

(Translation)

Kwun Tong District Council's Position on Kai Tak Planning Development

I. Kai Tak Development and Connection with Kwun Tong – Transport

The connection between Kai Tak and Kwun Tong will be beneficial to the development of Kwun Tong as well as the whole East Kowloon.

As such, the Kwun Tong District Council (KTDC) is of the view that the Government has to construct footbridges and flyovers linking Kwun Tong and Kai Tak runway tip. Also, an environmentally friendly transport system such as unmanned trains should be adopted to link up Kwun Tong and the areas around Kai Tak.

In addition, the KTDC agrees to the Government's proposal regarding the connection with Kowloon Bay area.

II. Kai Tak Approach Channel – Environmental Protection

The KTDC considers it necessary for the Government to thoroughly solve the pollution problem at Kai Tak Approach Channel, with a view to tying in with environmental policies.

In this connection, the KTDC requests the departments concerned to study the environmental impact, efficiency and cost effectiveness of different measures which aim at solving the Kai Tak Approach Channel problem. Findings of the study with adequate data should be announced as soon as possible to facilitate understanding and further discussion by the public and the KTDC.

III. Provision of Waterfront Promenade

The Government should first work on the planning and beautification of

Kwun Tong Waterfront. The typhoon shelter and cargo handling area should be relocated as soon as possible, with a view to beautifying the waterfront and meeting the residents' demand for open spaces.

The KTDC is of the view that:

- (i) The waterfront promenade in Kwun Tong may be extended to Yau Tong and Lei Yue Mun; and
- (ii) The Government should relocate the waste paper and scrap iron recovery works at Cha Kwo Ling Waterfront.

The KTDC is opposed to the construction of the public filling barging point, refuse transfer station and marine refuse collection point in Kwun Tong.

IV. Runway Construction

The KTDC is against the construction of a heliport at the south-western tip of the runway. Moreover, the KTDC proposes the construction of an observation tower at the runway tip.

V. Building Height Restrictions

The KTDC considers it necessary for the Administration to restrict the maximum building height on Kai Tak runway to 35 metres. This is to avoid screening effect and prevent ridgelines from being blocked.

Kwun Tong District Council Secretariat
September 2006