

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT Recreation, Culture and Amenities – Open spaces 414RO – Improvement works at Mui Wo

Members are invited to recommend to the Finance Committee the upgrading of part of **414RO** as **482RO**, entitled “Improvement works at Mui Wo, phase 2 stage 2”, to Category A at an estimated cost of \$897.6 million in money-of-the-day prices.

PROBLEM

We need to carry out the “Improvement works at Mui Wo, phase 2 stage 2” to improve the public facilities and the community environment around Mui Wo Ferry Pier (the Pier).

PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes upgrading part of **414RO** to Category A, at an estimated cost of \$897.6 million in money-of-the-day (MOD) prices for the improvement works at Mui Wo, phase 2 stage 2.

/PROJECT

PROJECT SCOPE AND NATURE

3. The part of **414RO** that we propose upgrading as **482RO** to Category A (the proposed works) comprises –

- (a) construction of a two-storey joint-user building with a total construction floor area of about 8 500 m² at the north of the Pier, in order to
 - (i) reprovision the existing cooked food market, dry goods stalls, public toilet, refuse collection point and public cycle parking area; and
 - (ii) provide an additional public car parking area, a podium garden and an outdoor dining area;
- (b) construction of a waterfront promenade with a length of about 130 m and a clear width of about 6 m at the north of the Pier;
- (c) construction of a waterfront promenade with a length of about 200 m and a clear width varying from 4 m to 9 m at the south of the Pier, and provision of additional public cycle parking spaces and public car parking spaces along the promenade;
- (d) construction of an entrance plaza (about 1 700 m²) at the west of the entrance of the Pier, reprovision of the bus terminus and taxi stand near the entrance plaza, and provision of additional public cycle parking spaces and public car parking spaces;
- (e) construction of a cycle track of about 400 m long;
- (f) construction of a cargo loading and unloading area with parking spaces for goods vehicles and coaches; and
- (g) implementation of landscaping and other ancillary works¹.

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¹ Landscaping and other ancillary works include tree preservation, drainage and sewerage systems, auxiliary traffic facilities, public lighting facilities and utilities works.

_____ The site plan and artist impression of the proposed works are at **Enclosures 1 and 2** respectively.

4. We plan to commence the proposed works after obtaining funding approval from the Financial Committee (FC) for target completion of the works related to the cooked food market in 3 years, and the whole project is expected to be completed in 4.5 years. To achieve this programme, we invited tenders in parallel to enable early commencement of the proposed works. The returned tender price has been reflected in the estimated cost of the works project. The contract will only be awarded upon obtaining FC's funding approval.

5. We will seek funding approval for the remaining works of **414RO** in due course after completion of detailed design currently in progress.

JUSTIFICATION

6. The Sustainable Lantau Blueprint ("Blueprint") announced in June 2017 proposes carrying out improvement works at Mui Wo to provide a quality living environment for the locals and the visitors whilst sustaining the rural township characteristics of Mui Wo. The Government implements the improvement works at Mui Wo in phases. The proposed works mainly improve the public facilities and community environment near the Pier for the enjoyment of the Mui Wo residents and visitors.

7. The footpath at the western side of the Pier is the main passage for the public to commute between the bus terminus, taxi stand and the nearby areas. Due to limited spaces, the footpath is overcrowded at peak hours. In order to improve the situation concerned and optimise the land resources at the waterfront, we propose adopting the principle of "single site, multiple uses" by constructing a two-storey joint-user building² at the north of the Pier to reprovision the nearby public facilities, including a cooked food market³ which has been in operation for

/almost

² The first floor of the new joint-user building is for a cooked food market, an outdoor dining area and a podium garden, and the ground floor is for public cycle parking areas, a public car park, dry goods stalls, a public toilet and a refuse collection point.

³ The existing cooked food market will be demolished after the completion of the new facilities.

almost 40 years and has decrepit facilities, a public toilet, dry goods stalls, a refuse collection point and public cycle parking areas (the current situations of the cooked food market and the public cycle parking area are at **Enclosure 3**). A public car parking area, a podium garden and an outdoor dining area will also be provided in the joint-user building. In the initial stage of the construction period, to ensure that the public could continue to use the cooked food market and to minimise the impacts on the operators, the existing cooked food market will be demolished only when the new one is built and reprovisioned. Therefore, the joint-user building will be split in two parts (information at **Enclosure 1**) for phased construction. Taking advantage of the ground space released from reprovisioning these facilities, we propose building a spacious entrance plaza with covered walkway opposite the Pier. The existing bus terminus⁴ and taxi stand will be relocated to the west and south of the entrance plaza respectively, so as to manage pedestrian flow more effectively. The above proposal will greatly improve the overall environment and spatial layout near the Pier, providing Mui Wo residents and visitors with a more comfortable, convenient and spacious public space.

