

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

MPC Paper No. 4/26
For Consideration by the
Metro Planning Committee on 26.6.2026

**PROPOSED AMENDMENTS TO
THE APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/8 (**Attachment I**) as shown on the draft OZP No. S/K22/8A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 18.10.2022, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/8. On 28.10.2022, the approved Kai Tak OZP No. S/K22/8 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 12.3.2026, the Secretary of Development referred the approved Kai Tak OZP No. S/K22/8 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20.3.2026 under section 12(2) of the Ordinance.

3. Background

- 3.1 The proposed amendments are mainly to rezone several sites to reflect the as-built developments and rationalise zoning boundaries.
- 3.2 In the "Review of Sites Designated "Comprehensive Development Area" ("CDA") on Statutory Plans in the Metro Area for the Years 2023/2025" (2025 CDA Review) agreed by the Metro Planning Committee (the Committee) of the Board on 23.5.2025, a completed development zoned "CDA(1)" at 2 Concorde Road, namely AIRSIDE, was proposed to be rezoned to a suitable zoning to reflect its as-built conditions. It is therefore proposed to rezone the site to "Commercial (10)" ("C(10)") with appropriate development restrictions (**Amendment Item A**).

- 3.3 There are two completed footbridges, one at Shing Cheong Road and another at Kwun Tong Bypass. However, the zoning boundaries do not match the as-built alignments of the footbridges. Hence, it is proposed to rezone several pieces of land parcels in the surrounding of the footbridges to rationalise the zoning boundaries (**Amendment Items B1 and B2 and Amendment Items C1 and C2** respectively).
- 3.4 Opportunity is also taken to incorporate other technical amendments to matters shown on the Plan, to revise the Notes of the OZP to incorporate the latest revisions of the Master Schedule of Notes to Statutory Plans (MSN), where appropriate, and to update the ES of the OZP to reflect the latest planning circumstances.

4. Proposed Amendments to the OZP

Amendment Item A – Rezoning of a site at 2 Concorde Road (New Kowloon Inland Lot No. 6556) from “CDA(1)” to “C(10)” (about 1.78 ha) (Plans 1, 3a to 3c)

- 4.1 The site at 2 Concorde Road is zoned “CDA(1)” on the OZP and is intended for commercial use with a lower structure cascading down to the open space along Kai Tak River. It is now occupied by a commercial development named AIRSIDE with a public transport terminus on G/F, which was completed in 2023. In the 2025 CDA Review, the Committee agreed to rezone the site to reflect this completed development.
- 4.2 To take forward the Committee’s decision, it is proposed to rezone the site from “CDA(1)” to “C(10)” with stipulation of all the development restrictions of “CDA(1)” sub-area, including (a) plot ratio (PR) restriction of 10.0; (b) building height (BH) restrictions of 200mPD in the east and 40mPD in the west; (c) maximum site coverage (SC) (excluding basement(s)) of 65%; (d) a 5-m wide non-building area (NBA) as stipulated along Kai Tak River; (e) BH restrictions on land designated for ‘Shop and Services’ and ‘Eating Place’ uses; (f) permitted uses in an area shown as ‘Underground Shopping Street’; and (g) public transport facilities, as required by the Government, shall be included for calculation of maximum PR and SC. The rezoning would facilitate modification of uses within the site without the need to submit a revised master layout plan.

Amendment Items B1 and B2 – Rezoning of several pieces of land parcels across Shing Cheong Road and at Shing Yan Lane from areas shown as ‘Road’ to “Other Specified Uses” annotated “Landscaped Elevated Walkway” (“OU(Landscaped Elevated Walkway)”), and from “OU(Landscaped Elevated Walkway)” to areas shown as ‘Road’ (Plans 2, 4a to 4d)

- 4.3 Amendment Items B1 and B2 concern a section of an existing footbridge which runs from Kai Fuk Road to pass above the site zoned “Government, Institution or Community” (“G/IC”) for the Kowloon Bay Sewage Interception Stations to connect to the subject rezoning section across Shing Cheong Road to Kai Tak Hospital (renamed from Kai Tak New Acute Hospital) (Site B) with landing at Shing Yan Lane. This footbridge was completed in 2024. Majority of the

completed section across Shing Cheong Road and at Shing Yan Lane falls within areas currently shown as 'Road' on the OZP. The discrepancy between the zoning boundaries and actual alignment is a result of the adjustment at detailed design. In order to rationalise the zoning boundaries to tally with the as-built footbridge alignment, it is proposed to rezone two strips of land parcels from area shown as 'Road' to "OU(Landscaped Elevated Walkway)" (i.e. **Amendment Item B1**), and to rezone several other strips of land parcels currently used as public road from "OU(Landscaped Elevated Walkway)" to areas shown as 'Road' (i.e. **Amendment Item B2**).

