

**HEC Sub-committee on  
Wan Chai Development Phase II Review**

**Seventh Meeting**

Date : 9 August 2005 (Tuesday)

Time : 9:30 a.m.

Venue: Conference Room, 15/F, North Point Government Offices,  
333 Java Road, North Point.

**Agenda**

1. Confirmation of minutes of the 6th meeting and the special meeting held on 21 July 2005
2. Matters arising
3. Proposed development of a Government helipad at the Hong Kong Convention and Exhibition Centre [Paper No. WD 12/2005]
4. Proposed Regional Hong Kong Heliport
5. Progress report on HER [Paper No. WD 13/2005]
6. Any other business

Secretariat,  
HEC Sub-committee on  
Wan Chai Development Phase II Review  
August 2005

**Harbour-front Enhancement Committee  
Sub-committee on Wan Chai Development Phase II Review**

**Proposed Development of a Government Helipad at  
the Hong Kong Convention and Exhibition Centre**

**Purpose**

This paper provides information on the Government's proposal to develop a helipad at the Hong Kong Convention and Exhibition Centre (HKCEC) to accommodate Government and domestic commercial helicopter operations.

**Proposed Project**

2. We need to develop a permanent helipad in the Central Business District (CBD) for the Government Flying Service (GFS) to provide flying services in support of the administration of Hong Kong. The proposed project will provide a permanent helipad at the north-eastern corner of the HKCEC for the GFS to provide emergency services and to deliver other Government tasks. It is also proposed that spare capacity of the helipad should be made available for the provision of commercial helicopter services at a charge to be determined by the Government. The Government will have absolute priority at all times in the use of the helipad.

**Justifications for the Project**

*Government Helipad*

3. The original Central Helipad at Lung Wui Road, which accommodated both GFS flights and domestic commercial helicopter services, was closed in January 2004 to make way for the implementation of the Central Reclamation Phase III works. The GFS has since relocated its operation to the present temporary helipad at the former Wan Chai Public Cargo Working Area pending the re-provisioning of a permanent helipad.

4. After a thorough site search, the HKCEC site is considered the most suitable site for a permanent helipad because of its strategic location and proximity to the Police Headquarters. It will enable the GFS to provide prompt emergency services such as casualty evacuation and search and rescue operations. It will also allow the GFS to provide swift flying support to the Police in emergency and internal security situations. The site will also be used by the GFS to provide essential flying operations such as secured helicopter transport for dignitaries. Based on past experience, we estimate that the number of GFS flights using the helipad to be in the region of 5,000 movements per year, i.e. 14 movements (7 round trips) per day on average.

### *Commercial Helicopter Services*

5. Commercial helicopter services comprise cross-boundary and domestic services. At present, cross-boundary services are operated from a roof-top helipad at the Macau Ferry Terminal (MFT). In anticipation of the strong demand for cross-boundary services between Hong Kong and the Pearl River Delta, the Government is taking forward an expansion project to add one more landing/take off pad at the MFT. It is expected that the expanded facility would meet traffic demand up to at least 2015. For planning purpose, we are also proposing to develop a second cross-boundary heliport in South East Kowloon to support the long-term development of cross-boundary services in the context of the South East Kowloon development study.

6. Subsequent to the closure of the Central Helipad, a temporary heliport was provided in West Kowloon for domestic commercial services. This temporary facility eventually will have to be closed down to make way for the West Kowloon Cultural District. For the continued operation and long-term development of domestic services, there is an urgent need for the re-provisioning of a permanent landing facility. After repeated rounds of site searches since 1998, a site adjacent to the Western Park Sports Centre in Sheung Wan has been identified to be the only available site which fulfils all the stringent planning and aviation safety requirements. The Government then consulted the Legislative Council (LegCo), the Harbour-front Enhancement Committee (HEC) and concerned District Councils in January 2005. Views collected in the consultation exercise were mixed. While there was general support for a domestic heliport, the proposed site in Sheung Wan was considered not suitable by many consultees because of its potential noise impact on nearby residential developments and the fact that it is not located within the CBD. Some consultees suggested that, to optimize the use of valuable harbour-front lands, the Government should consider opening the HKCEC helipad to commercial operations. Having considered views expressed by various parties, the LegCo Panel on Economic Services and

