

**For discussion
on 26 February 2013**

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** "Improvement works at Mui Wo" to Category A, at an estimated cost of \$193.1 million in money-of-the-day (MOD) prices, for the construction of a segregated pedestrian walkway and cycle track, a footbridge, a civic square and ancillary improvement works at Mui Wo.

PROJECT SCOPE AND NATURE

2. The part of **414RO** (the Phase 1 works) which we propose to upgrade to Category A comprises –
 - (a) a 230-metre (m) long and 11.5-m wide segregated pedestrian walkway and cycle track along the waterfront between Mui Wo Cooked Food Market and River Silver;
 - (b) a 35-m long and 4.8-m wide footbridge across River Silver;
 - (c) a civic square near Mui Wo old town with associated landscaped area, recreational and leisure facilities and a performance venue;
 - (d) eight amenity areas in villages at Mui Wo; and
 - (e) ancillary works including information boards, signage, landscaping, drainage and utilities works.
3. Layout plans showing the Phase 1 works are at **Enclosures 1 to 5**.
4. Subject to the funding approval of the Finance Committee (FC), we plan to commence the Phase 1 works in August 2013 for completion in November 2015.

JUSTIFICATION

5. In late 2004, the Government proposed a Concept Plan for Lantau (Lantau Concept Plan) as the guidelines for a safe, balanced and coordinated approach for the future planning of sustainable developments in Lantau. In view of the public support for the local improvement works for the facelift of Mui Wo, the Government proposed in the Revised Lantau Concept Plan issued in May 2007 improvement works for Mui Wo to rejuvenate the local community, boost the local economy and in particular enhance the road safety for motorists, cyclists and pedestrians.

6. To identify the best way for implementing the proposed improvement works, we launched a series of public consultations since 2007 to seek the views of relevant stakeholders, including the residents of Mui Wo, the Mui Wo Rural Committee, the Islands District Council, green groups and other concern groups, on the proposed improvement works. There was general support for Government to implement the proposed improvement works in a phased manner and proceed as soon as practicable with the Phase 1 works that would enhance the road safety and improve the recreational and tourism potential of Mui Wo area.

7. Bicycle is the main mode of transport in Mui Wo. At present, there is no cycle track between the Mui Wo ferry pier and River Silver. Cyclists travelling between the ferry pier and the various residential clusters in Mui Wo hinterland have to share Ngan Kwong Wan Road with motorists. The local communities have a major safety concern on this shared use arrangement. Segregating cycle track from pedestrian walkway and existing carriageway will not only improve road safety but will also enhance the traffic flow conditions along the section of Ngan Kwong Wan Road concerned. Upon completion of the proposed works along the waterfront between Mui Wo Cooked Food Market and River Silver, there would be a segregated cycle track to enhance traffic safety and also a pedestrian walkway on suspended deck serving as a waterfront promenade for public enjoyment. The new pedestrian walkway and cycle track will connect to the existing road network at Chung Hau via a footbridge across River Silver. The construction of a new footbridge alongside with the existing footbridge across River Silver is necessary for accommodating the new pedestrian walkway and cycle track. The relevant layout plan and an artist's impression of the segregated pedestrian walkway and cycle track are at **Enclosures 2 and 3**.

8. The construction of a civic square, comprising landscaped area, recreational and leisure facilities and a performance venue, will provide a public open space to meet the district's need for recreational facilities, space for holding festive events and street performance activities. It will improve the landscape of

Mui Wo old town, provide a rest garden to the local residents and increase the attractiveness to tourists and visitors. The artist's impression and relevant conceptual layout plan of the civic square are at **Enclosures 4 and 5**. In addition, the construction of eight amenity areas in nearby villages as shown at **Enclosure 1** will improve the local environment and provide rest points for local residents and visitors.

9. Due to insufficient in-house resources, we propose to engage consultants to carry out supervision of the construction works.

