

Facelift of Mui Wo

Summary of Public Views of the Second Public Forum

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Summary of Public Views

A. Summary of Public Views Gathered during Group Discussions at the Forum

The following table is a summary of the comments made by the public at the forum. These views are grouped under the following headings:

- A1 North Waterfront Promenade
- A2 Cycle Parking Areas / Amenity Areas in Villages
- A3 Visitor Information and Signage
- A4 Realignment of Mui Wo Ferry Pier Road and Modification of Car Park
- A5 Reprovisioned Cooked Food Market and Covered Cycle Parking Area
- A6 South Waterfront Promenade
- A7 Entrance Plaza
- A8 Civic Square
- A9 Cycle Track and Heritage Trail
- A10 Other Issues

	Comments
A1 North Waterfront Promenade	
	Under this topic, all groups expressed the same desire of improving North Waterfront Promenade.
	Most of the groups suggested installing rain shelters or multi-purpose covers at suitable locations along pedestrian areas; better design with better protection from rain than existing shelters; the materials would be preferred to be opaque otherwise the shading effect would be reduced. Planting of trees with less fruits would be preferred in order to avoid possible fruit-falling and trespassing, this would keep the ground clean and ensure pedestrian safety. Moreover, since fresh water supply in Mui Wo would be unstable, tree species which required less irrigation water would be preferred. Local tree species, indigenous species and large canopy deciduous trees would also be proposed. Special themed tree species should be planted to become an attraction; flowering trees would also act as tourist attraction, e.g. Cherry blossoms in Japan.
	There was general support on separating the cycle tracks and pedestrian paths. They also concerned about the safety along promenade in terms of fences, wind and paving materials. Railing or fencing should be water-proof to avoid weathering or rusting. Safety of railing should be paid attention to avoid children playing on the cycle track. Furthermore, the cycling track paving should be improved with soft, natural and durable paving material to avoid slippery during rain. Paving should have directional pattern to provide subliminal signage for the cyclists, but should avoid having too many lines as it might cause distraction.
	Some groups considered that street illumination should be brighter and taller street lamps were proposed. Ground-level or planter lights were only decorative and would not light up the grounds; environmentally-friendly solar light system would be taken as an additional option. Some groups concerned on the colour and material of promenade, trash bins and benches to be compatible to the pier and to be blended with the natural environment.
	One group commented that the width of the two paths (3.5m wide for cycling and 5m

	Comments
	<p>wide for pedestrian paths) should be swapped. Some participants concerned on the safety issue on the entrance and exit points of the paths. Some participants expressed that less metal fencing to be installed along the promenade. One group proposed to implement this item with priority. Some participants suggested setting up kiosks, adding toilets and a dog park, and putting in speed bumps to protect public safety for the north waterfront promenade. One group considered that special attention should be paid to the scale of tree, safety, management and wall effect aspects. One group proposed that the beautification of the harbourfront should extend beyond the north waterfront promenade, and should pay special attention to tidying up and beautifying the unsightly weeded slopes on the opposite side of the Mui Wo Ferry Pier Road, especially the areas adjacent to the Sewage Pumping Station. The existing street furniture and materials should be utilized in order to reduce wastes. Some participants suggested using glass for design of railing to avoid blocking the sea view. Some residents showed concern about the problem of light reflecting from the pavement.</p>
	<p>Some residents disliked the proposed ‘absolute barriers’ between the cycle track and the pedestrian path. Some participants proposed that the height of railing should not block the sightline when sitting down; existing gratings of trees should be enlarged. Some expressed that it should avoid using grey in designing the streetscape since it looked ghastly.</p>
	<p>With reference to Option 3, one group member expressed that there were existing stone barriers at the promenade, and would not want more separation among community. For Streetscape Design Option 3 – the plantations should sit on top of the divider between the walking and cycling sections of the promenade in order to avoid the loss of space. In addition, this design would cause danger to cyclists since the trees would outgrow onto the pavement and would cause bumps on the road. Walkways should incorporate more artistic elements such as mosaic.</p>
A2 Cycle Parking Areas / Amenity Areas in Villages	
	<p>The general comment from the discussion was that more cycle parking areas should be provided to serve the local residents; also at scenic spots or around tourists’ spots, e.g. Man Mo Temple and Silvermine Cave to serve the visitors and places with high pedestrian flow rate, e.g. Silvermine Bay Beach. However, one group recommended providing a cycle parking area near the market at the municipal services building.</p>
	<p>Some groups commented that more consultation with the residents on the actual needs, the locations of the parking areas, future planning and resumption of the village land is required and the facilities should be convenient for both residents and tourists. Further actions should be taken to liaise and discuss with different Village Representatives to understand more about their respective villages, e.g. in terms of distribution and status of land ownership. Some groups suggested adding more shelters; rain shelters or other rain proof facilities should be incorporated in the parking areas; or a cover can be built to serve all-weather conditions for the cycle parking area, and the area would act as pavilions to match the rural character of Mui Wo.</p>
	<p>Two groups requested to consider the security problem and management in the parking areas as the bikes would be easily stolen. Other two groups proposed more directional signs in parking areas to indicate the directions to scenic spots and travelling time between scenic spots. Tourist information should be provided at the cycle parking areas.</p>

