TOWN PLANNING BOARD

TPB Paper No. 11077

For Consideration by the
Town Planning Board on 30.10.2026

DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9

CONSIDERATION OF REPRESENTATION NO. TPB/R/S/K22/9-R1

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DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9
CONSIDERATION OF REPRESENTATION NO. TPB/R/S/K22/9-R1

Subject of Representation	Representer (No. TPB/R/S/K22/9-)
Amendments to the Plan (Plans H-1a and H-1b) **Item A** Rezoning of a site at Concorde Road from "Comprehensive Development Area (1) ("CDA(1)") to "Commercial (10)" ("C(10)") with stipulation of building height (BH) restrictions and designations of non-building area (NBA), area shown as 'Underground Shopping Street', area for the provision of 'Shop and Services' and 'Eating Place' uses only. **Item B1** Rezoning of two pieces of land across Shing Cheong Road and at Shing Yan Lane from areas shown as 'Road' to "Other Specified Uses" ("OU") annotated "Landscaped Elevated Walkway" ("OU(Landscaped Elevated Walkway)"). **Item B2** Rezoning of another three pieces of land across Shing Cheong Road and at Shing Yan Lane from "OU(Landscaped Elevated Walkway)" to areas shown as 'Road'. **Item C1** Rezoning of a strip of land near Kwun Tong Bypass from an area shown as 'Road' to "OU(Landscaped Elevated Walkway)". **Item C2** Rezoning of another strip of land across Kwun Tong Bypass from "OU(Landscaped Elevated Walkway)" to an area shown as 'Road'. **Proposed Amendments to the Notes of the Plan** (a) Revision to paragraph (7)(a) of the covering Notes to allow provision, maintenance or repair of small unmanned aircraft (SUA) take-off and landing facilities on land falling within the boundaries of the Plan except where the uses or developments are specified in Column	**Total: 1** **Opposes Amendments to the Notes (a); and Provides Views on Items A, B1, B2, C1 and C2 and Amendments to the Notes (f) and (g)** **R1**: Individual

Subject of Representation	Representer (No. TPB/R/S/K22/9-)
2 of the Notes of individual zones. (f) Incorporation of 'Eating Place (on land designated as "OU(Pier)(1)" only)' and 'Shop and Services (on land designated as "OU(Pier)(1)" only)' under Column 1 of the Notes for "OU(Pier)" zone; and corresponding revision of 'Eating Place (Restaurant only)' and 'Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor vehicle showroom) only)' to 'Eating Place (not elsewhere specified)' and 'Shop and Services (not elsewhere specified)' respectively under Column 2 of the Notes for "OU(Pier)" zone. (g) Revision to the Remarks (1) of the Notes for "OU(Pier)" zone to specify excluding land designated "OU(Pier)(1)", revise the development restrictions and incorporate 'Eating Place' as an ancillary use.	

Note: The name of the representer is available at the Town Planning Board (the Board)'s website at https://www.tpb.gov.hk/tc/plan_making/S_K22_9/S_K22_9_index_of_representations_eng_chi.pdf. Soft copy of the submission is sent to the Board Members via electronic means; and is also available for public inspection at the Board's website at https://www.info.gov.hk/tpb/en/plan_making/S_K22_9.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board's Secretariat for Members' inspection.

1. Introduction

1.1 On 17.7.2026, the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/9 (the Plan) at **Annex I**, together with the Notes and Explanatory Statement (ES) [1], was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plans H-1a and H-1b**.

1.2 During the two-month exhibition period, one valid representation was received. On 2.10.2026, the Board agreed to consider the representation by itself.

1.3 This paper is to provide the Board with information for consideration of the representation. The name of the representer is available at the Board's website [2]. The representer has been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

[1] The Notes and ES are available at the Board's website at https://www.tpb.gov.hk/en/plan_making/S_K22_9.html.
[2] The name of the representer is available at the Board's website at https://www.tpb.gov.hk/tc/plan_making/S_K22_9/S_K22_9_index_of_representations_eng_chi.pdf.

