INFORMATION NOTE No. 22
ADDRESSING HIGH DENSITIES – A NET SITE APPROACH FOR LARGE SITES?

BACKGROUND

1. The development density issue was raised in both Stages 2 and 3 public consultation of the HK2030 Study. In Stage 2 public consultation conducted in 2002, we consulted the public on the plot ratio choice for new development areas, and it was found that many respondees did not oppose to high-density living but considered urban design and overall planning layout to be very important. However, to provide an alternative choice of living, people generally considered that domestic plot ratios at new development areas should be no more than 6.5 (currently 8.0 for new towns).

2. Following the SARS incident in 2003, some people have questioned whether our high densities have been the cause of health and environmental problems. We therefore revisited the issue under Stage 3, this time with a focus on the urban districts.

3. Comments received during Stage 3 public in 2003/2004 generally reaffirmed recognition of the merits of high-density living, but there were areas that needed focused attention, especially where physical congestion is likely to affect air circulation and urban townscape. In other words, the density problem is very location-specific and consideration should be given at a local, or even site, level.

4. Moreover, the problem with large sites has been particularly mentioned. It has been suggested that the plot ratio controls stipulated under Schedule 1 of the Building (Planning) Regulations (B(P)R) should not be directly applied to large sites, as this would result in a built mass much higher than it was meant for under the B(P)R. In addition, several respondees have raised that some of the requirements stipulated under the Hong Kong Planning Standards and Guidelines (HKPSG), such as parking requirements, have necessitated the provision of a large “solid” podium, which often results in an unattractive built form and poor micro-climatic conditions.
5. Taking into account the comments received, this Information Note seeks to examine the relationship between site area, development density and building bulk.

PLOT RATIO CONTROLS AND POSSIBLE PROBLEMS WITH LARGE DEVELOPMENT SITES

6. While large sites have been considered to be the cause for bad urban design, they do have their merits. For example, they may allow development to proceed in a comprehensive manner, providing higher flexibility in layout design, more scope for mixed uses (which gives convenience to users) and shared facilities (which could lead to economies of scale in provision and high efficiency in land utilisation) etc. Sometimes large sites are necessary, as certain uses, e.g. public transport interchange (PTI), may require extensive accommodations.

7. However, a general public perception is that large development sites are associated with massive built forms, often quite out of scale with older developments in the neighbourhood. Some pointed out that it might be attributed to the inclusion of the land, particularly for large development sites, intended for roads, open space and community facilities in the gross floor area (GFA) calculations.

8. Between 1956 and 1966, building intensity was controlled by way of “building volume” (Table 1 of the B(P)R 1956). Residential buildings could be developed to very high intensities, in some cases up to an equivalent of plot ratio 12 to 15. The current plot ratio controls contained in Schedule 1 of the B(P)R were formulated in 1962 (and took effect in 1966) largely on the basis of the “Daylight Curve Tier” under the New York Zoning Regulations 1961. They provided for different building bulk for corner sites and infill sites, allowing generally a higher plot ratio for taller buildings until they reach 61 metres, with a maximum of 10 (See Table 1).
Table 1  First Schedule of the Building (Planning) Regulations