Panel on Planning, Lands and Works passed a motion on 28 February 2005 urging the Government to expedite the provision of a permanent commercial heliport and associated facilities in the CBD of the Hong Kong Island and, under the principle of no unlawful reclamation, allow the helipad at the HKCEC to accommodate both commercial and government uses. After careful consideration of the motion and public comments received, the Government is prepared to take on board the proposal for the HKCEC helipad to accommodate Government and commercial uses.

### **Development Plan**

7. The plan is to convert the existing ferry pier at the north-eastern corner of the HKCEC into a permanent Government helipad. The site, which measures 2,700 m<sup>2</sup>, is within the boundary of WDII and is currently zoned “Other Specified Uses” annotated “Helipad” under the draft Wan Chai North Outline Zoning Plan. No reclamation would be required. A technical feasibility study will be conducted to confirm the feasibility of the project.

8. As illustrated in the draft layout at the Annex, the Government helipad will comprise two landing/taking-off pads, the use of which will have to comply with the operational and safety restrictions as prescribed by the civil aviation authority to ensure flight and passenger safety. The helipad will be supported by ancillary facilities including passenger waiting rooms (with a separate room for commercial users), service room and car parking spaces. Subject to further technical study, it is estimated that the slots that can be made available to commercial operation would be in the region of 20,000 movements per year. The capacity is about 2.4 times of the commercial traffic volume recorded in 2004 and is expected to meet demand up to 2020.

9. Subject to confirmation of the project’s technical feasibility and funding approval, it is roughly estimated that the helipad may come into operation by 2008 upon completion of construction works.

### **Counter-proposal by the Hong Kong Regional Heliport Working Group**

10. We have recently consulted the commercial operators on the above proposal. The Hong Kong Regional Heliport Working Group (the Working Group) objected to the proposal because they considered its development scale too small to sufficiently meet the long-term development needs of both domestic and cross-boundary helicopter services. They counter-proposed a

fully-fledged heliport which would take up the existing pier and require the erection of a 2,600m<sup>2</sup> deck over the Harbour, an option which the Working Group considered as not constituting reclamation.

11. It would be for the Working Group to put up a convincing case that the erection of a deck would not constitute “reclamation” under the Protection of the Harbour Ordinance (the Ordinance), hence not subject to the stringent “overriding public need” test required under the Ordinance. In any event, the Government would not propose to reclaim any land for heliport development. The demand for cross-boundary helicopter services would be fully satisfied by the expanded MFT heliport. There is no need to take up more valuable harbour-front land in the CBD for cross-boundary services. Furthermore, construction of a deck over water would inevitably take away part of the Harbour. This is not in line with the overwhelming public consensus to preserve the Harbour. As noted in paragraph 8 above, the HKCEC helipad would be able to meet forecast domestic demand up to 2020. If expansion of landing facility is required in the longer term, a better approach would be to look into any future harbour-front areas that might be reclaimed under Wan Chai Development Phase II (WDII) for the purpose of constructing major transport infrastructure.

### **Consultation**

12. The LegCo Panel on Economic Services and Panel on Planning, Lands and Works were briefed on the proposed HKCEC helipad project on 25 July 2005 (the relevant panel paper has been circulated to HEC Members for information). Members decided to defer their decision on whether to support the Government’s proposal after the Government has completed consultation with parties concerned.