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	One group suggested not providing visitors' parking areas within villages because they would disturb residents' daily life. Some participants proposed to add more greening and seating. Some residents considered that simple design should be on cycle parking facilities and not be ugly.
	Some participants objected to providing cycle parking areas because the plan would encourage dumping / abandonment of old bicycles, creating a problem for local residents. There should be a management system in place such as licensing to keep track of the bikes' ownership and whereabouts. Some residents commented that a better management system would be required for the existing parking area for bicycles. There should be a better police enforcement on parking for bikes instead. Even if this plan was to be undertaken, locations should only be at the entrances of villages but not to close residents' houses. Besides, parking area at Pak Ngan Heung would not be conveniently located.
A3 Visitor Information and Signage	
	Under this topic, most of the groups expressed the same desire of building more main information boards / kiosks at the major road junctions and putting more signage directing visitors to Tseng Tau Tsuen and Nam Shan old road. Most of the groups suggested providing more signage and information at the right places, along access between Luk Tei Tong and villages, on road access within Mui Wo and road network between Mui Wo and other places and in scenic spots; more main information boards or kiosks near the ferry pier.
	The general concern on uniform style / design, fonts, etc. of the proposed signage system and directories within Mui Wo would be needed with special tourist attraction spots highlighted since signage in Mui Wu had too many different styles now. The design and hierarchy of the signage should make reference to those in Central and Sheung Wan. The design of signage should stay consistent and clear, yet reflect the traits of different villages and match the rural character; locals should be given the opportunity to participate in the design process. Definitely, the Chinese and English wordings of the information should be consistent and correct. Simple signage should be used, e.g. simple color label on lamp post for trail / route identification; directions should be clear and simple. Local residents should be given the opportunity to operate the information centre to provide local employment as a form of social enterprise.
	One group suggested the provision of a Village Map showing the direction and locations of the various house numbers at the entrances of the villages because the locations of the houses were not systematic and confusing. Some groups considered that the provision of the safety signage near HSBC and long term broadcasting to promote cycling safety. Other suggestions on new design of signage such as using durable material, including information on churches and medical centres, etc., and their relative location, direction and distance, bilingual, etc. Maps should be provided to indicate direction and information. Signage and house maps should be set up near the village entrances.
	One group commented that kiosks should be made suitable for local use such as community notice boards. Some residents preferred to use color posts for trail identification. Signage should not be used only for the tourists. The signs should be for community use as well so that local residents in Mui Wo - could post community events or information on the boards. There should be a tourist information centre near the ferry terminal where people would obtain leaflets and maps. Texts in foreign languages like

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	Japanese or Korean should be added at signage with reference to the tourists' origins. Signage would be set up above ground and antirust.
	Some participants objected that the currently proposed signage near the Watch Towers was remote from public road and therefore suggested being replaced by one in Wang Tong and additional ones near the Mui Wo Old Town. The design of the kiosk did not complement well with the local character and surrounding area. Some participants disliked the option of having an information kiosk at all signage locations and suggested the use of information kiosk only nearby the ferry docks.
A4 Realignment of Mui Wo Ferry Pier Road and Modification of Car Park	
	The general comment from the discussion was that more parking space than the existing car parks should be provided, and area for car park extension should be reserved to fulfill the long term demand of parking area. Alternatively, a multi-storey parking facility should be considered instead of an open-air car park to incorporate the holistic transport development of Lantau South.
	Some groups concerned on the safety of slope nearby the car park should be strengthened and planting more trees along the slope. Safety measures should be considered for the new road to protect schoolchildren from road traffic since there is a school right next to the new road.
	One group suggested that the future use of the school site should be considered in the improvement plan as a whole. Future uses should include a multi-purpose community centre, museum, or amenity centre for the local residents.
	One group advised that more coach parking areas should be provided.
	One group commented that there should be more truck parking spaces next to the concrete batching plant (heliport), so they would not need to pass through town centre.
	Some participants proposed to provide public toilets near car park.
	Some groups concerned with the issue of parking charge and reminded that attention should be paid on parking and loading / unloading patterns of private cars and vans / lorries; the parking spaces for both vehicles would be apart for better parking management.
	Some groups suggested more traffic calming measures for cement-mixer trucks, such as speed bumps to avoid trucks speeding.
	One group concerned with the sufficiency of the drop-off area near the pier; while ensuring the serenity and continuity of promenade, one should not jeopardize the need of existing pier to continually serve for cargo handling.
	One group concerned on the far distance between the car park and ferry pier; and suggested improving the parking management of the proposed car park, especially on issues of security and long-term parking.

