



**Civil Engineering and Development Department**  
The Government of the Hong Kong Special Administrative Region

**Agreement No. CE 23/2009(CE)**  
**Improvement Works for Mui Wo Facelift**  
**- Design and Construction**

**Public Engagement Report for Remaining Phases**



**JACOBS**<sup>TM</sup>

*in associated with*

T. S. Chu Architects Ltd.

J. Roger Preston Ltd.

Cinotech Consultants Ltd.

ADI Ltd.

Gary CHENG Kai Nam's Public Relations Consultants Ltd.

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## **APPENDIX**

Appendix A      Discussion Materials for Community Workshop

## **1. INTRODUCTION**

### **1.1 Background**

- 1.1.1 The improvement works of Mui Wo Facelift are being implemented in phases. The works consist of the following works items:

#### **Phase 1 Works (under Contract No. IS/2013/02)**

- 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 (CFM) 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 provided with associated landscaped area, recreational and leisure facilities and a performance venue;
- d) Seven amenity areas in villages at Mui Wo; and
- e) Ancillary works including information boards, signage, landscaping, drainage and utilities works.

#### **Phase 2 Stage 1 Works (under Contract No. IS/2015/02)**

- a) Realignment of a section of Mui Wo Ferry Pier Road and extension of existing car parking area; and
- b) Ancillary works including geotechnical, landscaping, drainage and utility works.

#### **Remaining Phase Works<sup>1</sup>**

- a) Improvement to South Waterfront Promenade (SWP);
- b) Re-provisioning of the cargo loading and unloading area (CLUA);
- c) Re-provisioning of the CFM and cycle parking area;
- d) Provision of an Entrance Plaza and re-provisioning of public transport interchange; and
- e) Improvement/provision of cycle tracks and heritage trails in Mui Wo.

- 1.1.2 On 14 January 2012, a Public Forum was held to collect public views on the construction details for the proposed Phase 1 Works including North Waterfront Promenade, Civic Square, Amenity Areas and Signage. The improvement works received full support of the local community and the general public and general consensus on the improvement works was established. The construction of Phase 1 Works commenced in July 2014 and was completed in June 2017. Besides, the construction of Phase 2 Stage 1 Works, which mainly comprised the realignment of Mui Wo Ferry Pier Road and extension of existing carpark, commenced in July 2016. The works have been completed in early 2019.

### **1.2 Public Engagement Exercise for Remaining Phases**

- 1.2.1 The original layout of the Feasibility Study (shown in Appendix A) had to be revisited due to the following reasons:
- (i) Temporary re-provisioning of the CFM during construction of the permanent CFM was not considered cost-effective;

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<sup>1</sup> Remaining Phases include Phase 2 Stage 2 and Phase 3 Works

- (ii) Deletion of the Short Term Tenancy (STT) carpark adjacent to the existing Public Transport Interchange (PTI) would aggravate the shortage problem of car parking spaces around Mui Wo Ferry Pier; and
- (iii) Displacement of the existing concrete batching plant by the CLUA was not considered appropriate as the former was the only concrete supply within South Lantau.

1.2.2 Apart from providing a platform for the local community and the general public to exchange their views on the proposed works, the public engagement exercise for the remaining phases, including 4 focus group meetings and one community workshop, aims to: -

- Collect and consolidate public views on the remaining improvement works, including the design of the Entrance Plaza and SWP, re-provisioning of the CFM; provision of cycle and private car parking spaces, the needs for the loading and unloading area, improvement/provision of cycle tracks and heritage trails, etc.;
- Build up public consensus on the proposed works items under the remaining phases; and
- Seek support from the local community and general public for the implementation of the project as soon as practicable.

1.2.3 The main purpose of this report is to summarize public comments received from the public engagement exercise for the remaining phases. Comments from stakeholders and community representatives collected would contribute to the review of the general layout of facilities around Mui Wo Ferry Pier.

1.2.4 The following four focus group meetings were held before the community workshop: -

Focus group meetings	Date	Venue
Mui Wo Rural Committee (MWRC)	23 February 2017 (11:15 am – 12:30 pm)	Mui Wo Rural Committee Office
Green Lantau Association (GLA)	1 March 2017 (11:00 am – 12:30 pm)	Mui Wo Phase 1 Site Office
Living Islands Movement (LIM)	1 March 2017 (10:00am – 11:00 pm)	Mui Wo Phase 1 Site Office
Cooked Food Market and Dried Good Stall tenants	6 March 2017 (3:00 pm – 4:30 pm)	Mui Wo Phase 1 Site Office

1.2.5 The workshop, entitled “Facelift of Mui Wo – Community Workshop”, was held on 18 March 2017 with more than one hundred participants to express their views on the proposed work items for the remaining phases. During the workshop, “Group Discussion” approach with report sessions was adopted. Besides, public continued to express their views by sending email, mail or fax to the project team after the Community Workshop.