2. Background

Amendments to the Plan

Item A – Rezoning of a site at 2 Concorde Road (New Kowloon Inland Lot No. 6556) from "CDA(1)" to "C(10)" **(Plan H-2a to H-2c)**

2.1 To take forward the decision of the Metro Planning Committee (MPC) of the Board on 23.5.2025 regarding the "Review of Sites Designated "CDA" on Statutory Plans in the Metro Area for the Years 2023/2025" (2025 CDA Review), **Item A** Site (with an area of about 1.78 ha and currently occupied by a commercial development named AIRSIDE completed in 2023 with a public terminus) has been rezoned from "CDA(1)" to "C(10)". The following development restrictions which are the same as those under "CDA(1)" are stipulated : (a) plot ratio (PR) restriction of 10.0; (b) 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 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 in the calculation of maximum PR and SC.

Items B1 and B2 – Rezoning of several pieces of land across Shing Cheong Road and at Shing Yan Lane from areas shown as 'Road' to "OU(Landscaped Elevated Walkway)", and from "OU(Landscaped Elevated Walkway)" to areas shown as 'Road' **(Plans H-3a to H-3c)**

2.2 An existing footbridge, which was completed in 2024, runs from Kai Fuk Road to pass above the site zoned "Government, Institution or Community" ("G/IC") for the Kowloon Bay Sewage Interception Stations and Shing Cheong Road to Kai Tak Hospital (Site B) with landing at Shing Yan Lane. The zoning boundaries did not match with the actual footbridge alignment due to adjustment at detailed design. In order to rationalise the zoning boundaries and to tally with the as-built footbridge alignment, two pieces of land have been rezoned from areas shown as 'Road' to "OU(Landscaped Elevated Walkway)" (i.e. **Item B1**); and another three pieces of land have been rezoned from "OU(Landscaped Elevated Walkway)" to areas shown as 'Road' (i.e. **Item B2**).

Items C1 and C2 – Rezoning of two strips of land near and across Kwun Tong Bypass from an area shown as 'Road' to "OU(Landscaped Elevated Walkway)" and from "OU(Landscaped Elevated Walkway)" to an area shown as 'Road' **(Plans H-4a to H-4c)**

2.3 An existing footbridge, which was completed in 2025, runs over the at-grade slip road section of Kwun Tong Bypass from Kai Tak Hospital (Site A) with landing at an amenity area underneath Kwun Tong Bypass connecting to Kowloon Bay area. The zoning boundaries for the planned footbridge did not match with the actual footbridge alignment due to adjustment at detailed design. To rationalise the zoning boundaries and to tally with the as-built footbridge alignment, a strip of land has been rezoned from an area shown as 'Road' to "OU(Landscaped Elevated Walkway)" (i.e. **Item C1**) and another strip of land has been rezoned from "OU(Landscaped Elevated Walkway)" to an area shown as 'Road' (i.e. **Item C2**).

Revisions to the Plan but Not Regarded as Amendment Items

2.4 A site zoned "CDA" on the Plan has been replaced 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; and relevant annotations on Plan have been updated to reflect the completion of road works and pedestrian facilities. These revisions were not regarded as amendment items of the OZP.

Amendments to the Notes and the ES of the OZP

2.5 The following amendments to the Notes of the OZP have been made:

Covering Notes

(a) Paragraph (7)(a) of the covering Notes has been revised to allow provision, maintenance or repair of SUA take-off and landing facilities on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones.

"Commercial" ("C") zone

(b) The Planning Intention of the Notes for "C" zone has been revised in accordance with the updated Master Schedule of Notes to Statutory Plans (MSN); and

(c) in relation to **Item A**, the Remarks for "C" zone have been revised to incorporate the development restrictions for the "C(10)" sub-zone.