10. We will retain the remainder of **414RO**¹ in Category B, which covers infrastructural works to enhance the attractiveness and recreational potential of Mui Wo, thus improving the local economy. Funding for the remainder of **414RO** will be sought in phases to dovetail with the implementation programme of the project.

FINANCIAL IMPLICATIONS

11. We estimate the capital cost of the proposed works to be \$193.1 million in MOD prices, made up as follows –

	\$ million
(a) Construction of	126.6
(i) a segregated pedestrian walkway and cycle track	56.7
(ii) a footbridge across River Silver	11.3
(iii) a civic square	40.1
(iv) amenity areas	4.3
(v) landscaping works	5.8
(iv) other ancillary works	8.4

¹ The remaining works of 414RO comprise (i) realignment of Mui Wo Ferry Pier Road and modification of car park; (ii) improvement to south waterfront and re-provision of cargo loading and unloading area; (iii) enhancement of Entrance Plaza; (iv) re-provision of a cooked food market and covered cycle parking area; and (v) provision/improvement of a cycle track network and heritage trail in Mui Wo. Layout plan showing the remaining works is at **Enclosure 6**.

	\$ million	
(b) Environmental mitigation measures	2.2	
(c) Consultants' fees for	2.2	
(i) Contract administration	1.6	
(ii) Management of resident site staff	0.6	
(d) Remuneration of resident site staff	17.2	
(e) Contingencies	14.8	
	<hr/>	
Sub-total	163.0	(in September 2012 prices)
(f) Provision for price adjustment	30.1	
	<hr/>	
Total	193.1	(in MOD prices)

PUBLIC CONSULTATION

12. We convened two public forums on 8 September 2007 and 31 May 2008 during the feasibility study stage to establish consensus for the preliminary design of the proposed improvement works at Mui Wo. There was general support and consensus for phased implementation of the proposed improvement works.

13. We consulted the Mui Wo Rural Committee (MWRC) on 28 December 2011 on the project. The MWRC supported the Phase 1 works and urged the Government to implement them as soon as practicable.

14. With the detailed design of the Phase 1 works presented at a public forum on 14 January 2012, the public supported the proposed works and demanded for their early implementation. At the subsequent consultation with the Islands District Council on 20 February 2012 and 22 October 2012, members also supported the Phase 1 works and urged for their early implementation.

15. We gazetted the proposed road scheme (covering the works described in items (a) and (b) of paragraph 2 above) under the Roads (Works, Use

and Compensation) Ordinance, Cap 370 (“the Ordinance”) on 4 May 2012. During the statutory exhibition period, one objection² was received. Despite our efforts in resolving the objection, the objector did not withdraw the objection and the objection is treated as an unresolved objection³. Having considered the objection, the Chief Executive-in-Council authorized the proposed road scheme without modification on 4 December 2012. The notice of authorization was gazetted on 21 December 2012.

ENVIRONMENTAL IMPLICATIONS

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

17. During construction, we will control potential noise, dust and site run-off nuisances arising from the construction works to within established standards and guidelines through the implementation of monitoring and mitigation measures in the relevant contract. These measures include use of silenced construction plant, frequent cleaning and watering of the site, covering of materials on trucks and the provision of wheel-washing facilities, and noise and water quality monitoring. We have included \$2.2 million (in September 2012 prices) in the project estimate for the implementation of the environmental mitigation measures.

18. At the planning and design stages, we have considered the design and construction sequence of the proposed improvement works to reduce the 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

² The objector's major concerns are insufficient public consultation, unreasonable scope, irrational justification, impact on Mui Wo residents during construction. He also proposed widening the carriageway for bike lanes as an alternative. The objection remained unresolved after exchange of views through correspondence and a meeting on 16 August 2012. The objector confirmed on 31 August 2012 not withdrawing his objection to the proposed road scheme.

