

Peng Chau Helipad

PROJECT PROFILE

1. BASIC INFORMATION

1.1 Project Title

Peng Chau Helipad

1.2 Purpose and Nature of Project

The existing helipad (Ref. No. HK01A) at Peng Chau is a soccer pitch near Tai Lung Tsuen. The helipad is mainly used for transporting Peng Chau residents to urban area for medical treatment in emergency. As the site is near the top of a small hill and is only accessible by climbing long stairs, it is very inconvenient for the paramedics who will need to carry stretchers. In addition, the site is a confined area surrounded by high lamp masts and is accessible by the public. The situation is not ideal from safety point of view. Therefore, a new helipad with an emergency vehicular access (EVA) is required to be constructed.

1.3 Name of Project Proponent

Civil Engineering Department, the Government of the HKSAR.

1.4 Location and Scale of Project and History of Site

Location of the project: As shown on Drawing No. P20308-1.

Scale of the project: The project includes the construction of a helipad of about 30m in diameter and the construction of an emergency vehicular access (EVA), about 125m long and 4.5m wide, connecting to the existing EVA.

History of the Site: The proposed helipad will be used in case of emergencies. Thus the site for the helipad shall be easily accessible by the ground service team, safe for landing by helicopter and at the same time cause minimal noise impact to the local residents. After detailed site search exercises and careful consideration of different possible locations at Peng Chau, the site as shown in the above Drawing is considered the preferred site agreed by relevant Government departments and the local community.

Regarding the access to the helipad, the footpath along the northern coastal hills is not suitable for use by emergency vehicles because of the limited width and steep gradient. A standard EVA is required to be constructed.

The site for the project is included in the current Peng Chau Outline Zoning Plan.

1.5 Number and Types of Designated Projects to be Covered

In accordance with Part I of Schedule 2 of the Environmental Impact Assessment Ordinance, it is a Designated Project of Category B2.

1.6 Name and Telephone Number of Contact Person

2. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

- 2.1 The project will be planned in-house. But it is intended to engage consultants to undertake the environmental impact assessment (EIA) study. Construction works will be carried out by contractors and supervised by the project proponent. On completion, the helipad will be managed by the Department of Health.
- 2.2 Tentatively, the EIA study will commence in May/June 2002 for completion in 13 months and the construction works will commence in February/March 2005 for completion in one year.
- 2.3 This project may have interactions with the footpath construction by Home Affairs Department, the Penny's Bay reclamation and Container Terminal No. 9 projects.

3. POSSIBLE IMPACTS ON THE ENVIRONMENT

- 3.1 This project may involve dredging, filling and piling operations, which may have the following transient and permanent impacts on the environment:

3.2 Water Quality

During the dredging and filling processes, there may be pollutants entering into the water body and hence affecting its water quality. In addition, the surface runoff stemming from the site during construction may also affect the water quality.

3.3 Noise

The construction plant will generate intermittent and transient noise, which may affect the nearby noise sensitive receivers. The nearest noise sensitive receiver is the Sea Crest Villa, which is 130m from the proposed helipad. But the helipad is to be used only in emergencies.

The EIA study will assess the noise impact to the nearby noise sensitive receivers during both construction and operation of the project.

3.4 Air Quality

The construction plant will produce dust and gaseous emissions, which may have impact on the air quality. However, considering the scale of the project, the impact is considered insignificant. When the helipad is in operation, the emission from helicopters is also considered insignificant.

3.5 Landscape and Visual

The visual quality will be changed after the completion of the helipad. But EIA will assess the landscape and visual impact.

3.6 Natural Habitat/Ecology

The proposed site is on Government seabed at present and does not encroach upon any existing or proposed coastal country park, conservation area, site of special scientific interest and the like. However, in accordance with the OZP, there exists the “Coastal Protection Area ” zone on the eastern side of the proposed helipad. There is also report on the existence of stony coral colonies nearby.

3.7 Cultural Heritage

The Peng Chau Archaeological Site is about 460m away. A marine archaeological investigation will be carried out to assess the marine archaeological potential of the affected seabed.

3.8 Description of Water Movement

Since the proposed helipad is only 30m in diameter, it is expected that the impact on water movement will be insignificant. However, the EIA study will assess the possible impact, if any.

4. MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

4.1 Sensitive receivers and sensitive parts of the natural environment, which may be affected by the proposed project, include the following located at Peng Chau:

- (a) existing and planned residential/commercial developments to the south and south-west of the site;
- (b) an existing liquefied petroleum gas cylinders store and refuse transfer station to the west of the site;
- (c) reported stony coral colonies to the west and east of the site;
- (d) coastal protection area to the east of the site;
- (e) high visual value of the existing environment; and
- (f) an archaeological site to the south of the site.