"CDA" zone

(d) The Planning Intention and the Remarks of the Notes in relation to "CDA" and "CDA(1)" zones have been deleted; and correspondingly, the Planning Intention of the Notes for "CDA(2)" zone has been revised.

"Residential (Group A)" zone

(e) The Remarks of the Notes for "Residential (Group A)" ("R(A)") zone in relation to minor relaxation clause have been revised.

"OU(Pier)"

(f) To provide a greater flexibility for "OU(Pier)(1)" zone, which is intended to facilitate a broader range of Government, arts and cultural/institutional uses, 'Eating Place (on land designated as "OU(Pier)(1)" only)' and 'Shop and Services (on land designated as "OU(Pier)(1)" only)' have been incorporated as Column 1 uses in the Notes for "OU(Pier)" zone; and correspondingly, 'Eating Place (Restaurant only)' and 'Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor vehicle showroom) only)' in Column 2 have been revised to 'Eating Place (not elsewhere specified)' and 'Shop and Services (not elsewhere specified)'; and

(g) the Remarks (1) of the Notes for "OU(Pier)" zone have been amended by specifying excluding land designated "OU(Pier)(1)" zone, revising the development restrictions and incorporating 'Eating Place' as an ancillary use.

Technical Amendments

(h) Editorial amendments have been incorporated to the Remarks of the Notes for "CDA", "R(A)", "Residential (Group B)", "OU" annotated "Arts and Performance Related Uses", "OU" annotated "Cruise Terminal to include Commercial Development with Landscaped Deck Above", "OU" annotated "Heliport", "OU" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" and "OU" annotated "Trade Mart and Commercial Development" zones.

(i) To align with the updated MSN, the Chinese texts of the user term 'Research, Design and Development Centre' in the Notes for "CDA" and "G/IC" zones have been revised from '研究所、設計及發展中心' to '研究、設計及發展中心'.

2.6 The ES of the OZP has been suitably revised to take into account the above amendments as well as to update the general information for various land use zones to reflect the latest status and planning circumstances of the Kai Tak Planning Scheme Area and to incorporate certain technical revisions.

The Plan

2.7 On 26.6.2026, the MPC agreed that the proposed amendments to the approved Kai Tak OZP No. S/K22/8 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant MPC Paper No. 4/26 and minutes of the said Committee's meeting are available at the Board's website [3]. The draft Kai Tak OZP No. S/K22/9 was gazetted on 17.7.2026.

3. Local Consultation

Upon gazettal of the draft OZP on 17.7.2026, members of Kowloon City District Council, Wong Tai Sin District Council, Kwun Tong District Council and Task Force on Kai Tak Harbourfront Development, Harbourfront Commission were notified on the same date that members of the public could submit representations on the amendments in writing to the Secretary of the Board during the exhibition period. No representation from members of these parties was received.

4. The Representation Sites and their Surrounding Areas

Item A Site (Plans H-2a to H-2c)

4.1 **Item A** Site falls within the central part of Kai Tak City Centre. It is bounded by Concorde Road to its north, Muk Yuen Street to its northeast, Kai Tak Station Square

[3] The relevant MPC paper and meeting minutes are available at the Board's website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/790_mpc_agenda.html and https://www.tpb.gov.hk/en/meetings/MPC/Minutes/m790mpc_e.pdf respectively.

and Mass Transit Railway Tuen Ma Line Kai Tak Station to its southeast and Kai Tak River to its southwest.

4.2 The surrounding is mixed with residential, commercial, Government, institution or community (GIC) and open space uses. To its immediate north-east is Cullinan Sky which is a mixed residential and commercial development; to its further north and north-east across Concorde Road are Kai Tak Community Hall, Trade and Industry Tower and Inland Revenue Tower; to its immediate south and southeast is the public open space named Kai Tak Station Square and Kai Tak Station; to the west across Kai Tak River is Olympic Avenue Light Public Housing.