³ Under the Ordinance, an objection which is not withdrawn or withdrawn with conditions is treated as an unresolved objection and will be submitted to the Chief Executive-in-Council for consideration.

possible, in order to minimize the disposal of inert construction waste at public fill reception facilities⁴. We will encourage the contractor to maximize the use of recycled / recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

19. 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 mitigation 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 construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

20. We estimate that the project will generate about 11 850 tonnes of construction waste. Of these, we will reuse about 1 890 tonnes (16.0%) of inert construction waste on site and deliver 7 920 tonnes (66.8%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 2 040 tonnes (17.2%) 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 \$468,840 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁵ at landfills).

HERITAGE IMPLICATIONS

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

⁴ 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 license issued by the Director of Civil Engineering and Development.

⁵ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

LAND ACQUISITION AND CLEARANCE

22. The proposed works do not require any land acquisition.

BACKGROUND INFORMATION

23. We included **414RO** in Category B in October 2006.

24. We engaged consultants to undertake a feasibility study in July 2007 on the proposed improvement works at Mui Wo. The feasibility study was completed in December 2009 at a cost of \$3.55 million, 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”.

25. To proceed further with the project, we then engaged consultants to undertake detailed design for the proposed works in October 2009 at an estimated cost of about \$6.16 million under block allocation of **Subhead 7100CX** “New towns and urban area works, studies and investigation for items in Category D of the Public Works Programme”. We have substantially completed the detailed design of the proposed works in December 2012.

26. Of the 322 trees located within the boundary of the site of the proposed works, 230 trees will be preserved. The remaining 92 trees will have to be removed, which include 38 trees to be felled and 54 trees to be transplanted within the project site. All trees to be removed are not important trees⁶. We will incorporate planting proposals as part of the proposed improvement works, including estimated quantities of 68 trees, 13 000 shrubs, and 200 m² of grassed area.

⁶ “Important trees” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

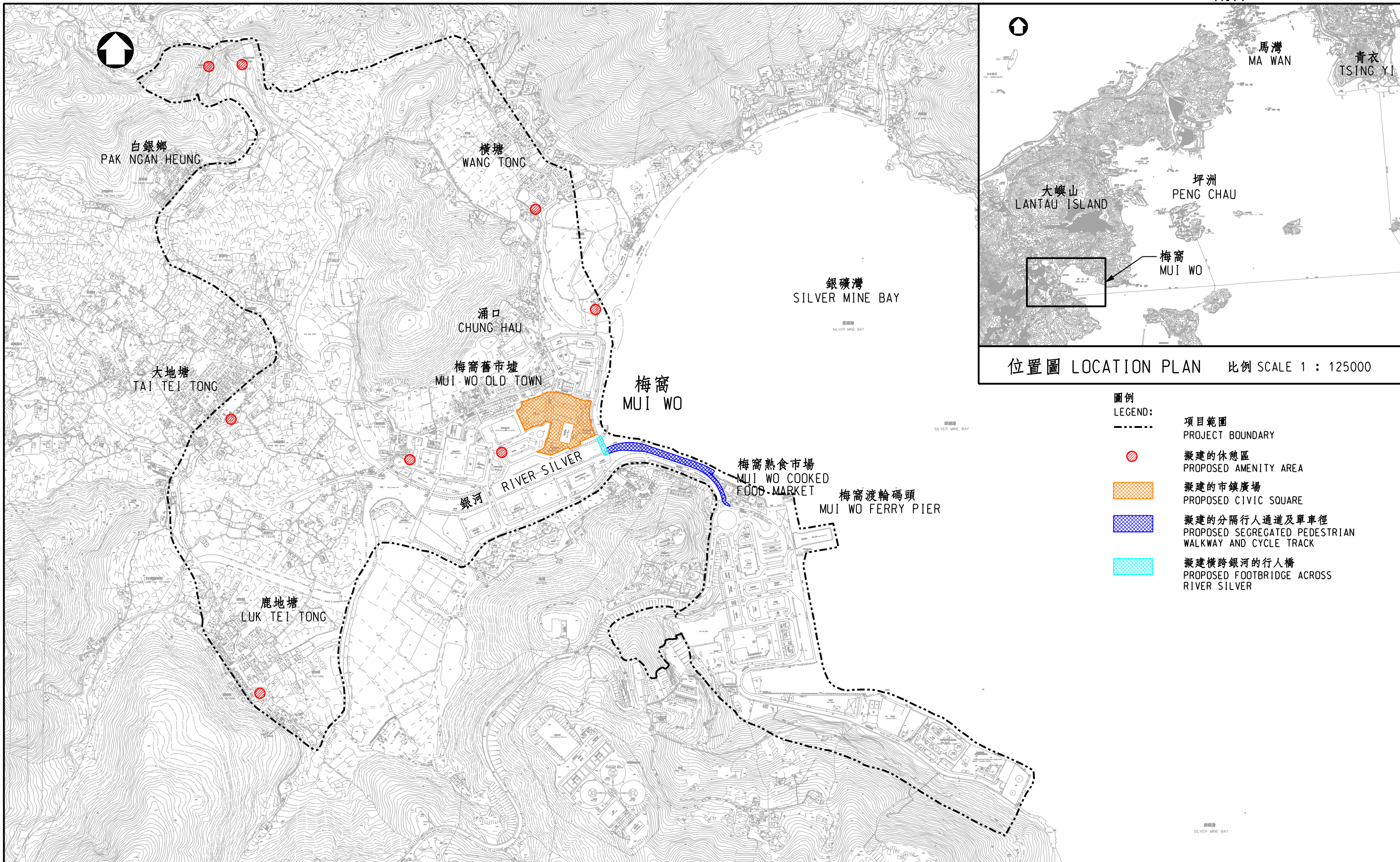
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of the overall tree sizes, shape and any special features), e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with a trunk diameter equal to or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25 m.

