

**For discussion
on 22 December 2015**

Legislative Council Panel on Development

414RO – Improvement works at Mui Wo

PURPOSE

This paper seeks Members' support for the proposal to upgrade part of **414RO**, entitled "Improvement works at Mui Wo, phase 2 stage 1" ("the Project") to Category A, at an estimated cost of \$72.3 million in money-of-the-day (MOD) prices, for the extension of an existing carpark at Mui Wo, including improvement of the access to the car park and associated landscaping and ancillary works.

PROJECT SCOPE AND NATURE

2. The scope of the Project which we propose to upgrade to Category A comprises –

- (a) extension of an existing carpark adjacent to the Mui Wo Ferry Pier Road, the necessary modification works to this existing carpark and slope improvement works;
- (b) construction of a new single two-lane carriageway of approximately 55m long and realignment of a section of approximately 80m long of an access road adjacent to Mui Wo Ferry Pier Road leading to the carpark; and
- (c) landscaping and other ancillary works.

3. A layout plan of the proposed Project is at **Enclosure 1**.

4. We intend to invite tenders for the works before funding is secured. The tender will only be awarded upon obtaining Finance Committee (FC)'s funding approval. We plan to commence the construction works in mid. 2016 for completion in early 2019.

JUSTIFICATION

5. The vehicular parking spaces at Mui Wo are not adequate. Illegal parking is observed from time to time which has caused inconvenience and may also pose safety concerns to road users. To improve this situation, we propose to extend the existing carpark adjacent to Mui Wo Ferry Pier Road under the proposed Project, increasing its capacity from 70 to 188 parking spaces.

6. Apart from increasing the carpark capacity, we also propose to improve the access to this carpark. The new and realigned road section will provide a more direct access to the southern part of Mui Wo without passing through some of the nearby residential areas, thus improving the road safety and environment of those areas.

7. We will retain the remainder of **414RO**¹ in Category B, which mainly covers infrastructure works for further enhancing the attractiveness and recreational potential of Mui Wo for improving local economy. Funding for the remainder of **414RO** will be sought at a later stage.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the proposed works to be \$72.3 million in MOD prices, broken down as follows –

	\$ million
(a) Construction works	49.3
(b) Consultants' fees and resident site staff (RSS)	7.3
(c) Contingencies and price adjustment	15.7
Total	<u>72.3</u> (in MOD prices)

PUBLIC CONSULTATION

9. We consulted the Mui Wo Rural Committee (MWRC) on 23 September 2014 and 31 October 2014 on the Project. The MWRC supported the Project and urged the Government to implement the Project as soon as practicable.

¹ The remaining works of 414RO comprise (i) improvement to south waterfront and re-provisioning of cargo loading and unloading area; (ii) construction of Entrance Plaza; (iii) re-provisioning of a cooked food market and covered cycle parking area; and (iv) provisioning of a cycle track network and heritage trail in Mui Wo.

10. We also consulted the Islands District Council (IsDC) on 20 October 2014 and IsDC had no objection to the Project.

11. We gazetted the proposed improvement works of the existing carpark and its accesses (the proposed road scheme) under the Roads (Works, Use and Compensation) Ordinance, Cap 370 on 24 December 2014 and 2 January 2015. During the objection lodging period, two objections were received. The objectors expressed that car parking spaces in Mui Wo would still be insufficient after the implementation of the Project and requested for further improvements, as well as an early implementation of the reconstruction of cooked food market under the remaining phases of improvement works at Mui Wo. They also raised concerns on the alignment of the proposed roadworks. After discussions with the objectors, the objections were withdrawn unconditionally. The proposed road scheme was subsequently authorized and the notice of authorisation was gazetted on 2 October 2015 and 9 October 2015.

ENVIRONMENTAL IMPLICATIONS

12. This is not a Designated Project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed a Preliminary Environmental Review (PER) in April 2009 and the Director of Environmental Protection agreed to its findings. The PER concluded that with the implementation of the recommended monitoring and mitigation measures, the Project will not cause long-term adverse environmental impacts. We have included in the project estimate the cost of implementing suitable monitoring and mitigation measures during construction.

13. We will control potential noise, dust and site run-off nuisances arising from the construction works to within established standards and guidelines through implementation of monitoring and mitigation measures. These measures include use of silenced construction plant, frequent cleaning and watering of the site, covering of materials on trucks and provision of wheel-washing facilities and noise monitoring.

14. At the planning and design stages, we have considered the design and construction sequence of the proposed improvement works to reduce generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated material for filling within the site) on site or in other suitable construction sites as far as possible, in order to minimise the

disposal of inert construction waste at public fill reception facilities². We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce generation of construction waste.

15. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigating means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

16. We estimate that the Project will generate in total about 15 950 tonnes of construction waste. Of these, we will reuse about 5 910 tonnes (37%) of inert construction waste on site and deliver 8 750 tonnes (55%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 1 290 tonnes (8%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$397,500 for this Project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation).

HERITAGE IMPLICATIONS

17. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

TRAFFIC IMPLICATIONS

18. During construction, the Project will affect the existing traffic flow in localised area only. The number of parking spaces provided for all types of vehicles in the existing carpark will not be reduced by the construction activities. Suitable temporary traffic arrangements (TTAs) will be implemented to minimise the impact on traffic during construction. A traffic management liaison group comprising

² Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

representatives of the Police, the Transport Department and other government departments will be set up to endorse the TTAs.

LAND ACQUISITION AND CLEARANCE

19. The Project does not require any land acquisition.

BACKGROUND INFORMATION

20. In late 2004, the Government proposed a Concept Plan for Lantau as the guidelines for a balanced and coordinated approach for the future planning of sustainable developments in Lantau. We included **414RO** – Improvement works at Mui Wo in Category B in October 2006.

21. In view of the public support for the local improvement works for Mui Wo Facelift, the Government proposed in the Revised Concept Plan for Lantau issued in May 2007 improvement works for Mui Wo to rejuvenate local community, boost local economy and in particular enhance road safety for motorists, cyclists and pedestrians. To reach public consensus on how the proposed improvement works should best be carried forward, we launched a series of public consultations since 2007 to seek views of relevant stakeholders, including residents of Mui Wo, MWRC, IsDC, green groups and other concern groups, on the proposed improvement works.

22. We engaged consultants to undertake a feasibility study in July 2007 on the improvement works for Mui Wo Facelift. The feasibility study was completed in December 2009 at a cost of \$3.6 million in MOD prices, which was charged to block allocation Subhead **7100CX** “New towns and urban area works, studies and investigation for items in Category D of the Public Works Programme”.

23. We engaged consultants to undertake detailed design for the improvement works for Mui Wo Facelift in October 2009 at an estimated cost of about \$6.2 million in MOD prices under block allocation of Subhead **7100CX**. We have completed the detailed design of the proposed works as set out in paragraph 2 above in October 2015.

24. We have planned to implement various local improvement works in Mui Wo in phases. On 10 May 2013, we upgraded part of **414RO** as **448RO** – “Improvement works at Mui Wo, phase 1” to Category A, at an estimated cost of \$193.1 million in MOD prices for the construction of a civic square, segregated pedestrian walkway and cycle track along the waterfront between the Mui Wo Cooked Food Market and River Silver, and a footbridge across River Silver.

