Attachment IVc of
TPB Paper No. 11084

DRAFT ~~APPROVED~~ TIN SHUI WAI OUTLINE ZONING PLAN NO. S/TSW/18*A*

EXPLANATORY STATEMENT

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EXPLANATORY STATEMENT

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(Being ***a Draft*** ~~an Approved~~ Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the ***draft*** ~~approved~~ Tin Shui Wai Outline Zoning Plan (OZP) No. S/TSW/18***A***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 On 27 May 1993, the Board was directed under section 3(1)(a) of the Town Planning Ordinance (the Ordinance) to prepare a draft statutory plan for Tin Shui Wai.

2.2 The draft Tin Shui Wai OZP No. S/TSW/1 was exhibited under section 5 of the Ordinance for public inspection on 21 October 1994. Subsequently, the OZP was amended and the draft Tin Shui Wai OZP No. S/TSW/2 was exhibited for public inspection on 18 July 1997. On 1 December 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/3.

2.3 On 10 October 2000, the CE in C referred the approved Tin Shui Wai OZP No. S/TSW/3 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Subsequently, the OZP was amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance. On 30 April 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/7.

2.4 On 9 December 2003, the CE in C referred the approved Tin Shui Wai OZP No. S/TSW/7 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 28 May 2004, the draft Tin Shui Wai OZP No. S/TSW/8 was exhibited for public inspection under section 5 of the Ordinance. On 15 April 2005, the draft Tin Shui Wai OZP No. S/TSW/9 was exhibited for public inspection under section 7 of the Ordinance.

2.5 On 8 November 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/10. On 26 June 2007, the CE in C referred the approved Tin Shui Wai

OZP No. S/TSW/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Subsequently, the OZP was amended and exhibited for public inspection under section 5 of the Ordinance.

2.6 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/12. On 2 November 2010, the CE in C referred the approved Tin Shui Wai OZP No. S/TSW/12 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

2.7 On 16 October 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/14. On 26 October 2018, the approved Tin Shui Wai OZP No. S/TSW/14 was exhibited under section 9(5) of the Ordinance.

2.8 On 25 August 2020, the CE in C referred the approved Tin Shui Wai OZP No. S/TSW/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was then amended and exhibited for public inspection under section 5 of the Ordinance on 7 May 2021.

2.9 On 12 April 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/16. On 22 April 2022, the approved Tin Shui Wai OZP No. S/TSW/16 was exhibited for public inspection under section 9(5) of the Ordinance.

2.10 On 25 January 2024, the Secretary for Development referred the approved Tin Shui Wai OZP No. S/TSW/16 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 2 February 2024 under section 12(2) of the Ordinance.~~ ***The OZP was then amended and exhibited for public inspection under section 5 of the Ordinance on 12 April 2024.***

~~2.11 On 12 April 2024, the draft Tin Shui Wai OZP No. S/TSW/17 was exhibited for public inspection under section 5 of the Ordinance. The amendments mainly include (i) rezoning of a site in Tin Shui Wai Area 14 from "Other Specified Uses" annotated "Bus Depot", "Government, Institution or Community" ("G/IC") and area shown as 'Road' to "Residential (Group A)2"; (ii) rezoning of two sites in Tin Shui Wai Areas 115 and 112 from "Comprehensive Development Area" ("CDA") to "Residential (Group B)3" and "Residential (Group B)4" respectively; (iii) rezoning of a site at the junction of Tin Yip Road and Tin Kwai Road from "Other Specified Uses" annotated "Telephone Exchange" to "G/IC"; and (iv) rezoning of two strips of land in Tin Shui Wai Areas 112 and 115 from "CDA" to area shown as 'Road'. During the two-month exhibition period, two representations were received. After giving consideration to the representations on 23 August 2024, the Board decided not to propose any amendment to the draft OZP to meet the representations.~~

2.~~12~~*11* On 14 January 2025, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tin Shui Wai OZP, which was subsequently renumbered as S/TSW/18. On 24 January 2025, the approved Tin Shui Wai OZP No. S/TSW/18 ~~(the Plan)~~ was exhibited for public inspection under section 9D(2) of the Ordinance.

