

**For discussion
on 31 January 2023**

Legislative Council Panel on Development

PWP Item No. 7414RO – Improvement Works at Mui Wo

PURPOSE

This paper briefs Members on the proposal to upgrade part of **7414RO** on improvement works at Mui Wo, entitled “Improvement works at Mui Wo, phase 2 stage 2”, to Category A at an estimated cost of \$970.3 million in money-of-the-day (MOD) prices.

PROJECT SCOPE AND NATURE

2. The proposed scope of works of the part of **7414RO** on improvement works at Mui Wo, entitled “Improvement works at Mui Wo, phase 2 stage 2” 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 Mui Wo Ferry Pier (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;
 - 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.

———— A location plan and photomontages of the proposed works are at **Annexes 1 and 2** respectively.

3. We plan to commence the proposed works after obtaining the funding approval of the Finance Committee (FC). The works related to the cooked food market are anticipated to be completed in 3 years, and the whole project is expected to be completed in 4.5 years. To achieve this programme, we have in parallel invited tenders to enable early commencement of the proposed works. The contract will only be awarded after the FC's funding approval.

4. As for the remainder of **7414RO**, our preliminary proposal includes the improvement of heritage trails in Mui Wo and cycle track network to further enhance the attractiveness and recreational development potential of Mui Wo as well as improve the local economy. We are conducting a study on the township characteristics, culture and history of Mui Wo to finalise the design of the heritage trails. We are also reviewing the optimised option of the cycle track network of Mui Wo. After the completion of the relevant work, we will conduct public consultation for the remaining works.

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

JUSTIFICATION

5. 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.

6. 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 40 years, a public toilet, dry goods stalls, a refuse collection point and public cycle parking areas (the current situation of the cooked food market is at **Annex III**). A public car parking area, a podium garden and an outdoor dining area will also be provided in the joint-user building. 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.

7. 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

² The first floor of the new joint-user building will comprise a cooked food market, an outdoor dining area and a podium garden, and the ground floor will comprise 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.

⁴ To carry out the reprovisioning works of the bus terminus, the 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.

waterfront scenery along the promenade. We propose reprovisioning the cargo loading and unloading area and goods vehicle and coach parking spaces at the waterfront of the Mui Wo Ferry Pier Road (i.e. the ex-concrete batching plant site).

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

9. We estimate the cost of the proposed works as detailed in paragraph 2 above to be \$970.3 million in MOD prices.

PUBLIC CONSULTATION

10. 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 collected views from the public on the proposed design scheme. We also conducted a public forum on 30 October 2021. The public generally supported the proposed design scheme, and requested the Government to implement the proposed works as soon as possible.

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

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.

12. 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, 17 objections were received. The objections 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 mediated. 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.

ENVIRONMENTAL IMPLICATIONS

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

14. 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.

15. 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 amount disposed of at public fill reception facilities (PFRF)⁷. We will encourage the

⁷ PFRF are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste)

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.

16. 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.

17. 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%) 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 IMPLICATIONS

18. 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”⁸ is listed as a government historic site identified by the Antiquities and Monuments Office (AMO), which 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 a location next 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 a location near

Regulation (Cap 345N). Any person disposing of construction waste in PFRF shall obtain a license issued by the Director of Civil Engineering and Development.

⁸ 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.

its original location at the Pier as proposed by AMO to facilitate visit by the public.

TRAFFIC IMPLICATIONS

19. We have conducted 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

20. The proposed works do not require any private land acquisition.

BACKGROUND INFORMATION

21. 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.

22. On 10 May 2013, the FC approved the upgrading of part of **7414RO** to Category A as **7448RO** 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 230-m long, 11.5-m wide segregated pedestrian walkway and cycle track along the waterfront between Mui Wo Cooked Food Market and River Silver, the construction of a 35-m long and 4.8-m wide 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 7 amenity areas in different villages in Mui Wo, and related ancillary works. The works started in July 2014 and were completed in June 2017.

23. On 28 June 2016, the FC approved the upgrading of part of **7414RO** to Category A as **7464RO** 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.

24. Of the 129 trees within the site boundary of the proposed works, 71 trees will be preserved. The proposed works will involve transplanting of 21 trees and the felling of 37 trees which are not trees of particular interest⁹. We will incorporate planting proposals as part of the proposed works, including planting a total of 39 number of trees.

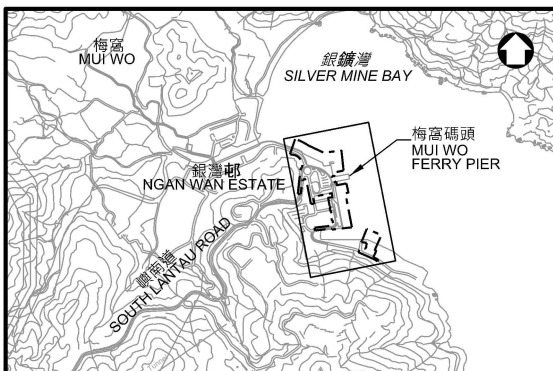
WAY FORWARD

25. We plan to seek funding approval from the FC in the second quarter of 2023 after consulting the Public Works Subcommittee.