Items B1 and B2 Sites (Plans H-3a to H-3c)

4.3 **Item B1** Sites are two pieces of Government land across Shing Cheong Road and at Shing Yan Lane which form part of an existing footbridge. **Item B2** Sites are another three pieces of Government land currently being part of Shing Cheong Road and part of pedestrian walkway along Shing Yan Lane. To the southeast of Shing Yan Lane is Kai Tak Hospital (Site B), which has recently launched its first phase of operations on 5.10.2026, whereas to its northwest is a temporary works site.

Items C1 and C2 Sites (Plans H-4a to H-4c)

4.4 **Item C1** Site is an existing footbridge extending from Kai Tak Hospital (Site A). As Kai Tak Hospital (Site A) is still under construction for completion by 2028, the subject completed footbridge has yet to be opened for use. **Item C2** Site is part of the at-grade slip road section of Kwun Tong Bypass.

Planning Intentions

4.5 The planning intentions of the zones in relation to the above representation sites are as follows:

(a) the "C" zone under **Item A** is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s); and

(b) the "OU(Landscaped Elevated Walkway)" zone under **Items B1, B2, C1 and C2** are intended for the provision of landscaped elevated walkway to create enhanced pedestrian environment for connecting Kai Tak with its hinterland.

5. The Representation

5.1 Subject of Representation

5.1.1 One valid representation submitted by an individual was received during the two-month exhibition period **(R1)**.

5.1.2 **R1** opposes Amendments to the Notes (a) and expresses views on **Items A, B1, B2, C1 and C2** and Amendments to the Notes (f) and (g). The major

grounds/views of the representation and PlanD's responses, in consultation with the relevant bureaus/departments (B/Ds), are summarised in paragraphs 5.2 and 5.3 below.

5.2 Opposing Representation

5.2.1 **Amendments to the Notes (a)**

Major Grounds
(1) Objects to allow the provision of SUA take-off and landing facilities due to concerns about over-commercialisation, noise pollution, hazards and privacy and considers it to be a rush decision made without due diligence and consultation given tighter controls over SUA have been adopted in the Chinese Mainland.
Responses
In response to (1): (a) To cater for the applications and developments of SUA while safeguarding aviation and public safety, the Small Unmanned Aircraft Order (Cap. 448G, the SUA Order) regulates SUA operations, be they for recreational or commercial purposes, under a risk-based approach. To ensure that aviation safety will not be compromised, applications received by the Civil Aviation Department to take forward the development of SUA take-off and landing facilities are required to conduct safety assessment for the SUA operations in accordance with the established procedures. (b) Apart from the SUA Order, the SUA operations are required to observe all other non-aviation-related legislative or regulatory requirements governed by other legislation in Hong Kong, and follow the relevant requirements and/or guidelines set out by any other B/Ds, regulatory authorities, land owners or other stakeholders where necessary.

5.3 Providing Views

5.3.1 **Item A**

Major Views
(1) Expresses concerns on the statement in the relevant MPC Paper No. 4/26 [3] about "rezoning would facilitate modification of uses within the Site without the need to submit a revised master layout plan (MLP)"; and the modification plans and nature of modifications that have not been revealed.
Responses
In response to (1): (a) **Item A** Site was previously zoned "CDA(1)" on the approved Kai Tak OZP No. S/K22/8 intended for commercial development with a lower structure cascading down to the open spaces along the Kai Tak River. Developments

within the Site under "CDA(1)" zone would require the submission of MLP for the approval of the Board, which could facilitate planning control over development mix, scale, design and layout of the development, taking into account environment, traffic, infrastructure and other constraints. The Site was the subject of an approved planning application No. A/K22/20 on 15.6.2018 (under the provision of "CDA(1)") with an MLP. Currently, **Item A** Site is occupied by an existing commercial development completed in 2023 according to the approved MLP.