2.12 On 16 November 2026, the Secretary for Development referred the approved Tin Shui Wai OZP No. S/TSW/18 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 27 November 2026 under section 12(2) of the Ordinance.

2.13 On 11 December 2026, the draft Tin Shui Wai OZP No. S/TSW/19 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The major amendments on the Plan include excising a portion of land and the existing drainage channel to the northwest of the Tin Shui Wai New Town for incorporation into the draft Lau Fau Shan OZP No. S/LFS/1 to reflect the boundary of the Lau Fau Shan New Development Area (LFS NDA).

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land-use zonings and the transport networks for the Tin Shui Wai area so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.

3.2 The Plan is to illustrate the broad principles of development and control. It is a small-scale plan and the transport alignments and boundaries between the land-use zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within the residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of Tin Shui Wai area and not to overload the road network in this area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under

section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.tpb.gov.hk.

5. BACKGROUND

5.1 In July 1982, the Government and a private developer - Mightycity Co Ltd. (MCL) reached a joint venture agreement to proceed with an urban development in Tin Shui Wai, Yuen Long. Under the agreement, the Government would acquire the 488 ha Tin Shui Wai landholding (Lot 665 in DD 126) from Tin Shui Wai Development Ltd., a wholly owned subsidiary of MCL, for the development of a new town. This development, however, would initially be concentrated within an area of 169 ha in size, which together with some land bank sites south of Tin Wah Road were known as the Development Zone (DZ).

5.2 According to the 1982 Agreement, a Master Development Plan (MDP) was to be prepared for the purposes of delineating the boundaries of the 169 ha of land and to provide a framework for the preparation of detailed layout plans. A planning consultant was commissioned by the Government to prepare the MDP in December 1982. The MDP was endorsed by the then Development Progress Committee (DPC) in June 1984 and adopted by the then Secretary for Lands and Works on 22 June 1984.

5.3 The northern part of Tin Shui Wai, known as the Reserve Zone (RZ), has been reserved as land bank to cater for strategic growth. It was subsequently identified by the Government as a solution space to meet the demand for public and private housing in Hong Kong. In September 1994, the Government commissioned a consultancy study to prepare layout plans for the RZ. The study was completed in July 1995 and endorsed by the Committee on Planning and Land Development (CPLD) in August 1995. A MDP, layout plans and a Preferred Development Concept (PDC) showing how the proposed land uses within the RZ are planned to relate to the existing New Town in the DZ in a coherent manner were prepared under the study.

5.4 Following the completion of the preparation of the layout plans, the Study on Engineering Investigations for Development of Areas 3, 30 and 31 of the DZ and the RZ (the Engineering Investigations Study) was commissioned by the Government in November 1995. The objective of the Engineering Investigations Study was to develop in sufficient detail the preliminary design for the provision of a multiplicity of engineering infrastructure, including a feasible implementation programme, to allow further development in Tin Shui Wai to proceed.

5.5 The Engineering Investigations Study had concluded that there would be no insurmountable environmental constraints to the further development of Tin Shui Wai, following the implementation of the recommended mitigation measures.

6. THE PLANNING SCHEME AREA

6.1 The Area is located in the north-western part of the North West New Territories (NWNT). It is bounded by the Inner Deep Bay Site of Special Scientific Interest (SSSI) and Tin Tsz Road to the north-east and east, Mong Tseng Tsuen and Mong Tseng Wai to the north, ~~Lau Fau Shan~~ ***LFS NDA*** to the north-west, the Hung Shui Kiu/Ha Tsuen ~~New Development Area (~~NDA~~)~~ ***(HSK/HT NDA)*** to the west and Sheung Cheung Wai to the south. The boundary of the Area is shown in a heavy broken line on the Plan. The Area is about ~~406.23~~ ***381.18*** ha in size.

6.2 The Area consists of flat land which was reclaimed from fish ponds. It is divided into a DZ and a RZ separated by Tin Wah Road. Most of the areas in the DZ have been developed, and population intake in the whole of the DZ has been completed. All the necessary infrastructure, commercial and community facilities in support of the development in the DZ have been in service. The RZ is being developed mainly for residential purposes with the Hong Kong Wetland Park (HKWP) Special Area in the eastern portion serving as a buffer to the environmentally and ecologically sensitive areas of SSSI and fish ponds in the Deep Bay area to its east and north-east, which have been designated for inclusion in the Ramsar List of Wetlands of International Importance (Ramsar Site).