<table>
<thead>
<tr>
<th>Height of Building in Metres</th>
<th>Percentage Site Coverage</th>
<th>Plot Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Class A Site</td>
<td>Class B Site</td>
</tr>
<tr>
<td>Not exceeding 15</td>
<td>66.5</td>
<td>75</td>
</tr>
<tr>
<td>Over 15 but not exceeding 18</td>
<td>60</td>
<td>67</td>
</tr>
<tr>
<td>Over 18 but not exceeding 21</td>
<td>56</td>
<td>62</td>
</tr>
<tr>
<td>Over 21 but not exceeding 24</td>
<td>52</td>
<td>58</td>
</tr>
<tr>
<td>Over 24 but not exceeding 27</td>
<td>49</td>
<td>55</td>
</tr>
<tr>
<td>Over 27 but not exceeding 30</td>
<td>46</td>
<td>52</td>
</tr>
<tr>
<td>Over 30 but not exceeding 36</td>
<td>42</td>
<td>47.5</td>
</tr>
<tr>
<td>Over 36 but not exceeding 43</td>
<td>39</td>
<td>44</td>
</tr>
<tr>
<td>Over 43 but not exceeding 49</td>
<td>37</td>
<td>41</td>
</tr>
<tr>
<td>Over 49 but not exceeding 55</td>
<td>35</td>
<td>39</td>
</tr>
<tr>
<td>Over 55 but not exceeding 61</td>
<td>34</td>
<td>38</td>
</tr>
<tr>
<td>Over 61</td>
<td>33.33</td>
<td>37.5</td>
</tr>
</tbody>
</table>

*Class A Site” means a site, not being a Class B or Class C site, that abuts on one street not less than 4.5m wide or on more than one such street.

*Class B Site” means a corner site that abuts on 2 streets neither of which is less than 4.5m wide.

*Class C Site” means a corner site that abuts on 3 streets none of which is less than 4.5m wide.

9. The building bulk controls in Schedule 1 have been formulated under the premise of “net site” (i.e. sites net of roads, slopes, open space and community facilities). While the controls have never been changed, the same plot ratios are sometimes applied on large development sites where roads, slopes, open space and community facilities are “internalised”, which would give rise to a much larger building bulk.

10. The same problem may also be manifested at localities where plot ratio controls below B(P)R levels may be stipulated on outline zoning plans (OZPs) and land leases in consideration of infrastructure constraints and other factors. Some of these controls were formulated on the basis of the administrative density guidelines contained in Chapter 2 of the HKPSG. The relevant extracts are provided at Annex A. Since the plot ratio limit on an OZP is often specified for the gross zone, it implies that any site, large or small, within the same zone is restricted to the same plot ratio.

11. Figure 1 illustrates a comparison between the “net site areas” of a new development (the Kowloon Station Development) and an old district in Yau Ma Tei of a comparable size. It shows that, the area of “developable sites” in the old district, despite a low provision of open space and community facilities, only amounts to about 70% of the total
area of the district. Streets alone take up over 23% of land. This implies that the old district, even if redeveloped to maximum levels of individual sites\(^1\), could only give at most a gross plot ratio of about 6, compared to plot ratio 8 for the Kowloon Station Development (not to mention its bulk of non-accountable GFA). Figure 2 shows another large-scale development (South Horizons in Ap Lei Chau). It shows that less road space could be required (19% in this case) under a different layout pattern.

THE “NET SITE APPROACH”

12. The “net site approach” was first introduced in the early 1960s in consideration of the amount of land for road use in a residential area. At that time, a simple “large site reduction factor” (LSRF) was used as the basis for calculating the net site area. Towards the end of the 1970s, a LSRF for main urban areas was included in the Hong Kong Outline Plan. Subsequently, apart from consideration of land requirements for roads, the LSRF was extended to include the provision of community facilities and open space. Part I of the Hong Kong Outline Plan was later translated into a separate document – the HKPSG – with the LSRF written in Chapter 2 on “Residential Densities” (Figure 3).

Figure 3 Large Site Reduction Factor from HKPSG (superseded)

Net to gross %

\[\begin{array}{c|c|c|c|c|c|c|c|c|c|}
\text{Size of Site (sq.m.)} & 3716 & 4645 & 5574 & 6503 & 7432 & 8361 & 9290 & 10219 & 11448 \\
\hline
\text{Net to gross %} & 100 & 90 & 80 & 70 & 60 & 50 & 40 & 30 & 20 \\
\text{Zone 3} & 60\% & 75\% & 80\% \\
\text{Zone 1 and 2} & 75\% & 60\% \\
\end{array}\]

\(^1\) Plot ratio 9 for “R(A)” sites and 12 for “C” sites, as stipulated on the Yau Ma Tei OZP.
13. Subsequently, a review of the LSRF in 1985 concluded that, due to variations in site characteristics, the LSRF could be either very much higher or lower than the actual achievable level using a net site approach. It therefore recommended cease of use of the LSRF and that development potential of large sites should be assessed by a “layout approach”. Nevertheless, it was recognised that the LSRF was simple and easy to use, and particularly useful for preliminary planning of areas not yet covered by detailed layout plans.

