347WF – Reprovisioning of Harcourt Road Fresh Water Pumping Station
Supplementary Information to
Legislative Council Panel On Development

Justifications for reprovisioning the pumping station

(a) An extract of the "Urban Design Study for the New Central Harbourfront" ("UDS") report recommending that office development could be proposed for the site currently occupied by the Hong Kong Red Cross Headquarters and the Harcourt Road fresh water pumping station ("the Site") and the relevant justifications;

After the Stage 2 Public Engagement of the Urban Design Study for the New Central Harbourfront (UDS), the Government issued a Legislative Council (LegCo) Brief[1] on 3 November 2009 and updated the Subcommittee on Harbourfront Planning under the Panel on Development on 9 November 2009 regarding the result of the public engagement, and the revised design concepts and proposals for the key sites in the UDS.

Amongst others, the LegCo Brief sets out in paragraph 13 that "*(t)he rezoning of Site 5 for commercial development will give rise to potential of further increasing the supply of Grade A offices in the vicinity. This would involve an additional medium-scale office development site (approximately 21,000 m^2 Gross Floor Area) to the south of Site 5, now occupied by the Red Cross Headquarters and Water Supplies Department's Harcourt Road fresh water pumping station, the relocation of which is being actively explored.*" An extract of the LegCo Brief is at **Appendix 1**.

In addition, the Final Report of the UDS[2] (issued in March 2011), the Executive Summary of the UDS[2] (issued in July 2011) and the Information Digest of the UDS[2] (issued in July 2011), which summarise the final recommended planning and design proposals for the key sites, set out in paragraph 8.2, paragraph 4.2 and the table on page 24 respectively that "*(p)ossible additional office development south of Site 5 of approx. 21,000 m^2 GFA being explored.*" Extracts of the Final Report, the Executive Summary and the Information Digest are at **Appendices 2, 3 and 4** respectively.

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[1] The Brief can be downloaded from the following link:-
http://www.legco.gov.hk/yr09-10/english/panels/dev/dev_hfp/papers/dev_hfp1109-devbplhtc1809-e.pdf

[2] The Final Report, the Executive Summary and the Information Digest of the UDS can be downloaded from the following link:-
http://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/whatsnews_eng.htm

(b) A chronology of events after the publication of the UDS report in 2011 leading to the proposal on the reprovisioning of the Harcourt Road fresh water pumping station at a site near the Central Fire Station on Cotton Tree Drive, including the major decisions made and the works/studies undertaken by the relevant departments;

The chronology of key events leading to the proposal on the reprovisioning of Harcourt Road fresh water pumping station at a site adjacent to the Central Fire Station on Cotton Tree Drive is set out in the following table:

Item	Date	Event
1	March 2007	Commencement of UDS by Planning Department (PlanD).
2	November 2009	The LegCo Subcommittee on Harbourfront Planning under the Panel on Development was briefed on the results of the Stage 2 Public Engagement of the UDS and the revised design concepts and proposals for the key sites in the UDS. Para. 13 of the LegCo Brief (see extract in **Appendix 1**) sets out that "*an additional medium-scale office development site (approximately 21,000 m^2 GFA) to the south of Site 5 now occupied by the Red Cross Headquarters and Harcourt Road fresh water pumping station, the relocation of which is being actively explored.*" To take forward the relocation of the fresh water pumping station, PlanD and Water Supplies Department (WSD) had jointly searched for suitable sites.
3	August 2010	With the identification of a suitable site at the slope adjacent to the Central Fire Station on Cotton Tree Drive, Development Bureau (DEVB) requested WSD to complete a technical feasibility statement for reprovisioning of the pumping station in the identified site. The aim of the statement was to establish the technical feasibility of the project and identify the key issues which had to be addressed in delivering the project. WSD completed the statement which was subsequently approved by DEVB.

Item	Date	Event
4	March – July 2011	The Final Report, the Executive Summary and the Information Digest of the UDS were issued. The documents summarise the final recommended planning and design proposals for the key sites under the UDS. Paragraph 8.2 of the Final Report, paragraph 4.2 of the Executive Summary and the table on page 24 of the Information Digest respectively set out that "*possible additional office development south of Site 5 of approx. 21,000 m^2 GFA being explored.*" (see extracts in **Appendices 2, 3 and 4**)
5	November 2011	WSD engaged a contractor to carry out the ground investigation work and laboratory tests for the project.
6	March 2012	WSD engaged a consultant to carry out the heritage impact assessment for the project.
7	May 2013	WSD engaged a consultant to carry out the traffic impact assessment for the project.
8	June 2013	WSD engaged a consultant to carry out the architectural and landscape design including tree survey for the project.
9	September 2013	WSD engaged a consultant to provide advisory services on adopting New Engineering Contract for the project.
10	October 2013	The Development, Planning and Transport Committee of the Wan Chai District Council (WCDC) and the Food, Environment, Hygiene & Works Committee of the Central and Western District Council (C&WDC) were consulted. The Development, Planning and Transport Committee of the WCDC supported the proposed works while the Food, Environment, Hygiene & Works Committee of the C&WDC expressed no objection to the proposed works but requested the greening design of the proposed pumping station be revised and submitted to the Committee. The requested information was submitted to the Committee and the members generally supported the revised greening design while no member indicated views otherwise. The Committee subsequently made a brief report of the item at the C&WDC meeting and a brief report of the follow-up action of the item at the Committee meeting. No member raised comment on these reports.

Item	Date	Event
11	March 2014	The Antiquities Advisory Board (AAB) was consulted on 4 March 2014 in respect of the heritage impact assessment of the project. Upon request by AAB, a supplementary paper on the proposed mitigation measure for the old stone wall was submitted and was subsequently supported by a majority of the members of the AAB.
12	March 2014	A planning application (No. A/H4/93) for the proposed pumping station site was submitted in March 2014 under section 16 of the Town Planning Ordinance. During the first three weeks of statutory publication period, one public comment supporting the application was received. The planning application was approved with conditions[3] by the Metro Planning Committee of the Town Planning Board on 25 April 2014.
13	May 2014	A LegCo Panel on Development paper for the project was submitted.

(c) The estimated value of the land premium for the Site at 2014 price under the two following circumstances (i) existing Harcourt Road fresh water pumping station is relocated to other site and (ii) reprovisioning the pumping station in-situ;

It would not be possible for the Government to provide an estimate of sale price of a site at a particular time as the sale price would vary according to changes in market environment over time and is subject to market response at the time of sale. The site concerned is planned under the UDS to provide approximately 21 000 m^2 GFA for office development after relocation of the existing facilities including the pumping station concerned. The presence of the pumping station and the associated water mains, if not relocated elsewhere, will impose much constraint on the proposed office development and significantly reduce its development potential, particularly of the fact that there are already proposed Shatin to Central Link (SCL) tunnels traversing underneath the site. Moreover, demolishing the existing pumping station

[3] The conditions are (i) the submission and implementation of tree preservation (including protection measures for the Old and Valuable Tree) and landscape proposals to the satisfaction of the Director of Planning or of the Town Planning Board; and (ii) the provision of water supplies for fire fighting and fire service installations to the satisfaction of the Director of Fire Services or of the Town Planning Board.

and reconstructing a new one to co-locate with the office development in the same site is not practical as pumping operation needs to be maintained at all times. As such, in-situ reprovisioning of the pumping station is not considered.