5. ENVIRONMENTAL PROTECTION MEASURES TO BE INCORPORATED IN THE DESIGN AND ANY FURTHER ENVIRONMENTAL IMPLICATIONS

5.1 Water Quality

Taking into account the scale of this project, the quantities of dredged and filling materials will be small. Hence the effect of dredging and filling on water quality is expected to be insignificant. In the design of helipad, dredging would be limited as far as possible to keep the water quality impact to a minimum.

By implementing adequate site drainage during construction according to the good practices outlined in ProPECC PN 1/94 “Construction Site Drainage”, the surface runoff can be controlled satisfactorily without adverse impact.

5.2 Noise

The mitigation measures recommended in ProPECC PN 2/93 “Noise from Construction Activities – Non-statutory” will be implemented as appropriate to control the noise impacts. In addition, quieter powered machinery and plant, and/or

movable noise barriers can be used to reduce the noise generated to acceptable levels during construction.

5.3 Air Quality

The potential dust impacts will be controlled by the Air Pollution Control Ordinance and its subsidiary Regulations. Appropriate dust suppression measures such as watering will be enforced during construction.

5.4 Landscape and Visual

Due consideration will be given in the design of the project to alleviate any adverse visual effect that may arise. Opportunities will be seized to complement the existing landscape and visual characters of the setting.

5.5 Cultural Heritage

Apart from the above-mentioned mitigation measures, the EIA study will investigate in detail the cultural heritage impacts and to propose appropriate mitigation measures, which will be incorporated into the design and implemented during the construction. The effectiveness of such mitigation measures adopted will also be closely monitored by implementing appropriate monitoring and audit schemes to ensure their effectiveness.

5.6 Natural Habitat/Ecology

The EIA study will analyse the potential ecological impacts to the coastal protection area and the stony coral colonies and recommend mitigation measure where appropriate. The study will also consider different options regarding the form of construction in order to minimise the impact on natural habitat and ecology.

5.7 Public Interest and Political Sensitivity

There are repeated requests from local residents on the provision of a helipad connected by emergency vehicular access.

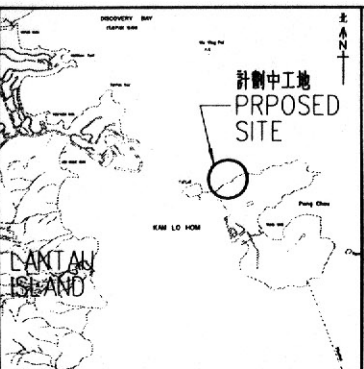
5.8 Use of Previously Approved EIA Reports

Nil.