14. Around 1990, the Planning Department commissioned the “Review of Density Guidelines for Private Residential Areas”. One of the objectives of the study was to review the validity of the parameters/methods used in determining the site area for private housing, particularly for large sites.

15. The study pointed out one of the shortcomings of the then prevailing density guidelines was that the LSRF was based on an outdated form of urban development and determining factors. For instance, using the LSRF to relate net-to-gross site area did not take account of the differing amounts of population-related facilities generated on the same site area at different plot ratios and with different occupancy assumptions. Moreover, issues such as environmental standards, geotechnical conditions, and road/infrastructure capacities etc. would also affect the ultimate scale and intensity of development.

16. The study therefore concluded that, while the net site approach should be maintained, rather than using a LSRF, a more complex SUM2 computer model, which takes into account the amount of land required for population-related open space and facilities as well as occupancy assumptions, should be used to assess development capacities, especially for large sites. The SUM2 model has been incorporated into Chapter 2 of the HKPSG and is valid to date.

APPLICATION OF THE “NET SITE APPROACH”

17. A broad review has been undertaken to examine whether and how the net site approach has been applied in the planning processes. For the planning of new towns and new development areas, the net site
approach has been applied in the preliminary planning stage to define broad population capacities and requirements for strategic infrastructure. However, a layout approach is generally adopted in the detailed planning stage, i.e. local roads, open space and G/IC facilities have been demarcated on a layout plan to isolate the sites purely meant for residential (or other) developments.

18. Large government sites for disposal (e.g. the site at Oil Street, North Point) and urban renewal schemes have generally been comprehensively planned, with constraints and opportunities thoroughly examined and planning objectives carefully defined before arriving at an optimal development intensity, making site-area definition by itself less important. This optimal development intensity will usually be written in the land lease, and sometimes also stipulated on the relevant OZP, as with many “Comprehensive Development Area” zones.

19. Similarly, for planning applications and rezoning requests, usually many different factors (e.g. infrastructure capacities, environmental concerns, geotechnical constraints, local character, obstruction of public vista etc.) would have been taken into account in the consideration of development intensity. Even if internal access road, open space dedicated for public use as well as free-standing G/IC facilities are counted towards GFA calculation, where development bulk is considered excessive or not compatible with the general character of the neighbourhood, the case would have been rejected or dismissed by the Town Planning Board.

POINTS TO NOTE

Rationale for the Net Site Approach

20. The net site approach was originally meant to set aside land for necessary facilities, open space and internal roads. One can argue that with vertically integrated design (e.g. provision of a large podium as shown in Figure 1), there is no need to set aside land for these purposes. Even if access roads are required, less land may be needed for the purpose compared to the traditional grid pattern, as shown in Figure 2. Hence, the rationale for a net site approach in the calculation of development intensity to cater for roads, open space and facilities based
on a fixed (or even scaled) ratio does not seem to stand. If the net site approach is to be reaffirmed for new comprehensive developments, we would need to provide justifications in terms of urban design and/or environmental objectives, which may sometimes be subjective and more difficult to defend. Nevertheless, there is clearly a need to head this direction, especially for those large development sites at prominent or congested locations.

Rail-based Development Principle

21. We have an established policy to facilitate a development pattern whereby developments and populations are concentrated at or near rail stations and major PTIs. As station developments are by nature large, application of lower development densities on these sites, while maintaining high intensities for smaller sites located away from the stations, may defeat the rail-based concept.

