

## **NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **Supplementary Information on 170BF - Fire station-cum-ambulance depot in Area 112, Tin Shui Wai**

#### **INTRODUCTION**

When Members considered paper PWSC(2000-01)52 on **170BF** - Fire station-cum-ambulance depot in Area 112, Tin Shui Wai on 25 October 2000, the Administration undertook to provide the following information -

- (a) justification for, and possible environmental impacts of, installing a fuel-filling facility in the proposed fire station-cum-ambulance depot, which seems inconsistent with a general presumption against the development of petrol filling stations contained in the Tin Shui Wai Outline Zoning Plan (TSW OZP); and
- (b) measures to control the generation and use of construction and demolition (C&D) materials arising from the project.

#### **THE ADMINISTRATION'S RESPONSE**

##### **Fuel-Filling facility**

2. A fuel-filling facility is an essential ancillary provision for fire stations/ambulance depots. It serves to provide an ever-ready refuelling source to ensure the emergency preparedness of fire appliances/ambulances at all times, even in inclement weather or periods of civil disturbance. Such facilities are different from commercial petrol filling stations in terms of scale, intended use

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and associated risk. Since the facility is directly related and ancillary to the operation of the fire station-cum-ambulance depot, the Director of Planning advises its provision requires no planning permission under the TSW OZP<sup>1</sup>.

3. The fuel-filling facility in **170BF** will include two 5 000-litre underground storage tanks, one for diesel and one for petrol fuel, and its scale is considerably smaller than that of a commercial petrol filling station<sup>2</sup>. We will design, construct and carry out adequate precautionary measures to ensure that the facility complies with all safety regulations and environmental requirements. The storage tanks will be hydraulically-tested at the manufacturer's factory and on site prior to installation. The tanks will be totally enclosed by concrete chambers and back filled with sand to prevent fuel from spilling to surrounding areas. The drainage system for the fuel-filling areas will be connected through a petrol interceptor<sup>3</sup> to the public sewer so that fuel residues, if any, will be screened out, thus eliminating the risk of contaminating the environment. Moreover, the Director of Fire Services will implement stringent safety procedures in operating and maintaining the fuel-filling facility, and as an administrative measure, take a daily measurement of the fuel level in the storage tank to detect any possible sign of defects in the tank.

4. The fuel-filling facility would not have any adverse effects on the surrounding areas as indicated in the Preliminary Environmental Review (PER) for the project completed in February 1999. The Director of Environmental Protection vetted the PER and agreed an Environmental Impact Assessment would not be necessary.

**/Construction .....**

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<sup>1</sup> In the Engineering Investigations for Tin Shui Wai Development undertaken by the Territory Development Department, the relevant Environmental Impact Assessment recommended that petrol filling stations and chemical storage facilities should be excluded to avoid petrol and chemicals entering the stormwater system and causing potential contamination to the nearby water bodies, including Inner Deep Bay. To implement this recommendation, the development of petrol filling stations and chemical storage facilities in the TSW OZP would, in general, require planning permission from the Town Planning Board.

<sup>2</sup> A commercial petrol filling station will normally consist of four underground storage tanks each with a storage capacity of 13 000 to 25 000 litres. The total storage capacity will be in the range of 52 000 to 100 000 litres.

<sup>3</sup> A petrol interceptor is a concrete chamber consisting of three separate compartments interconnected in such a way that fuel residues floating on the surface runoff from the fuel filling areas, if any, will be trapped and prevented from floating out of the chamber.

**Construction and Demolition Materials**

5. To minimise the generation of C&D materials, we will require the contractor to use metal site hoardings, signboards and, as a trial scheme, metal scaffoldings so that these materials can be recycled or reused in other projects.

6. To monitor the reuse and recycling of C&D materials, we will stipulate in the contract that the contractor has to submit a waste management plan (WMP) to the Director of Architectural Services for approval. This will include measures covering the disposal, reuse and recycling of C&D materials. We will require the contractor to -

- (a) separate public fill, which can be used for reclamation, from C&D waste for disposal at appropriate public filling areas;
- (b) sort the C&D waste by category on site to facilitate reuse/recycling; and
- (c) reuse the excavated material, on this and other sites, as far as possible to minimise disposal at public filling areas.

We will control the disposal of public fill and C&D waste to designated public filling areas and landfills respectively through a trip-ticket system, and record the disposal, reuse and recycling of C&D materials for monitoring purposes.

7. We will ensure that the day-to-day operations on site by the contractor comply with the approved WMP. The performance of the contractor in implementing the approved WMP will be assessed regularly and corrective action will be taken if the contractor's performance proves to be unacceptable.

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