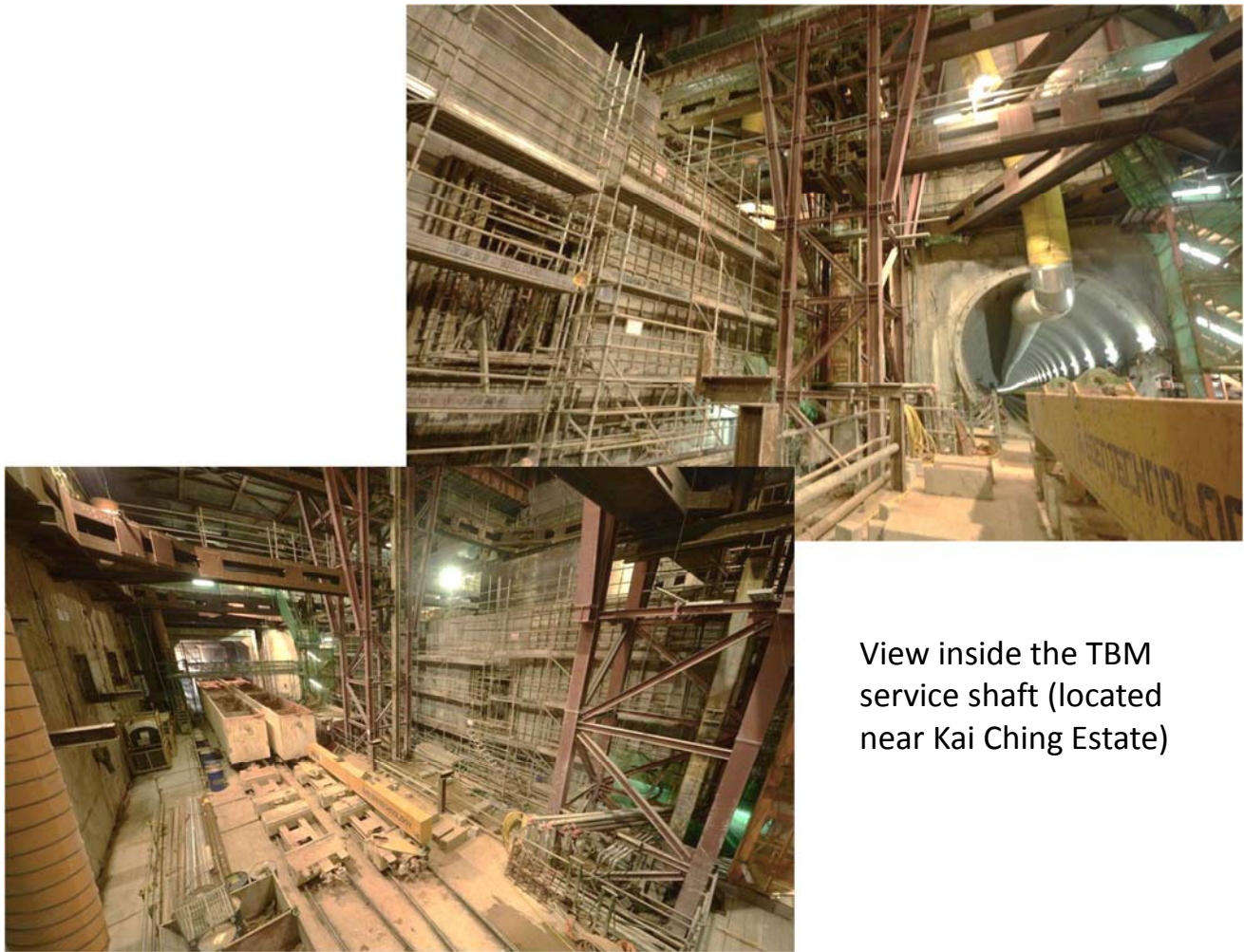
The tunnel from the Diamond Hill direction (using TBM) and entered into the Kai Tak area. The green hood is the covering hood for the TBM service portal shaft (2015)