27. We estimate that the proposed works will create about 115 jobs (95 for labourers and another 20 for professional/technical staff) providing a total employment of 2 370 man-months.

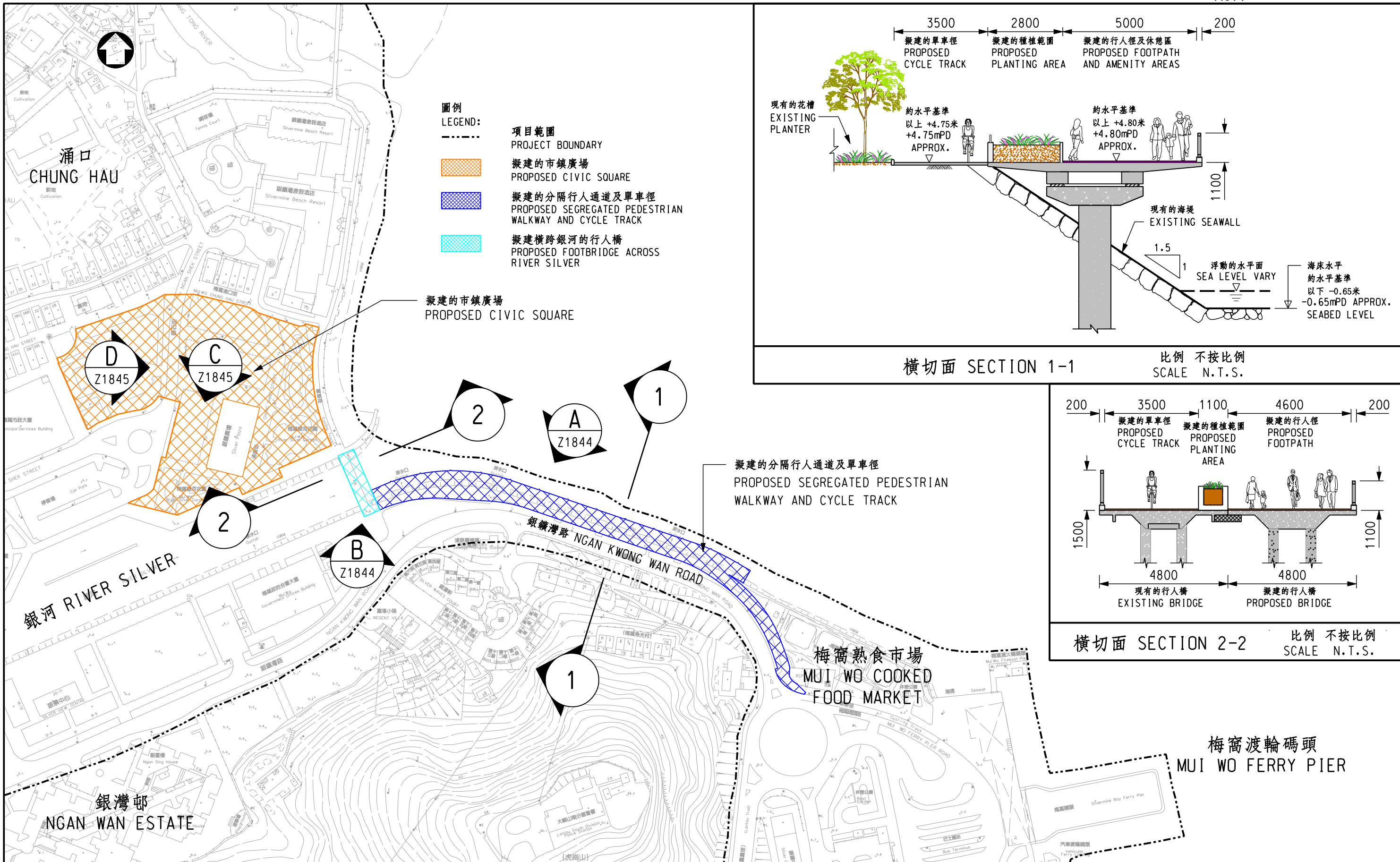
WAY FORWARD

28. Subject to Members' support, we plan to seek the Public Works Subcommittee's endorsement on 13 March 2013 for upgrading part of **414RO** to Category A, with a view to seeking funding approval from the FC in May 2013.

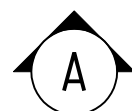
**Development Bureau
Civil Engineering and Development Department
February 2013**



圖則名稱 drawing title 梅窩改善工程(第一期) - 平面圖 IMPROVEMENT WORKS AT MUI WO, PHASE 1 - LAYOUT PLAN	繪圖 drawn	簽署 initial	日期 date	項目編號 item no. 7414R0	辦事處 office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE
	核對 checked	簽署 initial	日期 date	比例 scale 1 : 7000 @A3	