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	One group reminded of ensuring trucks not to park illegally along the sidewalks.
	One group objected the proposed route. One group commented that it was too narrow for trucks. Some group expressed that industrial traffic or truck traffic should be kept away from residential area.
	Some groups suggested building a bypass for heavy vehicles to access from South Lantau Road and to prevent them from maneuvering around the promenade area. Details should be discussed in the actual design stage or an overpass (as proposed in the previous Hei Ling Chau Prison Complex proposal, which is a bypass through the main residential area of Mui Wo, onto South Lantau Road), instead of the current proposal of new roadway and parking lot.
	One group considered that access to the lorry park should be blocked off during redevelopment. This would decrease the space for lorry parking and the amount of truck traffic.
	One group considered that the proposed car park was too far away from the existing one.
	One group suggested that multi-storey car parking should be provided at the proposed area.
	One group advised that parking lot should remain as a free parking lot without charges.
	One group questioned whether compensation for the shop owners along Mui Wo Ferry Pier Road would be allowed.
	One group queried if the petrol station be relocated.
	One group proposed to relocate the petrol station to the proposed car park.
	One group proposed that exotic trees should not be planted.

A5 Reprovisioned Cooked Food Market and Covered Cycle Parking Area

	Under this topic, all the groups generally supported the proposal of new cooked food market and covered cycle parking area with their concern on the management of the cycle parking area. Most of the groups suggested that the cycle parking area should be maintained by government and no charges should be imposed. All the groups concerned about the ventilation, natural lighting, security, flooding issues of the covered cycle parking area. Some groups suggested that instruction boards, signage, valet parking and zone with different colours painted on should be provided for easy reference and management. Coin return locks and closed circuit television should be installed and the area should be one of the police patrol points to provide a better security environment.
	Four groups suggested that more and wider access to the cycle parking area should be provided to cater for larger amount of users during rush hours. Two groups concerned about the capacity of the cycle parking area and suggested that spaces should be reserved

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	for future expansion, while one of the groups suggested building a multi-storey cycle park rather than a covered cycle parking area. Some of the groups thought that the cycle parking area was far away from the pier and a straightened road or ramps in the park near the ferry pier should be provided for easy access to the cycle parking area while one group suggested that the cycle parking area should be located within closer proximity of ferry docks.
	Another general concerned issue was the reprovision of refuse collection point and public toilet next to the cooked food market. All the groups commented that the design and management of the refuse collection point and public toilet should be enhanced to ensure that no nuisance on sanitation, odour and visual impacts to the nearby users. Some groups suggested relocating the refuse collection point to other locations, such as proposed car park or in underground area, and the public toilet to be relocated near bus stops or entrance of the cycle parking area with an integrated design adopted.
	The general comment on the new cooked food market was that the cooked food stalls should be operated and maintained by local ownership and local characters and the current operators should be given the priority to run their business and big corporations operating like chain restaurants should be avoided in the new stalls. One group concerned with higher rent cost to be imposed after the improvement works to the cooked food market would be completed. Another group requested that a passenger pickup / drop-off area should be incorporated to facilitate visitors to the cooked food market and also suggested that special attention should be paid to fire services installation, designs, lighting and ventilation.
	Two groups concerned with the plantings in the area. One group suggested that existing trees should be preserved and additional plantings might not be necessary. Another group suggested that linear planting should be avoided and native and local species should be chosen for planting.
A6 South Waterfront Promenade	
	All the groups generally supported the proposal of improving South Waterfront Promenade. Some of the groups suggested that the existing Kaito landing area should be improved with canopy to provide a safe and comfortable environment. Some groups suggested that the Kaito pier should be located at the end of the South Waterfront Promenade with restriction for use except picking up and dropping off passengers.
	Four groups concerned with the cargo loading and unloading area. They suggested that the existing cargo loading and unloading area was incompatible with the proposed South Waterfront Promenade and should be relocated to other suitable location, for example to the south of the concrete batching plant. Clear definition of the parties eligible to use the cargo loading and unloading area should be determined.
	Some groups suggested that more green / grass areas, more natural landscape with existing trees should be preserved. Additional tree planting might not be required as too many trees might block the sea view. Short and fancy plantings with flowers should be adopted. One group suggested that trees should not be too big and should be of local species with fewer pests. Another group commented that linear planting should be avoided. One group suggested enlarging the existing gratings of trees.