## **2. FOCUS GROUP MEETINGS**

### **2.1 Summary of Meetings**

- 2.1.1 A consultation meeting was held on 23 February 2017 to discuss the details of Mui Wo remaining phases among Mui Wo Rural Committees (MWRC), Civil Engineering and Development Department (CEDD) and Jacobs China Limited (JCL).
- 2.1.2 Focus group meetings with Living Islands Movement (LIM) and Green Lantau Association (GLA) were held on 1 March 2017 in Mui Wo Phase 1 Site Office to collect their views on the details of the Mui Wo remaining phases.
- 2.1.3 A consultation meeting was held with the Cooked Food Market (CFM) tenants and dried good stall tenants on 6 March 2017.
- 2.1.4 The views received from the focus group meetings were summarized below.
- 2.1.5 For re-provisioning of the CFM, one group preferred to re-provision the CFM at the existing location. However, they stated that other locations would also be acceptable. Besides, CEDD could explore the option of suspending business of the existing tenants in CFM during construction stage. They requested to give priority to the existing tenants to bid for new tenancies of CFM. They also requested CEDD to continue the dialogue with the tenants. Two groups stated that temporary closure of the CFM for 2 to 3 years would be acceptable, comparing with the option of reprovisioning of the temporary CFM, in view of the savings in time and money, as well as reducing the disturbance to residents nearby.
- 2.1.6 One group supported the option of temporary reprovisioning arrangement of the CFM. However, they reminded CEDD that the provision of the CFM at the existing STT carpark would be objected by many residents living nearby. They suggested CEDD to explore locating the temporary CFM at the current cycle parking area next to the fireboat pier or on the top floor of Mui Wo Ferry Pier. Two groups suggested that the new CFM could be constructed on the existing covered cycle parking area next to ferry pier.
- 2.1.7 CEDD advised that the new CFM would adopt communal dining arrangement in accordance with the latest design requirement of FEHD. One group considered the proposed arrangement acceptable and suggested that more varieties of food could be provided in the new CFM. Another group had no comment on the communal dining arrangement in the new CFM but wished to have more varieties of food offered in the new CFM. One group objected to adopt communal dining arrangement as it would not be in line with the salient features of Mui Wo CFM.
- 2.1.8 One group expressed concern and were dissatisfied about the arrangement of relocation as most facilities such as cooking appliances and refrigerators could not be re-used after relocation and the cost of relocation would be increased. CEDD enquired whether some of the cooked food stalls should be vacated to facilitate the construction of the new CFM in phases. They replied that all the cooked food stalls were occupied and considered that it would be impractical to vacate some cooked food stalls to facilitate the works in phases.
- 2.1.9 One group stated that temporary suspension of tenancies for a long period during the construction of the new CFM would be accepted provided that sufficient compensation could be provided by the Government.
- 2.1.10 One group suggested that minor improvement works instead of reprovisioning of the CFM should be carried out if no compensation for relocation would be given.
- 2.1.11 One group stated that they would not accept flameless cooking at the new CFM.



- 2.1.12 One group opined that the location of Refuse Collection Point (RCP) should be close to the future CFM and public toilet should be located next to the RCP and close to the ferry pier and bus terminus. They suggested CEDD should first consider the reprovisioning of the RCP and public toilet at their original locations. Another group stated that the location of the RCP should remain close to the CFM and it should be designed to minimize visual intrusion on the surrounding environment.
- 2.1.13 One group expressed that provision of parks near the CFM might be unnecessary as there were already many parks around Mui Wo Ferry Pier. Besides, they suggested that CEDD should consider providing more food stalls in the new CFM.
- 2.1.14 One group fully supported the provision of more private car parking spaces near the proposed Entrance Plaza by means of a semi-submerged car park under the reprovisioned PTI.
- 2.1.15 One group had reservation about the use of double deck cycle parking racks. They considered the proposal impractical in Mui Wo because many cyclists were usually in a hurry to catch the ferry and would not have time to park their bicycles on the upper deck of the cycle racks. They also pointed out that the elders might have physical limitation to park their bicycles on the upper deck of the cycle racks.
- 2.1.16 One group had no particular comment on the temporary reprovisioning of cycle parking spaces using the areas in the vicinity of the ferry pier during construction depending on the actual detailed arrangement. In response to CEDD's enquiry, they stated that the Ex-Heung Yee Kuk Southern District Secondary School (Ex-HYKSDSS) could be used as a temporary car park during construction but the exact period of its use would depend on when a new school would be in place. Another group suggested that temporary reprovisioning of cycle parking space could be provided in individual small areas around the ferry pier since a large area would not be available. The third group said that temporary cycle parking area during construction should be provided close to the ferry pier.
- 2.1.17 For the re-provisioning of cycle parking area, one group suggested that the cycle parking area should be covered and the location should be as close as possible to Mui Wo Ferry Pier. They said that it should be at the same level as the ferry pier for convenient access by cyclists. In response to CEDD's enquiry, they opined that the idea of adopting double deck cycle parking racks could be explored. Another group suggested that the headroom of the covered cycle parking area should be high enough to make good use of natural lighting. In response to CEDD's enquiry, they had no particular view on the adoption of double racks for parking of bicycles.
- 2.1.18 One group expressed their concern about the increasing demand for cycle parking space as population in Mui Wo would significantly increase after the completion of the new public housing and suggested that more cycle parking spaces should be provided in future.
- 2.1.19 One group suggested that CEDD could consider reclaiming the area between the fireboat pier and the existing CFM such that a continuous waterfront promenade and more cycle parking spaces could be provided.
- 2.1.20 For the Entrance Plaza and PTI, one group stated that the idea of constructing a semi-underground carpark under the reprovisioned PTI would be acceptable to provide more vehicle parking spaces. They added that the construction of a basement carpark, would involve disposal of large amount construction waste. They further advised that provision of a multi-storey carpark behind the ex-HYKSDSS should be constructed. CEDD explained that construction works was being carried out on site as part of the Mui Wo Phase 2 Stage 1 works for extension of carpark. Another group agreed to the idea of constructing a semi-underground carpark under the reprovisioned PTI.