Alternative sites

(d) Alternative sites that had been considered by the Administration for the reprovisioning of the Harcourt Road fresh water pumping station and the pros and cons of each site;

A number of potential sites for relocation of the Harcourt Road fresh water pumping station had been considered during the site searching exercise and are shown in **Appendix 5**.

The choice of a suitable site for the reprovisioning of the Harcourt Road fresh water pumping station is subject to the following locational requirements:

- Requirement 1 – The new pumping station will receive water transferred from the network on the Kowloon side. Its level should not be too high, otherwise water from the Kowloon side will not have enough water pressure to reach the new pumping station;

- Requirement 2 - The new pumping station should be connected to the existing trunk mains in order to receive water and pump water to the existing service reservoirs, thus the new pumping station should not be too far from the existing trunk mains.

Based on the above requirements, the departments first looked for sites near to the existing Harcourt Road fresh water pumping station. These include the existing roadside amenity area to the east of the pumping station (Site A), the existing amenity area within Harcourt Garden (Site B), the site of the existing Hong Kong Red Cross Headquarters (Site C) and the existing amenity area within the Academy for Performing Arts (APA) (Site D).

All these sites have the advantages of laying a shorter length of water mains for connection to the existing trunk mains due to proximity to the existing pumping station, and smaller scale of site formation work and shorter construction period due to the sites being relatively flat.

However each of these sites has its own disadvantages. For Site A, the SCL tunnels will traverse across the site. The proposed footbridge along Harcourt Road will also impose constraint on the proposed pumping station. Besides, it conflicts with the "Las Ramblas" (pedestrian zone) design concept of the future Road D11 as recommended under the UDS.

For Site B, the proposal will affect the visual amenity and open space provision. The amenity area in Harcourt Garden will be greatly reduced permanently. Further, a section of the future water main will traverse across the Harcourt Garden and adversely affect the operation and maintenance of the Harcourt Garden.

For Site C, the area occupied by the Hong Kong Red Cross Headquarters is too small for construction of the proposed pumping station. Besides, the SCL tunnels will traverse across the site. There are also a number of existing high voltage transmission cables and cable tunnels from the adjacent electricity sub-station, and large diameter drain pipes within the drainage reserve adjacent to the Hong Kong Red Cross Headquarters. The proposed footbridge along Harcourt Road will also impose constraint on the proposed pumping station. These technical constraints render the site unable to provide sufficient space to house the proposed pumping station.

For Site D, the site is occupied by an open space (with landscape area) of APA and part of it is within the private lot (No. IL 8587) owned by the APA. The proposed footbridge along Harcourt Road will also impose constraint on the proposed pumping station.

In view of the limitations of the potential sites near the existing pumping station, the departments then turned to sites at higher level and more distant from the existing pumping station. Three sites which could meet the above locational requirements were considered. These include a site at the public toilet within the Hong Kong Park (Site E), a site at the café within the Hong Kong Park (Site F) and the current selected site adjacent to the Central Fire Station.

All these sites have the advantage of laying a shorter length of water mains for connection to the existing trunk mains due to proximity to the existing trunk mains. Sites E and F have the additional advantages of smaller scale of site formation work and shorter construction period due to the sites being relatively flat. However, Sites E and F have their own disadvantages. For Site E, the toilet facilities will have to be demolished and subsequent reprovisioning is required. The South Island Line (East) in the vicinity will also impose constraint on the proposed pumping station. A section of the future water main will also traverse across the Hong Kong Park, which will adversely affect the operation and maintenance of the park. For Site F, the site is located in the middle of the park and therefore construction of the pumping station would seriously affect the existing café and the nearby public piazza which are core facilities of the Hong Kong Park. A section of the future water main will also traverse across the Hong Kong Park, which will adversely affect the operation and maintenance of the park. Most importantly, construction of a pumping station in either of the two sites will

permanently occupy some amenity and open space in the Hong Kong Park, thus effectively reducing the area of the park for public use.

Apart from the advantage of laying a shorter length of water mains for connection to the existing trunk mains as mentioned above, the current selected site adjacent to the Central Fire Station has the clear advantage that there will be no loss of amenity area nor area opened to the public as the site is located on an existing slope adjacent to the Central Fire Station which is inaccessible to the public. In addition, the future water mains are not required to traverse across the Hong Kong Park and the pumping station is proposed to be built below the ground level of the Hong Kong Park, thereby the operation and maintenance of the Hong Kong Park will not be affected.

(e) Whether the Administration had considered reprovisioning the Harcourt Road fresh water pumping station in-situ or at a site near the new Central harbourfront, such as the site for the Central Military Dock; if not, the reasons;

As set out in (d) above, the four sites (i.e. Sites A, B, C and D) near the new Central harbourfront were explored and considered not suitable due to different considerations. Besides, as pointed out in (c) above, the presence of the pumping station and the associated water mains together with the SCL tunnels will impose much constraint on the proposed office development and significantly reduce its development potential. Moreover, demolishing the existing pumping station and reconstructing a new one to co-locate with the office development in the same site is not practical. As such, reprovisioning of the pumping station in-situ is not considered.

(f) Of the trees transplanted under previous public works projects, (i) the number of these trees which had survived; (ii) the number of these trees which had died subsequently; and (iii) the successful rate of transplantation;

Based on the available records, the number of trees transplanted under public works projects with commencement dates since 1 January 2004 was about 4350. The numbers of transplanted trees that had survived and died by the end of the establishment period[4] were 3 730 and 620 respectively. Hence, the successful rate of transplantation was about 86%.

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[4] The establishment period is the period defined in the contract that the contractor shall undertake horticultural maintenance work to ensure healthy growth and development of the plant after completion of planting.

(g) Criteria for considering whether trees affected by construction works should be felled or transplanted;

The criteria for considering whether trees affected by construction works should be felled or transplanted are based on paragraphs 21(d), 23 and 24 of Development Bureau Technical (Works) Circular No. 10/2013 "Tree Preservation".

In general, felling of trees will only be considered under the following circumstances:

(i) If both retaining and transplanting are considered not reasonably practicable; or
(ii) The tree has unrecoverable health problem, structural problem or poor form; or
(iii) The tree has low survival rate after transplanting/is not suitable for transplanting; or
(iv) Other reasonable justifications provided by the project department.

The factors to be taken into account when determining if a tree should be transplanted include:

(i) conditions of the tree to be transplanted (including form, health and structure which will affect success of the proposed transplanting);
(ii) size, species, and conservation status of the tree to be transplanted;
(iii) availability and suitability of a permanent receptor site, both within and outside the project site;
(iv) adequate time for preparation of transplanting operation;
(v) identification of a long-term maintenance party for the transplanted tree(s);
(vi) access to the existing location and transportation to the receptor site (including availability of access to accommodate the tree, topography of the proposed route, engineering limitations, etc.); and
(vii) cost-effectiveness.

Trees with the following features should not be considered suitable for transplanting under normal circumstances:

(i) low amenity value;
(ii) irrecoverable form after transplanting (e.g. if substantial crown and root pruning are necessary to facilitate the transplanting);
(iii) low survival rate after transplanting;
(iv) very large size (unless the feasibility to transplant has been considered financially reasonable and technically feasible during the feasibility stage);
(v) with evidence of over-maturity and onset of senescence;

(vi) with poor health, structure or form (e.g. imbalanced form, leaning, with major cavity/cracks/splits); or
(vii) undesirable species (e.g. Leucaena leucocephala which is an invasive exotic tree).