13. We will consult the Wan Chai District Council, the Islands District Council and the Town Planning Board accordingly.

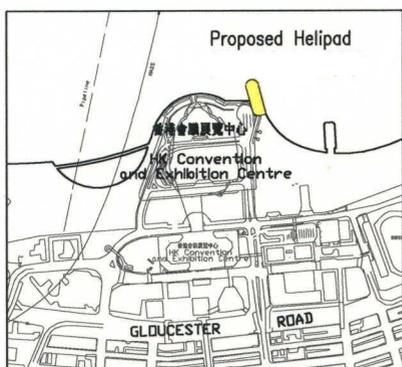
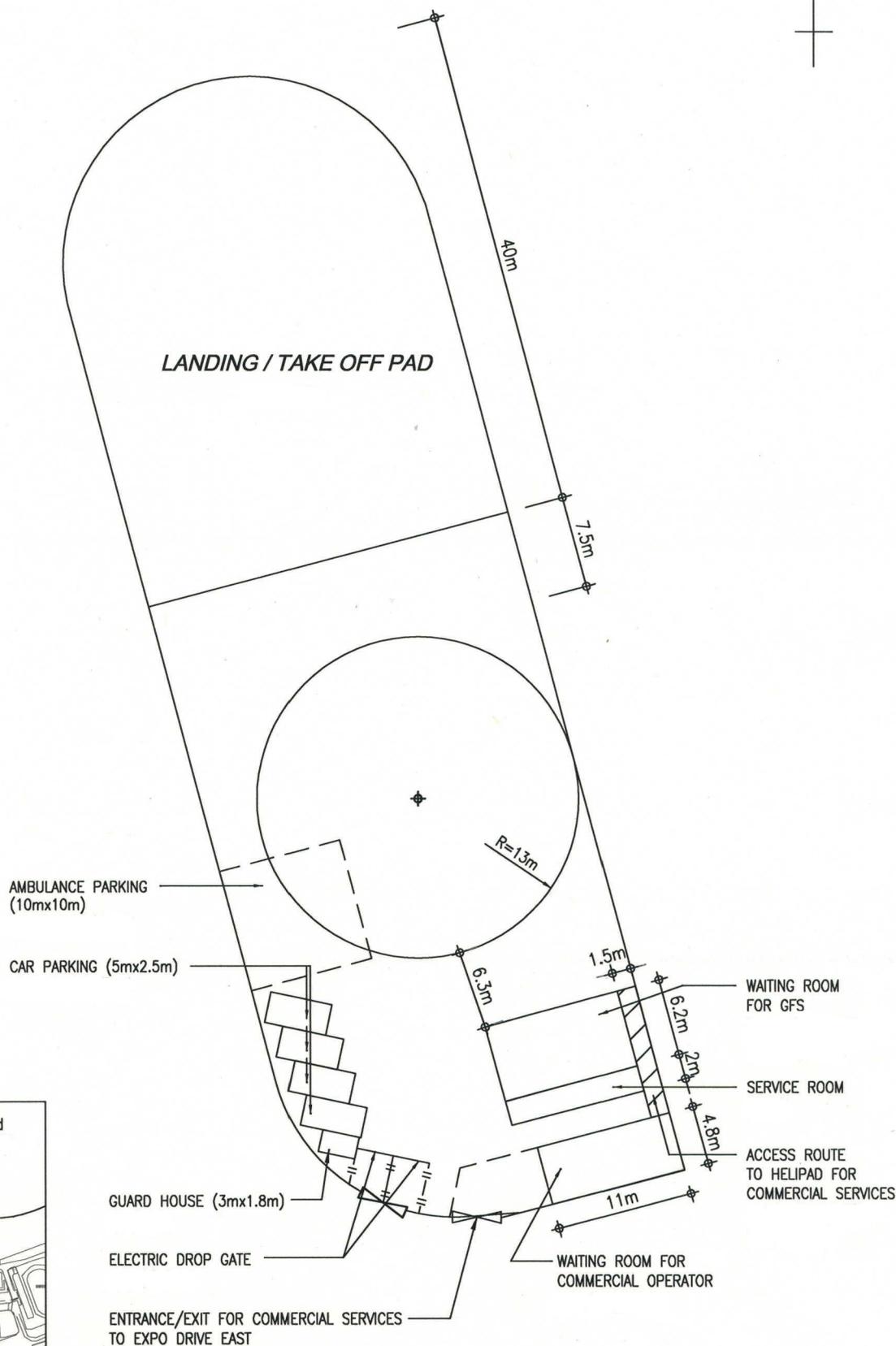
### **Views Sought**