Reduction of Plot Ratios

22. Applying site reduction is not the only way to reduce building densities. If built mass is represented by GFA, and GFA is the site area multiplied by the plot ratio, then the built mass can be lowered either through a reduction in site area or plot ratio, or both at the same time. However, plot ratio reduction should be justified not only by urban design reasons but also by other constraining factors (e.g. infrastructure capacities, lack of community facilities etc.).

More Restrictions in Site Planning

23. If the problem is about aesthetics or air circulation, then the most direct solution would seem to be providing a control drawing to show exactly how we want the development to look like. For example, the Feasibility Study for Establishment of Air Ventilation Assessment System completed in 2005 has recommended a set of qualitative guidelines and a framework for carrying out air ventilation assessment (AVA). The qualitative guidelines could help indicate how planning and development proposals with significant impact can be planned and designed for better outdoor air ventilation performance, before any actual undertaking of AVA.
24. However, these guidelines are applicable to major government projects and planning work (including revisions to OZPs) at this stage. While proponents of private projects are encouraged to have regard to these guidelines in formulating planning and design proposals, this is on a voluntary basis. Although we can compile detailed requirements for comprehensive developments on the basis of the qualitative guidelines, some people may argue that these requirements would be too restrictive.

_Rigidity of Requirement_

25. The net site approach has been used as a tool to assess development capacities of large sites/areas. Currently, it is only used as a reference rather than a rigid requirement. The question of whether it should only be applied on new development areas and sites under government control, or whether private sites also be subject to the same would need careful consideration.

_Possible Loophole_

26. Although there is no clear definition of “large site” under the current HKPSG, it has been proposed in the “Review of Density Guidelines for Private Residential Areas” that 0.5 hectare be treated as a cut-off point below which a site would normally be too small to require internal roads. This implies that breaking up sites into smaller parcels of less than half a hectare could bypass the requirement. Nevertheless, such action could defeat some of the merits of comprehensive developments and may therefore not be in the public interest.

**CONCLUSION**

27. In sum, while the “net site approach” has mainly been applied in preliminary planning of new areas, the crux is about balancing between urban design/environmental and other objectives. So long as there is consensus that urban design and environmental/health considerations are important, there should be adequate means/mechanisms under the current system to control building bulk of large and small sites, of which the “net site approach” is one. In deciding an appropriate
building bulk for new development sites, we should adopt a comprehensive view, and apply the most suitable means of control as appropriate.

28. For new development areas, urban design (including air circulation and light penetration) considerations must be taken on board in the preliminary planning and feasibility study stage. With the resultant building mass, height and layout clearly set out and fully explained, plot ratio and site area calculations (which are only indirect tools to achieve urban design objectives) will no longer be important.

PLANNING DEPARTMENT
OCTOBER 2007
Extract of HKPSG Chapter 2

Building Density Guidelines

3.1 Enforcement of Building Development Intensity

3.1.1 The ultimate maximum domestic plot ratios permissible in Hong Kong are set by First Schedule of the B(P)R. Restrictions below this level can only be enforced through:

(a) statutory controls incorporated in Outline Zoning Plans or Rural Outline Zoning Plans

(b) Airport Height Restrictions (indirectly),

(c) conditions imposed on development under new or modified land leases, or

(d) planning permissions granted under Section 16 of the Town Planning Ordinance.

3.1.2 Building density guidelines for different types of area, under the HKPSG or the Special Control Area provisions, can therefore only be implemented where one or other of these circumstances applies. It is therefore recommended that the maximum permissible plot ratios set out in these guidelines should be incorporated in statutory Outline Zoning Plans wherever necessary and possible.