Kai Ching Estate

2017





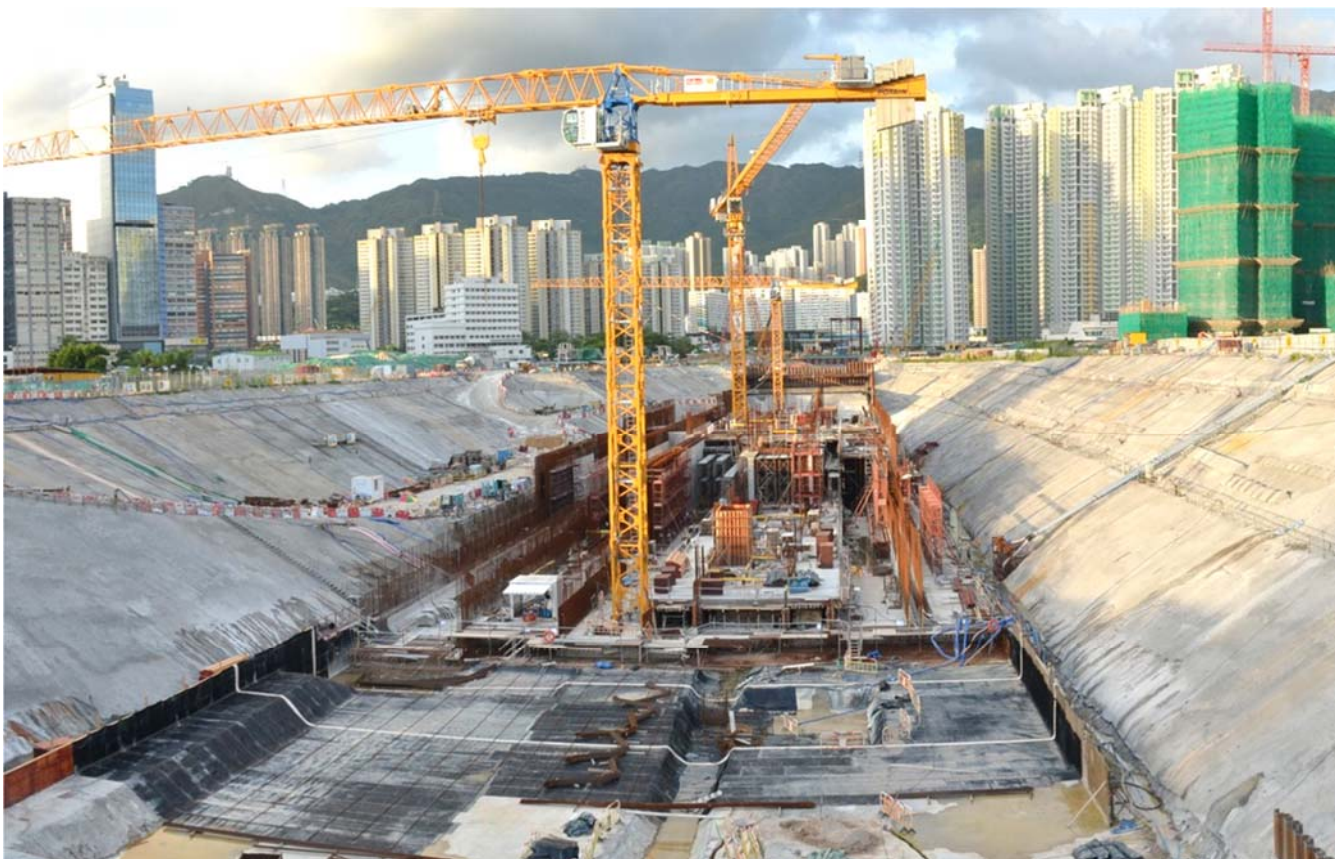
View inside the TBM service shaft (located near Kai Ching Estate)