- 2.1.21 Two groups suggested that it would be essential to provide covered walkway between the PTI, ferry pier and the covered cycle parking area. Besides, one group considered that car drop off and pick up area should be provided near the PTI and Entrance Plaza.
- 2.1.22 One group enquired CEDD on the progress of the provision of car park at Ling Tsui Tau. CEDD stated that, due to the high construction cost, especially for the proposed bridge across the nullah, the proposal of the car park was still considered in a very preliminary stage. The group requested CEDD to explore widening of the existing road inside the villages and the use of Emergency Vehicular Access (EVA).
- 2.1.23 For the CLUA, one group stated that they had no objection to reduce the CLUA but requested CEDD to study the option of removing the whole cargo loading/ unloading area to the industrial area of Mui Wo. They suggested that part of the area of the existing bus depot at Mui Wo Rural Committee Road might be an option depending on the operational need of the bus company and the water depth at the berthing face. Another group did not support shortening of the SWP to accommodate the CLUA. They suggested that CEDD should investigate the feasibility of accommodating the CLUA in the industrial area of Mui Wo. They also suggested that the land uses of the industrial area should be reviewed.
- 2.1.24 One group suggested that extra space could also be created by reclamation of the area next to Fire Boat Pier. In addition, the bay area between New Lantau Bus Mui Wo Depot and the existing CLUA could be reclaimed. They added that the uses of the reclamation area in the southern bay such as car park, lorry park and the CLUA could be explored in future. However, one group expressed their wish to preserve the beach.
- 2.1.25 One group strongly supported to maintain the operation of the concrete batching plant in Mui Wo in view of the genuine needs of South Lantau including Mui Wo. If the concrete batching plant could not be removed to accommodate the CLUA, another group requested CEDD to search for an alternative area to relocate the CLUA. They said that the residents adjacent to the current CLUA would prefer the CLUA to be relocated.
- 2.1.26 One group requested that the prominent trees in the affected areas should be well protected during the construction period, in particular the 30-years iconic tree in front of Macdonald.
- 2.1.27 One group suggested CEDD to explore whether the vehicular ferry pier could be relocated to the industrial area of Mui Wo.
- 2.1.28 One group requested CEDD to include the discussion of the improvement works of cycle track and heritage trail in the forthcoming community workshop to be held on 18 March 2017. They supported the future development of cycle track and heritage trail in the village area. They did not foresee any difficulty in land resumption for the construction of cycle track and heritage trail in Mui Wo.



### **3. COMMUNITY WORKSHOP**

#### **3.1 Publicity and Discussion Materials**

3.1.1 In this public engagement exercise, the following publicity materials and discussion materials were provided to invite the public and interested parties to participate in the workshop and express their views: -

- (a) Invitation Card – distributed by post circular services to Mui Wo residents (about 2,300 postal addresses) at least one week before the workshop.
- (b) Poster – distributed to a total of 59 parties, including Islands District Office, Mui Wo Rural Committee, Leisure and Cultural Services Department, New World First Ferry Services and different interested parties at least one week before the workshop.
- (c) Banner – displayed at least 2 weeks before the workshop in the following locations: -
  - (i) North Waterfront Promenade
  - (ii) Civic Square
  - (iii) Mui Wo Garden near the workshop venue
  - (iv) Mui Wo Rural Committee
- (d) Website – the project background information, details of the community workshop and all the publicity materials including invitation card, banner, poster and enrolment form can be found in the Website. The website can be reached at [www.facelift-muiwo.com](http://www.facelift-muiwo.com), which is linked to CEDD website <http://www.cedd.gov.hk>. New function for online-registration was introduced for this workshop.
- (e) Invitation email / letter – delivered to a list of stakeholders and local representatives at least two weeks before the workshop by email and by post. An enrolment form was also enclosed in the email/ letter.
- (f) Enrolment form – distributed via emails and invitation email / letter. It could also be downloaded from the Website.
- (g) Discussion materials – showed to the participants during the workshop. The discussion materials include layout plans conceived in Feasibility Study and base map of existing condition. The sample of table discussion materials are attached in Appendix A.
- (h) PowerPoint presentation – presented to the participants during the workshop, including the existing layout and constraints of remaining phases. Copy of the PowerPoint presentation is presented in Appendix A.
- (i) Questions set for discussion– provided to the facilitator for each table to facilitate group discussions, including a list of group discussion topics for remaining phases. The discussion topics are presented in Appendix A.

#### **3.2 Details of the Community Workshop**

3.2.1 The Community Workshop was held from 2pm to 5pm on 18 March 2018 (Saturday) at Mui Wo Recreation Centre, 60 Mui Wo Rural Committee Road, Mui Wo. A total of 109 participants attended the workshop, including local residents, villages' representatives as well as interested parties.

- 3.2.2 Followed by the welcoming speech and presentation on project details by the representatives of CEDD, there were group discussion and reporting session for participants to express their views and exchange ideas. The participants were divided into 15 groups; 4 of them were English-speaking groups and the remaining 11 groups were Cantonese-speaking groups. The workshop was mainly conducted in Cantonese. Simultaneous interpretation was provided.
- 3.2.3 To collect views from the public and the interested parties effectively, the workshop in the form of group discussion was adopted. Each group was helped by a facilitator and shared their views on the following seven (7) main topics. The facilitators were responsible for leading the discussion and taking notes of main points of the discussion.
- (i) Entrance Plaza and Public Transport Interchange;
  - (ii) Cooked Food Market;
  - (iii) Cycle Parking Area;
  - (iv) South Waterfront Promenade;
  - (v) Cargo Loading and Unloading Area;
  - (vi) Provision of car park; and
  - (vii) Cycle Track and Heritage Trail Network in Mui Wo.
- 3.2.4 At the beginning of group discussion, a representative who would present the views and comments from his/her group was elected for each table. Each of them had five minutes to report their consolidated opinions in the Reporting Session.
- 3.2.5 In addition, the written submissions received before and after the workshop are summarised in Section 4.