3.2 Metroplan Area

3.2.1 The Metroplan Area comprises Hong Kong Island, Kowloon and New Kowloon and the Districts of Tsuen Wan and Kwai Tsing. Metroplan establishes the following density principles for these areas:

(a) within acceptable environmental limits, to maximise the intensity of people and jobs close to high capacity transport systems (particularly rail);

(b) conversely, to limit densities in areas not well served by high capacity transport systems;

(c) wherever possible, to reduce densities in highly congested districts which are experiencing widespread environmental and operational problem; and

(d) to limit densities in areas where the visual impact of development will be the prime concern.
3.2.2 The Metroplan area is divided into three Residential Density Zones: R1, R2 and R3 (See Figure 2).

- Residential Zone 1 covers the highest density of residential development and applies to districts well served by high capacity public transport systems such as rail station or other major transport interchange. The buildings often incorporate a significant component of commercial floorspace on the lower one to three floors.

- Residential Zone 2 covers development at a medium density and applies in locations less well served by high capacity public transport systems. There is usually no commercial floorspace component.

- Residential Zone 3 covers the lowest density of residential development and applies to districts with very limited public transport capacity or subject to special constraints for urban design, traffic or environmental reasons.

3.2.3 The maximum domestic plot ratios permissible in these zones are set out in Table 1.

Residential Zone 1

3.2.4 Within the existing built-up area, the plot ratios permitted on redevelopment of existing buildings in Residential Zone 1 vary between the major geographical areas. First Schedule of the B(P)R currently applies on Hong Kong Island while in Kowloon, the maximum domestic plot ratio is further restricted to 7.5 based on the recommendations of the Kowloon Density Study (KDS) Review. This maximum domestic plot ratio is implemented through the relevant Outline Zoning Plans. Tsuen Wan and Kwai Tsing are governed by the plot ratios for First Generation New Towns. Site Class is a relevant factor in determining permissible plot ratio under First Schedule of the B(P)R. Where a residential building also contains a non-domestic element, the maximum permissible domestic plot ratio may be further restricted, according to the provisions of the B(P)R composite building formula.

3.2.5 In new development areas which are not yet covered by statutory plans, including new reclamation and other newly formed areas, the maximum domestic plot ratio is 6.5. This plot ratio is lower than the statutory limit set by the B(P)R, in order to promote one of the key objectives of Metroplan, to bring about improvements in living conditions in the urban areas by reducing densities. Any non-domestic plot ratio component may be in addition to the domestic plot ratio of 6.5, up to the maximum permitted by the B(P)R composite building formula or those of the Outline Zoning Plans.

3.2.6 In Comprehensive Development Areas, the maximum domestic plot ratio will normally be 6.5 but higher plot ratios may be justified according to local circumstances where infrastructure capacity permits.
**Residential Zones 2 and 3**

3.2.7 Within the existing built-up area, the limitations on plot ratio for Residential Zones 2 and 3 set out in Table 1 can only be enforced through lease conditions and planning conditions, except where they are incorporated in the Outline Zoning Plans.

3.2.8 In new development areas, the maximum domestic plot ratios for Zones 2 and 3 are set at 5.0 and 3.0 respectively.

**3.3 New Towns**

3.3.1 The New Towns are also divided into three Residential Density Zones: R1, R2 and R3, on the same basis as those in the Metropplan Area. In addition, a very low density zone, R4, may be designated where justified by severe geotechnical / infrastructure constraints or compatibility with the adjacent rural low density developments. The maximum domestic plot ratios permissible in these zones are set out in Table 2.

3.3.2 The new towns programme was designed to encourage the movement of population out of the congested Main Urban Areas by offering prospective residents a substantially better living environment. With the introduction of lower densities for new development areas in the Metropplan area, similar reductions may be called for in the New Towns. However, since most of the New Towns have already been comprehensively planned and developed with a maximum R1 domestic plot ratio of 8 (with commercial plot ratio determined according to the B(P)R composite building formula), there is little need for modification. A domestic plot ratio of 8 should only be permitted where there are no infrastructure constraints, e.g. close to high capacity transport systems. Elsewhere, the plot ratio should be determined according to local circumstances.