Kai Tak Station under construction using open-cut in early 2014



Construction of the Kai Tak Station in early 2014

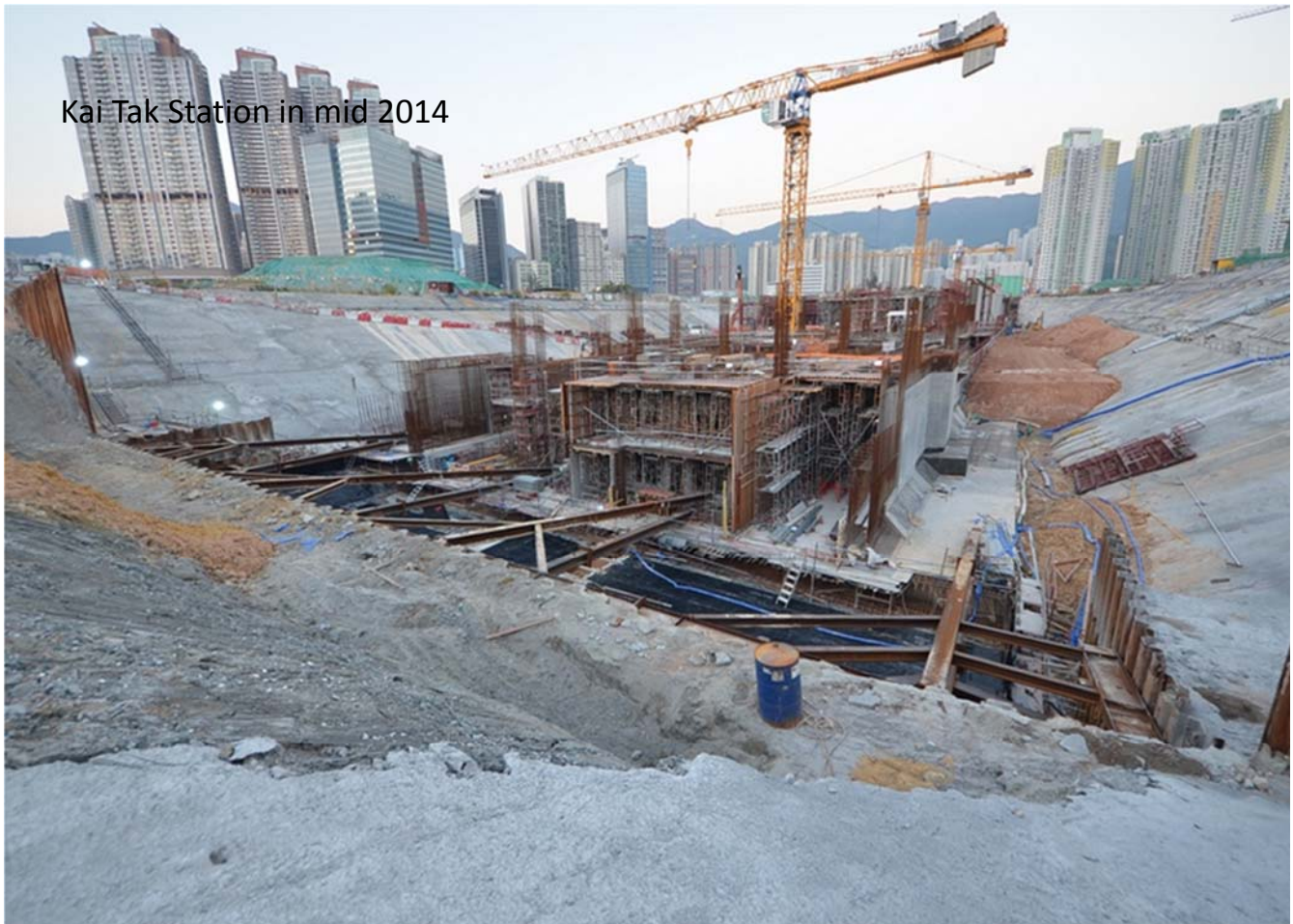




Early 2014



Mid 2014



Kai Tak Station in mid 2014



Kai Tak Station in late 2014



Kai Tak Station with structure basically completed







To Kwa Wan Station in early-2014



To Kwa Wan Station in mid-2015







To Kwa Wan Station in mid 2014



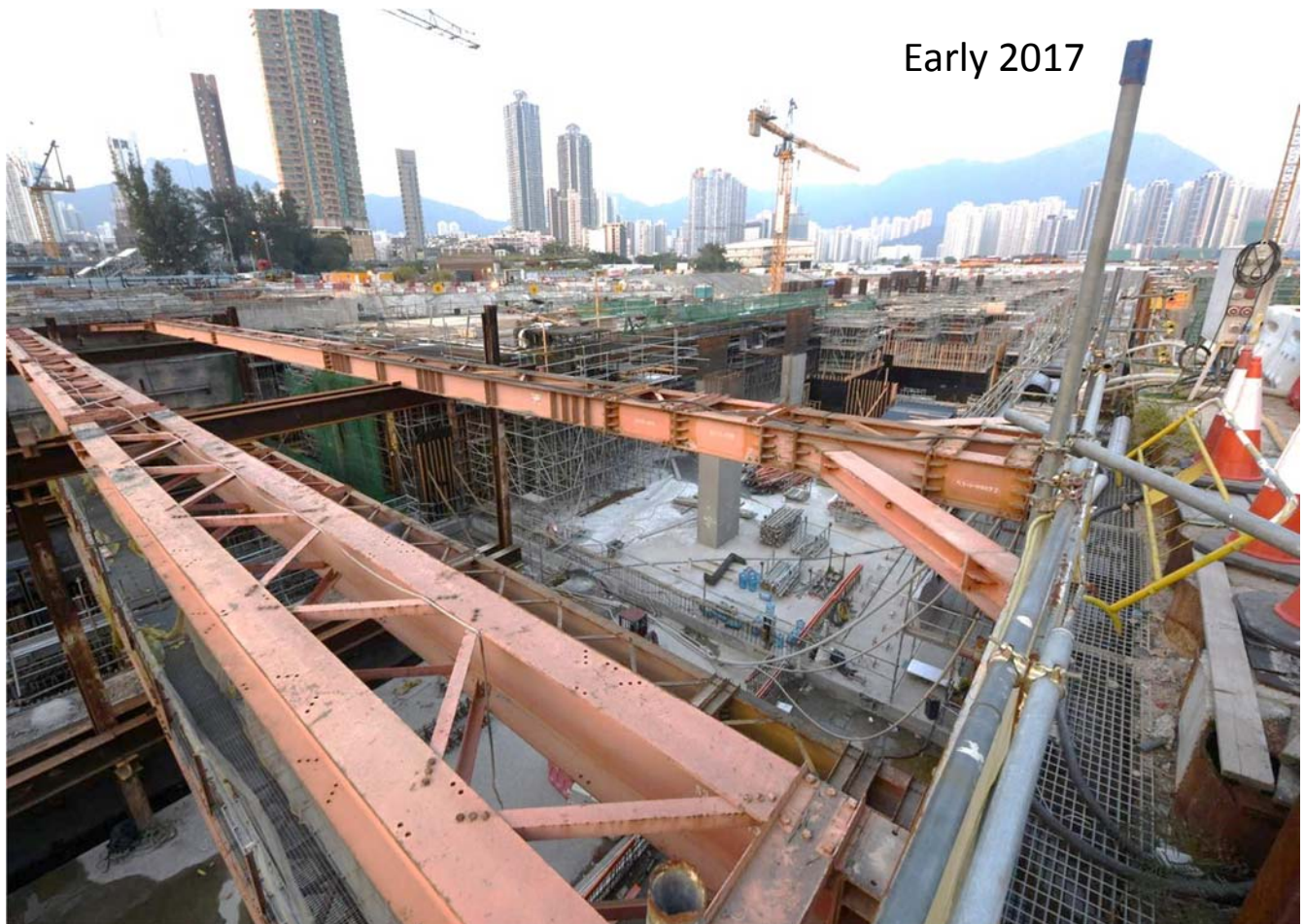
Mid 2016







Mid 2016



Early 2017







Station constructed using  
open-cut arrangement  
(early 2017)



The de-sanding and slurry treatment  
facility to support the TBM operation  
(heading to Ma Tau Wai Station)

Service shaft  
for the TBM





Construction of the  
tunnel tube within the Kai Tak section  
using open-cut and Cut-&-cover  
arrangement







The tunnel tube between the two stations constructed cut-and-cover method (mid 2014)



The tunnel tube between the two stations constructed cut-and-cover method (late 2014)