14. Members are invited to comment on the proposal.

Security Bureau  
Economic Development and Labour Bureau  
August 2005

Proposed Layout of the Government Helipad at the Hong Kong Convention and Exhibition Centre

Scale 1: 500



KEY PLAN  
NOT TO SCALE

**Paper No. WD 13/2005**

For discussion  
on 9 August 2005

**HEC Sub-committee on  
Wan Chai Development Phase II Review**

**Progress Report on  
Harbour-front Enhancement Review -  
Wan Chai, Causeway Bay and Adjoining Areas (HER)**

1. This progress report covers the period between the sixth and the seventh meetings of the Sub-committee on Wan Chai Development Phase II Review (Sub-committee), that is, from 14 June to 8 August 2005.
2. Public engagement activities of the Envisioning Stage of HER continued. Two community charrettes were held on 18 and 25 June 2005 for the public to work out their concept for the enhancement of the harbour-front at Wan Chai and Causeway Bay. Period for expressing views through the on-line opinion survey expired on 9 July 2005.
3. On 28 June 2005, the Planning, Lands and Works Panel of Legislative Council (LegCo) was further briefed on the HER project and the views and ideas collected during the public engagement activities, together with the South East Kowloon Development. The LegCo members were also informed of the intention to convene a forum for the experts to discuss on the transport issues on which diversified views were expressed at the public forums and community charrettes.
4. A special Sub-committee meeting was held on 21 July 2005 to consider the proposal of Trade Development Council (TDC) on expanding the Hong Kong Convention and Exhibition Centre that TDC has submitted a planning application to Town Planning Board (TPB). TDC was invited to present the proposal. The meeting concluded that views expressed by members, including views expressed by the Society for Protection of the Harbour Limited in their letter dated 15 July 2005 to the HEC members, together with

the draft minutes of the meeting would be submitted TPB for the Board's consideration. A submission was made to TPB accordingly on 26 July 2005.

5. The HER Task Force met twice, on 8 July and 1 August 2005 respectively, to discuss the follow up on the public engagement activities of the Envisioning Stage of HER, including the transport expert forum that the Sub-committee has decided to convene at the last meeting held on 14 June 2005.
6. The HER Task Force meeting held on 8 July 2005 discussed the approach for analyzing views and comments received, the format and content of the report for the Envisioning Stage of HER. The framework of the transport expert forum was also discussed and the tentative date for the forum is suggested to be 3 September 2005. That meeting also suggested to convene a special Sub-committee meeting to consider TDC's proposal and to invite the government to present the helipad proposal at the Sub-committee meeting scheduled for 9 August 2005 as those two projects would have interface with HER.
7. The ninth Task Force meeting held on 1 August 2005 concentrated on discussing the revised framework of the transport expert forum that has taken into account members' comments made at the last HER Task Force meeting. The consolidated sustainability development (SD) principles and indicators and the possible 'quick-win' projects were also discussed.
8. The framework of the transport expert forum was basically agreed, details of which would be reported at the Sub-committee meeting. Invitations for panel members were sent after the meeting.
9. For the consolidated SD principles and indicators, the meeting suggested reporting them to the Main HEC as the result of a trial on the harbour planning principles and to the Sub-committee on Harbour Plan Review for consideration as a support document to the harbour planning principles. As for the 'quick-win' projects, CEDD were asked to explore further on the possibility of the public enjoying the ex-Wan Chai Public Cargo Working Area site before construction works of the Wan Chai Development Phase II project commence.

Secretariat,  
HEC Sub-committee on WDII Review  
August 2005