Amendment Items C1 and C2 – Rezoning of two pieces of land parcels above Kwun Tong Bypass from area shown as 'Road' to "OU(Landscaped Elevated Walkway)" and from "OU(Landscaped Elevated Walkway)" to area shown as 'Road' (Plans 2, 5a to 5c)

4.4 Amendment Items C1 and C2 relate to an existing footbridge extending from Kai Tak Hospital (Site A) to run over the at-grade slip road section of Kwun Tong Bypass. This footbridge lands at an amenity area with connection underneath Kwun Tong Bypass leading to Kowloon Bay area. It was completed in 2025 but has yet to be opened for use as Kai Tak Hospital (Site A) is still under construction. The completed footbridge falls within an area shown as 'Road' on the OZP. Its alignment was adjusted to suit the connection point at Kai Tak Hospital (Site A). Also, the original alignment was met with technical difficulties including limited headroom imposed by the existing Kwun Tong Bypass. In order to rationalise the zoning boundaries to tally with the as-built footbridge alignment, it is proposed to rezone an area shown as 'Road' to "OU(Landscaped Elevated Walkway)" (i.e. **Amendment Item C1**). In relation, the area zoned "OU(Landscaped Elevated Walkway)" originally for the concerned footbridge is proposed to be rezoned as an area shown as 'Road' (i.e. **Amendment Item C2**) to reflect the current situation.

5. Provision of Major Government, Institution and Community (GIC) Facilities and Open Space

The proposed amendments to the OZP are mainly to reflect the as-built developments, which do not generate additional population. Therefore, there is no population implication on the provision of GIC facilities and open space within the planning scheme area of the Kai Tak OZP.

6. Proposed Amendment to Matters Shown on the Plan

6.1 The proposed amendments as shown on the draft Kai Tak OZP No. S/K22/8A (**Attachment II**) are as follows :

(a) Amendment Item A (about 1.78 ha)

Rezoning of the completed commercial development (AIRSIDE) at 2 Concorde Road from "CDA(1)" to "C(10)" with building height restrictions of 200mPD in the east and 40mPD in the west; and designations of an NBA along Kai Tak River, 'Underground Shopping Street', area for the provision of 'Shop and Services' and 'Eating Place' uses as stipulated on the Plan.

(b) Amendment Item B1 (about 0.048 ha)

Rezoning of part of the completed elevated walkway spanning Shing Cheong Road with landing at Shing Yan Lane from area shown as 'Road' to "OU(Landscaped Elevated Walkway)".

(c) Amendment Item B2 (about 0.021 ha)

Rezoning of part of the planned elevated walkway spanning Shing Cheong Road and at Shing Yan Lane from "OU(Landscaped Elevated Walkway)" to area shown as 'Road'.

(d) Amendment Item C1 (about 0.041 ha)

Rezoning of the completed elevated walkway over the at-grade slip road section of Kwun Tong Bypass from area shown as 'Road' to "OU(Landscaped Elevated Walkway)".

(e) Amendment Item C2 (about 0.027 ha)

Rezoning of the planned elevated walkway spanning the at-grade slip road section of Kwun Tong Bypass from "OU(Landscaped Elevated Walkway)" to area shown as 'Road'.

6.2 The following revisions to the Plan are not to be regarded as amendment items :

- (a) Replacement of areas covered by the approved Urban Renewal Authority (URA) Ming Lun Street/Ma Tau Kok Road Development Scheme Plan (DSP) No. S/K22/URA1/2 and To Kwa Wan Road/Ma Tau Kok Road DSP No. S/K22/URA2/2 from the Plan, which were originally zoned "CDA" with minor area shown as 'Road' on the OZP, to reflect the latest status of the DSPs for information only.
- (b) Since the construction works of the Central Kowloon Bypass (Yau Ma Tei Section Tunnel) have been completed, opportunity is taken to (i) delete the annotations indicating their authorization under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on the Plan; and (ii) update the status of relevant annotations to reflect the completed works on the Plan.
- (c) As some of the underground subways, landscaped elevated walkways, underground shopping streets, and the landscaped deck at Kai Tak Runway have been completed, opportunity is taken to update relevant annotations on the Plan by deleting '(Subject to Detailed Design)'.

7. Proposed Amendments to the Notes of the OZP

- 7.1 The proposed amendments to the Notes of the OZP (with additions in *bold and italics* and deletions in '~~erossed-out~~') are at **Attachment III** for Members' consideration. The proposed amendments are summarised as follows :

Covering Notes

- (a) To facilitate low-altitude economy, paragraph (7)(a) of the covering Notes is revised to allow small unmanned aircraft take-off and landing facilities on land falling within the boundaries of the OZP except where the uses or developments are specified in Column 2 of the Notes of individual zones.