### 3.3 Public views on the discussion items

#### 3.3.1 Item 1: Entrance Plaza and Public Transport Interchange

- 3.3.1.1 Two groups supported placing a landmark structure (e.g. statue, clock tower, etc.), however, three groups held opposing views. Besides, two groups stated that more greening in the Entrance Plaza was preferred and all the existing trees should be preserved, whenever possible.
- 3.3.1.2 Two groups suggested providing characteristic stalls (e.g. souvenir shops, food street) at the Entrance Plaza. One group specified no shopping mall should be placed at the plaza. One group expressed their concern about the high rent for the stalls. One group stated that the plaza should be multi-functional for gathering, holding of community event or open market sales, etc. One group suggested that the new CFM could be constructed at the Entrance Plaza like “food street”.
- 3.3.1.3 Two groups suggested that a covered PTI was preferred and two groups recommended that covered walkway(s) should be provided to link up the PTI, Cycle Parking area and the plaza.
- 3.3.1.4 One group suggested that pick-up/drop-off area for vehicles should be provided within the PTI. One group suggested that a shopping mall can be constructed on top of the proposed PTI, but it may block the view of the adjacent residences. Two groups suggested that more spaces should be provided outside the ferry pier for drop off/pick up. One group also requested a drop-off and picking up area for vehicles.
- 3.3.1.5 For the PTI design, one group advised that the bus terminal should be located at the same level as the plaza. Two groups suggested enlarging the capacity and size of the PTI as far as possible. For the location of the bus terminal, one group recommended that all the transportation facilities, including bus terminus, taxi stand, parking area, loading/unloading area, etc. should be placed as close as possible to Mui Wo Ferry Pier. They also suggested that the Entrance Plaza should be relocated to the existing car park under STT and the PTI could be relocated to the existing cycle parking area at the northern side of Mui Wo Ferry Pier. One group shared that the bus terminal should be relocated near Mui Wo Ferry Pier.
- 3.3.1.6 One group requested the spaces outside and around the ferry pier to be improved and the traffic needed to be well planned and controlled for local people as well as for welcoming visitors. One group suggested that PTI and Entrance Plaza should be on the top of the underground carpark.
- 3.3.1.7 For other issues related to the PTI, one group mentioned that the EVA to Mui Wo Ferry Pier should be extended to the Entrance Plaza. One group suggested making use of the existing police outpost to enhance security and providing shelters and benches for any people waiting in the bus terminus. Besides, one group requested benches to be provided in the Entrance Plaza, but armrest between each seat should be avoided, whenever possible. Group 13 suggested providing passenger services areas just outside Mui Wo Ferry Pier including pickup point, shelters and public toilet, etc. One group also agreed to provide shelters and benches for people use.

#### 3.3.2 Item 2: Cycle Parking Area

- 3.3.2.1 The majority of participants requested an increase in number of cycle parking spaces. One group pointed out that the number of proposed cycle parking spaces should not be less than number of existing cycle parking spaces. One group proposed 4,000 number of cycle parking spaces to cater for the future demand. One group opined that at least 3,000 number of cycle parking spaces would be needed to satisfy the large demand for cycle parking spaces. Two groups stated that at least 1,500 number of cycle parking spaces should be provided. Six groups pointed out that the future demand by nearby public housing

development should be considered during the design. One group requested the information of the existing and proposed number of bicycle parking for their reference. One group suggested that the present and future demand of vehicular and cycle parking spaces should be properly estimated and reviewed.

3.3.2.2 Six groups emphasised that the proposed location for cycle parking area should be in the vicinity of Mui Wo Ferry Pier. Three groups supported that the cycle parking area should be provided underneath the future CFM. However, one group opined that the CFM and cycle parking area should be separated. One group proposed that the cycle parking area should be provided at the southern side of Mui Wo Ferry Pier. One group suggested that the proposed landscaped area should be reduced and more cycle parking spaces should be provided. One group mentioned that part of the existing cycle parking spaces should be retained. One group proposed that part of the cycle parking area might be provided in the vicinity of the Mui Wo Municipal Services Building. One group advised that part of the cycle parking area could be placed on the roof of the multi-storey carpark to be located in the area at the Phase 2 Stage 1 carpark, if finally adopted.

3.3.2.3 Three groups suggested to build 2-floor or multi-storey cycle parking area.

3.3.2.4 One group suggested that the cycle parking area could be temporarily relocated to the southern side of Mui Wo Ferry Pier during the construction stage. One group stated that covered walkway and proper lighting should be provided between the cycle parking areas and Mui Wo Ferry Pier. One group suggested that some cycle parking spaces should also be provided in some designated locations of Mui Wo (e.g. outside the supermarket, restaurants, etc.).

3.3.2.5 Two groups had reservation about the use of double-deck cycle parking racks in Mui Wo. Two groups accepted to use double-deck cycle parking racks in Mui Wo. Besides, one group had no in-principle objection to a trial of double deck parking rack.

3.3.2.6 Two groups opined that parking spaces for tricycle and trolley should be provided.

3.3.2.7 One group expressed their concerns about improving the security of the cycle parking area by increasing the number of patrol by the Police. Two groups pointed out that the abandoned bicycle should be dealt with. Besides, one group suggested setting solar panels for bicycle parking area to provide electricity.

### 3.3.3 **Item 3: Provision of Car Park**

3.3.3.1 Eleven groups supported the provision of a multi-storey car park in Mui Wo area due to the large demand for parking spaces. Five groups suggested that the car park in Phase 2 Stage 1 should be converted to a multi-storey carpark.

3.3.3.2 Eight groups supported the underground car park to be provided in the Entrance Plaza or PTI. There are other recommendations of the proposed car park, one group suggested that the government parking spaces next to the Mui Wo Water Treatment Plant should be opened for public use. One group stated that the proposed car park should be provided as close as possible to Mui Wo Ferry Pier. Some participants in this group mentioned additional car parking spaces should be provided near the Civic Square. Two groups asked CEDD to explore the option to use the ex-HYKSDSS as a carpark. One group mentioned that car parking spaces could be provided in Ling Tsui Tau or reclamation of the stone beach next to the ex-HYKSDSS. One group suggested that more car parking spaces could be provided in the vicinity of the existing DSD site office area. One group opined that landscape area should be used as car parking spaces.

3.3.3.3 One group mentioned that temporary car park should not be provided at the open space in the ex-HYKSDSS. One group proposed to use the area at the back of the school as car parking space.

3.3.3.4 One group pointed out that there were already too many cars in Mui Wo. One group requested the information of the existing and proposed number of car parking space in Mui Wo Phase 2 Stage 1 for their comparison. One group opined that the existing main user of the STT carpark came from outside Mui Wo. One group mentioned that multi-storey carpark might block the seaview of the existing building.

**3.3.4 Item 4: Cooked Food Market**

3.3.4.1 Seven groups suggested that the existing CFM should be re-provided at the existing location and four groups supported the layout of the CFM proposed in the feasibility study, i.e. the CFM on the upper floor and cycle parking area in the lower floor.