8. The south and north waterfronts of the Pier are currently used as a cargo loading and unloading area and a cooked food market respectively. In order to improve the overall environment of the waterfront and enhance the accessibility of the area, we propose relocating the cargo loading and unloading area, and constructing waterfront promenades along the southern and northern sides of the Pier⁵. Green landscaping and amenity facilities will be added to the proposed waterfront promenade, allowing the public and visitors to enjoy the waterfront scenery along the promenade. We propose reprovisioning the cargo loading and unloading area and goods vehicles and coach parking spaces at the waterfront of the Mui Wo Ferry Pier Road (i.e. the ex-concrete batching plant site).

9. Cycling is one of the main modes of transport of the Mui Wo residents. To enhance accessibility and traffic safety of the area, we propose constructing a cycle track cum pedestrian footpath of about 400 m long to

/connect

⁴ To carry out the reprovisioning works of the bus terminus, a short-term tenancy of a temporary open-air car park will be terminated.

⁵ The proposed north waterfront promenade will be connected to the existing waterfront promenade along Ngan Kwong Wan Road.

connect the proposed joint-user building, the Pier and the southern area. To meet the transportation demand of the locals, we will provide additional public cycle parking spaces near the new bus terminus and along the south promenade. In addition, we propose providing public car parking spaces near the entrance plaza and the south waterfront promenade. The proposed works as a whole will add a total of about 600 public cycle parking spaces, 24 public car parking spaces and 3 goods vehicle parking spaces in the vicinity of the Pier to meet the needs of the district⁶.

FINANCIAL IMPLICATIONS

10. We estimate the cost of the proposed works to be \$897.6 million in MOD prices, broken down as follows –

	\$ million
	(in MOD prices)
(a) Part 1 of the works of the joint-user building (including the cooked food market, outdoor dining area, public cycle parking area on ground floor, dry goods stalls and public toilet) ⁷	303.6
(b) Part 2 of the works of the joint-user building (including the podium garden, public cycle parking area and public car parking area on ground floor and refuse collection point) ⁸	156.2
	/(c)

⁶ There are about 1 300 public cycle parking spaces, 230 public car parking spaces, 45 goods vehicle parking spaces and 4 coach parking spaces in the vicinity of the Pier.

⁷ The joint-user building will be split in two parts (information at Enclosure 1) for phased construction. Part 1 Works includes works related to the cooked food market and other facilities on the ground floor such as public cycle parking area, dry goods stalls and public toilet, etc. The cost of the works covers the foundation works of the Part 1 Works; the construction of substructure and superstructure of the building; the building services works, such as electrical installations, ventilation and air-conditioning installations, fire services installations, lifts and other miscellaneous installations; and installation of cycle parking racks in cycle parking areas.

⁸ Part 2 Works of the joint-user building includes the podium garden, and other facilities on ground floor such as public cycle parking area, public car parking area and refuse collection point. The cost of the works covers the foundation works of the Part 2 Works; the construction of substructure and superstructure of the building; the electrical installations, fire services installations and ancillary works; the construction of the podium garden at the upper floor including the pavilion, fitness equipment, etc.; the installation of cycle parking racks and electric vehicle (“EV”) charging facilities in the cycle and car parking areas respectively on ground floor; and the installation of the water scrubber system in the refuse collection point.

	\$ million (in MOD prices)
(c) north and south waterfront promenade and the nearby public cycle parking spaces and public car parking spaces ⁹	120.6
(d) entrance plaza, bus terminus, taxi stand and the nearby public cycle parking spaces, car parking spaces, cycle track and cargo loading and unloading area with parking spaces for goods vehicles and coaches ¹⁰	121.7
(e) Landscape and other ancillary works	18.7
(f) Consultants' fees for	6.8
(i) contract administration	4.8
(ii) management of resident site staff (RSS)	2.0
(g) Remuneration of RSS	80.2
(h) Contingencies	89.8
Total	897.6

11. We propose engaging consultants to undertake the contract administration and site supervision of the project. A breakdown of the estimates for consultants' fees and RSS costs by man-months is at **Enclosure 4**.