7. POPULATION

Based on the 2021 Population Census, the population of the Area was estimated by the Planning Department as about ~~277,700~~ ***262,200*** persons. It is estimated that the total planned population will be about ~~299,900~~ ***283,300*** persons.

8. OPPORTUNITIES AND CONSTRAINTS

8.1 Opportunities

8.1.1 Since the Area is reclaimed from fish ponds, opportunities exist for the development of a well-designed new town which is planned comprehensively with little difficulties in meeting the standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).

8.1.2 According to the Northern Metropolis (NM) Action Agenda published in 2023, the Area, along with the HSK/HT NDA and Yuen Long South NDA (YLS NDA) under construction, the LFS NDA under

planning as well as the existing Yuen Long New Town, is included in the High-end Professional Services and Logistics Hub. This Hub can work with the Qianhai Cooperation Zone and Nanshan District of Shenzhen in such areas as finance, professional services, and logistics services, promoting and deepening high-end economic cooperation. Being located in the North West New Territories and well connected to the existing Shenzhen strategic road network and the Hong Kong-Shenzhen Western Rail Link (Hong Kong – Qianhai) (HSWRL) under planning, the well-developed Tin Shui Wai New Town could be benefited by the provision of job opportunity arising from the synergy of the NDAs and Shenzhen within this Hub.

8.2 Development Constraints

8.2.1 The Area is in close proximity to the environmentally and ecologically sensitive areas of Inner Deep Bay and Mai Po Nature Reserve (MPNR) which have been designated as a Ramsar site for wetland conservation. The northern and eastern portions of the RZ fall within the Wetland Buffer Area, where the proponent for development will have to demonstrate to the Board that the proposed development would have no negative impact on the ecological value of the Deep Bay wetland ecosystem and the MPNR.

8.2.2 The Area falls within the Deep Bay catchment. In area where sewer connection is not feasible, stringent effluent treatment standards for the proper treatment and disposal of sewage will be required in the interim period before connection can be made to the Government sewer.

9. PLANNING AND DESIGN PRINCIPLE OF THE AREA

9.1 In order to achieve an open character of the New Town and to maximize views of the residential units, residential developments in the DZ and RZ are built around the district parks. The district parks provide ample opportunities for both passive and active recreation. Moreover, amenity areas are provided at the ~~sides~~ ***eastern bank*** of the drainage channel to maximize the use of the water features for recreational purposes.

9.2 Tin Shui Wai provides a mix of different housing to meet forecast demand. Sufficient open space and community facilities are provided to serve the residents. Higher density development areas are concentrated to the south and west of the RZ and lower density development and conservation areas including the HKWP Special Area are located adjacent to the north and east. The development concept is to provide a buffer to the ecologically sensitive areas of Inner Deep Bay and MPNR. Two distributor roads provide the primary means of vehicular access to the RZ. As a feeder system to the Mass Transit Railway Tuen Ma Line (TML), the Light Rail Transit (LRT) serves both the DZ and the RZ.

9.3 Developments in the RZ are fully integrated with the DZ to the south to ensure that development of the New Town proceeds in a coherent and well planned manner.

9.4 According to the Environmental Impact Assessment of the Engineering Investigations Study, there is a general presumption against development for petrol filling station and chemical storage facilities in Tin Shui Wai especially in the RZ to avoid petrol and chemicals entering the stormwater system and causing potential contamination to the nearby water bodies, including Inner Deep Bay.

10. LAND USE ZONINGS

10.1 Commercial ("C") : Total Area: 3.44 ha

10.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centres serving the immediate neighbourhood.

10.1.2 In the DZ, sites zoned "C" are located in Areas 20 and 23 south of the LRT Terminus. They are known as Tin Shui Wai Town Lot (TSWTL) No. 4. The sites are developed as the town centre providing retail and other commercial facilities to serve Tin Shui Wai New Town. The development and future redevelopment of the zone was governed by the Conditions of Grant and the Master Layout Plan (MLP) approved under the lease.