“C” zone

- (b) In relation to Amendment Item A as mentioned in paragraph 6.1(a) above, the Remarks for “C” zone will be revised to incorporate the development restrictions for the “C(10)” sub-area as mentioned in paragraph 4.2 above.

“CDA” zone

- (c) In relation to Amendment Item A and the replacement of areas covered by the two approved URA DSPs as mentioned in paragraphs 6.1(a) and 6.2 above, the Planning Intention and Remarks of “CDA” zone will be revised by deleting the parts related to “CDA” and “CDA(1)” sub-areas.

“OU(Pier)” (Plans 6a to 6f)

- (d) There are six sites zoned “OU(Pier)” and one site zoned “OU(Pier)(1)” on the OZP, including two at Kwun Tong Typhoon Shelter, two at Kai Tak Runway and three at To Kwa Wan Typhoon Shelter. Among these sites, daily ferry services are provided at two piers operated by licensed ferry operators, i.e. at Kwun Tong Ferry Pier¹ (**Plans 6a and 6d(A)&(B)**) and Kowloon City Ferry Pier (**Plans 6c and 6f(G)**). They are regulated by Transport Department in accordance with the Ferry Services Ordinance (Cap. 104). Operators may sublet the surplus space at the piers within the tenancy boundaries by applying for commercial concessions to Government Property Agency should the commercial uses be approved by Transport Department and other relevant Government Departments. For the remaining five piers, all of them fall within government land, including three public piers with proper landing steps, i.e. Kwun Tong Public Pier (**Plans 6a and 6e(C)**), Kai Tak Runway Park Public Pier (**Plans 6b and 6e(E)**), Ma Tau Kok Public Pier (**Plans 6c and 6f(F)**), and two abandoned piers currently under review by the Government for further utilization, i.e. an old pier at Kai Tak Promenade fronting Victoria Harbour at Kai Tak Runway (**Plans 6b and 6e(D)**) and the former Kowloon City Vehicular Ferry Pier at Ma Tau Kok (**Plans 6c and 6f(H)**).
- (e) Under the current Notes of “OU(Pier)” zone, ‘Eating Place (Restaurant only)’

¹ The site falls within an area zoned “OU(Pier)(1)” on the OZP. It was recommended to be rezoned from “OU(Pier)” to “OU(Pier)(1)” for including ‘Institutional Use’ and ‘Place of Recreation, Sports or Culture’ as Column 1 uses in the draft OZP No. S/K22/7, based on the recommendations from the *Planning and Engineering Study on Kwun Tong Action Area of Kowloon East – Feasibility Study* with an intention to incorporate a broader range of government and arts and cultural/institutional uses. The draft OZP No. S/K22/7, incorporating such amendments, was approved by the Chief Executive in Council in 2022 and the subject zone has been maintained on the extant OZP No. S/K22/8.

and 'Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor vehicle showroom) only' are Column 2 uses requiring planning permission from the Board. In the Remark (1), kiosks not greater than 10m² each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to pier use and no planning permission is required.

(f) To further enhance the waterfront, the Government actively promotes and encourages the introduction of commercial facilities in suitable waterfront venues to provide locals and tourists with diverse and enjoyable experience. In order to provide flexibility for provision of ancillary uses within these piers, the following revisions are proposed to the Notes of the "OU(Pier)" zone :

- (i) for the sites zoned "OU(Pier)", it is proposed to broaden the user term of 'Eating Place (Restaurant only)' and 'Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor vehicle showroom) only)' to their broad use terms of 'Eating Place (not elsewhere specified)' and 'Shop and Services (not elsewhere specified)' respectively as Column 2 uses. It is also proposed to revise the development restrictions in Remark (1) so that kiosk or premises not in excess of a maximum non-domestic gross floor area of 100m² in total for use as eating place and shop and services would be considered ancillary to pier use; and
- (ii) for the site zoned "OU(Pier)(1)", i.e. Kwun Tong Ferry Pier, it is proposed to incorporate 'Eating Place (on land designated as "OU(Pier)(1)" only)' and 'Shop and Services (on land designated as "OU(Pier)(1)" only)' as Column 1 uses. Since the site was rezoned from "OU(Pier)" to "OU(Pier)(1)" with an intention to facilitate a broader range of Government, arts and cultural/institutional uses in 2022, the licensed ferry operators have submitted a planning application (No. A/K22/36)², applications for commercial concessions, and made enquiries for various retail and eating place uses in this pier. They reflect the market demand for these additional uses. Also, the site is located at a prominent waterfront location adjoining Kwun Tong Action Area with planned commercial development and public open spaces. The subject pier is conveniently connected to Kwun Tong Promenade, Landscaped Deck at the podium of Kwun Tong Sewage Pumping Station and the revitalized Tsui Ping River with Tsui Ping Riverside Promenade, all of which are packed with recreational facilities. The subject pier with about 2,576m² in site area could accommodate some commercial uses which could help drive the area's vitalization. Considering that the impact of such commercial uses is relatively small; and that any new proposals will be governed through Government's approval mechanism of commercial uses in the subject pier, a greater flexibility is proposed for this site.