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⁹ The estimated cost covers the construction of the foundation and bridge structure of the north waterfront promenade; and the construction of the pavilion, footpath, cycle parking racks and cycle track along the south waterfront promenade.

¹⁰ The estimated cost covers the construction of the covered walkway in the entrance plaza, the covers of the bus terminus, the bus company office and the cover of the taxi stand; the installation of the cycle parking racks, the EV charging facilities and cycle track; the marine works of the cargo loading and unloading area; and the road works for the modification of the adjacent roundabout.

12. Subject to funding approval, we plan to phase the expenditure as follows –

Year	\$ million (in MOD prices)
2023 – 24	52.3
2024 – 25	161.1
2025 – 26	193.6
2026 – 27	207.5
2027 – 28	154.5
2028 – 29	61.2
2029 – 30	41.8
2030 – 31	25.6
	<hr/>
	897.6
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13. We have derived the MOD estimates on the basis of the Government's latest forecast on the trend rate of change in the prices of public sector building and construction output from 2023 to 2031. We will deliver the proposed works under New Engineering Contract (NEC)¹¹ form. The contract will provide for price adjustments.

14. We estimate the annual recurrent expenditure arising from the proposed works to be about \$13.3 million.

15. During the design process, we considered different proposals and refined the design. We adopt the modest design principle for the cooked food market, and apply the concepts of standardisation and simplification in the design and construction arrangement as far as possible. We formulate the design requirements that meet the operational needs such as making use of standardised building components that are relatively highly replicable as far as possible in the cooked food market stalls to enhance the cost-effectiveness of the project.

/PUBLIC

¹¹ New Engineering Contract is a suite of contracts developed by the Institution of Civil Engineers, United Kingdom. It is a contract form that emphasises cooperation, mutual trust and collaborative risk management between contracting parties.

PUBLIC CONSULTATION

16. We convened a community workshop in March 2017 and commenced the preliminary design afterwards. Besides, from December 2020 to March 2021, we set up exhibition booth at Mui Wo and collect views from the public on the proposed works through questionnaires. We also conducted a public forum on 30 October 2021. The public generally supported the proposed works, and requested the Government to implement and finalise the proposed works as soon as possible.

17. We consulted the Mui Wo Rural Committee (MWRC) on 21 October 2020 and 6 September 2021 respectively for the proposed works. We also consulted Islands District Council (IDC) on 21 September 2021. Both the MWRC and IDC supported the proposed works.

18. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 21 and 28 January 2022. During the statutory gazetting period, we received 17 objections, which are mainly related to traffic, transport and overall planning. We explained the details of the works to the objectors through meetings and exchange of correspondence. One objection was unconditionally withdrawn and the remaining objections could not be resolved. We subsequently submitted the objections and the correspondence with the objectors to the Chief Executive in Council (CE in C) for consideration. On 1 November 2022, the CE in C authorised the proposed works without modification. The notice of authorisation was gazetted on 18 November 2022.

19. We consulted the Legislative Council Panel on Development on 31 January 2023 on the proposed works. Members indicated support for the proposal to be submitted to the Public Works Subcommittee for consideration.

ENVIRONMENTAL IMPLICATIONS

20. The proposed works are not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) at the detailed design stage. The PER concluded that, with implementation of recommended mitigation measures, the proposed works will not cause long-term adverse environmental impacts. The PER for the proposed works was agreed by the Director of Environmental Protection in September 2022.

21. We will incorporate in the works contract the mitigation measures recommended in the PER to control the environmental impacts arising from the construction works following the established standards and guidelines. These measures include use of non-percussive piles, use of silenced construction plant and moveable noise barriers, implementation of standard dust suppression measures, deployment of silt curtains to minimise the impact on the water quality, and frequent sprinkling of water on the construction site. We have included in the project estimate the cost of implementing these environmental mitigation measures recommended in the PER.

22. At the planning and design stages, we have considered measures to reduce generation of construction waste where possible, including the design and construction sequence of the works. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated material) 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 facilities (PFRF)¹². 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 the generation of construction waste.

23. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which should list out 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 also require the contractor to separate the inert portion from non-inert construction waste on site for transportation to appropriate facilities for disposal. We will control the disposal of inert construction waste and non-inert construction waste at PFRF and landfills respectively through a trip-ticket system.