10.1.3 In the RZ, a site located in Area 108A is zoned "C" and is served by the LRT. Within the zone, retail, office, hotel and other commercial uses are always permitted. This zone has been developed to a hotel with retail facilities.

10.2 Residential (Group A) ("R(A)") : Total Area: ~~104.22~~ ***103.09*** ha

10.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Most sites zoned "R(A)" in the DZ and RZ have been developed into residential uses. There are 10 existing Public Rental Housing estates, including Tin Heng Estate, Tin Chak Estate, Tin Yat Estate, Tin Yan Estate, Tin Yuet Estate, Tin Ching Estate, Tin Wah Estate, Tin Shui Estate, Tin Yiu Estate and Tin Tsz Estate. There are also 6 Home Ownership Scheme (namely Tin Fu Court, Tin Chung Court, Tin Oi Court, Tin Shing Court, Tin Yau Court and Tin Lai Court) and a Private Sector Participation Scheme development (namely Grandeur Terrace). A wide range of facilities including primary and secondary schools, community centres, children and youth centres, public transport interchanges***, an indoor recreation***

centre and local open spaces have been provided within this zone to serve the residents. There ~~are two sub-areas~~ ***is one sub-area*** within this zone:

~~Residential (Group A) 1 ("R(A)1") : Total Area: 1.13 ha~~

~~(a) The "R(A)1" zone at the junction of Tin Wah Road and Tin Ying Road is intended for public housing development. Government, institution and community (GIC) facilities, including kindergarten(s), local open space as well as retail facility will be provided within the site. The area is subject to a maximum plot ratio of 6.9 and a maximum building height of 165mPD.~~

~~(b) In determining the maximum plot ratio of the development and/or redevelopments, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded to facilitate the provision of these facilities.~~

~~(c) An Air Ventilation Assessment – Expert Evaluation (AVA-EE) has been carried out for the site and concluded that design measures, including building separations and setbacks, would alleviate the potential air ventilation impacts on the surrounding wind environment. A quantitative AVA shall be carried out, if required, at the detailed design stage. Requirements of the design measures and quantitative AVA shall be incorporated in the planning brief for implementation as appropriate.~~

~~(d) A planning brief setting out the planning parameters and the design requirements of public housing development at this zone will be provided to guide its future development.~~

Residential (Group A) 2 ("R(A)2") : Total Area: 1.48 ha

(~~c~~***a***) The "R(A)2" zone in Area 14 is intended for private housing development. GIC and retail facilities are also intended to be provided within the site. The area is subject to a maximum domestic plot ratio of 6, a maximum non-domestic plot ratio of 0.4 and a maximum building height of 150mPD.

(~~f~~***b***) In determining the maximum plot ratio of the development and/or redevelopments, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded to facilitate the provision of these facilities.

10.2.2 The plot ratio control under "R(A)2" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

10.3 Residential (Group B) ("R(B)") : Total Area: 53.64 ha

10.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. ***Some commercial uses are always permitted in the purpose-designed non-residential portion of the existing building(s) to serve the residential neighbourhood.***

10.3.2 The private residential development sites zoned "R(B)" within the DZ are divided into 6 lots, namely TSWTLs No. 1, 2, 3, 5, 6 and 7, which are developed into Kingswood Villas. Private residential developments in these 6 lots are restricted to a maximum domestic gross floor area (GFA) of 972,000m^2. The total non-domestic GFA of these 6 lots and the sites zoned "C" at TSWTL No. 4 shall not exceed 135,000m^2. The distribution of the permitted GFA is governed by the MLPs under the lease and future redevelopment will also be governed by conditions set out in the Conditions of Grant.

10.3.3 Two sites are zoned "R(B)1" in Areas 104 and 108B in the RZ. They are restricted to a maximum plot ratio of 5. Area 108B has been developed into Vianni Cove, a private residential development. Area 104 has been developed into a public rental housing named Tin Ching Estate.

10.3.4 A site is zoned "R(B)2" in Area 33 in the DZ. It is restricted to a maximum domestic GFA of 159,206m^2, a maximum non-domestic GFA of 9,051m^2 and a maximum building height of 159mPD. The site has been developed into a private residential development named Central Park Towers.