(b) To rezone **Item A** Site from "CDA(1)" to "C(10)" is to take forward the decision of the MPC regarding 2025 CDA Review on 23.5.2025. It is the established practice to rezone "CDA" sites to appropriate zonings after completion of developments when opportunity arises. All the development restrictions for the Site have been realized, and these restrictions have also been reflected in the lease. Development of **Item A** Site would be subject to OZP restrictions and lease requirements.

5.3.2 **Items B1, B2, C1 and C2**

Major View
(1) They are for housekeeping purposes.
Response
(a) The general view is noted.

5.3.3 **Amendments to the Notes (f) and (g)**

Major Views
(1) Expresses concerns about when commercial facilities/services will be provided in piers zoned "OU(Pier)" and "OU(Pier)(1)" and the affordability of commercial services/facilities provided therein.
Responses
In response to (1): (a) Proposed amendments to the Notes of "OU(Pier)" zone are intended to provide flexibility for provision of ancillary uses within the piers on the OZP. Currently, Kwun Tong Ferry Pier (zoned "OU(Pier)(1)") and Kowloon City Ferry Pier (zoned "OU(Pier)") are managed by licensed ferry operators regulated by Transport Department in accordance with the Ferry Services Ordinance (Cap. 104). Operators in these piers may sublet pier premises for commercial and retail purposes via applications to the Government or relevant authorities to ensure that the proposed uses are in compliance with the relevant laws and regulations.

6. Departmental Consultation

6.1 The following B/Ds have been consulted and their responses, if any, have been incorporated in the above paragraphs, where appropriate:

(a) Secretary for Development;
(b) Chief Building Surveyor/Kowloon, Buildings Department;
(c) Chief Engineer/Mainland South, Drainage Services Department;
(d) Chief Engineer/Construction, Water Supplies Department;
(e) Chief Highway Engineer/Kowloon, Highways Department;
(f) Commissioner of Police;
(g) Commissioner for Transport;
(h) Director of Civil Engineering and Development;
(i) Director-General of Civil Aviation;
(j) District Land Officer/Kowloon East, Lands Department;
(k) Director of Electrical and Mechanical Services;
(l) Director of Environmental Protection;
(m) Director of Food and Environment Hygiene;
(n) Director of Fire Services;
(o) Director of Leisure and Cultural Services;
(p) Director of Marine;
(q) District Officer (Kowloon City), District Officer (Wong Tai Sin) and District Officer (Kwun Tong), Home Affairs Department; and
(r) Government Property Administrator.

7. Planning Department's Views

7.1 The views of **R1 (part)** are noted.

7.2 Based on the assessments in paragraph 5.2 above, PlanD does not support **R1 (part)** and considers that the OZP should not be amended to meet the representations for the following reason:

Amendments to the covering Notes regarding SUA take-off and landing facilities

7.2.1 provision, maintenance or repair of SUA take-off and landing facilities under the covering Notes of the OZP will be governed by other legislations in Hong Kong, and follow the relevant requirements and guidelines set out by relevant B/Ds and regulatory authorities.

8. Decision Sought

8.1 The Board is invited to give consideration to the representation taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representation.

8.2 Should the Board decide that no amendment should be made to the Plan to meet the representation, Members are also invited to agree that the Plan, together with its Notes and ES, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft Kai Tak OZP No. S/K22/9 (reduced size)
Annex II	Schedule of Amendments to the Approved Kai Tak OZP No. S/K22/8
Plans H-1a and H-1b	Location Plans
Plans H-2a to H-2c	**Item A** - Site Plan, Aerial Photo and Site Photos
Plans H-3a to H-3c	**Items B1 and B2** - Site Plan, Aerial Photo and Site Photo
Plans H-4a to H-4c	**Items C1 and C2** - Site Plan, Aerial Photo and Site Photo

PLANNING DEPARTMENT
OCTOBER 2026