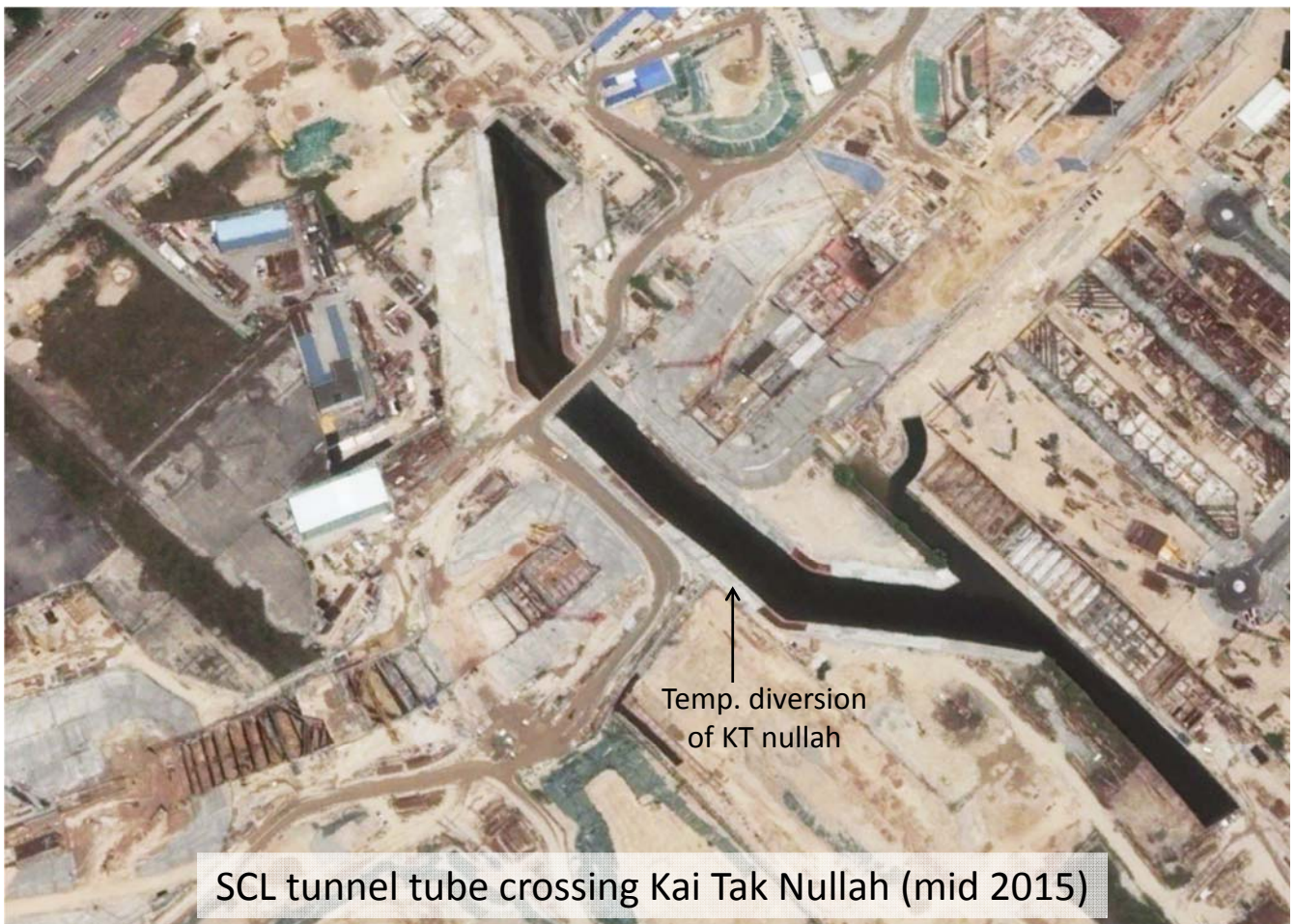
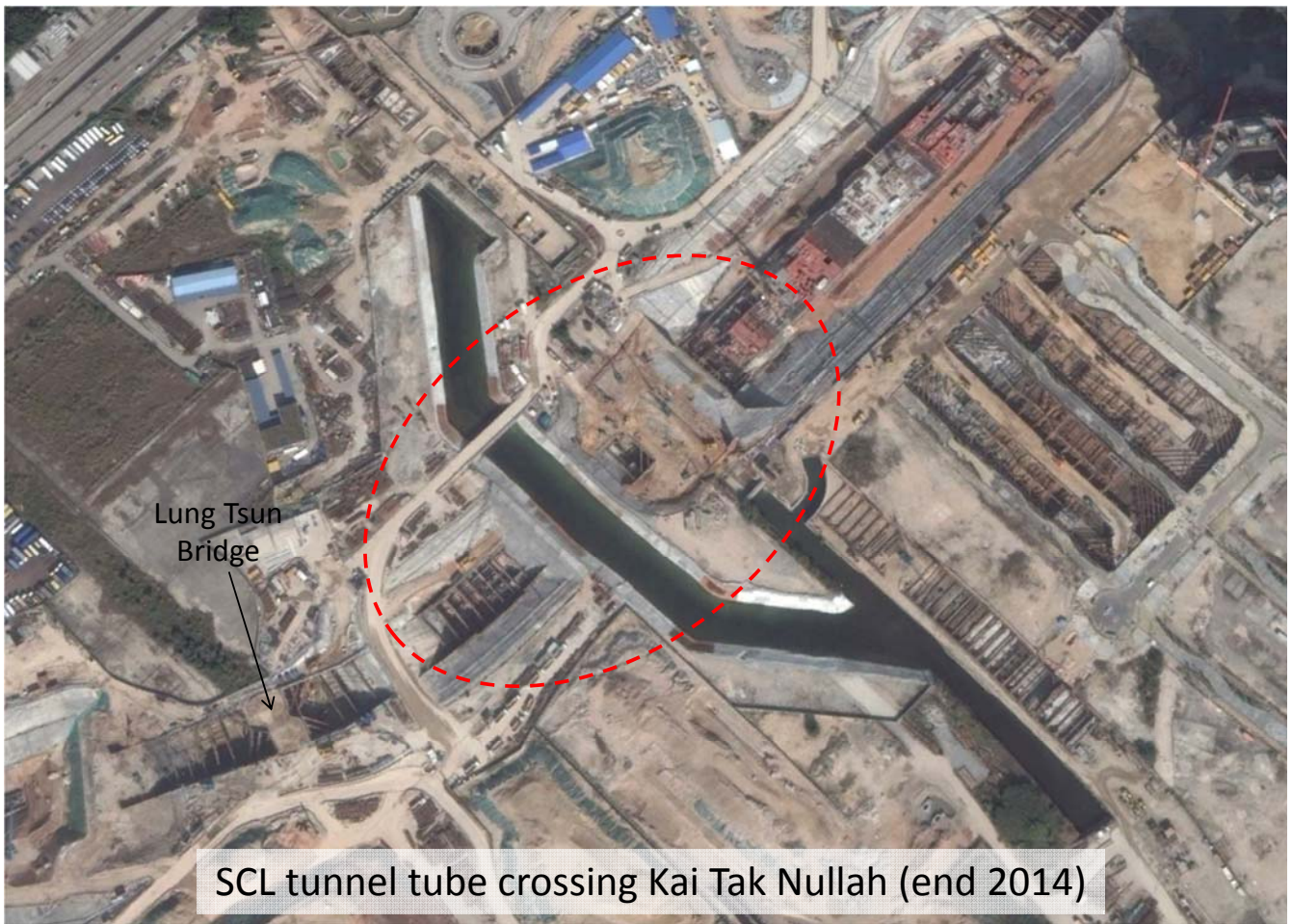