² The planning application No. A/K22/36 for office (supporting ferry services) and proposed shop and services (retail shop, service trades, showroom (excluding motor-vehicle showroom)) uses with a floor area of about 258.59m², was approved on by the Committee of the Board on 13.10.2023.

- (g) The above changes for “OU(Pier)” zone are in line with the spirit of streamlining and facilitating the development process. Relevant departments, including Commissioner for Transport (C for T), the Head of Energizing Kowloon East Office and Commissioner for Harbourfront, Development Bureau have no objection to the proposed changes.

Technical Amendments

- (i) In accordance with the latest MSN, the following technical amendments are incorporated in the Notes of the OZP :

to revise the Chinese text of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “CDA” and “G/IC” zones.

- (j) Editorial amendments are incorporated in the Planning Intentions for “C” and “CDA” zones; and in the remarks for “Residential (Group A)”, “Residential (Group B)”, “OU(Arts and Performance Related uses)”, “OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)”, “OU(Heliport)”, “OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)” and “OU(Trade Mart and Commercial Development)” zones.

8. Revision to the ES of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information of various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K22/9.

10. Consultation

Departmental Consultation

10.1 The proposed amendments have been circulated to the relevant bureau/departments (B/Ds) for comment. No objection or adverse comments have been received and their comments (if any) have been incorporated in the proposed amendments to the OZP as appropriate. The B/Ds include:

- (a) Secretary for Culture, Sports and Tourism;
- (b) Secretary for Development;
- (c) Secretary for Education;

- (d) Secretary for Transport and Logistics;
- (e) Chief Building Surveyor/Kowloon, Buildings Department;
- (f) Chief Engineer/Construction, Water Services Department;
- (g) C for T;
- (h) Commissioner of Police;
- (i) Director of Architectural Services;
- (j) Director of Civil Engineering and Development;
- (k) Director of Drainage Services;
- (l) Director of Electrical and Mechanical Services;
- (m) Director of Environmental Protection;
- (n) Director of Fire Services;
- (o) Director of Food and Environmental Hygiene;
- (p) Director of Highways;
- (q) Director of Lands;
- (r) Director of Leisure and Cultural Services;
- (s) Director of Marine;
- (t) District Officer (Kowloon City), Home Affairs Department;
- (u) District Officer (Kwun Tong), Home Affairs Department;
- (v) Government Property Administrator; and
- (w) Head of Antiquities and Monuments Office.

Public Consultation

10.2 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K22/9 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP amendments to the Board during the two-month statutory public inspection period. The Kowloon City District Council, Kwun Tong District Council and Task Force on Kai Tak Harbourfront Development, Harbourfront Commission will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.

11. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Kai Tak OZP No. S/K22/8 as shown on the draft Kai Tak OZP No. S/K22/8A at **Attachment II** (to be renumbered to S/K22/9 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Kai Tak OZP No. S/K22/8A (to be renumbered to S/K22/9 upon exhibition) as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP; and agree that the revised ES is suitable for exhibition for public inspection together with the OZP.

12. Attachments

Attachment I	Approved Kai Tak OZP No. S/K22/8 (reduced scale)
Attachment II	Draft Kai Tak OZP No. S/K22/8A
Attachment III	Revised Notes of Draft Kai Tak OZP No. S/K22/8A
Attachment IV	Revised ES of Draft Kai Tak OZP No. S/K22/8A
Plan 1	Amendment Item A – Comparison of Existing and Proposed Zonings on the OZP
Plan 2	Amendment Items B1, B2, C1 and C2 – Comparison of Existing and Proposed Zonings on the OZP
Plans 3a to 3c	Amendment Item A - Site Plan, Aerial Photo and Site Photos
Plans 4a to 4d	Amendment Items B1 and B2 - Site Plan, Aerial Photo and Site Photos
Plans 5a to 5c	Amendment Items C1 and C2 - Site Plan, Aerial Photo and Site Photo
Plans 6a to 6f	Other Amendments (“OU(Piers)”) - Location Plans and Site Photos

**PLANNING DEPARTMENT
JUNE 2026**