Development Bureau Civil Engineering and Development Department January 2023

⁹ 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.



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

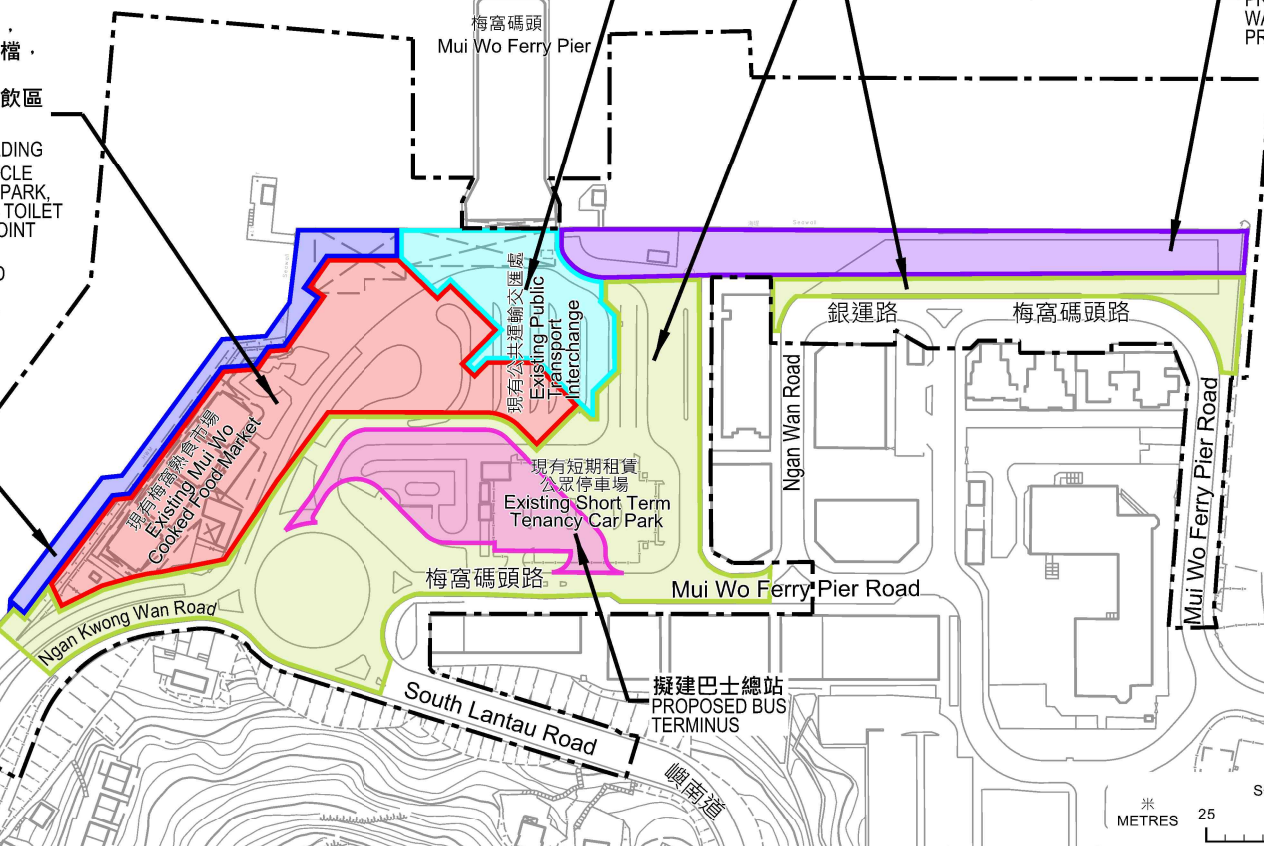
梅窩碼頭
Mui Wo Ferry Pier

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.