24. We estimate that the proposed works will generate about 19 500 tonnes of construction waste in total. Of these, we will reuse about 4 500 tonnes (23%) of inert construction waste on site and deliver about 14 000 tonnes (72%) to PFRF for subsequent reuse. We will dispose of the remaining 1 000 tonnes (5%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRF and landfills is estimated to be about \$1.2 million for the proposed works (based on a unit charge rate of \$71 per tonne for disposal at PFRF and \$200 per tonne for disposal at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

/HERITAGE

¹² Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap 345N). Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

25. The proposed works will not affect declared monuments, proposed monuments, graded historic sites or buildings and sites of archaeological interest. However, the Boundary Stone of the Li House bearing an inscription “李府食邑稅山”¹³ currently located at the Mui Wo Ferry Concourse Rest Garden, is listed as a Government historic site identified by the Antiquities and Monuments Office (AMO) and it is within the works area for the construction of the new bus terminus. We in consultation with the AMO propose temporarily relocating this boundary stone to the Mui Wo River Silver Garden for continued public display during the construction period. Upon completion of the works, we will move the boundary stone back to its original location at the Pier to facilitate visit by the public.

TRAFFIC IMPLICATIONS

26. We have completed a traffic impact assessment for the proposed works and the results show that the proposed works will not cause any significant impact on the existing traffic during the construction period. To facilitate carrying out of the proposed works, we will implement appropriate temporary traffic arrangements (TTAs) and establish a traffic management liaison group to discuss, scrutinise, approve and review the TTAs with a view to minimising the traffic impact arising from the proposed works. In addition, we will set up a community liaison group and a telephone hotline to respond to public enquiries or complaints.

LAND ACQUISITION

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

BACKGROUND INFORMATION

28. In order to improve the public facilities and the environment in Mui Wo, revitalise the local community, and boost the local economy, the Government implements the improvement works in Mui Wo in phases.

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¹³ It is believed that the Boundary Stone of the Li House bearing an inscription “李府食邑稅山” was originally erected in Chung Hau at Mui Wo, and was discovered in 1955. The boundary stone served to demarcate the estate boundary of LI Mao Ying, a Song dynasty official who was awarded the Jinshi in the imperial examination in 1226 AD. Scholars believe that the boundary stone was erected after 1265 AD.

29. On 10 May 2013, the FC approved the upgrading of part of **414RO** to Category A as **448RO** entitled “Improvement works at Mui Wo, phase 1” at an approved project estimate cost of \$193.1 million in MOD prices. The project includes the construction of a segregated pedestrian walkway and cycle track along the waterfront between Mui Wo Cooked Food Market and River Silver, the construction of a footbridge across River Silver; the construction of a civic square near Mui Wo Old Town with associated landscaped areas, recreational and leisure facilities and a performance venue, the construction of amenity areas in different villages in Mui Wo, and related ancillary works. The works started in July 2014 and were completed in June 2017.

30. On 28 June 2016, the FC approved the upgrading of part of **414RO** to Category A as **464RO** entitled “Improvement works at Mui Wo, phase 2 stage 1” at an approved project estimate cost of \$72.3 million in MOD prices. The project includes the realignment of a section of Mui Wo Ferry Pier Road, the extension of an existing car park near Mui Wo Ferry Pier Road, and related ancillary works. The works started in July 2016 and were completed in March 2019.

31. Of the 129 trees within the site boundary of the proposed works, 71 trees will be preserved. The proposed works involve replanting 21 trees and felling 37 trees. All of them are regular trees but not trees of particular interest¹⁴. We will incorporate planting proposals as part of the proposed works, including planting 39 trees, 12 000 shrubs and 480 m² of grassed area.

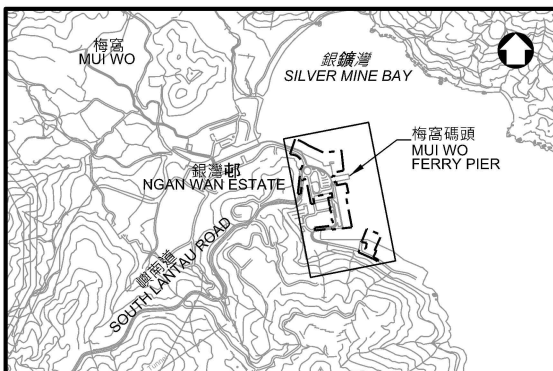
/32.

