

SUMMARY OF PUBLIC ENGAGEMENT (PHASE 2 STAGE 2)

The Remaining Phase (Phase 2 Stage 2) aimed to improve the overall environment and attractiveness of the area around Mui Wo Ferry Pier, enhance road safety, provide better recreational facilities for the residents of Mui Wo, and promote economic development. The project would allow the public to enjoy a better view of the surrounding scenery of Mui Wo and would improve pedestrian's accessibility around Mui Wo Ferry Pier.

Based on the views and suggestions collected from the residents, visitors and related stakeholders on the proposed design layout during this public engagement exercise, together with the suggestions and comments from the relevant government departments and following the main design principles below, the consultants would re-examine and optimise the design layout before finalisation.

- (1) Cost-effectiveness
- (2) Road safety
- (3) Encouraging and developing cycling as a preferred mode of transport in Mui Wo
- (4) Optimising the use of waterfront for public enjoyment
- (5) Minimizing the impacts of the project on residents and related stakeholders nearby
- (6) Single Site, multiple use
- (7) Meeting the requirements of relevant departments
- (8) Preserving rural township characters
- (9) Sustainable development, tree preservation

The general optimised design layout was elaborated below.

(a) Reprovisioning of the Cooked Food Market (CFM)

In considering the options to reprovision the cooked food market (CFM), we examined different redevelopment arrangements (such as reconstruction at the original location, construction of a temporary cooked food market, or relocation after construction, etc.). We assessed the feasibility of different options and their various impacts, including the needs to minimize impact on nearby residents, convenience for pedestrians to use the ferry pier and the bus terminus, etc. Among the different options, we found that the option of reprovisioning at the original site would require a long closure period of the CFM and would affect public patronage and business of the tenants. It is necessary to ensure that the CFM could continue to operate during the construction period until completion of the new CFM. It was also considered not cost-effective for building a temporary CFM during the construction period to require the tenants to relocate twice. After reviewing different factors, it is considered that the current proposed layout to complete a new CFM first before relocating the old CFM is technically feasible, more cost-effective and would minimize the impact to the public and tenants.

Regarding the site for the new CFM, different locations have been considered. The site selected for the new CFM should not only allow the customers to enjoy the sea view, but also distantly located from the residential area to minimize the disturbance of local residents

nearby. In addition, the selected site should also satisfy the geographical condition for building a new CFM first before relocating the old CFM. After considering the factors above, and having detailed evaluation and consideration, it is concluded that the proposed location of new CFM in the current design layout is the most suitable one, which is also the closest site to the existing CFM.

The new CFM would provide dining areas at two levels, with a level difference of about 1m, to enable more customers to enjoy the sea view. During the public engagement exercise, some public suggested setting up an outdoor dining area and apply timber-like material and glass as design elements in external appearance. In the optimized design layout, the new CFM would have an additional outdoor dining area. The public can enjoy the sea view from most of the dining area in the new CFM, including indoor and outdoor dining areas. At the same time, the exterior of the new CFM will mainly adopt glazed wall and incorporate timber-like element to blend in with the rural environment.

The ventilation and hygiene design of the new CFM will adopt the latest design standard of related departments, as to minimize the odour, noise and hygiene problem to residents nearby.

(b) Construction of a Landscape Deck

In order to fully utilise the land resources and seaview at the waterfront near ferry pier, a building including CFM, car/cycle parking area and landscape area by adopting the principle of "single site, multiple use" is proposed. The cover of part of the cycle parking area and the cover of the private car park would be fully utilized as a landscape deck to provide more open space for the residents and tourists for leisure, activities and enjoying sea view. The public could enjoy the scenic and peaceful view of Mui Wo on a wider landscape deck and the general environment at ferry pier area would be improved.

During the public consultation, suggestions of providing pavilions, lawn and fitness equipment on the landscape deck were received. In the optimized design layout, the above facilities would be provided at the landscape deck.

