

**Proposed Minor Relaxation of Domestic Plot Ratio (PR) Restriction (From 4.5 to 5)
for Mixed Use Development in “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”) Zone
Government Land at Planning Areas 28A and 28B of Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA)
(s.16 Planning Application No. A/HSK/573)
Response-to-comments received from Government Bureaux / Departments**

Appendix I

Comments received from Government		Responses
Comments from PlanD (Officer: Ms. Charlotte LAM Tel: 2158 6294) Received on 6 August 2025		
1.	Drawing(s) to demonstrate the vertical relationship of the multi-level pedestrian connections should be provided with reference to paras. 3.4.3 to 3.4.8 of the Planning Statement. The in-text description of the Planning Statement should be consistent with the legend of the drawing(s), and the mentioned locations should be clearly illustrated, including the surrounding Planning Areas, the proposed HSWRL Station and the Regional Plaza. Also, in particular, the “multi-Level Economic Spine within each of the Other Specified Uses sites (i.e. Planning Areas 28A and 28B) with an elevated pedestrian walkway at each podium level and the Secondary Pedestrian Streets to connect to the Shopping Street etc.” as mentioned in para. 3.6.2 is not well-reflected in paras. 3.4.3 to 3.4.8.	<p>A drawing demonstrating the vertical relationship of the multi-level pedestrian connections with reference to paras. 3.4.3 to 3.4.8 of the Planning Statement is supplemented in Figure 3.11 of the Planning Statement. Locations including the surrounding Planning Areas, the proposed HSWRL Station and the Regional Plaza are illustrated in Figure 3.11 of the Planning Statement.</p> <p>Para. 3.4.6 of the Planning Statement has been supplement with in-text description to tally with the legends of Figures 3.10 and 3.11 of the Planning Statement and to reflect para. 3.6.2 of the Planning Statement. All pedestrian connections illustrated in Figures 3.10 and 3.11 of the Planning Statement have been demonstrated in the in-text descriptions provided in paras. 3.4.3 to 3.4.9 of the Planning Statement.</p> <p>Please refer to the replacement and supplementary pages of the Planning Statement.</p>
2.	You are advised to provide response to the public comment received by the Town Planning Board.	The Proposed Development in Planning Areas 28A and 28B form part of the planned strategic Transport Interchange Hub (TIH) in the HSK town centre, which includes a public transport interchange (PTI) with GFA of not less than 10,000 m ² , and 1,050 park-and-ride (PnR) spaces. The PTI and PnR spaces will serve the community as public transport facilities.
Comments from TD (Officer: Mr. Wilson Man Tel: 2399 2156) Received on 7 August 2025		
3.	The applicant has rightly pointed out that the proposed development sites 28A and 28B form a critical component of the planned strategic Transport Interchange Hub (TIH) in the HSK town centre, which includes a public transport interchange (PTI) with GFA of not less than not less than 10,000 m ² , and 1,050 park-and-ride (PnR) spaces. As part of a new generation of TIHs, this project embodies the principle of “single site, multiple use”, integrating transport, urban development, and community	<p>The recommendations, including the temperature-regulated passenger waiting areas, digital transport information systems and active transport supporting facilities for bicycle parking and storage facilities, for the TIH will be considered and reviewed in the detailed design stage.</p> <p>The M&M responsibilities of the PTI will be dealt with separately with relevant government departments.</p>

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<p>needs to create a people-centric, multi-functional hub. To fully realise this vision, the TIH must not only provide infrastructure but also ensure seamless functionality, user comfort, and long-term sustainability. Beside the proposed PTI, PnR facilities and pedestrian connections, we strongly recommend the inclusion of:</p> <ul style="list-style-type: none"> • Temperature-regulated passenger waiting areas to enhance commuter comfort; • Digital transport information systems (e.g. real-time traffic flow detection, parking availability, and real-time public transport service displays) to improve efficiency; and • Active transport supporting facilities (e.g. bicycle parking and storage facilities) to promote sustainable mobility. <p>More importantly, while providing the facilities is essential, the success of the proposed TIH hinges not only on its infrastructure but on unified management and maintenance (M&M) by a single entity — ideally the future developer/property manager of Planning Areas 28A and 28B. A fragmented approach risks operational inefficiencies, inconsistent service standards, and missed synergies between transport and commercial functions. By contrast, a single management body ensures seamless coordination, enhancing commuter experience through optimised way-finding, real-time digital systems, and well maintained facilities (e.g., temperature-regulated waiting areas). This model also unlocks commercial potential: cohesive planning aligns transport flows with retail spaces. Additionally, it future-proofs the TIH by enabling adaptive responses to evolving mobility trends (e.g., smart parking and the potential use of EMDs). For the developer, assuming M&M duties is a strategic opportunity — not a burden — to elevate the site’s market position, streamline operations, and share in the long-term value creation. We therefore urge the applicant to adopt this role, ensuring the TIH delivers maximum community and economic benefits.</p>	