	核准 approved	簽署 initial	日期 date	圖則編號 drawing no. HKI-Z1842	土木工程拓展署 CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

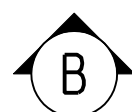


<p>圖則名稱 drawing title 梅窩改善工程(第一期) - 分隔行人通道及單車徑,橫跨銀河的行人橋和市鎮廣場平面圖 IMPROVEMENT WORKS AT MUI WO, PHASE 1 - GENERAL LAYOUT FOR SEGREGATED PEDESTRIAN WALKWAY AND CYCLE TRACK, FOOTBRIDGE ACROSS RIVER SILVER AND CIVIC SQUARE</p>	<p>繪圖 drawn</p>	<p>簽署 initial</p>	<p>日期 date</p>	<p>項目編號 item no. 7414R0</p>	<p>辦事處 office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE</p>
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支撐面板行人通道及單車徑(構思圖)

PEDESTRIAN WALKWAY ON SUSPENDED DECK AND CYCLE TRACK (ARTIST'S IMPRESSION)



銀河上的連接橋(構思圖)

FOOTBRIDGE ACROSS RIVER SILVER (ARTIST'S IMPRESSION)

圖則名稱 drawing title

梅窩改善工程(第一期) - 分隔行人通道及單車徑

IMPROVEMENT WORKS AT MUI WO, PHASE 1 -
ARTIST'S IMPRESSION OF SEGREGATED PEDESTRIAN WALKWAY AND CYCLE TRACK

繪圖 drawn

簽署 initial

日期 date

項目編號 item no.