10.3.5 Two sites are zoned "R(B)3" and "R(B)4" in Areas 115 and 112 respectively in the RZ. The site in Area 115 is restricted to a maximum GFA of 96,600m^2 and a maximum building height of 10 storeys over one storey car park, whereas the site in Area 112 is restricted to a maximum GFA of 113,250m^2 and a maximum building height of 10 storeys over one storey car park, in accordance with the leases for both sites. A non-building area (NBA) with a width of 30m, which has also been incorporated in the leases, is designated along the eastern boundary of both sites to provide a buffer from the HKWP. Besides, a 35m-wide breezeway extending from Tin Kwai Road and a 40m-wide breezeway extending from Tin Shui Road should be maintained in Areas 115 and 112 respectively to facilitate wind penetration into the town centre. A stepped-height principle should also be applied within the sites so that building heights would decrease gradually towards the HKWP to the north-east. As both sites are subject to traffic noise impacts caused by surrounding roads and the LRT, adequate noise mitigation measures should be provided. Areas 115 and 112 have been developed into private residential

developments named Wetland Seasons Park and Wetland Seasons Bay respectively.

10.4 Government, Institution or Community ("G/IC") : Total Area: 26.78 ha

10.4.1 The zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

10.4.2 Major existing facilities include a sports ground in Area 12, an indoor recreation centre, a swimming pool and a special school in Area 14, an indoor recreation centre in Area 101, a community health centre and a sand court in Area 109, a health centre in Area 26, a divisional police station in Area 4, a Food and Environmental Hygiene Department Vehicle Depot, an electric sub-station, a hospital and a special school in Area 32 and two fire and ambulance stations in Areas 4 and 112 respectively, as well as primary and secondary schools in various Planning Areas.

10.4.3 Major proposed facilities include a divisional police station in Area 101, a planned Heritage Conservation and Resource Centre cum Sports Centre in Area 109, and primary and secondary schools in various Planning Areas.

10.5 Open Space ("O") : Total Area: ~~42.69~~ ***35.86*** ha

10.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

10.5.2 Major visual corridors have also been reserved in the Area to provide a visual linkage between the New Town and the surrounding rural landscape.

10.5.3 Major open space provisions include the existing Tin Shui Wai Park in Area 22, Tin Yip Road Park in Area 117 and Tin Sau Road Park in Area 107 incorporating a visual corridor running in a north-west to south-east direction to provide the visual link with Lau Fau Shan and Wang Chau. Areas 29 and 33A have been developed to a district square and Area 25B has been developed to an open space. Area 108A is developed to a temporary rugby field. A swimming pool is developed in Area 107.

10.5.4 Local open spaces and amenity areas are provided within developments in the residential or commercial zones to enhance the landscape character of the New Town.

~~10.5.5 Two sites in Areas 122 and 123 are zoned "O(1)" and reserved for passive recreational uses. There are some existing ponds on site which should be preserved as landscape features and incorporated into the open space design in order to minimize the adverse impact on the wetland habitats of the existing ponds. No filling of ponds shall be undertaken within the "O(1)" zone.~~

10.6 Other Specified Uses ("OU") : Total Area: 4.69 ha

As part of the infrastructure of the New Town and to provide public services to the wider region of NWNT, certain sites are reserved for specific uses. The sites zoned "OU" on the Plan include the following as annotated on the Plan:

(a) LRT Terminus

Two LRT termini are located at TSWTL No. 23 (adjacent to Area 33) and in Area 106 respectively. A residential development above the LRT terminus at TSWTL No. 23 ***named YOHO WEST*** has been ***developed*** ~~approved by the Board in June 2016 and being implemented~~. The LRT terminus in Area 106 should be covered for noise mitigation purpose. In view of the central location of Area 106 in the RZ, there is potential for retail/office development above the LRT terminus. A low-rise retail/commercial complex above the LRT terminus in Area 106 may be permitted on application to the Board, provided that such development would have insignificant impacts on the environment and traffic and infrastructural capacities of the area.