The cut-and-cover tunnel connecting into the station structure (Kai Tak Station)



SCL tunnel tube crossing Kai Tak Nullah (mid 2014)









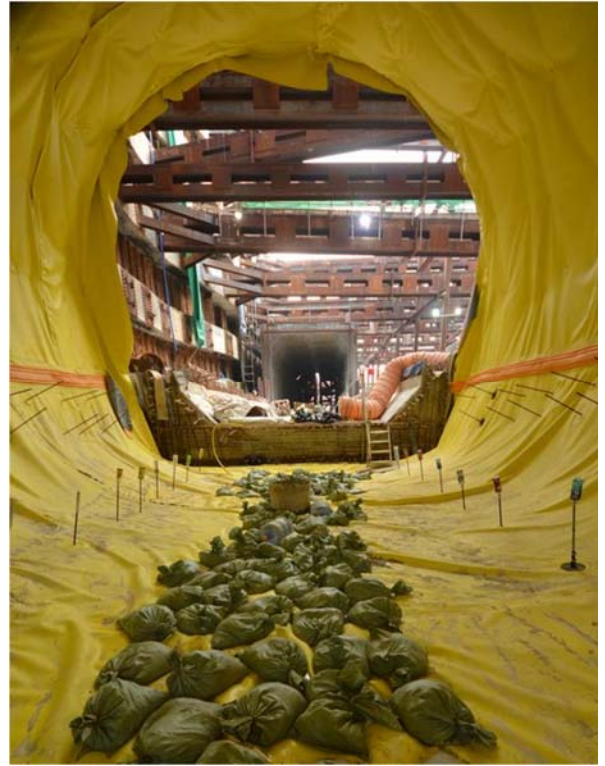
← - - Alignment of Kai Tak Nullah

← - - Alignment of SCL tunnel (underneath)