3.3.4.2 For other feasible locations for the CFM, six groups suggested CEDD to explore the option for re-provisioning of CFM at the roof/ upper deck of Mui Wo Ferry Pier. Two groups suggested that the CFM might be placed at the southern side of Mui Wo Ferry Pier, i.e. the previously proposed location for SWP. One group proposed the CFM to be relocated inside the Mui Wo Municipal Services Building and one group suggested the CFM to be constructed at the upper level of PTI, if possible. One group mentioned that the CFM should be relocated to spare space between Mui Wo Centre and the existing PTI. Two groups considered that relocating the CFM can provide more spaces for other facilities.

3.3.4.3 Four groups agreed that temporary re-provisioning should be provided for the CFM. One group suggested that the temporary CFM should be re-provided on the upper deck of Mui Wo Ferry Pier or at the existing cycle parking spaces. Group 5 proposed the temporary CFM to be provided at the existing PTI area next to McDonald. However, one group considered that no temporary CFM should be provided. One group suggested that the structure used for the temporary CFM might be maintained for other usage after completion of the temporary re-provision of CFM. One group considered that the CFM could stop operation for 2-3 years during construction.

3.3.4.4 One group agreed that communal seating arrangement could be implemented in the proposed CFM. However, three groups expressed their reservation on the communal seating arrangement as this arrangement was considered to be same as the food court operation mode. One group expressed that the CFM should be separated from the cycle parking area, and considered whether the CFM will cause hygiene issue to the residents.

3.3.4.5 Two groups stated that the RCP and public toilet should be kept at the existing location. Another group suggested that the RCP should be moved away from the CFM. Besides, two groups suggested that recycling bins with sufficient capacity should be provided in the vicinity of the RCP. One group stated that the RCP should be relocated to the south of ferry pier.

3.3.4.6 Two groups recommended that children playground facilities should be provided. One group suggested that the facilities should be provided at the roof level of the CFM and one group proposed the facilities to be provided next to the future CFM. Besides, one group mentioned seaview should be preserved and stated that no air-conditioner should be installed in proposed CFM.

3.3.4.7 One group suggested that the CFM should be raised to the same level as the existing pedestrian road level. Also, they expressed that the CFM, public toilet and bicycle parking area should be designed integrally. One group suggested that CEDD should provide compensation to the affected existing tenants.

3.3.4.8 One group queried whether same number of stalls should be provided in the CFM. However, one group stated that the number of stalls provided shall be unchanged.



### **3.3.5 Item 5: Cycle Track Network and Heritage Trail in Mui Wo**

- 3.3.5.1 Four groups stated that proper separation between pedestrian and cycle tracks were needed. One group considered that there was no need to separate the pedestrian and cycle tracks.
- 3.3.5.2 One group opined that the cycle tracks and heritage trails should not overlap with the existing EVA.
- 3.3.5.3 Two groups stated that vehicles should not be allowed for entering the cycle tracks and heritage trail. One group mentioned that the previously proposed cycle track through Wang Tong was unacceptable due to high ecological value in that area.
- 3.3.5.4 One group suggested that only the proposed cycle track to Luk Tei Tong should be widened for proper use of cyclists. Other proposed cycle tracks should not be further widened to allow any illegal entry of private vehicles.
- 3.3.5.5 One group requested expediting the design and construction of the project. The construction of cycle track networks and the remaining works should be carried out at the same time. Three groups suggested that proper leisure facilities and cycle parking areas should be provided along the cycle tracks and heritage trails. One group suggested that the local residents should be consulted before detailed design and construction.

### **3.3.6 Item 6: South Waterfront Promenade**

- 3.3.6.1 One group opined that SWP should not be reduced anymore. Two groups suggested to provide outdoor area for food and beverages at the SWP. One group opined that the SWP was not a value added element and suggested more shops could be provided in the CLUA.
- 3.3.6.2 Two groups agreed that half of the cargo loading area should be maintained as displacing the entire cargo loading area might cause inconvenience to the local community. One group suggested that more trees and wooden features should be provided in the SWP.
- 3.3.6.3 One group considered that loading and unloading operation for vessels and vehicles in this area was not preferred. Besides, they recommended that the same layout in North Waterfront Promenade could be provided in the South Waterfront Promenade and this area should be entirely used for pedestrian only. Vehicular pier near the CLUA should be relocated to the area near the concrete batching plant. All industrial activities should be confined to one area only.
- 3.3.6.4 One group suggested that a public pier should be provided at the SWP for passenger boarding.

### **3.3.7 Item 7: Cargo Loading and Unloading Area**

- 3.3.7.1 Six groups agreed to retain the CLUA at the existing location and the area could be reduced to suit the actual operational requirements of cargo loading and unloading activities. One group opined that if the CLUA was to be reduced in area, it should be able to accommodate at least two vessels mooring at the waterfront with sufficient heavy cargo vehicles parking spaces. Two groups agreed that the CLUA could be reduced to half of its original size.
- 3.3.7.2 Four groups suggested that the adjacent area of CLUA could be reclaimed for relocation of concrete batching plant or CLUA.
- 3.3.7.3 One group suggested to relocate the concrete batching plant to the reclaimed area near the heliport for relocation of CLUA and also suggested to relocate the CLUA to the Heliport. One group suggested that the CLUA should be located to the area near the concrete batching plant. One group mentioned that the government land located between existing concrete batching plant and DSD treatment plant (i.e. existing Mui Wo Temporary Public Fill Reception Facility) would be an option for the proposed CLUA.



3.3.7.4 One group opined that the demand of CLUA is low.

3.3.7.5 One group stated that the traffic conditions near the CLUA should be improved and the temporary garbage storage areas near existing CLUA should also be removed.

3.3.7.6 Regarding the relocation of the CLUA to the concrete batching plant site, five groups agreed to maintain the concrete batching plant, whereas two groups suggested that the concrete batching plant should be relocated. One group further proposed that the concrete batching plant to be relocated to Tung Chung so that traffic impact for the operation of concrete batching plant could be reduced.