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

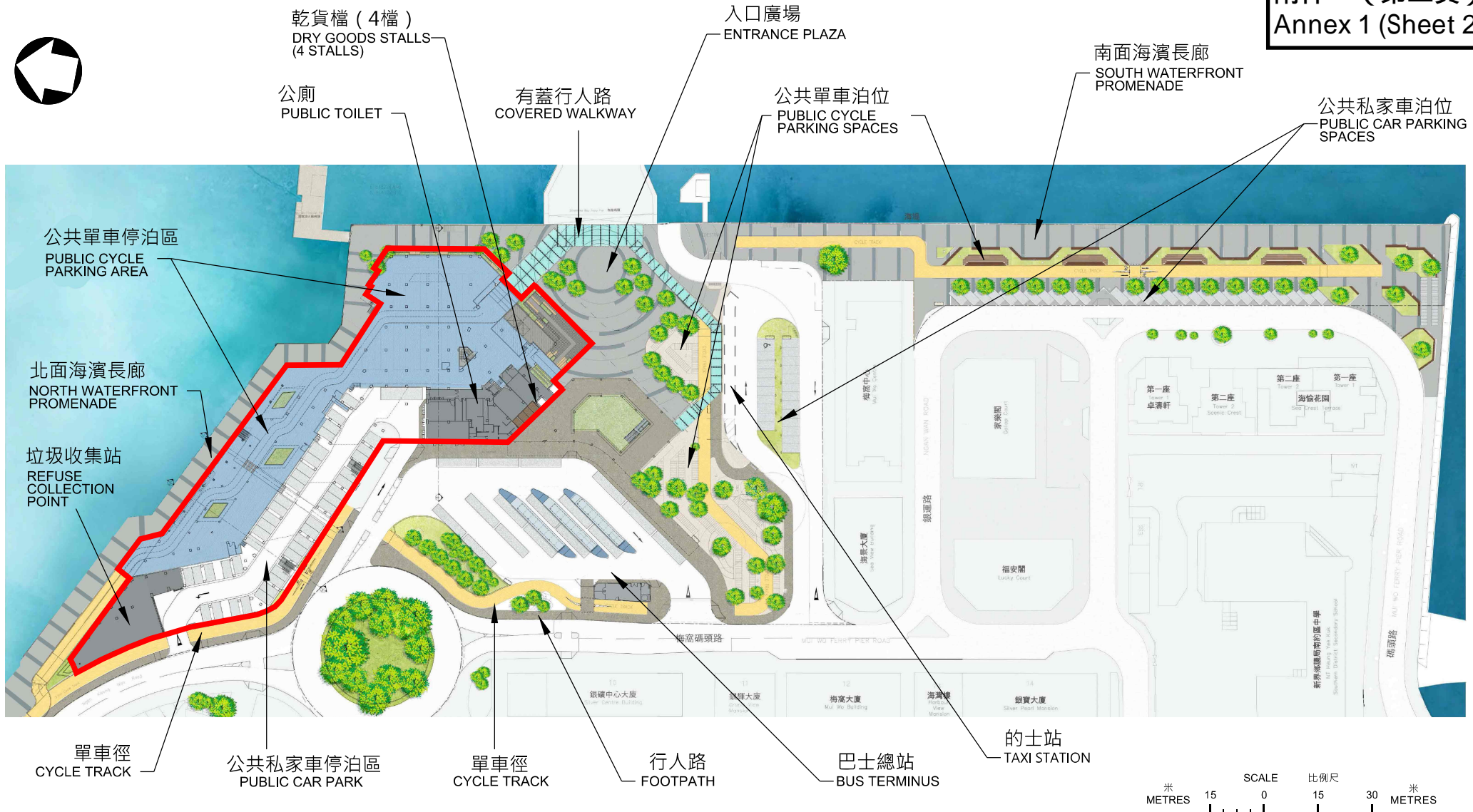
項目編號 item no.
7414RO-2B

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



擬建聯用大樓
PROPOSED JOINT USER BUILDING

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 - 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-Z0950	土木工程拓展署 CEDD 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

平台花園
PODIUM GARDEN



擬建聯用大樓
PROPOSED JOINT USER BUILDING

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

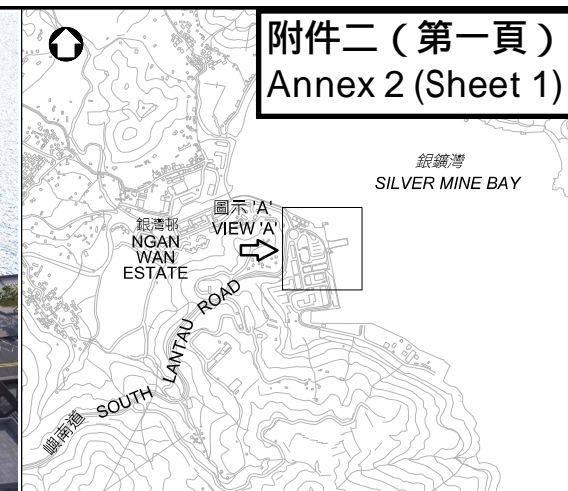
項目編號 item no.
7414RO-2B

比例 scale
1 : 1500

圖則編號 drawing no.
SLO-Z0951

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



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

比例 scale
N.T.S.

圖則編號 drawing no.
SLO-Z0958

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