	Comments
	Three groups commented the children's playground to be proposed at a location closer to the ferry pier. One group suggested that the children's playground should be enlarged and equipped with toilet. Another group suggested that the children's playground should be changed to a larger rest area.
	Two groups suggested that an additional pier should be provided for leisure uses and for private boats, jets and yachts berthing.
	One group suggested that the proposed look out point should be enlarged. Fishing area for leisure use should be proposed at the southern section of the promenade. Tourist information centre should be provided. One group suggested providing tables and seatings in the promenade area. Another group commented to improve the environmental condition of the beach including poor sand quality and waste disposal problem. They suggested using the promenade to sell organic products in order to attract more people to the waterfront. The existing petrol station should be relocated closer to the car park and the option of selling LPG gas should be considered. One group suggested extending the cycle track to the promenade area. One group thought this improvement proposal should be the most critical issue and should be in the highest priority.
A7 Entrance Plaza	
	Some groups suggested that the existing bus terminus should be remained and opposed to the relocation. Another group supports the relocation proposal of the bus terminus. One group suggested that the bus terminus should be swapped with the open space and located near the cooked food market to provide convenient access for both residents, especially elderly and visitors. The entrance plaza will be a contiguous open space for leisure and gathering. One group suggested that the bus terminus should be located close to the ferry pier area. While another group suggested that the bus terminus should be located near Mui Wo Swimming Pool as that would encourage more tourists to walk along the north waterfront promenade, and a bus stop would be positioned opposite to the public pier with enough space reserved for queuing. One group suggested reducing one bus bay.
	Two groups suggested that the existing park (location 10) should be removed to allow space for future expansion of cooked food market and cycle parking area. The paving of the existing park should be changed and improvements should be made on the ramp of the park. Another group suggested relocating the public toilet to the existing park area or bus terminus area.
	Three groups commented that enough drop-off area should be provided in the vicinity of the ferry pier. One group suggested reducing the size of existing park (location 10) for the use of taxi and private vehicles drop-off area. They have requested that the proposed drop-off area should be located closer to the ferry pier.
	Two groups commented that the covered pedestrian walkway should be widened and straightened to connect the ferry pier and the bus terminus and should be made of natural materials.
	One group suggested that the ferry terminal should be improved to complement with the Mui Wo Facelift Project. A larger, wider, transparent and shaded canopy should be designed for weather protection.

	Comments
	Some groups suggested that there should be no sculptures and fountain in the entrance plaza while some groups suggested adding landmark with local features.
	One group commented that the plaza should avoid excessive use of concrete since it was the gateway to Mui Wo, the design option of having a bamboo garden should be considered. Another group commented that the rocks on the plaza and the crowds gathering at the pier would block the pedestrian flow to the pier and bus terminus. One group suggested that the design of the plaza should be an open space as a gathering point near where the proposed water fountain.
	One group commented that there are too much planting in the plaza. The plants around the bus terminus should be required to leave space to maintain the linkage between shops and bus terminus.
	One group suggested swapping the location and fountain in order to strengthen the pedestrian linkage between the pier and bus terminus. Another group suggested closing the road between location 4 and location 10 in order to increase connectivity between two gardens and enhance the linkage between pier area and the inland area.
	One group suggested more bicycle parking near location 7 and 14 should be provided instead of seating and shop kiosks. Another group suggested widening the access between pier and cycle parking area in order to allow the public to take their bike at one time.
	One group commented that the improvement should not be too focus on benefitting the tourists, more attention should be paid on the genuine need of local residents and seniors.
	One group thought that the design proposal presented at the last forum was better.
	One group suggested that outdoor dinning option / facilities should be included in this area and the fireboat pier should be relocated to the waterfront further south of the concrete batching plants. Another group suggested that a flea market should be proposed in the open space.
	One group suggested removing the vehicular ferry pier since it was under-utilized and the service access road (location 1) should also be removed.
	One group suggested that the staircase of Kaito Pier at location 16 should be covered.
A8 Civic Square	
	Most of the groups supported the proposal of improving civic square with one group objecting the proposal. All the groups requested that an outdoor performance area should be flexibly provided for different activities, such as gateball, Taichi, temple fair activities and flea market at the Civic Square. Some groups suggested providing shops or kiosks for selling souvenir, refreshment and beachwear with local character and compatible with the environment of Civic Square in the vicinity while one group opposed to the provision of commercial shops. One group suggested providing a marquee, and another group suggested providing holes to erect poles to shelter for facilitating the performance at the Civic Square.