3.3.7.7 One group suggested that the utilization rate of CLUA should be further investigated taking into account the latest and further development in Mui Wo areas.

### 3.3.8 **Item 8: Others**

3.3.8.1 General: Three groups requested the relevant government departments to provide more updated and detailed information on the project. One group requested the relevant layout drawings of the remaining phase should be released to the public for comment at appropriate time. One group mentioned that more greening works should be considered during the design, similar to the roundabout near the CFM. One group suggested building yacht pier in Silvermine Bay or Tung Tau Wan. One group reminded to consider the impact on the local residents during the construction. They also reminded that the traffic impact after completion of House Ownership Scheme should be reviewed and the impact to the public during construction should be minimized as much as possible.

3.3.8.2 Fireboat pier: Two groups recommended that the fireboat pier should be changed to public pier or yacht pier respectively. One group stated that the fireboat pier should be moved away.

3.3.8.3 Ex- Heung Yee Kuk Southern District Secondary School: Two groups suggested renovating the school for different uses.

3.3.8.4 Amenity Areas: Two groups pointed out that there were too many amenity areas in Mui Wo. One group stated that part of amenity areas should be changed to other uses.

3.3.8.5 Others: One group suggested that the existing petrol filling station to be relocated behind the ex-HYKSDSS. One group opined that no more Lantau Closed Area permits should be issued. A sampan service should be provided from Mui Wo Ferry Pier to Tung Wan Tau. One group proposed that dry good stall/snack kiosks along the North Waterfront Promenade should be provided and the entrance area of Mui Wo Ferry Pier should be enlarged. One group pointed out that the construction phase should be accelerated as the previous two stages took too long. Also, the number of good vehicles should be reduced and requested to be involved in the options selection process. One group advised that all designs should be user friendly that address the need of local residents and the relevant stakeholders and opined that Planning Department should be responsible for the Mui Wo planning issue. One group listed out the priority issues when considering or designing the layout, including to improve the living condition of local resident; to keep Mui Wo characteristic; and to maintain Mui Wo local business. They also stated it would not be needed to retain the existing vehicular pier; and a passenger services area and supporting facilities should be provided. One group were satisfied with the works of Phase 1 and supported the implementation of the remaining phases. They queried why the commencement of works should start at 2-3 years later and requested for the layout and drawings for discussion. One group suggested to encourage water transport.

#### 4. **WRITTEN SUBMISSIONS**

- 4.1 Only comments and views related to this project are extracted below.
- 4.2 One submission did not support cutting back the waterfront promenade to accommodate the cargo loading and unloading bay and suggested to keep the continuity of the seaside landscape from the Silvermine Bay.
- 4.3 One submission suggested to keep some emergency vehicle access on the road in front of Scenic Crest Tower 2 and Sea Crest Tower as several old people would need car access and also the buildings would need to keep their loading and unloading access. It was also suggested not to put small plants surrounded by tall concrete planter (as in Phase 1 promenade) but to plant trees and ground level plants /flowers instead. There was also suggestion to provide spaces dedicated for dogs. The submission suggested that local residents would need free parking space and moving the cargo unloading area far away would be a major inconvenience for residents who get goods delivered.
- 4.4 One submission suggested to provide public drinking water fountains in the new open space that could provide icy cold water. It was also suggested to install a water fountain feature for people to wash hands, get some fresh water and convenient for the cows to have a source of fresh drinking water. The submission also suggested to install a few shade sails in the newly commissioned playground under Phase 1. There was suggestion to understand the commuting habits of Mui Wo residents, for example, there were very few access ramps between street level and pedestrian level, making road crossing particularly difficult for wheelchair users, tricycles and bicycles (dismounted). There was also concern about plans to put bike parking further away from the pier entrance.

## **5. SUMMARY & CONCLUSIONS**

- 5.1 Participants from various parties including Mui Wo Rural Committees, Mui Wo residents and green groups attended the Workshop. Focus group meetings with different interested parties were held before the Workshop.
- 5.2 Overall, the implementation of the remaining phases of the Mui Wo Facelift project is generally supported. Major comments/concerns on individual elements are summarized below:

### **(1) Entrance Plaza and Public Transport Interchange (PTI)**

- The public generally supported the provision of an Entrance Plaza near Mui Wo Ferry Pier. There were suggestions to enhance greening and provide different facilities at the Entrance Plaza, such as food street, small stalls, covered walkway, etc. There were also suggestions to locate the PTI near the pier with bus terminus, taxis stand, parking area, loading and unloading bay, shelter(s) and benches, with a view to providing a design which is convenient to the public.

### **(2) Cycle Parking Area**

- The majority of the public requested an increase in number of cycle parking space. They generally supported the provision of more cycle parking spaces near Mui Wo Ferry Pier to cater for the future demands. There were also suggestions to provide cycle parking spaces in various locations, e.g. near supermarket, restaurants, etc.

### **(3) Provision of Car Park**

- The public generally requested for more vehicular parking spaces. There were suggestions to provide either a multi-storey carpark or an underground carpark. There were suggestions to provide carpark at the Entrance Plaza or PTI or to convert the at-grade carpark in Phase 2 Stage I into a multi-storey carpark. Some participants considered that there were already too many cars in Mui Wo.

### **(4) Cooked Food Market**

- The majority of the public agreed to the reprovisioning of the CFM. Regarding the location for the reprovisioning proposal, there were diverse views on the locations to re-provide the CFM, which included re-provisioning of the CFM in-situ, at the upper deck of ferry pier, inside the Mui Wo Municipal Services Building, at the existing CLUA and at the space between Mui Wo Centre and PTI or above the new PTI, etc.
- Some tenants of the CFM expressed reservation on the re-provisioning arrangement. The tenants were very concerned that the re-provision would affect the existing business, as such, they suggested having minor improvement works for the existing CFM only.

### **(5) Cycle Tracks and heritage trails**

- The public generally supported the provision of cycle track and heritage trail. There were, however, diverse views regarding the improvement works required.
- Some suggested providing a dedicated track (cycle track located next to the trail) instead of making use of the existing road within the village.
- Some others considered the width of current EVA/footpath arrangement would be wide enough and should not be widened, except for some very narrow local

sections. There was also concern that the widened track would attract undesirable vehicular access.