7414R0

核對 checked

簽署 initial

日期 date

比例 scale

N.T.S.

核准 approved

簽署 initial

日期 date

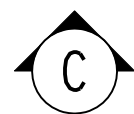
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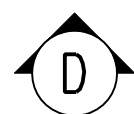
辦事處 Office

港島及離島拓展處
HONG KONG ISLAND AND ISLANDS
DEVELOPMENT OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT



市鎮廣場的休閒遊樂區(構思圖)
RECREATION & LEISURE AREA IN CIVIC SQUARE (ARTIST'S IMPRESSION)



市鎮廣場的表演場地(構思圖)
PERFORMANECCE VENUE IN CIVIC SQUARE (ARTIST'S IMPRESSION)

圖則名稱 drawing title

梅窩改善工程(第一期) - 市鎮廣場構思圖
IMPROVEMENT WORKS AT MUI WO, PHASE 1 -
ARTIST'S IMPRESSION OF CIVIC SQUARE

繪圖 drawn

簽署 initial

日期 date

項目編號 item no.

7414R0

核對 checked

簽署 initial

日期 date

比例 scale

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核准 approved

簽署 initial

日期 date

圖則編號 drawing no.

HKI-Z1845

辦事處 office

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HONG KONG ISLAND AND ISLANDS
DEVELOPMENT OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT



- 圖例
LEGEND:
- - - 邊界線
SITE BOUNDARY
 - 現有樹木
EXISTING TREE
 - 建議樹木
PROPOSED TREE PLANTING
 - 建議移植樹
PROPOSED TRANSPLANTED TREES
 - 建議灌木
PROPOSED SHRUB PLANTING
 - 建議草坪
PROPOSED LAWN AREA
 - 建議裝飾鋪地
PROPOSED DECORATIVE PAVING
 - 建議座位
PROPOSED SEATING BENCH
- 1 2-5歲小童遊樂場
CHILDREN'S PLAYGROUND FOR 2- 5 YEARS OLD
 - 2 5-12歲小童遊樂場
CHILDREN'S PLAYGROUND FOR 5-12 YEARS OLD
 - 3 主長廊
MAIN PROMENADE
 - 4 現有士多房
EXISTING UTILITY ROOM
 - 5 森林公園
WOODLAND GARDEN
 - 6 加高花槽
RAISED PLANTER
 - 7 草坪及石塊
PLAY LAWN WITH BOULDER STONES
 - 8 雕刻
DISPLAY
 - 9 表演觀賞區
PERFORMANCE VIEWING AREA
 - 10 銀礦廣場
SILVER PLAZA
 - 11 消防通道
EVA ROAD
 - 12 長者運動設備及活動空間
ELDERLY EXERCISE EQUIPMENT AND ACTIVITY SPACE
 - 13 表演舞台(設暢通無阻的通道)
PERFORMANCE STAGE (WITH BARRIER FREE ACCESS)
 - 14 停車位
PARKING AREA
 - 15 單車停放處
BICYCLE PARKING

