

Chapter 12 : Miscellaneous Planning Standards and Guidelines

1. The purpose of this chapter is to provide planning standards and guidelines for those land uses or facilities which do not fall within the purview of other chapters.
2. The standards for these miscellaneous uses/facilities are :

Uses	Standard
Rock Cavern Development	<ul style="list-style-type: none"> • the Cavern Master Plan (CMP), accompanied by an Explanatory Statement and a set of Information Notes for Strategic Cavern Areas (SCVAs), is a planning tool providing a broad strategic planning framework to guide and facilitate territory-wide cavern development in Hong Kong • 48 SCVAs that are suitable for cavern development have been delineated under the CMP • an updated list of land uses with potential to be developed in rock caverns has been included • the key planning and design considerations for delineating cavern area are described • the issues concerning implementation were highlighted
Petrol Filling Stations (PFS)	<ol style="list-style-type: none"> I. general site dimensions of new stations <ul style="list-style-type: none"> • minimum size : PFS without LPG facilities - 375m² LPG filling station - 375m² PFS with LPG facilities - 750m² EV charging station converted from existing PFS - 375m² • minimum frontage : 25m • minimum depth : 15m (including footway) • minimum width of access : 6m II. site dimensions of stations with container vehicles patronage <ul style="list-style-type: none"> • minimum frontage : 40m • minimum depth : 15m (including a 3m footway) • minimum width of access : 8.5m III. siting on Expressways <ul style="list-style-type: none"> • at least 2 km from any intersection • preferably form part of a service area IV. siting on Trunk Roads, Primary Distributor Roads and Rural Roads A <ul style="list-style-type: none"> • minimum sight distance of 100m • minimum interval of 5km

Uses	Standard
	<p>V. siting on other roads lower in the hierarchy</p> <ul style="list-style-type: none"> • minimum sight distance of 50m • minimum interval of 100m if located on different sides of the road • minimum interval of 300m if located on the same side of the road <p>VI. waiting spaces (except EV charging station)</p> <ul style="list-style-type: none"> • 1 vehicle space adjacent to each metered filling point • minimum 4 waiting spaces between the entrance and the filling points • additional 4 spaces for each service bay if general lubrication and servicing facilities are available • 1 additional space between each air-pumping point <p>VII. environmental, electrical, traffic and fire safety considerations</p> <p>For all PFS (except EV charging station):</p> <ul style="list-style-type: none"> • preferably be located in relatively open areas • covering of facilities for carwashing, petrol filling and maintenance activities, as well as car servicing and lubrication bays <p>For all PFS:</p> <ul style="list-style-type: none"> • avoidance of noise and air disturbances • maintaining one ingress and one egress with one-way operation • provision of adequate intercepting facilities • provision of proper drainage facilities • proper storage and disposal of chemical wastes • compliance with fire safety requirements • provision of fire hydrant within 100m • compliance with electricity safety requirements <p>VIII. general separation distances of LPG filling station/facilities</p> <ul style="list-style-type: none"> • high-rise residential/education/hospital : 55m • commercial/recreational/industrial : 15m • low density residential/incidental dwelling : 15m <p>IX. PFS within buildings (not applicable to EV charging station)</p> <p>PFS (without LPG filling facilities) may be accommodated on ground floors of carpark, industrial or commercial buildings subject to :</p>

Uses	Standard
	<ul style="list-style-type: none"> • station completely separated from other parts of building by enclosures with fire resistance rating of 4 hours • site open for ventilation on one of the longest sides or two adjoining sides • adequate headroom and ventilation • floor area above to be used for occupancy with low fire/life risk • openings and windows on three levels directly above should be bricked up • Quantitative Risk Assessment and necessary planning approval <p>X. special requirements relevant to EV charging station</p> <ul style="list-style-type: none"> • EV charging facilities should not be co-located with the vehicular fuel filling facilities in the same PFS • minimum 2 waiting spaces • EV charging facilities separating from any licensed store by at least 6 metres • EPD will take lead to liaise with the controlling authorities about environmental, electrical, traffic and fire safety requirements, as well as planning, construction, installation, operation and maintenance of PFS solely used for EV charging station
Potentially Hazardous Installations (PHI)	<ul style="list-style-type: none"> • no set standard • a consultation zone will be delineated for each PHI according to the topography, types of PHIs and their storage capacities • Hazard Assessment, Planning Study and Action Plan would be undertaken as the basis for land use planning and development control within each consultation zone.
Vehicle Repairing Workshops	<ul style="list-style-type: none"> • <u>in rural areas</u> <ul style="list-style-type: none"> • low rise building of 1 to 2 storeys • maximum plot ratio of 0.5 • proper water supply and sewage disposal system • adequate paving and drainage facilities • suitable fencing as visual screen • in purpose-designed buildings or on the lower floors of industrial buildings <ul style="list-style-type: none"> • minimum size of 90m² (10m x 9m) • include a dangerous goods store • access ramp of gradient 1 in 5 for cars inner radius 3.5m

Uses	Standard
	<ul style="list-style-type: none"> outer radius 6.1m • access ramp of gradient 1 in 10 for goods vehicles inner radius 7.2m outer radius 13m • minimum 1 car lift (minimum 6.15m x 3.2m) • minimum 2 fire stairs (minimum 5.25m x 2.1m) • 5.2m floor to floor heights for cars and 7.2m for lorries • access point at least 15m from street corner • 0.75 parking space per workspace⁽¹⁾ or minimum 2 parking spaces per workshop cars : 5.0m x 2.4m with minimum 2.4m headroom goods vehicle : 11.0m x 3.5m with minimum 4.1m headroom
Port Back-up and Open Storage Uses	<p><u>minimum site requirements</u></p> <ul style="list-style-type: none"> • 5 100m² for container storage and repair • 4 900m² for container yard • 3 000m² for container lorry park • 2 000m² for container freight station • 1 000m² for other open storage uses
Use of Land beneath Flyovers and Footbridges	<ul style="list-style-type: none"> • No set standards • Flyover/footbridges sites should only be considered as alternative solution space for uses upon exhausting all other suitable sites, provided that such uses are acceptable in terms of land use, structural, fire safety, traffic, environmental, visual and all other relevant considerations • Uses beneath flyovers/footbridges are classified as acceptable, conditionally acceptable and unacceptable uses • Relevant works departments should include the requirements for identification of possible land uses beneath flyovers/footbridges in the Investigation Stage of new major flyover/footbridge projects after inclusion into Category B of the Public Works Programme • Application of the guidelines may be adjusted subject to the exact nature of use, locality of the site, design of the flyovers/footbridges and other relevant considerations

Note:

⁽¹⁾ workspace refers to an area large enough to accommodate a vehicle and the person working on it.