(h) Breakdown of the 118 trees which had to be removed by age and size;

We have employed tree specialists to conduct a survey of the affected trees and prepared a tree preservation plan vetted and approved by the Leisure and Cultural Services Department (LCSD). A total of 118 trees, none of which are valuable trees, will require to be removed. Out of these 118 trees, 87 trees will need to be felled mainly because of poor health or low survival rate after transplanting while 31 trees will be transplanted to suitable sites. In addition, 87 new trees (of which 83 are of native species for enhancing the ecological value of the site) and 3,310 shrubs will be planted upon completion of construction of the proposed pumping station. This coupled with the provision of vertical greening and 270 m^2 grassed area will enhance the greening effect of the site.

The tree specialists consider that without a destructive test, it is very difficult to estimate the ages of these trees with reasonable accuracy as the growth of trees is very much dependent on their habitat conditions and climate over the years. After consulting the LCSD, the existing 118 trees which need to be removed (including felling and transplanting) has been grouped into age classes of "young", "semi-mature", "mature", "senescent" and "dead".

Breakdowns of the 118 trees which need to be removed (including felling and transplanting) by age class and size respectively are given in the following tables:

Age Class	No. of trees to be felled	No. of trees to be transplanted	No. of trees to be removed (i.e. felled + transplanted)
Young	31	15	46
Semi-mature	54	16	70
Mature	1	0	1
Senescent	0	0	0
Dead	1	0	1
Total	87	31	118

Tree trunk diameter	No. of trees to be felled	No. of trees to be transplanted	No. of trees to be removed (i.e. felled + transplanted)
150 mm or below	32	15	47
From 151 mm to 300 mm	47	14	61
From 301 mm to 500 mm	7	1	8
Above 500 mm	1	1	2
Total	87	31	118

Public consultation

(i) Written records or confirmation from the Central and Western District Council indicating its support for the proposed works.

An extract of the minutes of the meeting of the Food, Environment, Hygiene and Works Committee under the C&WDC held on 17 October 2013 is attached in **Appendix 6**. Paragraph 32 of the minutes of the meeting shows that the Committee had no objection to the proposed works but requested the greening design of the proposed pumping station be revised and submitted to the Committee. The requested information was submitted to the Committee on 28 November 2013 and members generally supported the revised greening design while no members indicated views otherwise. The Committee made a brief report of the item at the C&WDC meeting on 9 January 2014 and a brief report of the follow-up action of the item at the Committee meeting on 16 January 2014. No member raised comment on these reports. Extracts of these reports are attached in **Appendices 7 and 8**.

Development Bureau
July 2014

File Ref.: DEVB (PL-H) TC 18/09

LEGISLATIVE COUNCIL BRIEF
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

INTRODUCTION

At the meeting of the Executive Council on 3 November 2009, the Council took note of –

(a) the result of the Stage 2 Public Engagement of the Urban Design Study for the New Central Harbourfront (the Study);

(b) the revised design concepts and proposals for the key sites in the Study and the revised Master Layout Plan (MLP); and

(c) the next steps we propose to take.

RESULT OF STAGE 2 PUBLIC ENGAGEMENT

2. During the three-month Stage 2 Public Engagement of the Study from 11 April to end July 2008, public views were widely canvassed through a full range of public engagement activities including exhibitions, focus group workshop, community engagement forum, comment cards, interviews and telephone polls. The public was also invited to submit written comments. In addition, we have commissioned the Public Policy Research Institute of the Hong Kong Polytechnic University to analyse, both quantitatively and qualitatively, the responses from various sources to provide an independent summary of the public opinions obtained.

3. The public response gathered in the Stage 2 Public Engagement generally supported the overall urban design vision and the sustainable and balanced design approach[1], which is consistent with the public aspiration for a vibrant, green and accessible new Central harbourfront.

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[1] Our urban design vision is to create a vibrant, green and accessible new Central harbourfront that is symbolic of Hong Kong and that we are all proud of. The sustainability assessment indicates that the refined urban design framework would bring a range of benefits particularly in the economic, social and mobility aspects.

surroundings and the development of the "CDA" site.

Site 4 ("Other Specified Uses ("OU") (Waterfront related Commercial and Leisure Uses)" site north of City Hall)

11. Views expressed during the public engagement suggest that there is a strong preference for smaller open courtyard spaces that could create an intimate environment, better streetscape and more leisurely walking experience. We have accordingly revised the proposed building form, disposition and massing of development for Site 4 while maintaining the GFA as proposed during the Stage 2 Public Engagement. In the revised concept, three separate 2-storey blocks for waterfront related dining and leisure uses set against a series of courtyard spaces fronting Road P2, which will be designed as a tree-lined boulevard, are proposed. The courtyards will act as a landscape and visual buffer as viewed from City Hall while creating a more open and attractive harbourfront environment.

Site 5 ("G/IC" site north of CITIC Tower)

12. We see merit in TGUDS's recommendation that the loss in commercial GFA in Sites 1 and 2 could be redistributed to Site 5. In recognition of the increasing prominence of Wan Chai North as an extension of the CBD, and better connectivity between Site 5 and Admiralty upon the completion of the Tamar Government Office Complex, Site 5 will be used for office and hotel development. It is estimated that about 58,000m^2 GFA for hotel and office development (involving a maximum height of about 80mPD) can be provided on the site, replacing the originally planned "G/IC" use (but with no specific designated use)[3] and offsetting the loss of GFA in Sites 1 and 2. The site will need to be rezoned from "G/IC" to "C" or "CDA" on the Central District (Extension) OZP, which can be pursued at a later stage.

13. The rezoning of Site 5 for commercial development will give rise to potential of further increasing the supply of Grade A offices in the

[3] Notwithstanding the change in land use of Site 5, two sites in the vicinity of Site 5 in the Wan Chai North area have been earmarked for the future expansion of arts and cultural facilities, namely the Hong Kong Academy for Performing Arts Extension and the proposed Hong Kong Visual Arts Education Centre.

vicinity. This would involve an additional medium-scale office development site (approximately 21,000m^2 GFA) to the south of Site 5, now occupied by the Red Cross Headquarters and Water Supplies Department's Harcourt Road Fresh Water Pumping Station, the relocation of which is being actively explored. Together with this site, the new Central harbourfront will yield a total of about 90,000m^2 GFA for Grade A offices.

Site 6 ("OU (Waterfront related Commercial and Leisure Uses)" site north of CITIC Tower)

14. While the design of the waterfront related commercial and leisure uses highlighting the marine theme of the area was generally supported by the public, there were suggestions for further improving the pedestrian connectivity in the area to the west of the Hong Kong Convention and Exhibition Centre. We have devised an integrated pedestrian walkway system to connect the hinterland to the waterfront through the proposed public open space, Hong Kong Academy of Performing Arts (HKAPA) extension and Hong Kong Visual Arts Education Centre in the arts and cultural precinct. It will be used for activities to enhance vibrancy and the pedestrian experience, as recommended by the TGUDS.