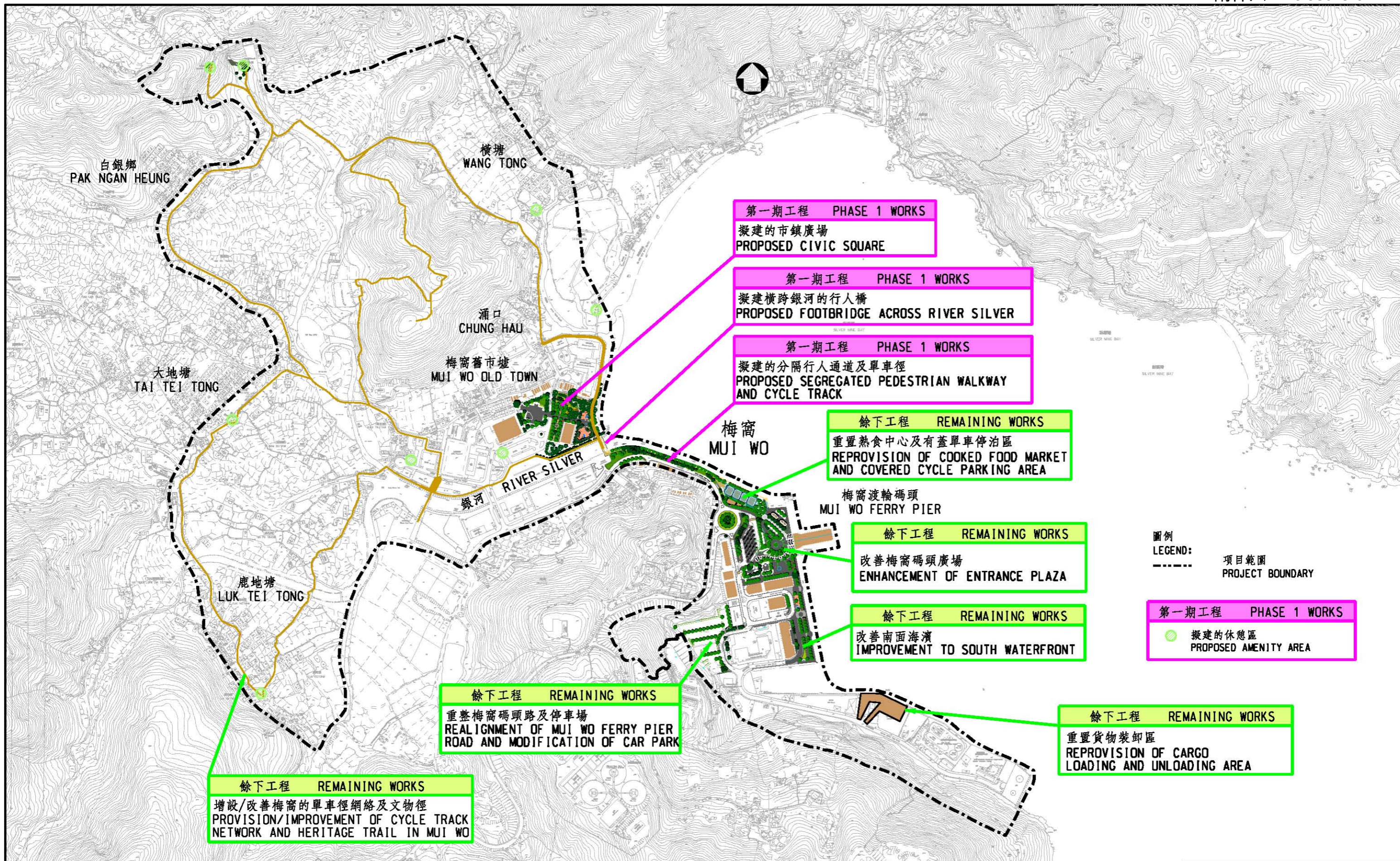
斜道
RAMP

停車場
CARPARK

銀河
RIVER SILVER



圖則名稱 drawing title 梅窩改善工程(第一期) - 市鎮廣場概念設計圖則 IMPROVEMENT WORKS AT MUI WO, PHASE 1 - CIVIC SQUARE CONCEPTUAL LAYOUT PLAN	繪圖 drawn	簽署 initial	日期 date	項目編號 item no. 7414R0	辦事處 office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE 土木工程拓展署 CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
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	核對 checked	簽署 initial	日期 date	比例 scale 1 : 7000 @A3	
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