3.3.3 The maximum permitted plot ratios for Residential Zones 2 and 3 are 5.0 and 3.0, as in the Metropplan area.

**3.4 Rural Areas**

3.4.1 In the rural areas, densities need to be much lower than those in the urban areas, partly because of the limited capacity of transport, utility and social infrastructure but in many cases also because of the need to protect fine natural landscape from undesirable urban encroachment.

3.4.2 Six Rural Residential Density Zones cover those parts of the Rural Areas which may be designated as suitable for development: RR1 to RR5 and Village. Each relates broadly but not necessarily exclusively to a particular type of built form, and guidelines are given in Table 3 for both plot ratio and typical number of domestic storeys.
• Rural Residential Density Zone 1 (RR1) relates to a medium rise residential block with up to 12 floors including at most two commercial lower floors. It is the highest density appropriate to non-urban areas, applicable in the commercial centres of Rural Townships such as: Sai Kung, Mui Wo, and Tai O. (Maximum PR 3.6)

• Rural Residential Density Zone 2 (RR2) relates to a low-rise residential block with up to 6 floors and no commercial elements. It is applicable to areas within Rural Townships lying outside the commercial centre, and in other significant rural development areas served by medium capacity public transport, such as light rail systems. (Maximum PR 2.1)

• Rural Residential Density Zone 3 (RR3) relates to terraced housing or flats on up to 3 residential floors. These may be in peripheral parts of Rural Townships or other rural development areas, or in locations away from existing settlements but with adequate infrastructure and no major landscape or environmental constraints. (Maximum PR 0.75 over the Development Site Area)

• Rural Residential Density Zone 4 (RR4) relates to detached or semi-detached houses on up to 3 storeys (including carports), residential floors, in similar locations to RR3 but where development intensity is restricted by infrastructure or landscape constraints. (Maximum PR 0.4 over the Development Site Area)

• Rural Residential Density Zone 5 (RR5) relates to small detached houses of up to 2 residential floors, permitted as replacements for temporary structures in areas requiring upgrading. (Maximum PR 0.2 over the Development Site Area)

• Village Density Zone relates to New Territories Exempted Houses, which are permitted within the defined envelope of recognised traditional villages. (Maximum PR 3, i.e. 3 floors on 100% site coverage on a site area of 65.03 m$^2$)

3.4.3 It should be noted that the plot ratios for RR3, RR4 and RR5 are calculated on the total available site, including roads and open space, to allow for the variable circumstances of rural sites and topography. Plot ratios for RR1 and RR2 relate to the Net Site Area.
### Maximum Domestic Plot Ratios - Metroplan Area

<table>
<thead>
<tr>
<th>Density Zone</th>
<th>Type of Area</th>
<th>Location</th>
<th>Maximum Domestic Plot Ratio</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>Existing Development Area</td>
<td>Hong Kong Island</td>
<td>8/9/10</td>
<td>(i) (ii)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kowloon &amp; New Kowloon</td>
<td>7.5</td>
<td>(iii) (iv)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tsuen Wan, Kwai Chung &amp; Tsing Yi</td>
<td>8</td>
<td>(ii) (v)</td>
</tr>
<tr>
<td></td>
<td>New Development Area and Comprehensive Development Area</td>
<td></td>
<td>6.5</td>
<td>(vi) (vii)</td>
</tr>
<tr>
<td>R2</td>
<td></td>
<td></td>
<td>5</td>
<td>(viii) (ix)</td>
</tr>
<tr>
<td>R3</td>
<td></td>
<td></td>
<td>3</td>
<td>(viii) (ix)</td>
</tr>
</tbody>
</table>

**Notes:**

- **General:** The Table only gives an indication of the maximum plot ratio which may be allowed for a particular area. However, where there are significant constraints on development capacity (such as transport or infrastructure limitations, or environmental, topographical or geotechnical conditions), or special design considerations, a lower plot ratio may be specified when considered appropriate and possible.