(b) Bus Terminus

A bus terminus has been constructed in Area 33 to meet the demand for bus services in the New Town. It also serves as a transport interchange for buses, the LRT, green mini-buses and public light buses.

(c) Electric Sub-Station

An electric sub-station in Area 3 is already in operation. Another electric sub-station has also been proposed in Area 120 to serve the RZ.

(d) Sewage Pumping Station

Two sewage pumping stations in Areas 14 and 101 are in operation to handle sewage disposal of the New Town.

(e) Telephone Exchange

A telephone exchange in Area 14 at the south-eastern part of the New Town to meet the demand for telecommunications services of Tin Shui Wai is already in operation.

10.7 Conservation Area ("CA") : Total Area: ~~3.75~~ ***3.30*** ha

10.7.1 The planning intention of this zone is to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

10.7.2 Uses in support of the conservation purposes such as nature reserve and nature trail are permitted as of right. Only a selective range of uses such as public convenience and tent camping ground which would have insignificant impact on the ecology, environment and infrastructural provision of the area may be permitted with or without conditions on application to the Board.

10.7.3 The areas under the zoning comprise mature trees and topographical features, which are of landscape and ecological value. They also serve to separate environmentally and ecologically sensitive areas of the Inner Deep Bay SSSI and fish ponds in the Deep Bay area, which have been designated as a Ramsar Site, from the impacts of urban developments and human activities.

10.7.4 Filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment. In view of the conservation value of the area within this zone, permission from the Board is required for such activities.

10.8 Country Park ("CP") : Total Area: 61.44 ha

This area covers the HKWP Special Area in the north-eastern portion of the RZ. The HKWP Special Area is proposed as a replacement habitat for the wetland lost from the engineering works in the RZ and to act as a buffer to minimize human disturbance to the ecologically sensitive areas of the Inner Deep Bay SSSI, the adjoining fish ponds and MPNR to its east and north-east which have been designated as a Ramsar Site. The HKWP Special Area was designated under the Country Parks Ordinance (Cap. 208) and its development is under the monitoring of the Country and Marine Parks Board. All uses and developments require consent from the Country and Marine Parks Authority and approval from the Board is not required. The HKWP was opened to the public in May 2006.

10.9 Minor Relaxation Clause

10.9***.1*** For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on the individual merits of a development or

redevelopment proposal, minor relaxation of the ~~plot ratio/building height/GFA restrictions~~ ***development restrictions (except the NBA restriction as specified in paragraph 10.9.3 below)*** as ~~stated~~ ***stipulated*** in the ~~relevant paragraph(s) above~~ ***Notes of the Plan or as shown on the Plan*** may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

10.9.2 However, for any existing building with GFA/plot ratio already exceeding the GFA/plot ratio restrictions as stipulated in the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

10.~~10~~***9.3*** ~~For the zone(s) where minor relaxation of relevant restriction(s) is applicable, under exceptional circumstances,~~ ***As for the development restriction(s) on NBAs, for development and/or redevelopments,*** minor relaxation of ~~NBA~~ ***such*** restriction***(s)*** as ~~stated~~ ***stipulated*** in the ~~relevant paragraph(s) above~~ ***Notes of the Plan or as shown on the Plan*** may be considered by the Board on application under section 16 of the Ordinance ***under exceptional circumstances. The NBA restriction will not apply to underground developments and existing developments. Without compromising the intention of designating the NBAs for providing a buffer from the HKWP, landscape feature, boundary fence/boundary wall, footbridge connection, covered walkway and minor structures with high air porosity/visual permeability may be permitted within the NBAs as shown on the Plan as appropriate.*** ~~Within the NBAs stipulated on the Plan, landscaping and boundary fence/wall will be permitted.~~

10.10 <u>Transfer of Plot Ratio (TPR) Scheme</u>

10.10.1 In recognition of the problems associated with a rapidly ageing residential building stock in the old urban area and the need for new measures to expedite urban restructuring and renewal, the TPR scheme was first implemented as a pilot in July 2023 in the two districts of Mong Kok and Yau Ma Tei. In August 2026, the scheme was enhanced by expanding its eligibility to other selected districts and by allowing cross-district TPR, amongst other enhancements.