**(6) South Waterfront Promenade**

- The public generally supported the provision of the SWP. There were also suggestions to provide outdoor area(s) for food and beverages, while others suggested that the promenade should be designed as a leisure area with pedestrian priority and more trees and wooden features.

**(7) Cargo Loading and Unloading Area**

- While there was general support to retain the CLUA, there were suggestions to reduce the area of the CLUA due to its low usage rate or to relocate the CLUA elsewhere.

**(8) Others**

- The public generally requested the Government to provide more updated and detailed information on the project. Some of them reminded to minimize the impact to the public during construction. Some mentioned that more greening works should be considered and some of them considered that the remaining phases of Mui Wo Facelift project should be implemented as soon as possible.

## **6. WAY FORWARD**

### **6.1 Further Review Study**

- 6.1.1 All comments received from the general public and the local communities during the focus group meetings, community workshop and thereafter on the remaining phases of the Mui Wo Facelift project have been evaluated and would be duly considered in the review of the layout plan near Mui Wo Ferry Pier, which include provision of an Entrance Plaza, possible reprovisioning of the CFM and PTI, provision of cycle parking spaces, car parking spaces, the CLUA, the SWP, cycle track and heritage trail network, etc.

### **6.2 Second Round of Public Engagement**

- 6.2.1 With the completion of various necessary review study, the public and the local communities will be consulted on the layout of the major items under the remaining phases. Public forum, in the form of small group discussions, will be held in the first half of 2020 aiming to build-up public consensus on the proposed works items under the remaining phases.

## **Appendix A**

### **Discussion Materials for Community Workshop**

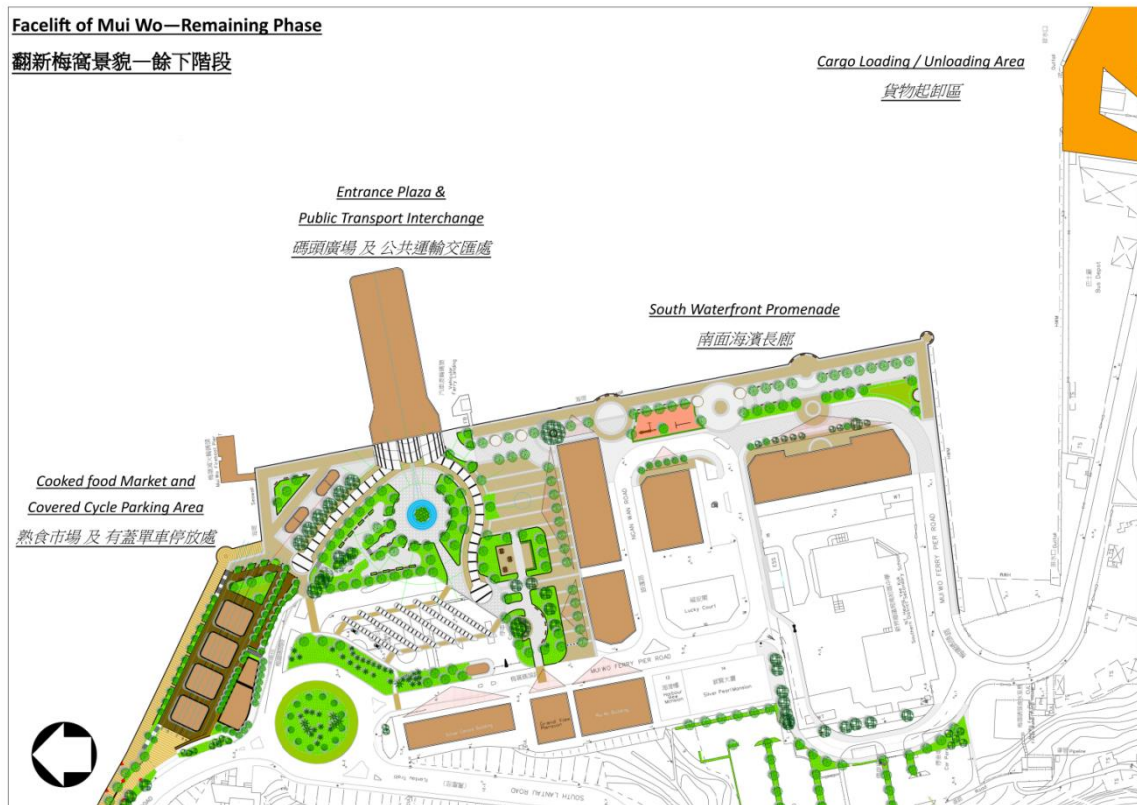
- Discussion Materials
- PowerPoint Presentation
- Questions Set for Discussion



