

### Streets for Site Classification

Site classification for the purpose of site coverage and plot ratio calculation is defined under B(P)R2(1) and 2(2). It generally depends on the nature of the streets that the site abuts.

2. The following guidelines provide assistance in determining what constitutes a street for the purpose of site classification:

- (a) Where the street in question is not a public street and there is no plan to have the street converted to a public street, it must be demonstrated that the developer and any subsequent owners have realistic prospect of control over the street at least for the lifetime of the proposed development. For instance, the existence of a right of way in favour of the developer is evidence indicating that the developer has realistic prospect of control over the street. Where a private street is created within a site for purpose of site classification, evidence indicating that the street will remain as a street for the lifetime of the development is required. This could take the form of an undertaking registered in the Lands Registry to the effect that such street will be assigned as common area for all the owners of the development.
- (b) Where a street is created or to be formed by the developer, such street will not be considered for site classification unless the overall formed and paved width on completion of the development is not less than 4.5m.
- (c) Land designated as public amenity areas such as open car parks, public open spaces, and topographical features such as nullahs, sea, and the like, which do not provide access as a street and therefore is not considered as such for the purpose of site classification.
- (d) Where there is a physical separation of a site from a street by an intervening strip of land, whether the street can be considered for site classification will depend upon the function, status and ownership of the intervening land.

3. In determining whether a street can be regarded as such for the purpose of site classification, other relevant factors such as street lighting, paving and drainage may also be taken into consideration. Each case will be considered on its own merits and according to individual special circumstances.

A handwritten signature in black ink, appearing to be 'C M LEUNG', with a large, sweeping loop at the end.

( C M LEUNG )  
Building Authority

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