	Comments
	Some groups suggested that the proposed Civic Square should be a large recreational space such as children's playground, picnic area and workout stations for elderly, and should be expanded to be better linked with the surroundings. One group suggested the size of the Civic Square would provide space for a 400-seat covered theatre. The darker corners should be equipped with improved lighting and the height of planters should be reduced to make an open arena. The fence should be removed to create a more welcoming and open access to the Civic Square. One group commented that a more defined opening should be provided for the plaza from Rural Committee Road. The entrances of the Civic Square should be widened. Some suggested extending the children playground to an unmanaged area at the beach, and providing some facilities for toddlers.
	A themed design similar to parkland was supported. Some groups commented that the paving design should be neutral and should not carry any superstitious meanings. The design should reflect the local character of Mui Wo or Chinese tradition. One group commented that the current design was too cold while another group suggested putting more grass / naturalised planting instead of using hard surfaces like concrete.
	Some groups commented that there were too much planting in the Civic Square which would attract birds and block the view. Another group suggested that trees with larger canopy should be planted to provide shelter but the spacing of the planting should not be too close and should be in order. Shrubs and bushed should be reduced to minimise the threats of mosquitoes. One group suggested that native species should be used for shading, a tent should not be used and climbers should be planted in the Civic Square.
	One group supported the water features and Chinese elements in the proposal but the tiling should be extended for other squares while another group opposed the water feature as it might cause danger and hygiene problem.
	One group commented that chess table was not needed in the Civic Square and thought that the proposal in Stage 1 Public Consultation was better.
	One group suggested relocating the bus terminus to the Civic Square in order to match the new design in Mui Wo Pier Entrance Plaza.
	One group preferred Option 2 and they commented that the Civic Square should have adequate drains.
A9 Cycle Track and Heritage Trail	
	It was recorded that 63 participants supported this item, including 41 and 12 participants supporting option 1 and option 2 respectively, and 10 participants not expressing their selection of either option 1 or option 2. 19 participants did not support this item. 26 participants did not have views on this item or were absent during discussion. The groups generally concerned with the safety of road users, two groups suggested the cycle track should be of 3.5 m wide and walkway and cycle track should be separated clearly. One group suggested all paths and trails should be of same width. One group suggested that the cycle track should be 2.6 m wide maximum and should be extended to Chi Ma Wan. Two groups requested that widening works should be limited less than 2 m.
	Seven groups opposed the alternative route (J) as they thought that the route would be

	Comments
	destructive to the local environment and would be too steep for cycling. Two groups opposed the cycle track (H) as it would be too steep for cycling and having impact on the environment around the area. The use of vehicles on cycle track should not be allowed. One group commented that the impacts on natural environment should be reduced. One group commented that cycling should not be promoted as the experienced cyclists would find the current bike path too easy, and inexperienced cyclists would find the trails too dangerous on the narrow and steep terrain. Hiking trail with heritage features should be promoted instead.
	One group suggested opening up all EVAs for use of all cars while two groups concerned with the impacts on the EVA and the abuse by cars should be avoided. One group suggested that general improvement of the existing paths for accommodating EVA would be needed.
	Some groups supported the heritage trails and suggested that the watch tower should be renovated. Another group suggested that the stream water quality should be improved and streams should be restored. The trails should be made of more natural material instead of asphalt and concrete. The heritage trail should provide enough shades for visitors. Special tree species and rain shelters should be put along the trail in order to attract tourists.
	One group suggested providing public toilets on the heritage trail and benches with covers at the village entrance.
	The problems such as land resumption or duration for project implementation should be taken into account.
A10 Other Issues	
	<ul style="list-style-type: none"> • There were some other suggestions / comments on the forum and the feasibility study assignment received during the discussion. • Early and open distribution of the consultation digests. • The discussion results of the First Public Consultation should be related to the Second Public Consultation. • The overall facelift proposal was unable to revitalize Mui Wo. A major theme of the area was lacking. Suggest turning Silvermine Bay to a water sports centre to attract more visitors. The ferry piers should be moved southwards to allow more space for the water sports activities. • The promenade should be extended to the beach. • Bike parking spaces should be provided at the beach. • Speed hump to reduce car speed along the road next to the promenade. • Different ancillary and supporting facilities should be considered when planning for Mui Wo. For instance, provisional power supply facilities for large-scale outdoor events should be provided near the beach, in the park or Civic Square. Shop owners would not need to lend power generators to event organizers. • The use of Silvermine Bay Beach should be enhanced to organize events like beach concert, carnivals, etc. • The pier for fire-fighting vessel should be relocated next to the concrete batching plant. The rocks near the ferry pier should be cleared away; and