Site 7 (Waterfront Promenade)

15. A two-kilometre continuous waterfront promenade at the new harbourfront and 11 hectares of public open space will be provided. While there was greater support from the public for a more natural form of landscaping and more greenery at the waterfront, there were many requests for adding more nodal attractions to make the waterfront promenade more vibrant. Hence, we have consolidated the design merits in these two design concepts to provide more greenery (such as different forms of green lawn and planting areas) in the waterfront promenade while better defining the attraction nodes including plazas, viewing platform, etc. To further enhance the vibrancy of the harbourfront, an area within Site 7, to the north of Site 4, has been designed to cater for alfresco dining within the waterfront promenade. We have also refined the promenade design to better integrate the PLA berth[4] and various utility building structures such as underground pump

[4] The PLA berth will be part of the waterfront promenade and open for public access when it is not in military use.

VIII DESIGN CONCEPTS OF KEY SITES AND MASTER LAYOUT PLAN

8.1 Introduction

8.1.1 The Refined Urban Design Framework in Task 2 and the Refined Design Concepts for the KS in Task 3 have been developed to achieve the following objectives:

- Urban Design Objectives
- Controlled Massing Approach
- Sustainable Design Concepts
- Enhanced Accessibility and Connectivity
- Extensive Green Area and Open Space
- Preservation of Cultural Heritage
- Public Aspirations from Stage 1 and 2 Public Engagement

Notional design schemes have been produced for each KS for deriving the proposed development parameters based on a number of assumptions. The notional schemes are indicative only and should be further reviewed at the implementation stage.

8.1.2 The development boundaries of the KS have been critically reviewed based on the recommended urban design concepts in the MLP. Sites 1 and 2 are combined as a joint development and the site boundaries of the following KS have been revised:

(a) Site 3: The northern portion of the site which is planned as part of the Ferry Plaza linking with the reassembled QP is excised and included in Site 7 as part of the waterfront promenade development.

(b) Site 4: The area proposed for bicycle station and the view corridor from City Hall to the reassembled QP are excised and included in Site 7 as part of the waterfront promenade development. The planned electricity supply buildings (ESBs) to the east of the Site are excised from Site 4.

(c) Site 6: In order to be in line with the design concept in the refined MLP, the site is divided into 2 portions to cover the main development areas. The proposed ESB and its surrounding open space are excised and included in Site 7 as part of the waterfront promenade.

8.2 Main Design Concepts and Major Planning Parameters

The main design concepts and planning parameters for the KS are summarized below:

Site (Area)	Design Concept	Proposed GFA (m^2)# / Building Height (mPD)
Site 1 (1.84 ha)@	• A civic node and a mixed use precinct primarily for public enjoyment • Two blocks of +25mPD for retail, restaurant and exhibition uses at Site 1 • One iconic block of +60mPD for cultural, retail, restaurant, entertainment, tourism, GIC uses and festive activities at Site 2	16,120 m^2 (including retail, restaurants, exhibition, gallery, etc. and 12,600 above Central Piers 4 to 6) (+25mPD)
Site 2	• Additional 1.5 commercial floors above Central Piers 4 to 6	19,000 m^2

(0.40 ha)@	• Extensive landscaped deck and public open space of 1.7 ha. for greening, open space and festive events	(including exhibition, gallery, retail, theatre, etc.) (+60mPD)
Site 3 (4.76 ha)@	• Retail and office developments • Larger landscaped deck with enhancement to pedestrian connections and visual permeability • More at-grade open space with street activities • Reconstruction of Star Ferry Clock Tower at original location	157,400 m^2 (including 44,800 m^2 for office; 105,200 m^2 for retail; 3,600 m^2 for public transport facilities; and 150 public car parking spaces ^) (+50/+40/+30mPD)
Site 4 (0.93 ha)@	• Waterfront-related commercial and leisure uses with a theme of 'Harbour Place' • Small and separate building blocks with intimate courtyard spaces • Alfresco dining and restaurants	7,500 m^2 (+20mPD)
Site 5 (1.16 ha)	• Two blocks for hotel and office uses on a landscaped podium • Possible additional office development south of Site 5 of approx. 21,000m^2 GFA being explored	58,000 m^2 (25,000 for office and 33,000 for hotel) (+80mPD)
Site 6 (0.35 ha)@	• Waterfront-related commercial and leisure uses with a marine theme • Further improvement to pedestrian connectivity	2,900 (+15/+20mPD)
Site 7 (9.87 ha)@+	• Waterfront promenade • A hybrid of 'urban park' and 'urban green' concepts • Additional alfresco dining within the area	480 m^2 (+10mPD)
Site 8 (0.14 ha)@	• Reassembly of Queen's Pier by the Harbour and refurbishment of Central Piers No. 9 and 10 • Improve design of Ferry Plaza	1,200 $m^{2(*)}$ (+11.24mPD)

Table 8-1 Summary of Main Design Concepts and Major Planning Parameters of Key Sites

Notes:

\# Estimated amount of total GFA is subject to refinement upon detailed design

@ Site boundary and area of the subject sites have been refined in accordance with the design concept in the Master Layout Plan in the process of preparing the planning and design briefs for the key sites in the Study

\+ Only 9.23 ha under CRIII

* Roof area of Queen's Pier

^ Number of public car parking spaces reprovisioned from existing Star Ferry Car Park

8.3 Design Concept of Sites 1 and 2 (Plans 1 to 5)

8.3.1 From Stage 2 Public Engagement to Revised Design

Taking into account the public views and the support in the TGUDS for further reducing the development intensity of Sites 1 and 2 and redistributing the GFA to other locations, the design concept for the two sites has been revised.

IV DESIGN CONCEPTS OF KEY SITES AND MASTER LAYOUT PLAN

4.1 Architectural Feasibility Study

Notional design schemes have been produced for each KS for deriving the proposed development parameters based on a number of assumptions. The notional schemes are indicative only and should be further reviewed at the implementation stage.

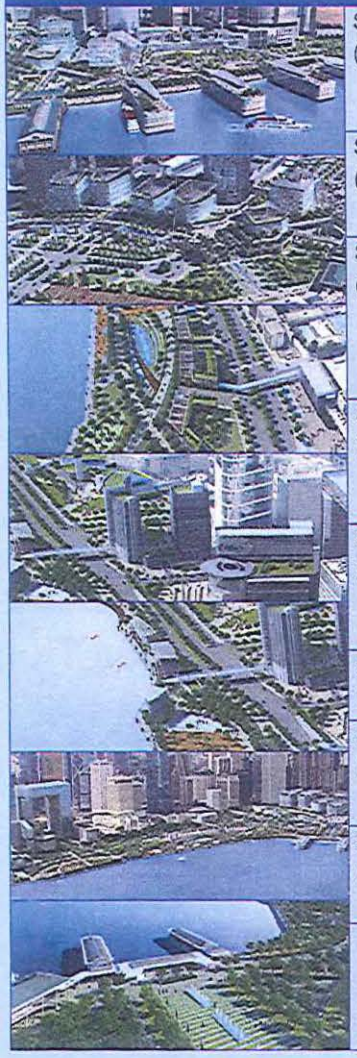
4.2 Main Design Concepts and Major Planning Parameters

The main design concepts and planning parameters for the KS are summarized below:

Site No. / Area (ha.)	Design Concept	Proposed GFA (m^2) # / Building Height (mPD)
Site 1 (1.84 ha) @	• A civic node and a mixed use precinct primarily for public enjoyment • Two blocks of +25mPD for retail, restaurant and exhibition uses at Site 1 • One iconic block of +60mPD for cultural, retail, restaurant, entertainment, tourism, GIC uses and festive activities at Site 2 • Additional 1.5 commercial floors above Central Piers 4 to 6 • Extensive landscaped deck and public open space of 1.7 ha. for greening, open space and festive events	16,120 m^2 (including retail, restaurants, exhibition, gallery, etc. and 12,600 m^2 above Central Piers 4 to 6) (+25mPD)
Site 2 (0.40 ha) @		19,000 m^2 (including exhibition, gallery, retail, theatre, etc.) (+60mPD)
Site 3 (4.76 ha) @	• Retail and office developments • Larger landscaped deck with enhancement to pedestrian connections and visual permeability • More at-grade open space with street activities • Reconstruction of Star Ferry Clock Tower at original location	157,400 m^2 (including 44,800 m^2 for office; 105,200 m^2 for retail; 3,600 m^2 for public transport facilities; and 150 public car parking spaces ^) (+50mPD / +40mPD / +30mPD)
Site 4 (0.93 ha) @	• Waterfront-related commercial and leisure uses with a theme of 'Harbour Place' • Small and separate building blocks with intimate courtyard spaces • Alfresco dining and restaurants	7,500 m^2 (+20mPD)
Site 5 (1.16 ha)	• Two blocks for hotel and office uses on a landscaped podium • Possible additional office development south of Site 5 of approx. 21,000m^2 GFA being explored	58,000 m^2 (including 25,000 m^2 for office and 33,000 m^2 for hotel) (+80mPD)
Site 6 (0.35 ha) @	• Waterfront-related commercial and leisure uses with a marine theme • Further improvement to pedestrian connectivity	2,900 m^2 (+15mPD / +20mPD)
Site 7 (9.87 ha) @ +	• Waterfront promenade • A hybrid of 'urban park' and 'urban green' concepts • Additional alfresco dining within the area	480 m^2 (+10mPD)

Final Recommended Planning and Design Proposals for the Key Sites

Site (Area)	Design Concept	Proposed GFA (m^2)# (Building Height (mPD))
Site 1 (1.84 ha)@	• A civic node and a mixed use precinct primarily for public enjoyment • Two blocks of +25mPD for retail, restaurant and exhibition uses at Site 1 • One iconic block of +60mPD for cultural, retail, restaurant, entertainment, tourism, GIC uses and festive activities at Site 2 • Additional 1.5 commercial floors above Central Piers 4 to 6 • Extensive landscaped deck and public open space of 1.7 ha. for greening, open space and festive events	16,120 m^2 (including retail, restaurants, exhibition, gallery, etc. and 12,600 m^2 above Central Piers 4 to 6) (+25mPD)
Site 2 (0.4 ha)@		19,000 m^2 (including exhibition, gallery, retail, theatre, etc.) (+60mPD)
Site 3 (4.76 ha)@	• Retail and office developments • Larger landscaped deck with enhancement to pedestrian connections and visual permeability • More at-grade open space with street activities • Reconstruction of Star Ferry Clock Tower at original location	157,400 m^2 (including 44,800 m^2 for office; 105,200 m^2 for retail; 3,600 m^2 for public transport facilities; and 150 public car parking spaces^) (+50/+40/+30mPD)
Site 4 (0.93 ha)@	• Waterfront-related commercial and leisure uses with a theme of 'Harbour Place' • Small and separate building blocks with intimate courtyard spaces • Alfresco dining and restaurants	7,500 m^2 (+20mPD)
Site 5 (1.16 ha)	• Two blocks for hotel and office uses on a landscaped podium • Possible additional office development south of Site 5 of approx. 21,000m^2 GFA being explored	58,000 m^2 (including 25,000 m^2 for office and 33,000 m^2 for hotel) (+80mPD)
Site 6 (0.35 ha)@	• Waterfront-related commercial and leisure uses with a marine theme • Further improvement to pedestrian connectivity	2,900 m^2 (+15/+20mPD)
Site 7 (9.87 ha)@+	• Waterfront promenade • A hybrid of 'urban park' and 'urban green' concepts • Additional alfresco dining within the area	480 m^2 (+10mPD)
Site 8 (0.14 ha)@	• Reassembly of Queen's Pier by the Harbour and refurbishment of Central Piers No. 9 and 10 • Improve design of Ferry Plaza	1,200 m^2* (+11.24mPD)



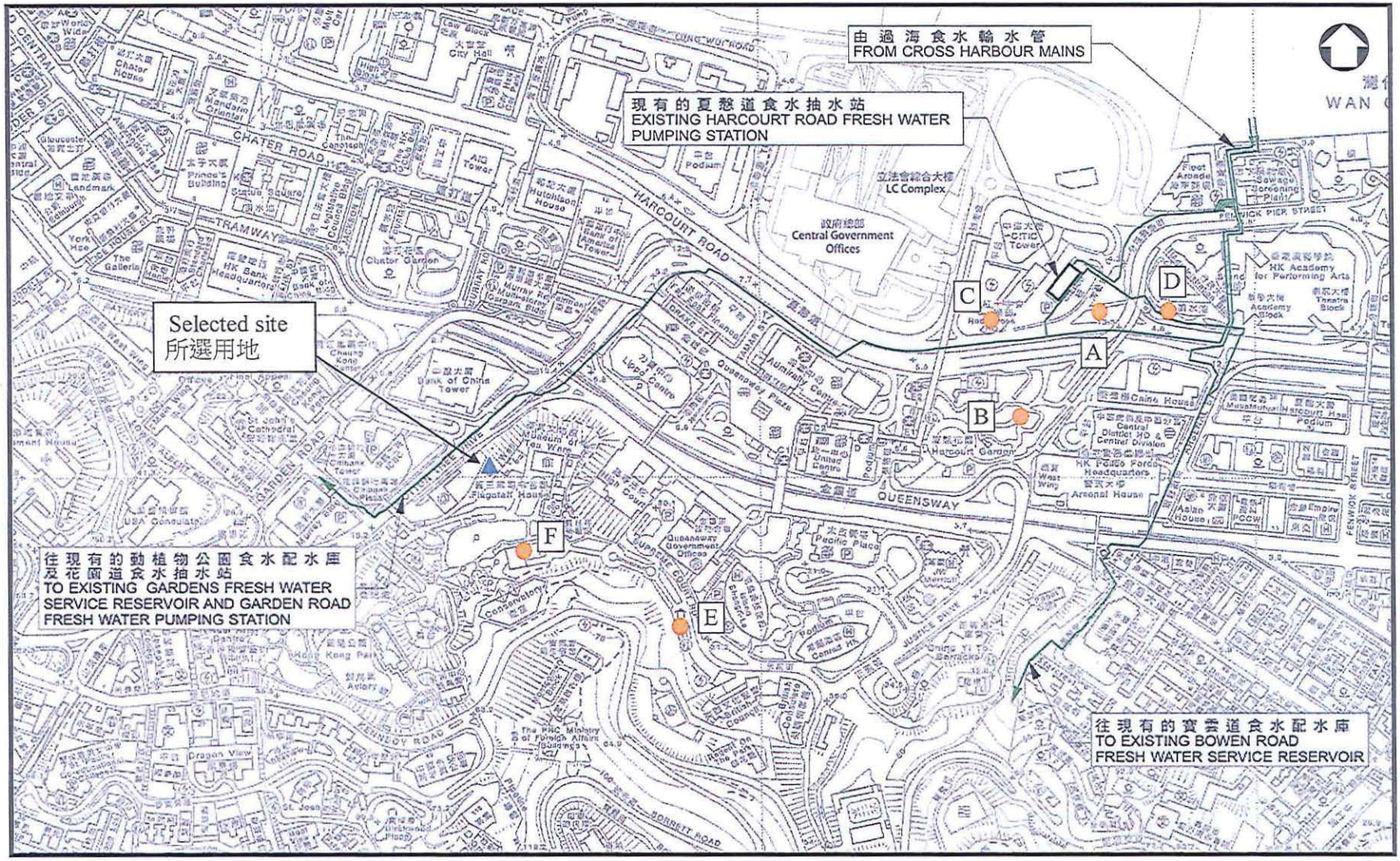
Estimated amount of total GFA is subject to refinement upon detailed design