10.10.2 The main objectives of the enhanced TPR scheme are: (i) to channel development potential from small and isolated sites occupied by ageing dilapidated residential buildings with low redevelopment potential in selected areas with pressing redevelopment needs to more sizeable sites suitable for higher development intensity (such as those in the NM or other new development areas that have larger infrastructural capacity to take on additional developments), thus encouraging the demolition/redevelopment of such buildings; (ii) to facilitate a better restructuring and replanning in the old urban area (for instance by complementing master renewal plans, unlocking important vistas, and improving pedestrian connectivity/air

ventilation, etc.); and (iii) to bring planning gains to the community (such as improvements to the public realm, additional public spaces and community facilities, and preservation of buildings with conservation value, etc.). The TPR scheme serves these objectives by allowing the development potential of the sending site(s) (SS(s)) to be transferred and realised at the receiving site(s) (RS(s)).

10.10.3 The Area covered by this Plan is one of the districts in which sites may be eligible as a RS under the TPR scheme. Any development and/or redevelopment of a site on the Plan involving the receiving of GFA or plot ratio, as the case may be, shall require the planning permission of the Board. The planning application to the Board will be assessed on individual merits, taking into account all relevant planning considerations, including the planning intention(s), land use compatibility and site context of the SS(s) and/or RS(s), the extent to which the proposal delivers the TPR objectives and any additional planning merits or gains proposed, subject to the technical feasibility of the proposal being established.

10.10.4 To accommodate the GFA transferred from a SS(s), the development intensity of the RS should generally not exceed 30% of its permissible GFA/plot ratio restriction. Details of the site criteria for a SS(s) and a RS(s), planning considerations and relevant requirements for TPR proposals shall be referred to the Town Planning Board Guidelines for Application for Transfer of Plot Ratio under Section 16 of the Town Planning Ordinance.

11. COMMUNICATIONS

11.1 Roads

11.1.1 Major links to the Area include Long Tin Road which connects the eastern part of Tin Shui Wai New Town to Yuen Long, Hung Tin Road which connects the western part of Tin Shui Wai New Town to Castle Peak Road, and Ping Ha Road which connects Tin Shui Wai New Town to the Ping Shan area and the surrounding areas of Ha Tsuen. Hung Tin Road has been further extended from Castle Peak Road to connect to Yuen Long Highway via a flyover.

11.1.2 The two north-south primary distributors serving the New Town are Tin Ying Road ~~in~~ ***to*** the west ***of the Area*** running along the existing drainage channel and Tin Tsz Road in the east ***within the Area***. Tin Ying Road and Tin Tsz Road are connected to Yuen Long Highway via Hung Tin Road and Long Tin Road respectively. Tin Tsz Road is also connected to the Route 3 via Castle Peak Road and Wang Tat Road/Ma Wang Road.

11.1.3 The east-west distributors include Ping Ha Road and Tin Fuk Road, which run along the southern boundary of the New Town and link up

with Yuen Long and Lau Fau Shan. Tin Wah Road also connects Tin Shui Wai New Town to the nearby villages of Sha Kong Wai and Lo Uk Tsuen in the west and Lau Fau Shan to the north-west.

11.1.4 Within the ~~Hung Shui Kiu/Ha Tsuen~~ ***HSK/HT*** NDA which is located to the immediate west of Tin Shui Wai New Town, a hierarchy of primary and district distributors and local roads is planned to provide convenient connection between various developments and surrounding areas. New roads are introduced to connect Tin Shui Wai New Town to Kong Sham Western Highway and Ping Ha Road to Hung Tin Road so as to ease traffic congestion near the Tin Shui Wai Station. Besides, Ping Ha Road will further be widened to improve the traffic conditions of Tin Shui Wai.

11.2 Railways ***and Other Public Transport Facilities***

11.2.1 Tin Shui Wai New Town is served by a LRT system which is in operation and connects to Tuen Mun and Yuen Long New Towns. A LRT terminus is located to the north of the town square in Area 33. It is adjacent to a bus terminus to provide convenient public transport interchange. Another LRT terminus is located in Area 106.