	Comments
	<ul style="list-style-type: none"> • Concern with the loss of sand in the Silvermine Bay Beach. • Wetland at Luk Tei Tong would have huge potential resource and it could be transformed to a wetland park. It should be further discussed in details. • Trails (natural materials instead of concrete / asphalt) and signage for hikers & mountain bikers between Mui Wo and Discovery Bay should be improved. • The Yuen Estate should be resumed / reopened to make it public / use as a museum. • Rural Committee Road should be improved. • Unsightly / unwanted facilities (e.g., the cement factory) should be removed. • Safety was the top priority: kids and the elderly have taken up a significant portion of the Mui Wo population, future face-lifting projects should prioritize on ensuring road and cycling track safety. • Facelift projects should regard more about quality of life than simply about constructing more roads and infrastructures for boosting local economy. Issues like environmental friendliness and energy saving were also of prime concern. • The need to strike a balance between the recreational values against the practical functions of a place. • Comprehensive and holistic planning depends upon public input from the very beginning of the planning process. It is critical for the government to provide opportunities for public consultation and engagement throughout the entire planning & design processes, instead of waiting till the very last stage when detailed proposals and options have been set. <p>The proposal should achieve a balance between the solutions to traffic problems and the needs for leisure amenities, transport facilities should be well-planned first and the land uses for leisure amenities would then be fit in.</p>

Remark:-

1. Please refer to Appendix A for the details of public views gathered during group discussion at the forum.

B. Written Public Views Gathered before, at and after the Forum

The following table is a summary of the comments made by the public before, at and after the forum. These items have been received by mails, e-mails and other means.

No.	Comments
B1	<p>1. Entrance and Exist of Olympic Trail</p> <p>As China is going to hold the 2008 Olympic Games, the trail between Mui Wo and Pak Mong Village should be named as Olympic Trail for celebrating China as the hoisting country for the 2008 Olympic Games to memorize and promote eco-tour on Lantau Island.</p>
	<p>2. Planting Cherry tree</p> <p>Although the cherry tree is the national flower of Japan, full bloom of cherry tree during flowering period is really charming. Planting 200 to 300 cherry trees in Silvermine Waterfall Garden would attract a lot of visitors during flowering period and hence promote Mui Wo as a local tourism spot.</p>
	<p>3. Planting Azaleas (<i>Rhododendron spp.</i>)</p> <p>The environment of Silvermine Cave waterfall area could be enhanced by planting different colours of <i>azaleas</i> (<i>Rhododendron spp.</i>) around hill side of the waterfall. Tourists would enjoy the natural scene of the park during flowering period. <i>Mikania micrantha Kunth</i> and other corses should be removed before planting <i>azaleas</i>. However, the prophyte (e.g. bines, <i>Cleistocalyx operculatus</i> etc.) should be reserved in order to maintain the ecological balance.</p>
	<p>4. Constructing Arch Bridge</p> <p>Build an arch bridge at the downstream of the waterfall with a natural outlook, bridge edge should be cladded with local stone to blend with the natural environment. This will enable the tourist to view the waterfall and also enjoy the natural scene of greening and birds singing on the bridge.</p>
	<p>5. Planting Seasonal Plants</p> <p>Plants have their different characteristic in spring, summer, autumn and winter. They will change from one season to another, thus having different scene in each season, taking <i>Terminalia catappa</i> as an example, leaves sprout from the branches in spring, bloom in summer, turn red in autumn and fall off leaving the branches bare in winter. The different characteristic among the four seasons enable the tourist to have a cognition of seasonal changes when they are entering the Silvermine Cave and waterfall area.</p>
	<p>6-7. Constructing Look-out Platform</p> <p>Construct a look-out platform at the waterfall area, visitors can enjoy the views at different angle.</p>
	<p>8. Installing Water Pumping System</p> <p>There are three portals below the Silvermine Cave, each of them leads to different</p>