@ Site boundary and area of the subject sites have been refined in accordance with the design concept in the Master Layout Plan in the process of preparing the planning and design briefs for the key sites in the Study

\+ Only 9.23 ha under CRIII

^ Number of public car parking spaces reprovisioned from existing Star Ferry Car Park

* Roof area of Queen's Pier



Location Plan for Alternative Sites

其他備選用地位置圖

中 西 區 區 議 會 CENTRAL & WESTERN DISTRICT COUNCIL

中西區區議會
二零一二至二零一三年度
食物環境衞生及工務委員會
第十一次會議紀錄

日　期：二零一三年十月十七日

時　間：下午二時三十分

地　點：香港中環統一碼頭道 38 號
海港政府大樓 14 樓
中西區區議會會議室

出席者：

主席
李志恒議員*

委員
陳捷貴議員, BBS,JP*
陳財喜議員*
陳浩濂議員　(下午 3 時 20 分至 5 時 42 分)
陳學鋒議員*
鄭麗琼議員*
張國鈞議員　(下午 2 時 41 分至 2 時 48 分)
張翼雄議員*　(下午 2 時 44 分至 6 時 18 分)
許智峯議員
葉國謙議員, GBS, JP　(下午 2 時 43 分至 5 時 10 分)
盧懿杏議員　(下午 3 時 15 分至 4 時 21 分)
甘乃威議員, MH*
蕭嘉怡議員　(下午 2 時 32 分至 6 時 21 分)
文志華議員, MH*
吳少強議員, MH, JP*
黃堅成議員*
葉永成議員, BBS, MH, JP*

註：　*　出席整個會議的委員
( ) 出席會議時間

增選委員

林振風先生	(下午 2 時 32 分至 5 時 33 分)
楊學明先生*	
伍凱欣女士	(下午 2 時 32 分至 6 時 32 分)
關瑋瑩女士	(下午 4 時 20 分至 5 時 26 分)

嘉賓

第 4(i)項

葉銘波先生	食物環境衞生署	中西區環境衞生總監
黃耀華先生	路政署	總工程監督/西區
黃仁智先生	渠務署	工程師/香港中西區 5
張蔡淑玲女士	屋宇署	屋宇測量師/ A3-SD
羅思翰先生	環境保護署	高級環境保護主任(區域南)1

第 4(ii)項

張浩賢先生	渠務署	工程管理部工程師
朱桂清先生	艾奕康有限公司	駐地盤高級工程師

第 5 項

張敬勉先生	水務署	高級工程師/設計(2)
馮煜明先生	水務署	工程師/設計 (9)
雷裕文先生	規劃署	高級城市規劃師/特別職務 1
何尉紅女士	規劃署	高級城市規劃師/港島 4(署任)
林中偉先生	創智建築師有限公司	董事
陳俊輝先生	雅邦規劃設計有限公司	高級副董事 / 景觀設計師
吳兆基先生	萬利仕(亞洲)顧問有限公司	項目工程師

第 6 項

勞月儀女士	食物環境衞生署	統籌主管(小販資助計劃)

第 8 項

梁中立先生	水務署	總工程師/香港及離島區
黃立志先生	水務署	工程師/香港及離島區(分配 2)
林向勤先生	水務署	工程師/顧問工程管理 (15)
周文聰先生	水務署	駐地盤工程師
黃智豪先生	水務署	駐地盤工程師
黃國泰先生	水務署	駐地盤工程師
林偉全先生	土木工程拓展署	高級工程師 7 (港島發展部 1)
關東開先生	路政署	區域工程師/西區

第 4 項：(ii)常設事項－渠務改善工程進展匯報
(下午 2 時 44 分至 2 時 48 分)

15. 渠務署工程管理部工程師張浩賢先生表示，自上次匯報後已完成一項工程，現時有十項工程正在進行，有十一項工程將在未來六個月內動工，並就上次會議委員的提問回應如下：

(i) 回應陳學鋒議員表示卑路乍街尾與加多近街交界的私人發展商工地傳出渠臭問題，有關工程已經完成，渠臭問題亦得以解決。至於干諾道西西行線近水街交界的水浸情況，部門已與維修部門了解，並已在該位置加上集水溝。署方亦已安排於本旱季進行清洗大型的排水渠以改善渠道淤塞的情況。

(ii)回應陳財喜議員表示皇后大道西一帶在下大雨時出現水浸的情況，署方會加強巡查，如有需要會實施維修或改善工程。

(iii)回應陳學鋒議員表示城西道西行方向於下橋位置附近的轉彎位在下雨時水浸，署方維修部同事及路政署與陳學鋒議員已於十月十六日進行了實地視察，路政署會跟進及直接回覆。

16. 主席詢問署方在上次文件上表示很多工程也預計於 2013 年完工，但今次文件上卻表示預計於 2014 年第 1 季完工，是否工程有延誤致資料內容有更新。

17. 張浩賢先生表示因要處理部份工程的地下設施，故要更改渠道，令工程有所延誤。現時設計問題基本上已解決，預計大部份工程可於 2014 年第 1 季完工。

18. 主席表示署方及艾奕康有限公司在下次會議的文件上要清楚列明有修訂的部份，以便各委員跟進。

第 5 項: 水務署工務計劃項目第 9347WF 號夏慤道食水抽水站重置工程
(下午 2 時 48 至 3 時 44 分)

19. 水務署工程師/設計(9)馮煜明先生以投影片向各委員簡介夏慤道食水抽水站重置工程，摘要如下：

(i) 規劃署在 2011 年完成了「中環新海濱城市設計研究」，建議可探討把現時夏慤道的食水抽水站的用地改作其他發展，故此夏慤道的抽水站需要搬遷。

(ii) 水務署指出新的抽水站將會於紅棉路中區消防局附近的現有斜坡上興建，因為它不開放予公眾，故不會減少公眾用地，施工前後對香港公園的影響較其他選址低，效果亦較理想。

(iii) 工程計劃的範圍包括：在紅棉路附近的斜坡上興建新的食水抽水站，在紅棉路及金鐘道鋪設兩條食水喉及拆卸現有夏慤道食水抽水站。由於部份工程會於灣仔區內進行，故部門在 10 月 15 日已諮詢灣仔區議會並獲得其支持。施工期預計在 2014 年底開始及在 2019 年初完成。工程一部份會於香港公園的苗圃進行，而另一部份則在綠化的斜坡進行。施工期間，會先遷移苗圃，再興建臨時的擋土牆，然後再移走斜坡，以騰出空地容納新的食水抽水站。最後，會在泵房上蓋原位重建苗圃。