(c) Construction of Covered Cycle Parking Area

In Mui Wo, many residents would use bicycles as a mode of transport. However, the existing bicycle parking spaces (approximately 1300nos. in total) near Mui Wo Ferry Pier are not adequate. More cycle parking area will be provided under the new CFM and the landscape deck. The total number of bicycle parking spaces will be increased to about 1900. Besides, the new CFM building is closer to the ferry pier in the current proposal and is well connected to the new public transport interchange and waterfront promenade. This would not only facilitate the locals and tourists to access to/from the ferry pier, but also be convenient for the residents to go to other areas after parking/taking their cycles. It is consistent with our principles of encouraging more residents to use bicycle and the sustainable development in Lantau Island.

(d) Reprovisioning of the Private Car Park

In principle, the government encourages the locals to use public transportation. To make good use of the land resources and optimise the design layout, the existing private car

parking spaces under short-term tenancy (Approximately 70 spaces) near the ferry pier will be partly reprovisioned on the ground level next to the cooked food market building, hiding under the landscape deck. Together with the newly built parking spaces outside Mui Wo Centre, the numbers of provided private car space will be increased.

The design layout would be further optimized such that the precious coastal area would be used for waterfront promenade, landscape deck, cycle parking area and the private car park will be located closer to the roundabout and public transport interchanges.

(e) Reprovisioning of Public Toilets

The selected site for the new public toilet has to facilitate the use by residents and tourists, and be located further away from the residential area to minimizing the impact on residents nearby. In the current design layout, the new public toilet is close to ferry pier, covered cycle parking area, public transport interchange, Entrance Plaza, etc., which is convenient for the tourists and residents.

In the optimised design proposal, it is suggested to relocate the new public toilet to the ground floor of the new CFM building, and also to integrate the staff office of Food and Environmental Hygiene Department and facilities such as machine rooms with the new CFM building. This would not only facilitate the relevant department to manage and maintain the new public toilet, but also make it more convenient for tourists and residents while minimizing the impacts on residents nearby.

(f) Reprovisioning of Refuse Collection Point

The existing refuse collection point mainly provides services for residents of building nearby, CFM and restaurants and hence the location of reprovisioned one cannot be too far away from the existing one. Besides, having considered the impacts on residents nearby, the new refuse collection point should be located as far away as possible from residential area. In addition to the proposed location being far away from the residential area and the new CFM, the appearance of the new refuse collection point has also been carefully designed. The design of green roof of the new refuse collection point can blend in with the landscape deck, minimizing the visual impacts on the surrounding environment. The internal design of the new refuse collection point will adopt the newest facilities following the latest standard from related departments, which will meet the relevant standard on air quality, hygiene and safety aspects.

(g) Improvement of Road Safety Near Ferry Pier

In the current design layout, the existing waterfront promenade will be extended to the landscape deck, and link up South Waterfront Promenade (SWP), making a leisure waterfront walkway for pedestrians to travel between ferry pier and district nearby. Other than that, the existing cycle track will be extended to the new cycle parking area near the ferry pier, which will make it more convenient for the locals to commute to the ferry pier and enhance general safety and accessibility.

During the public consultation, the public suggested building a cycle track and pedestrian walkway connecting from the roundabout of Silvermine Bay to Mui Wo Ferry Pier Road for locals to commute from waterfront and Mui Wo town centre. Considering the needs of

pedestrians and cyclists transporting from Silvermine Bay and town centre near Mui Wo ferry pier, it is suggested to provide a cycle track and pedestrian walkway passing through the roundabout of South Lantau Road. Besides, some locals reflected that the entrances of the relocated private car park and the new public transport interchange are too close to each other and may cause potential road safety problem. Therefore, in the optimised design layout, it is suggested to increase the distance between the entrances of the private car park and that of the new public transport interchange by relocating the private car park near the new refuse collection point. The potential adverse impacts on pedestrians and cyclists would be minimised.

(h) Tree Preservation

Tree preservation is one of the important objectives in this project. In the current design layout plan, the trees near Mui Wo Ferry Pier will be preserved as many as possible, particularly the big ficus trees near the current car park and opposite to Mui Wo Centre. This project will enhance the greenery near Mui Wo Ferry Pier by increasing green vegetation and by planting more trees and plants.