No.	Comments
	<p>location. After inspection, we have discovered that one of the transverse portal penetrate into the upper right corner of the waterfall (as shown in figure), which makes it perfect to pump the silvermine cave ground water up to a dam at the upstream of the waterfall allowing it free flowing through rocks to form a waterfall, creating a vigorous flow feeling. In this natural scene, water is flowing continuously, making a long lasting flowing effect.</p> <p>9. Installing Mist Emission Device</p> <p>A set of mist emission device should be installed at appropriate location between the rocks at the center of the waterfall. The device can coordinate the gasified water dropping from the waterfall, with the emitting mist. Visitors can enjoy the view of rainbow under the refraction of sunlight. (Can cope with the look-out platform mentioned in point 6-7.</p> <p>10. Constructing Chinese-style pavilions</p> <p>Chinese-style pavilions could be built at the top of waterfall. Recycled materials should be selected for the supporting frameworks and the pavilion should be built with glazed roof-tiles to give a harmonic visual effect with the natural environment.</p> <p>11. Installing sculptures</p> <p>At the upper Silvermine Cave, sculptures of mines demonstrating the mining operation should be placed while the lower Silvermine Cave should be partly opened for public. Features showing the operation of mining in the past should be placed at the entrance of Silvermine (such as mining trolley, railways etc. to illustrate a miniature of the mining period.)</p> <p>Conclusion:</p> <p>Revitalization of Silvermine Bay Waterfall Garden should be in harmony with the history and design concept. The mining was operated from 1886 to 1896. The cessation of mining was mainly due to low silver content of ort. Nowadays, local residents and tourists frequently visit the Silvermine Bay Waterfall Garden. However, government has not had a specific plan for developing the Silvermine Cave as a historical and ecological tourist point. This plan shall co-ordinate with the combination of historical and eco-tour development and sculptural features will be displayed to revitalize the mining operation and revive the history to the visitors. Planting is the principal part of the revitalizing works, including planting of Japanese cherry trees, rhododendron, seasonal trees etc. Other works include construction of a sightseeing bridge, construction of a pavilion featured with ancient Chinese-style, a water pumping system to maintain the year round pouring of waterfall blending with the natural environment. The overall setting is the integration of reviving the history, theme of time and motion, ecological environment and natural landscape with in order to promote the tourism of Lantau Island to develop more tourist points of interest in Hong Kong.</p>
B2	<p>Purpose: Enhance the attractiveness in the major path of Mui Wo, attract lot of green people to be in our town for short-term visits or long-term stay.</p> <p>Suggestion:</p> <ul style="list-style-type: none"> a) Set up a flower nursery in the open space, outside the Government pumping area; b) Set up a flower nursery in the area between Silver Waves Court and Regent Villa;



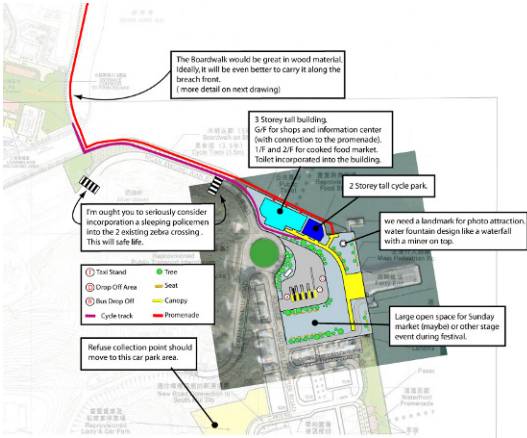
No.	Comments
	<p>c) Set up a flower nursery / leisure place in the location of “the right-hand side of Regent Villa” and “the Opposite side of Mui Wo Municipal Service Building”.</p> <p>Entrance from Mui Wo Market to our city own, the environment is not preserved in good condition, especially in front of 富崗山, has an open raggedly ground with lot of weeds. However, surrounding sea front, make the ambience of country town on the visitors. Therefore, we would like to tender the following suggestion, and we appreciate for the correction.</p> <ol style="list-style-type: none"> 1) A flower nursery and tree extended from the sea front upto the opposite roadside, giving the impression of Green Country Town when the people walk from ferry to beach or from the bridge (the entrance to be in Mui Wo Market) to our town. Now the roadside in the location of 11 Ngan Kwong Wan Road and Government Pumping Area, has open raggedly ground with lots of weeds and waste materials, easy to spread the arbovirus; 2) Nearby the Regent Villa and located in the opposite of Mui Wo Municipal Service Building, has 2 spaces with lots of weeds and it is a serious problem in the city clean and tidy; 3) Please find the attached relevant photos for your reference.
B3	<p>Civic Square: Water feature like Tung Chung, for the children.</p> <p>Cooked Food Area: No refuse collection point!!!</p> <p>Cycle Track: The cycle track needs improving. All the way to (at least) the life guard station. Access to the beach, BBQ area etc. Needs to be thought of.</p>
B4	<p>With respect to light pollution after Facelift of Mui Wo, I hope such impact on the stars observation for astronomical activities could be minimized (please contact me if more supporting information is needed).</p> <p>Establishing Ecological Environment Prevention Centre which can combine tourism and cultural resources.</p> <p>Although “Tung Wan Tau Road” is not within this project study area, it has close link to the overall image of Mui Wo. I hope this road can be integrated into the Mui Wo Facelift Project. Furthermore, cycle track can also be extended to this road.</p>
B5	<p>I participated in the Second Public Forum for “Facelift of Mui Wo” on 31 May 2008. During the group discussions, I appreciated local residents’ supports and concerns on this project. I was brought up in Mui Wo and hope I could offer some views being good for reference as follows:</p> <p>Views on “Provision of Cycle Track and Heritage Trail” – Mui Wo has long been a community of ageing population and in which a lot of elders live with their families (the villagers). This is one of characteristics of Mui Wo, and we should pay attention to the elderly people for their reasonable needs of the infrastructure in the community. Another characteristic is that large numbers of bicycles and tricycles are used by the local residents and visitors as their daily travelling tools, and that bicycle accidents are frequently happened. Old village roads are narrow with sharp turns, cycling accidents (pedestrians hit by cycles, cycles collision, falling off from the tracks to the field and river, or causing injuries of pedestrian from avoiding cycles etc.) are frequently happened. I have seen hundreds of accidents (more than 10 times a year, mainly firing and causing minor injuries). Emergency vehicle accesses recently built was in fact widening of the village roads which also serve as walkway, cycle track and material transportation. The situation is that some people, who used to travel on foot, have chosen to travel by private cars. It</p>