(iv) 在綠化的斜坡上，共有 47 棵 150 毫米或以下的樹木受影響，有 66 棵 151 至 500 毫米的樹木受影響，有 3 棵 500 毫米以上的樹木受影響。其中 1 棵直徑 570 毫米及高 18 米的木棉樹位於紅棉路的斜坡底，由於其價值不高，故建議移走。另 1 棵直徑 750 毫米及高 16 米的芒果樹位於紅棉路的斜坡頂，由於樹木健康情況較差，故也建議移走。最後 1 棵直徑 555 毫米及高 15 米的青果榕，由於只有樹冠在地盆範圍以內，故會盡力保存。由於工程需要移平斜坡，故亦需要移走斜坡上的樹木。署方會向分區地政處及康文署聯絡，擬議樹木重植計劃作為補償。

(v) 部門為工程進行了文物影響評估，發現在有關工地內有一幅超過 150 年歷史的石牆，有關石牆將在抽水站落成後於原址重建。

(vi) 為了減低對附近環境的影響，署方會在抽水站的天台及其四周加種樹木，詳列於附件 III 及 IV。

(vii) 在工程建造的方法方面，橫跨紅棉路的水管敷設工程會採用明坑敷管法在晚間進行，而沿紅棉路和金鐘道與皇后大道東交界的水管敷設工程會採用無坑敷管法以盡量減少對交通造成影響。沿金鐘道的水管敷設工程會採用明坑敷管法於 2015 年待西港島線及水管更換工程完工後，分階段進行。部門已就金鐘道的交通進行評估，結果顯示，因應工程需要而封閉一條行車線也可應付金鐘道的交通流量。但署方亦會在 2016 年施工前，再與有關政府部門代表組成的交通管理聯絡小組，進行臨時交通測試以制定臨時交通的管理安排。

20. 主席請委員作出提問及發表意見，各委員的發言重點如下：

(i) 陳捷貴議員不反對新的食水抽水站選址。他查詢有關石牆重建的具體安排。他要求部門盡量在原址附近進行樹木補償計劃，而補種樹木的比例應為 1:1.5 或 1:2。

(ii) 陳財喜議員詢問新的抽水站如何服務夏慤道居民及如何安排石牆能完整地重置。他表示工程對樹木的影響頗大，希望部門能盡量重置一些對工程影響不大的樹木及能在會後提交受影響的樹木詳細資料予各委員。

(iii) 鄭麗琼議員詢問部門能否設立傳意牌以交代舊有石牆的歷史及設計抽水站的天台時考慮加設休憩地方，開放供市民享用。

(iv) 甘乃威議員反對現時的方案，因為在紅棉路附近建設了新的抽水站後，會移走了現有的綠化斜坡。他詢問署方為何不把抽水站設置於地底。他指出新的抽水站既霸佔了香港公園的用地，又砍伐了不少樹木，更令綠化的斜坡變成石屎牆。他詢問署方為何不考慮投放更多資源去保留現有的香港公園，加入更多綠化的元素及開放抽水站予市民進內。他表示擔心金鐘道的交通在繁忙時間會受封路影響，詢問署方為何不在金鐘道採取無坑敷管法。他亦詢問整個工程的費用及工程為何需時 4 年。

(v) 文志華議員表示搬遷抽水站的方案是可以接受的，但他亦擔心金鐘道的交通流量，詢問署方在金鐘道計劃分段的安排及工程需時多久。他亦詢問署方為何不採用無坑敷管法敷設新的吸水管至抽水站，避免將來要再次申請掘路。

(vi) 許智峯議員表示市民十分關注歷史保育問題，詢問署方會否諮詢古物古蹟辦事處，如何安排原址重建古石牆。他亦詢問署方能否安排加設綠化元素在新的抽水站設計及日後抽水站運作會否對香港公園有影響。

(vii) 陳學鋒議員表示新抽水站的設計不美觀，與鄰近景觀有差異。他詢問部門能否在設計上加入更多綠化空間，如擴大苗圃，增加公眾的休憩空間。他建議部門先修改設計圖，令社區有所增值。

(viii) 葉永成議員表示對搬遷抽水站沒有意見，然而因為抽水站的搬遷與南港島線的工程時間相若，詢問署方會否考慮延後工程時間，以避免影響區內交通。他表示部門應優化新抽水站的設計，預留部份地方予市民使用。

21. 水務署高級工程師/設計(2)張敬勉先生對委員的意見及提問綜合回應如下：

(i) 設立新的抽水站可為中環、灣仔、半山及山頂帶來更大的效益及穩定性。

(ii) 在苗圃的設施方面，署方會按康文署的要求安排更好的設施。

(iii) 在交通方面，署方已就這項工程計劃進行交通影響評估，認為在非繁忙時間，在部份金鐘道可進行明坑敷管法。若採用無坑敷管法，由於無坑敷管的兩端亦須封路建設工作井，以便敷管及運走泥土，因此無坑敷管法對交通的影響，與明坑敷管法分別不大。

(iv) 因應運作上的需要，抽水站較難於地底興建。

(v) 抽水站的抽風系統將會加建滅音措施，對香港公園內的遊人不會造成噪音的影響。

(vi) 有關石牆將在抽水站落成後於原址重建，古物古蹟辦事處對這項工程計劃沒有異議。承建商在工程開展前會先詳細記錄受影響的石牆，然後才搬遷石牆及作原址重建。

(vii) 抽水站在可行範圍內都會加建樹木及在牆身採用垂直綠化的設計。

22. 規劃署高級城市規劃師/特別職務 1 雷裕文先生補充有關「中環新海濱城市設計研究」的資料。他指出，該研究從 2007 年至 2011 年期間進行。有關逐步騰出核心商業區內一些合適的政府土地改作商業用途的建議，旨在進一步鞏固核心商業區的未來發展和促進區內未來的經濟發展。他表示稍後會就改劃土地用途的建議再諮詢區議會。

23. 張敬勉先生解釋工程需時 4 年主要是由於在抽水站須興建擋土牆及抽水站的地基。至於在金鐘道敷設的水喉，則大約需時 1 至 2 年。由於公眾是不能進入現時的斜坡及苗圃，故有關工程對公眾用地方面沒有任何影響。工程費用預計為五億。因運作需要，所有水務署的抽水站均設於地面。