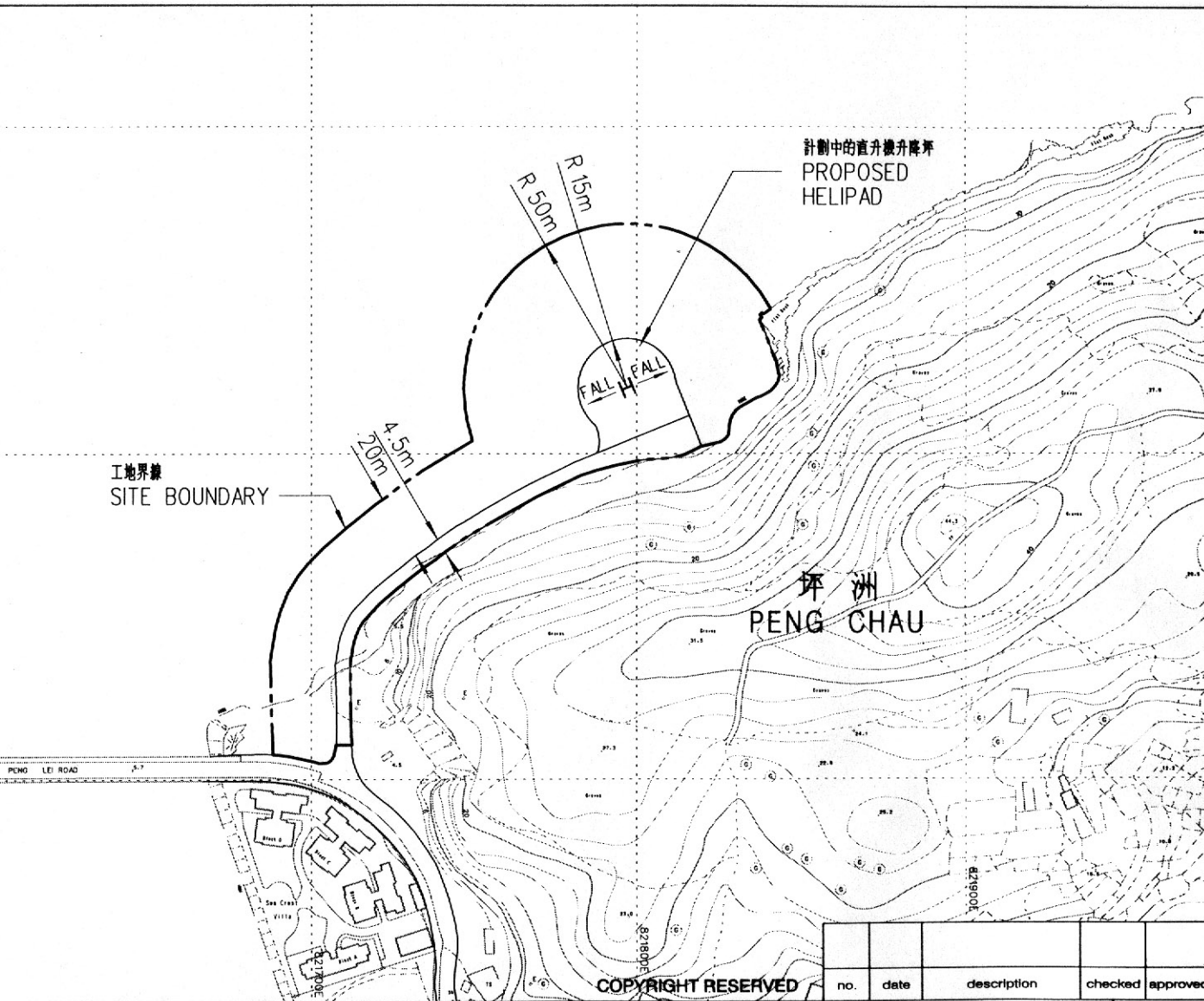
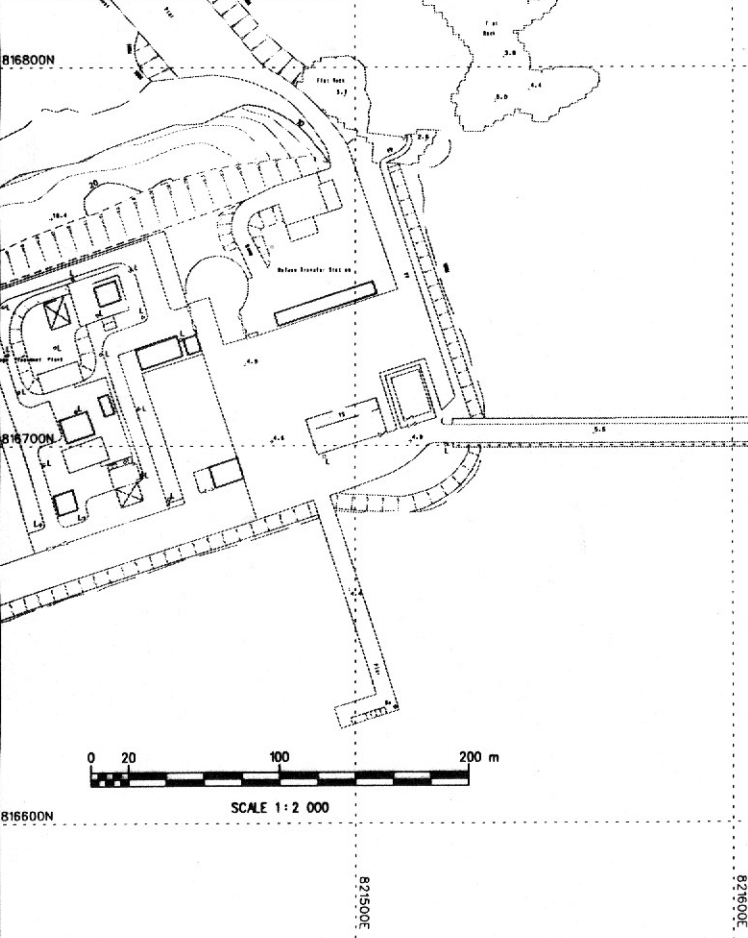


Attachment : Drawing No. P20308-1.

Port Works Division
Civil Engineering Department



索引圖 KEY PLAN
比例 SCALE 1 : 20 000



圖則名稱
坪洲直升機升降坪-總平面圖
HELIPAD AT
PENG CHAU
- GENERAL LAYOUT

	name	Initial	date
designed	H.D. WONG		13.9.2001
drawn	Y.T. YEUNG		21.9.2001
checked	H.D. WONG		21.9.2001
approved	P.Y. LAW		24.9.2001

office PORT WORKS DIVISION 海港工程處
CIVIL ENGINEERING OFFICE 土木工程處

no.	date	description	checked	approved

drawing no. 圖則編號
P20308-1

scale 比例
1:2000

CIVIL ENGINEERING DEPARTMENT HONG KONG 土木工程署

plot scale : 2.000000:1.000000
e:\drawing_tools\color table\bw.ctb
e:\drawing_tools\pentable\laser.pen

e:\contract\pc_li_helipads\peng_chau\p20308_1.dgn
DATE : 21-SEP-2001