11.2.2 Tin Shui Wai is also served by MTR TML, with a station located just outside the Area to the south of Tin Yiu Estate. A LRT stop is located underneath the station, providing interchanges between MTR TML and the LRT.

11.2.3 Future connection to the HSK/HT and YLS NDAs has been proposed with the implementation of Smart and Green Mass Transit System (SGMTS). The SGMTS is proposed to connect to the existing Tin Shui Wai and planned Hung Shui Kiu stations of MTR TML, Chung Fu and Nai Wai stops of LRT as well as the HSWRL under planning.

11.2.4 Tin Shui Wai is also served by public bus services. Bus termini are provided in both the private and public residential developments. A bus terminus is located adjacent to the LRT terminus near Area 33 to provide transport interchange.

~~11.3 Bus Services~~

~~Tin Shui Wai is also served by public bus services. Bus termini are provided in both the private and public residential developments. A bus terminus is located adjacent to the LRT terminus near Area 33 to provide transport interchange.~~

11.4*3* Footpaths and Cycleways

11.4*3*.1A footpath network has been provided to facilitate pedestrian movement around the New Town. Extensive tree planting is provided in major routes to separate pedestrian and vehicular traffic and to provide shade for pedestrian comfort. It also enhances the character of the New Town. Footpaths are also provided along the drainage channel with amenity areas.

11.4*3*.2Taking advantage of the flat terrain, segregated cycleways are planned in the New Town to provide convenient movement and recreational opportunity along the drainage channel.

11.~~5~~*4* Off-street Parking

Sufficient car parking spaces have been provided or planned for in major developments to cater for the local demand as well as for visitors to the New Town.

12. UTILITY SERVICES

12.1 Water Supply

~~Fresh water to the area is via the Wang Chau Service Reservoir and Tan Kwai Tsuen North Service Reservoir.~~ The existing water treatment works capacity available in the NWNT will soon be fully committed. Further treatment works capacity, if required, would be made available from the future extension to Ngau Tam Mei Water Treatment Works. Extension of water supply system will be required if there is a substantial increase in the future water demand arising from development proposals for large residential developments.

12.2 Drainage

The drainage of Tin Shui Wai and the surrounding areas is diverted into the existing drainage channel in the west and the box culverts in the east. Storm water is discharged into the water body of Deep Bay. Intercepting devices have been constructed to ensure that the water in the open channel can be kept relatively clean. Desilting works is also carried out to ensure that the drainage flow will not be affected.

12.3 Waste Water Disposal

Waste water generated from the developments in Tin Shui Wai New Town is collected by sewerage connected to the two pumping stations in Areas 14 and 101 for diversion to the San Wai Sewage Treatment ~~Plant~~ ***Works*** in ~~Hung Shui Kiu/Ha Tsuen~~ ***HSK/HT*** NDA. The waste water collected will then be treated and pumped through a trunk main pipeline to a submarine outfall in the Urmston Road for disposal.

12.4 Electricity, Telephone and Gas Supply

12.4.1 The power supply for Tin Shui Wai New Town is served by a 132 kV network connecting the electric sub-stations in Areas 3 and 32 where the supply is then redistributed to serve the developments in the New Town. Another electric sub-station is planned in Area 120.

12.4.2 A telephone exchange is in operation in Area 14 to provide telecommunications services to the New Town.

12.4.3 The New Town is served by town gas. Gas supply is provided through a pipeline connected to the ~~pigging~~ ***offtake*** station in Au Tau which receives and diverts the gas supply transported from the gas plant in Tai Po Industrial Estate. ***Besides, a new gas offtake station is planned to be constructed near Ping Ha Road to cater for the gas demand of new developments nearby.***

13. IMPLEMENTATION

13.1 The Plan has been and will be implemented in stages. The developments in the DZ and RZ have been largely completed.

13.2 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

13.3 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are undertaken by the Civil Engineering and Development Department and some are in conjunction mainly with the Architectural Services Department. In the course of implementing the Plan, the Yuen Long District Council would also be consulted as appropriate.

13.4 Planning applications to the Board will be assessed on individual merits. In general, the Board in considering the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. The outline development plans and the layout plans

are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~**JANUARY 2025**~~ ***DECEMBER 2026***