24. 文志華議員詢問有關新抽水站的喉管敷設工程的內容。

25. 馮煜明先生解釋舊有抽水站有兩組出水喉管，故新抽水站需要保留兩組出水喉管。

26. 文志華議員詢問為何署方安排新的吸水管道接駁至在紅棉道舊有的水管，而不是敷設新的吸水管道至新抽水站。

27. 馮煜明先生解釋把新的吸水管道接駁至在紅棉道舊有的水管，只會對新抽水站的水壓有輕微影響，但可減少在紅棉道敷設水管的工程。

28. 文志華議員詢問署方會否考慮直接敷設新的管道至新抽水站以便日後的擴充及避免往後再申請掘路，減低對公眾的影響。

29. 馮煜明先生表示如果將來有擴充的需要，他們會再作整體的規劃。

30. 主席請委員作出提問及發表意見，各委員的發言重點如下：

(i) 鄭麗琼議員詢問署方會否考慮將抽水站的天台加以修飾及研究把抽水站連接香港公園或茶具博物館以供市民享用。她查詢署方工程的時間

表，了解現時的設計會否還有修飾的空間。她建議可興建一些傳意牌，介紹石牆的歷史。

(ii) 甘乃威議員反對新抽水站的設計，建議署方可優化工程，為設計加入更多綠化元素，再把新的設計提交至環工會作討論。

(iii) 陳財喜議員要求古物古蹟辦事處提供書面文件，證明不反對有關石牆在抽水站落成後於原址重建。他建議以樹木建構一條綠道以連接香港公園及抽水站，一方面優化環境，另一方面使香港公園有所延伸。他希望部門能在會後提供樹木重置的計劃予環工會各委員參考。

(iv) 葉國謙議員表示新的抽水站選址可以接受，但在其綠化設計方面，可以考慮與公園渾成一體。

31. 張敬勉先生解釋會與園景顧問考慮各委員的意見，盡量引入綠化設計，採用天然材料建構牆身，減低對周遭環境的影響。對於增加香港公園入口方面的建議，他表示因附近也有一個路口，加上會增加管理上的困難，他認為康文署不會批准有關申請。他表示現有康文署的苗圃並不開放供市民享用，水務署將會按康文署的標準再重新建造新的苗圃，開放新建造的苗圃，相信康文署不會接受。另外，抽水站建築物前須騰出非綠化的空地，以便車輛出入抽水站。

32. 主席總結委員會不反對搬遷夏慤道的抽水站至紅棉路中區消防局附近的現有斜坡上，但對新抽水站的綠化設計有所保留，故希望部門能按各委員的意見作出修改，再把修訂的設計提交委員會。

第 6 項：食物環境衞生署小販資助計劃進展報告

(下午 3 時 44 分至 4 時 20 分)

33. 食物環境衞生署統籌主管(小販資助計劃) 勞月儀女士向委員會簡介文件內容，概述如下：

(i) 文件的第 3-6 段主要交代與小販溝通的工作進程。文件的第 7 段則交代交回固定攤位小販牌照申請的數目，而第 7a 段為其分析。資助計劃開展至 9 月 19 日，中西區共收到 25 宗自願交回固定攤位小販牌照申請(其中有 16 名小販已交回牌照）。截至 10 月 11 日為止，共收到 29 宗自願交回固定攤位小販牌照申請（其中有 18 名小販已交回牌照）。文件 7b 段則交代中西區小販排檔區搬遷重建的申請數字為 16 宗及原址重建的申請數字為 4 宗。

(ii) 自資助計劃開展以來，就小販排檔區搬遷及重建的情況，小販資助計劃小組及食環署分區同事與中西區 9 條街道的販商一直保持密切的聯絡，在過去四個月以來，署方與議員、販商及其代表已舉行超過 10 次

2014年1月9日中西區區議會大會項目簡報的摘錄

資料文件　　中西區區議會文件第 14 /2014 號

中西區區議會
二零一二至二零一三年度
食物環境衞生及工務委員會
第十一次會議報告
(二零一三年十月十七日)

(一) 常設事項－卑路乍灣渠臭問題

中西區民政事務專員匯報，各部門持續進行維修、保養和清理渠道的工作，並指出有委員在巡區時曾表達個別位置有異味的情況，部門亦已作出跟進及解決渠道淤塞的問題。另外，有委員要求渠務署提交有關進行閉路電視系統(CCTV)測試以找出渠塞的地方的記錄，署方表示於會後提交有關資料。

(二) 常設事項－渠務改善工程進展匯報

渠務署報告中西區內渠務改善工程的進度。自上次匯報後已完成的工程有一項，另有十項工程正進行中，預期有十一項工程將會在未來六個月內動工。主席指出上次報告時大部份工程預計完工日期為二零一三年，但今次的報告卻顯示為二零一四年第一季。渠務署回應表示因工程延誤所致，故報告有所更新。主席建議渠務署在下次提交文件時清楚表示更新的內容以便各委員跟進。

(三) 水務署工務計劃項目第 9347WF 號夏慤道食水抽水站重置工程

水務署就夏慤道食水抽水站重置工程諮詢委員會。規劃署表示在 2011 年完成的「中環新海濱城市設計研究」，建議把一幅現時夏慤道食水抽水站的用地改作商業發展，另在紅棉路中區消防局附近的現有斜坡上興建新的食水抽水站。

委員會對重置工程沒有表示反對，惟建議水務署在設計抽水站時可引入更多綠化元素，並把更改的設計圖交予各委員備悉。

(四) 食物環境衞生署小販資助計劃進展報告

食環署向委員匯報在中西區固定小販排檔區推行資助計劃的工作進展。自資助計劃開展至 9 月 19 日，中西區共收到 25 宗自願交回固定攤位小販牌照申請(其中有 16 名小販已交回牌照）以領取港幣 120,000 元特惠金，4 宗原址重建申請及 16 宗搬遷及重建申請。食環署將會繼續協助販商進行搬遷及原址重建。有委員表示利源西街的販商不太滿意有關調遷的安排，食環署表示會與有關人士再作跟進。

資料文件 中西區環工會文件第 17 / 2014 號

二零一二至二零一三年度
食物環境衞生及工務委員會
第十一次會議
續議事項查察表
(截至二零一四年一月八日)

議程編號	段落編號	事項	負責者	目前情況
4	14	常設事項—卑路乍灣渠臭問題 (中西區環工會文件第 74/2013 號)	渠務署	秘書處已於十二月十一日把渠務署補充未來五年以閉路電視檢查渠務淤塞的計劃電郵予各委員。
5	32	水務署工務計劃項目第 9347WF 號夏慤道食水抽水站重置工程 (中西區環工會文件第 77/2013 號)	水務署	秘書處已於十一月二十八日把水務署提供修訂的抽水站設計資料電郵予各委員。
7	42	要求政府監督港燈盡快達到減排目標 (中西區環工會文件第 65/2013 號)	環境局	秘書處已於十二月十一日將環境局就通過的動議提交的書面回覆電郵予各委員。
8	61	山道 101 號後巷水管爆裂事宜 (中西區環工會文件第 69/2013 號)	水務署 路政署 土力工程處 屋宇署	秘書處已把有關部門的回覆列入第一次環工會會議的資料文件交予各委員參閱。

11	88	強烈要求立即採取大型滅鼠行動確保街市環境衞生 (中西區環工會文件第 80/2013 號)	關注中西區街市發展工作小組、食物環境衞生署	秘書處已於十二月二十七日把關注中西區街市發展工作小組提交的第六次會議簡錄(擬稿)、食物環境衞生署(食環署)就有關如何改善中西區區內街市的鼠患問題的書面回覆及食環署在會後提交的補充資料電郵予各委員參閱。
12	97	戶外燈光專責小組持份者及公眾參與活動 (中西區環工會文件第 81/2013 號)	秘書處	秘書處已於十一月十二日把食物環境衞生及工務委員會的第十一次會議簡錄(擬稿)(節錄)電郵予戶外燈光專責小組。

中西區區議會秘書處
二零一四年一月