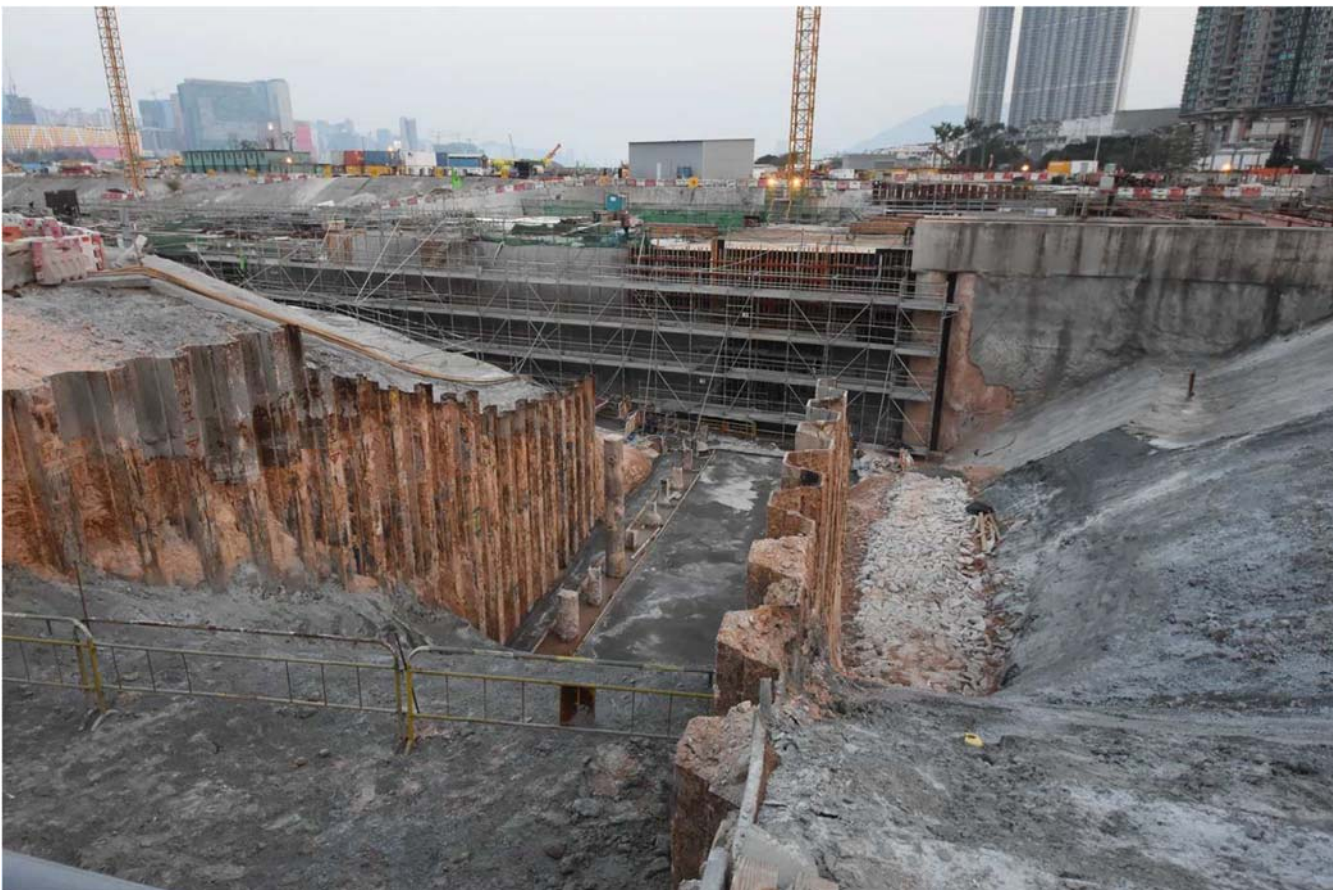
SCL tunnel tube under the Kai Tak nullah (at an advanced stage)







Other works often un-noticed  
by general public



Construction of a passenger subway leading to the station







The Kai Tak Development will be a long term project spanning more than 30 years that helps to shape the future of Hong Kong. Since 2013, it has been re-activated in a much solid pace.

This presentation, thus, is only an updating of the situation up to the present date. Raymond Wong will try to update his finding and share to public from time to time.

So, this is only the ending at this stage of presentation about Kai Tak. Seeing you next time.