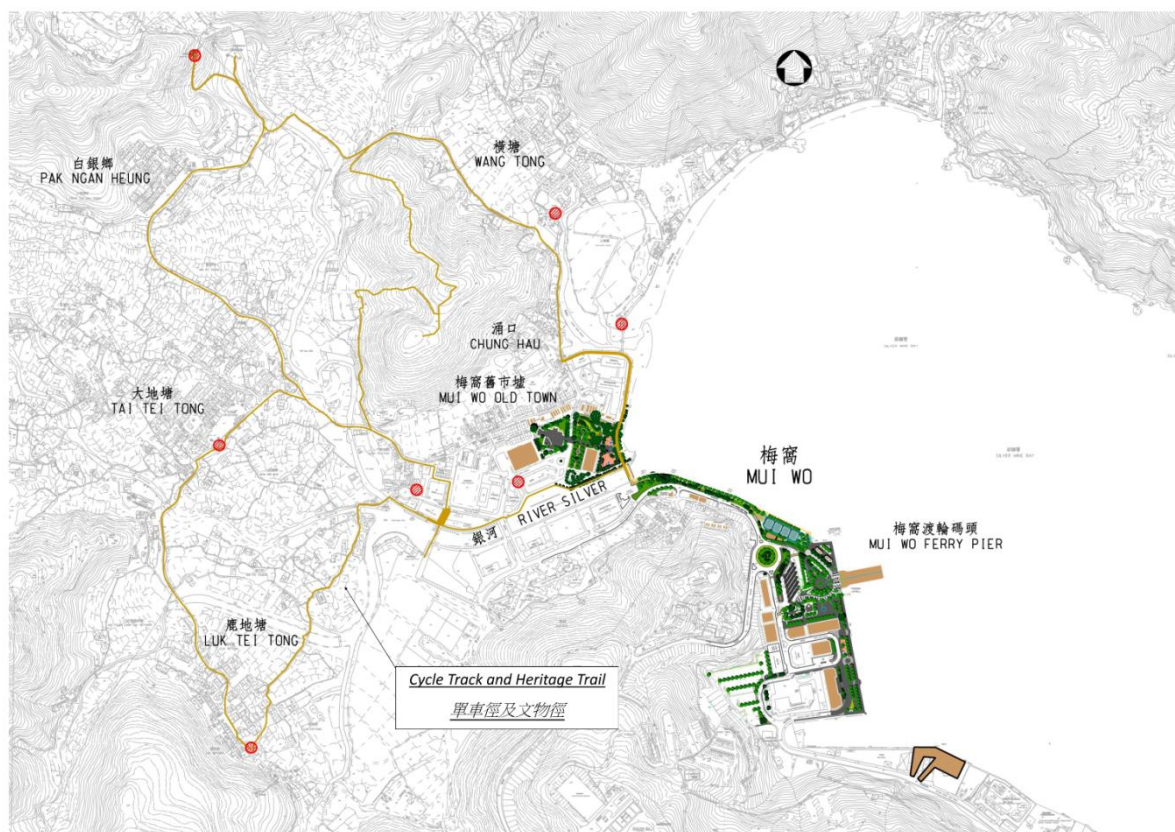


# **Facelift of Mui Wo—Remaining Phase**

**翻新梅窩景貌一餘下階段**



## **Discussion Material (3 of 4)**



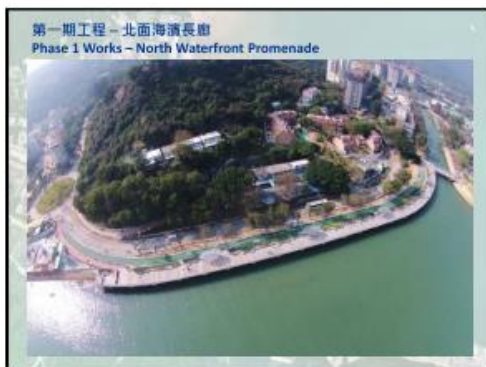
## **Discussion Material (4 of 4)**



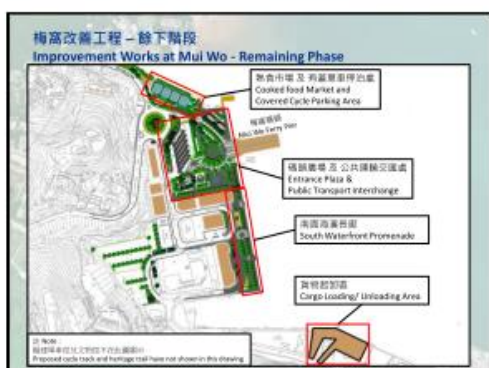
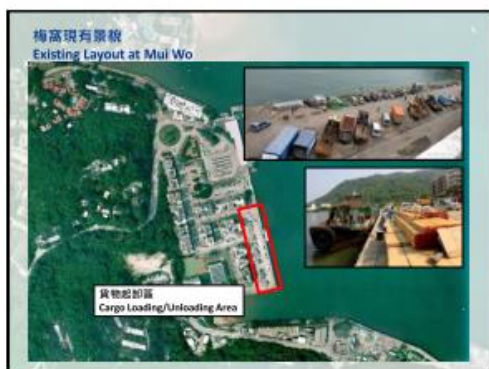


程序 Run-down	
時間 Time	事項 Event
2:00 - 2:15	簡介 Brief Introduction (L1/L2 粵語及英語) (Facilitator: Mr. Nigel TSE)  歡迎辭 Welcome Remarks (L1/L2 粵語及英語) (CEDD: Deputy Project Manager Mr. Simon WONG)
2:15 - 2:30	翻新梅窩景貌 Facelift of Mui Wo (L1/L2 粵語及英語) (CEDD: Senior Engineer Mr. Gordon NG)
2:30 - 3:45	小組討論 Discussion Session
3:45 - 4:45	小組匯報 Reporting Session
4:45 - 5:00	總結及致謝 Closing Remarks & Acknowledgement (L1/L2 粵語及英語) (Facilitator: Mr. Nigel TSE) (L1/L2 粵語及英語) (CEDD: Deputy Project Manager Mr. Simon WONG)













## **翻新梅窩景貌－社區工作坊**

### **小組討論問題**

請問你對梅窩改善工程的餘下部分有什麼意見？餘下部分包括：

- (i) 於梅窩碼頭附近興建入口廣場；
- (ii) 重置熟食市場；
- (iii) 重置有蓋單車停放處；
- (iv) 南面海濱長廊；
- (v) 重置貨物起卸區；
- (vi) 重置停車場；
- (vii) 在梅窩設置單車徑網絡及文物徑。

## **Facelift of Mui Wo - Community Workshop**

### **Group discussion question**

What are your views on the remaining works of Improvement Works at Mui Wo? The remaining works include:

- (i) construction of an entrance plaza near ferry pier;
- (ii) reprovisioning of a cooked food market;
- (iii) reprovisioning of covered cycle parking area;
- (iv) South waterfront promenade;
- (v) reprovisioning of cargo loading and unloading area;
- (vi) reprovisioning of car park;
- (vii) provisioning of a cycle track network and heritage trail in Mui Wo.

## **Questions Set for Discussion**