¹⁴ Trees of particular interest are defined in paragraph 2.6.1 of the Guidelines for Tree Risk Assessment and Management Arrangement promulgated by the Development Bureau. Examples of trees of particular interest are listed as follows:

- Old and Valuable Trees (OVTs) and trees that are potentially registerable in the Register of OVTs;
- Trees of 100 years old or above;
- Trees with trunk diameter equal to or exceeding 1 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m;
- Stonewall trees or trees of outstanding form (taking account of overall tree sizes, shape and any special features);
- Rare tree species listed in “Rare and Precious Plants of Hong Kong” (<http://herbarium.gov.hk/PublicationsPreface.aspx?BookNameId=1>) published by Agriculture, Fisheries and Conservation Department;
- Endangered plant species protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586);
- Tree species listed in the Forestry Regulations (Cap. 96A) under the Forests and Countryside Ordinance (Cap. 96);
- Well-known Fung Shui trees;
- Landmark trees with evidential records to support the historical or cultural significance of the trees;
- Trees which may arouse widespread public concerns; and
- Trees which may be subject to strong local objections on removal.

32. We estimated that the proposed works will create about 280 jobs (240 for labourers and another 40 for professional or technical staff), providing a total employment of 6 750 man-months.

Development Bureau
March 2023



位置圖 LOCATION PLAN
比例 SCALE: 不按比例 NOT TO SCALE



擬建聯用大樓
(地下: 公共單車停泊區, 公共私家車停泊區, 乾貨檔, 公廁和垃圾收集站
一樓: 熟食市場, 戶外餐飲區和平台花園)

PROPOSED JOINT USER BUILDING
(GROUND FLOOR: PUBLIC CYCLE PARKING AREA, PUBLIC CAR PARK, DRY GOODS STALLS, PUBLIC TOILET AND REFUSE COLLECTION POINT)

FIRST FLOOR: COOKED FOOD MARKET, OUTDOOR DINING AREA AND PODIUM GARDEN)