- **In some areas, maximum plot ratios may not be achievable due to Airport Height Restrictions.**
  
  i. Maximum domestic plot ratio of 8, 9 and 10 depends on Site Class A, B and C respectively.
  
  ii. If there is non-domestic floorspace, maximum domestic plot ratio will be reduced according to the provisions of the B(P)R composite building formula.
  
  iii. The maximum domestic plot ratio is in accordance with those stipulated on OZPs and site class is not relevant.
  
  iv. If there is non-domestic floorspace with a plot ratio in excess of
1.5, maximum domestic plot ratio will be reduced by the amount of this excess.

v. For this first generation New Town (i.e. Tuen Mun, Sha Tin, Fanling / Sheung Shui, Tai Po, Yuen Long and Tsuen Wan), lease modifications for higher plot ratios than those applicable prior to September 1981 should be permitted only if the proposed development forms the whole or a substantial part of a comprehensive redevelopment plan prepared or approved by the planning authority.

vi. Higher maximum domestic plot ratios may be permitted in Comprehensive Development Areas having regard to local circumstances, such as infrastructure capacities. However, for New Development Area and CDA for Tsuen Wan, Kwai Chung & Tsing Yi, the maximum plot ratio is normally 5.

vii. Any non-domestic plot ratio component may be in addition to the domestic plot ratio, up to the maximum permitted by the B(P)R composite building formula or those of the OZPs.

viii. In existing development areas this maximum domestic plot ratio can only be imposed in the case of lease modifications or Section 16 applications, unless it is incorporated in the OZPs.

ix. In Special Control Areas, maximum domestic plot ratio may be further limited.
Maximum Domestic Plot Ratios - New Towns (excluding Tsuen Wan)

<table>
<thead>
<tr>
<th>Residential density zone</th>
<th>Maximum domestic plot ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>8.0 (i) (ii) (iii)</td>
</tr>
<tr>
<td>R2</td>
<td>5.0</td>
</tr>
<tr>
<td>R3</td>
<td>3.0</td>
</tr>
<tr>
<td>R4 (iv)</td>
<td>0.4</td>
</tr>
</tbody>
</table>

Notes:

General: The Table only gives an indication of the maximum plot ratio which may be allowed for a particular area. However, where there are significant constraints on development capacity (such as transport or infrastructure limitations, or environmental, topographical or geotechnical conditions), or special design considerations, a lower plot ratio may be specified when considered appropriate and possible.

i. Domestic PR8 should only be permitted where there are no infrastructure constraints, e.g. close to high capacity transport systems. Elsewhere, the plot ratio should be determined according to local circumstances.

ii. In the first generation new towns (i.e. Tuen Mun, Sha Tin, Fanling / Sheung Shui, Tai Po, Yuen Long and Tsuen Wan), lease modifications for higher plot ratios than those applicable prior to September 1981 should be permitted only if the proposed development forms the whole or a substantial part of a comprehensive redevelopment plan prepared or approved by the planning authority.

iii. If there is non-domestic floorspace, maximum domestic plot ratio will be reduced according to the provisions of the B(P)R composite building formula.

iv. Sites in New Towns should only be designated R4 if there are special justifications such as severe geotechnical or infrastructural constraints.
## Maximum Domestic Plot Ratios - Rural Areas