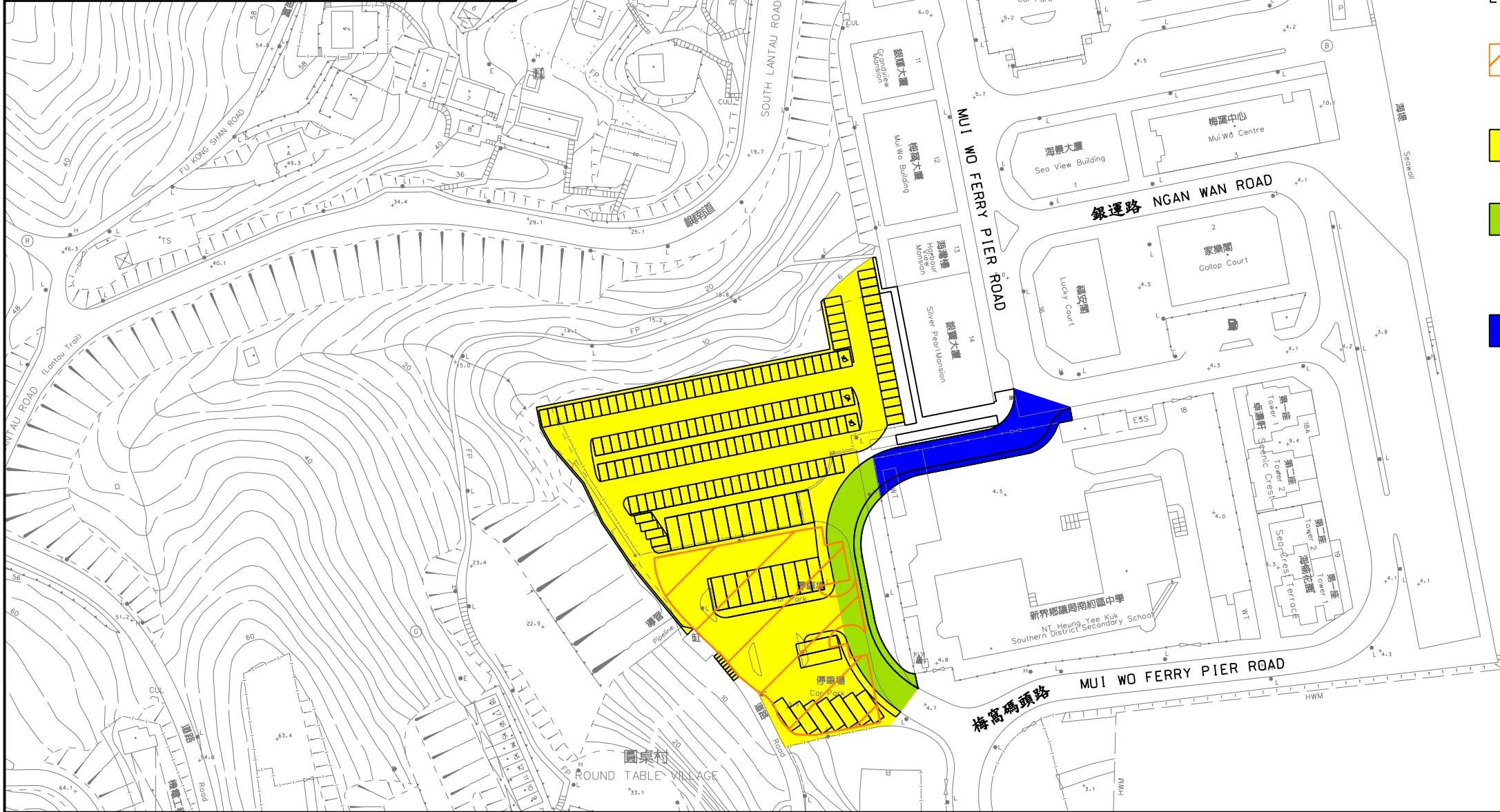
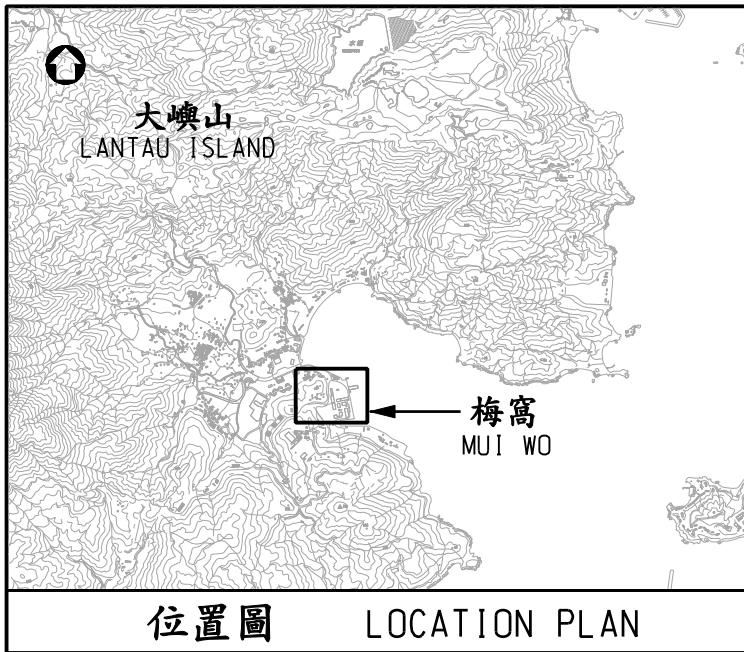
Construction works started in July 2014 and is scheduled for completion in September 2016.

25. We estimate that the proposed works will create about 35 jobs (28 for labourers and another 7 for professional or technical staff) providing a total employment of 940 man-months.





WAY FORWARD

26. Subject to Members' support, we plan to seek funding approval from the FC for the proposed works under **414RO** after consulting the Public Works Subcommittee.

**Development Bureau
Civil Engineering and Development Department
December 2015**



圖例
LEGEND:

-  現有停車場將會修改
EXISTING CAR PARK TO BE MODIFIED
-  擬擴建後的停車場
PROPOSED CAR PARK AFTER EXTENSION
-  擬重整梅窩碼頭路旁的通道
PROPOSED REALIGNMENT OF THE ACCESS ROAD FROM MUI WO FERRY PIER ROAD
-  擬建新的車路和行人路連接梅窩碼頭路
PROPOSED NEW CARRIAGEWAY AND FOOTPATH CONNECTING MUI WO FERRY PIER ROAD

圖則名稱 drawing title

梅窩改善工程(第二期第一階段) - 平面圖
IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 1 - GENERAL LAYOUT PLAN