擬建北面海濱長廊
PROPOSED NORTH WATERFRONT PROMENADE

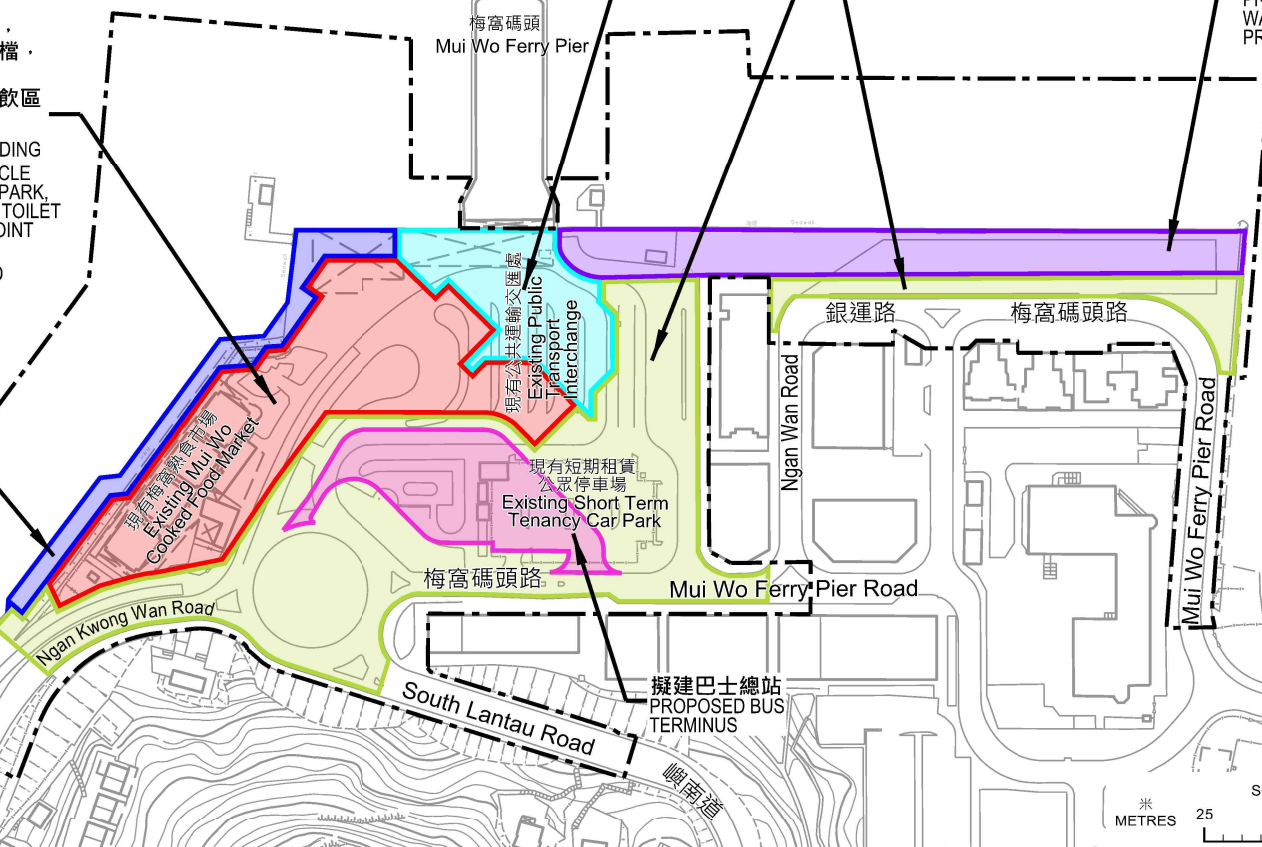
梅窩碼頭
Mui Wo Ferry Pier

擬建入口廣場 (包括有蓋行人路)
PROPOSED ENTRANCE PLAZA (INCLUDING COVERED WALKWAY)

擬建道路工程 (包括道路改善工程, 公共私家車泊位, 公共單車泊位, 單車徑和行人路等)
PROPOSED ROAD WORKS (INCLUDING ROAD MODIFICATION WORKS, PUBLIC CAR PARKING SPACES, PUBLIC CYCLE PARKING SPACES, CYCLE TRACK AND FOOTPATH, ETC)

擬建貨物裝卸區和貨車及旅遊巴士泊車位
PROPOSED CARGO LOADING AND UNLOADING AREA AND GOODS VEHICLE CUM COACH PARKING SPACES

擬建南面海濱長廊
PROPOSED SOUTH WATERFRONT PROMENADE



圖例 LEGEND

[- - -] 施工區界限
Boundary of Works Area

擬建 Proposed

- 入口廣場
Entrance Plaza
- 聯用大樓
Joint User Building
- 北面海濱長廊
North Waterfront Promenade
- 南面海濱長廊
South Waterfront Promenade
- 巴士總站
Bus Terminus
- 道路工程
Road Works
- 貨物裝卸區和貨車及旅遊巴士泊車位
Cargo Loading and Unloading Area and Goods Vehicle cum Coach Parking Spaces

界線只作識別用
Boundary for identification purpose only.

SCALE 比例尺
米 METRES 25 0 25 50 米 METRES

圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 平面圖
IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 - SITE PLAN