<table>
<thead>
<tr>
<th>Density zone</th>
<th>Maximum domestic plot ratio (i)</th>
<th>Maximum development site ratio (ii)</th>
<th>Typical total no of storeys</th>
<th>Locational criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR1</td>
<td>3.6</td>
<td>-</td>
<td>12</td>
<td>Commercial centres of Rural Townships</td>
</tr>
<tr>
<td>RR2</td>
<td>2.1</td>
<td>-</td>
<td>6</td>
<td>Areas within Rural Townships lying outside the commercial centre, and in other significant rural development areas served by medium capacity public transport, such as light rail systems.</td>
</tr>
<tr>
<td>RR3</td>
<td>-</td>
<td>0.75</td>
<td>3 over car port</td>
<td>Peripheral parts of Rural Townships or other rural development areas, or in locations away from existing settlements but with adequate infrastructure and no major landscape or environmental constraints.</td>
</tr>
<tr>
<td>RR4</td>
<td>-</td>
<td>0.4</td>
<td>3 including car port</td>
<td>Similar locations to RR3 but where development intensity is restricted by infrastructure or landscape constraints.</td>
</tr>
<tr>
<td>RR5</td>
<td>-</td>
<td>0.2</td>
<td>2 over car port</td>
<td>Replacements for temporary structures in areas requiring upgrading.</td>
</tr>
<tr>
<td>Village</td>
<td>3.0 (iii)</td>
<td>-</td>
<td>3</td>
<td>Within the defined envelope of recognised traditional villages.</td>
</tr>
</tbody>
</table>

**Notes:**

**General:** The Table only gives an indication of the maximum plot ratio which may be allowed for a particular area. However, where there are
significant constraints on development capacity (such as transport or infrastructure limitations, or environmental, topographical or geotechnical conditions), or special design considerations, a lower plot ratio may be specified when considered appropriate and possible.

i. Domestic plot ratio is applied to the Net Site Area (i.e. excluding roads and zoned open space).

ii. Development site ratio is applied to the whole site including those parts to be devoted to roads and open space, but excluding slopes.

iii. New Territories Exempted House, built on a site area of 65.03m².
**Kowloon Station**
(Comprehensive Development on Podium)

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>Non-Domestic</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. GFA</td>
<td>608,026 m²</td>
<td>482,000 m²</td>
<td>1,090,026 m²</td>
</tr>
<tr>
<td>PR</td>
<td>4.5</td>
<td>3.6</td>
<td>8.1</td>
</tr>
</tbody>
</table>

Source: Master Layout Plan

---

**Yau Ma Tei Old District**
(Traditional Grid Road Pattern)

<table>
<thead>
<tr>
<th>Area Description</th>
<th>Area Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Area</td>
<td>14.2 ha</td>
</tr>
<tr>
<td>Developable Area</td>
<td>60%</td>
</tr>
<tr>
<td>Community Facilities (e.g. School, Open Space)</td>
<td>9%</td>
</tr>
<tr>
<td>Local Road</td>
<td>23%</td>
</tr>
</tbody>
</table>

Theoretical Max. GFA: 857,000 m²
PR: Gross Site: 6.0
Net Site: 8.9

---

**COMPARISON OF DEVELOPABLE LAND AREAS AND ACHIEVABLE DEVELOPMENT INTENSITIES - PART 1**

---

**Source**: Established on Survey Sheet No. (s)
11-WN-218 11-WN-244
11-WN-220 11-WN-24C
Outline Zoning Plans
B/R2/16 and B/R2/15

**Planning Department**: 設計署

**Plan No.**: B/R2/16

**Date**: 14/04/2005

**Fig. 1**
South Horizons
(Comprehensive Development Without Podium)

<table>
<thead>
<tr>
<th></th>
<th>Area</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Site Area</td>
<td>155,000 m²</td>
<td></td>
</tr>
<tr>
<td>Internal Roads</td>
<td>29,000 m²</td>
<td>(19%)</td>
</tr>
<tr>
<td>Two Schools</td>
<td>8,000 m²</td>
<td>(5%)</td>
</tr>
<tr>
<td>Net Site Area</td>
<td>118,000 m²</td>
<td>(76%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>Non-Domestic</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>GFA</td>
<td>728,000 m²</td>
<td>52,000 m²</td>
<td>780,000 m²</td>
</tr>
<tr>
<td>PR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gross Site</td>
<td>4.7</td>
<td>0.3</td>
<td>5.0</td>
</tr>
<tr>
<td>Net Site</td>
<td>6.2</td>
<td>0.4</td>
<td>6.6</td>
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