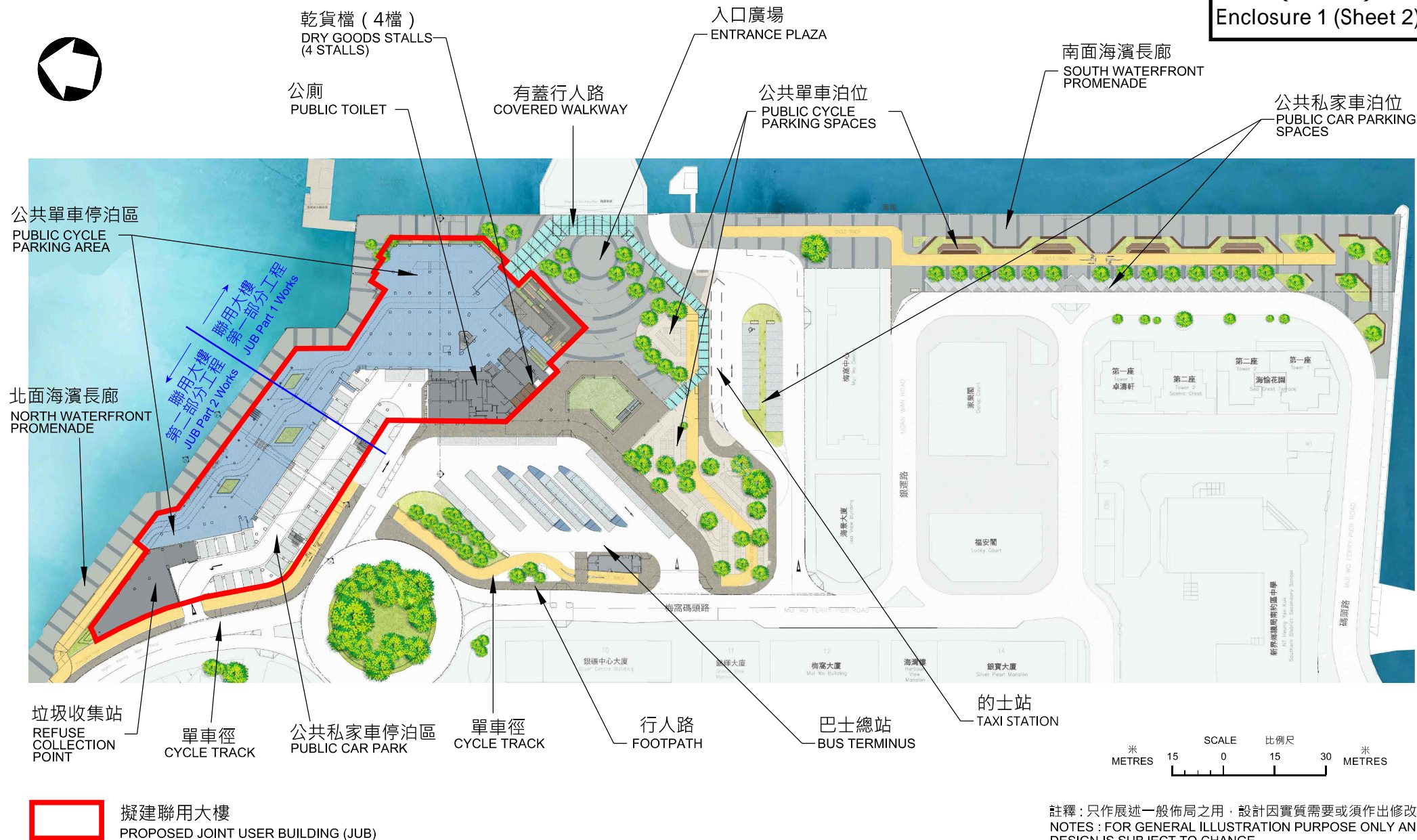
項目編號 item no.
7414RO-2B

比例 scale
1 : 2500

圖則編號 drawing no.
SLO-Z0956

辦事處 office
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 設計概念圖 - 地下
IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 – CONCEPTUAL PLAN – GROUND FLOOR

項目編號 item no. 7414RO-2B	辦事處 office 可持續大嶼辦事處 SUSTAINABLE LANTAU OFFICE
比例 scale 1 : 1500	A4
圖則編號 drawing no. SLO-Z0990	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



熟食市場 (16個熟食檔)
COOKED FOOD MARKET
(16 COOKED FOOD STALLS)

戶外餐飲區
OUTDOOR DINING AREA

聯用大樓
第一部分工程
JUB Part 1 Works

聯用大樓
第二部分工程
JUB Part 2 Works

平台花園
PODIUM GARDEN

 擬建聯用大樓
PROPOSED JOINT USER BUILDING (JUB)

SCALE 比例尺
米 METRES 15 0 15 30 米 METRES

註釋：只作展述一般佈局之用，設計因實質需要或須作出修改
NOTES : FOR GENERAL ILLUSTRATION PURPOSE ONLY AND DESIGN IS SUBJECT TO CHANGE

圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 設計概念圖 - 一樓
IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 - CONCEPTUAL PLAN - FIRST FLOOR

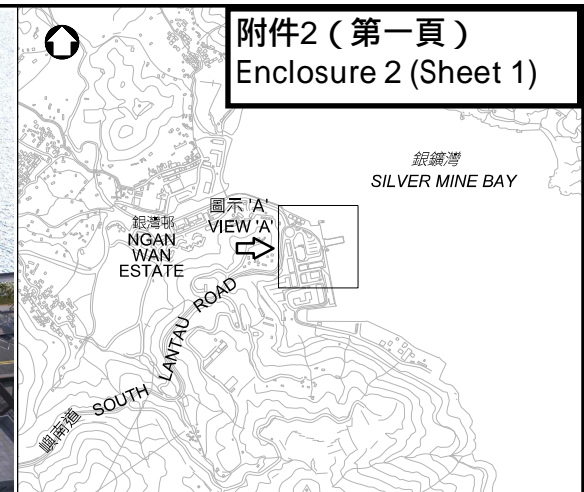
項目編號 item no.
7414RO-2B

比例 scale
1 : 1500

圖則編號 drawing no.
SLO-Z0991

辦事處 office
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT



位置圖 LOCATION PLAN

比例 SCALE : 不按比例 NOT TO SCALE



現有梅窩碼頭鄰近的照片
PHOTO OF EXISTING MUI WO FERRY PIER NEARBY

圖示 'A' 從西面望向擬議梅窩改善工程第二期第二階段位置
VIEW 'A' OF PROPOSED LOCATION OF IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 FROM WEST DIRECTION

註釋：只作展述一般佈局之用，設計因實質需要或須作出修改
NOTES : FOR GENERAL ILLUSTRATION PURPOSE ONLY AND DESIGN IS SUBJECT TO CHANGE

圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 鳥瞰圖
IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 – AERIAL VIEW

項目編號 item no. 7414RO-2B	辦事處 office 可持續大嶼辦事處 SUSTAINABLE LANTAU OFFICE
比例 scale N.T.S.	A4
圖則編號 drawing no. SLO-Z0949	CEDD 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



註釋：只作展述一般佈局之用，設計因實質需要或須作出修改

NOTES : FOR GENERAL ILLUSTRATION PURPOSE ONLY AND DESIGN IS SUBJECT TO CHANGE

圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 構想圖1 - 聯用大樓

IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 – ARTIST IMPRESSION 1 –
JOINT USER BUILDING

項目編號 item no.
7414RO-2B

比例 scale
N.T.S.

圖則編號 drawing no.
SLO-Z0955

辦事處 office
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT



註釋：只作展述一般佈局之用，設計因實質需要或須作出修改
NOTES : FOR GENERAL ILLUSTRATION PURPOSE ONLY AND DESIGN IS SUBJECT TO CHANGE

圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 構想圖2 - 平台花園和北面海濱長廊
IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 – ARTIST IMPRESSION 2 –
PODIUM GARDEN AND NORTH WATERFRONT PROMENADE

項目編號 item no. 7414RO-2B	辦事處 office 可持續大嶼辦事處 SUSTAINABLE LANTAU OFFICE
比例 scale N.T.S.	A4
圖則編號 drawing no. SLO-Z0958	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



註釋：只作展述一般佈局之用，設計因實質需要或須作出修改

NOTES : FOR GENERAL ILLUSTRATION PURPOSE ONLY AND DESIGN IS SUBJECT TO CHANGE

圖則名稱 drawing title

梅窩改善工程第二期第二階段 - 構想圖3 - 入口廣場

IMPROVEMENT WORKS AT MUI WO, PHASE 2 STAGE 2 – ARTIST IMPRESSION 3 –
ENTRANCE PLAZA

項目編號 item no.
7414RO-2B

比例 scale
N.T.S.

圖則編號 drawing no.
SLO-Z0960

辦事處 office
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

碼頭附近公用設施的現狀
Current situation of public facilities near the Pier



現有熟食市場
Existing cooked food market



現有公共單車停泊區
Existing public cycle parking areas

414RO (Part) – Improvement works at Mui Wo, phase 2 stage 2**Breakdown of the estimates for consultants' fees and resident site staff costs
(in September 2022 prices)**

			Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$million)
(a)	Consultants' fees for contract administration (Note 2)	Professional	--	--	--	3.1
		Technical	--	--	--	0.5
					Sub-total	3.6#
(b)	Resident site staff (RSS) cost (Note 3)	Professional	216	38	1.6	30.4
		Technical	874	14	1.6	43.4
					Sub-total	73.8
	Comprising –					
(i)	Consultants' fees for management of RSS				1.8#	
(ii)	Remuneration of RSS				72.0#	
					Total	77.4

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (as at now, MPS point 38 = \$88,015 per month and MPS salary point 14 = \$30,990 per month).
2. The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of **414RO**. The construction phase of the assignment will only be executed subject to the Finance Committee's approval to upgrade part of **414RO** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.

Remarks

The cost figures in this Enclosure are shown in constant prices to correlate with the MPS salary point of the same year. The cost figures marked with # are shown in MOD prices in paragraph 10 of the main paper.