No.	Comments
	<p>also led to cyclists having lesser awareness and accelerating their speed, and small motor bike for good transportation being substituted by goods vehicles. It means that would cause more serious accidents, and also pose a greater threat to the road users such as the elders and the children, which means that outdoor activities are restricted. Therefore, I must stress the proposal of separating the cycle tracks and village trails (walkway + heritage trail), particularly for Routes B, E and F connecting old villages to the market, ferry pier and school.</p> <p>I suggest referring to the design of a section of Route C in between two arc-bridges where traffic sign and pavement level difference and used to separate the cycle track from the footway (cyclist and trespasser get injury easily) are provided. While 3.5m wide is the standard width for cycle track (emergency vehicles access), village trail should not be less than 3m wide and no upper limits should be set (i.e. Option 1, but 1.6m wide heritage trail is difficult for a wheelchair to pass and causes pedestrians walking too close to the cycle track and get injury easily). Covered sitting area along the trails and fitness facilities and children facilities near villages should be provided. These ensure to create more outdoor opportunities for the elders and reduce chances of causing injury to the visitors.</p>
B6	<p>Cycle Parking Facilities</p> <p>Here enclosed some photos for reference.</p> <div data-bbox="252 936 866 1339" data-label="Image"> </div> <div data-bbox="946 936 1492 1339" data-label="Image"> </div> <div data-bbox="252 1435 842 1872" data-label="Image"> </div> <div data-bbox="914 1413 1465 1872" data-label="Image"> </div>
B7	<p>Provide higher density and variety of trees.</p> <p>Install “colonial era” street lighting on promenades (but road side bollards look O.K. too).</p> <p>Remove / “camouflage” the very ugly cement works?</p>

No.	Comments
	<p>Use only natural, neutral colours for signs, and make signs uniform. E.g. the stained timber & white marking signs presently in use at some points are fine.</p> <p>Greater restriction of vehicles i.e. more pedestrian / bike paths, less motor vehicular access.</p> <p>Encourage outdoor bars / eating places.</p>
B8	<p>I am a resident from Luk Tei Tong, Mui Wo. I have read through the Second Public Forum Consultation Digest and information from project website www.facelift-muiwo.com, and I would like to express some views:</p> <p>In principle, I very much agree with the suggestion of enhancement proposals and facilities presented on the Consultation Digest. However, I personally think these recommended proposals can only achieve the Purposes of Facelift “Enhance the Environment” and “Enhance Attractiveness”, but not the purpose of “Explore Recreational Potential” and “Revitalize Local Economy”. The reasons are:</p> <p>The road network at the Mui Wo villages is totally undesirable imperfect. Taking the walkway at Luk Tei Tong village where I live as an example, the road is very narrow. Conflicts happen between pedestrians and vehicles during peak hours, road signage are not clear enough and some sections of this road are rugged. In addition, no rest facilities provided to the elders along the road, and no shades and shelters provided to visitors for raining or hot weather. To explore recreational potential in Mui Wo Community, we must firstly improve the road network. We must re-surface the road network, Luk Tei Tong for example, we shall widen the road and provide additional chairs along the road. I suggest providing shade and shelter facilities such as pavilions and other buildings to facilitate future developments.</p> <p>As for revitalising local economy, we should not rely on cycle and heritage trails and Silver Mine Cave etc. to attract tourists but should also establish carnival and special-theme to attract the public or family to visit and expand.</p>
B9	<p>Transportation to and from cargo loading and unloading area will be realigned via the back of the school as shown on the Plan 3. I hope you pay attention to a Church where it is situated at the new road junction near the urban area. It is a fellowship gathering centre and an active place for adults and children, in particular, on Sunday Sabbath. The place will be gathered and crowded with a large number of Christian and cycle parking during some big events, a big open space is required. Hoping you are aware of the situation and carry out detailed assessment during your planning. I am a fellowship member of the church, as the proposed road junction is situated within the Church area. I took this opportunity to ask for reserving the gathering open space and provision of road safety facilities. Thank you for your corporation.</p> <p>Study on themes</p> <p>(1) Cycle Track around Silver Mine Bay Recommended cycling route as shown on the plan. The track / trail is only suitable for sightseeing on foot for visitors to visit heritage trail and points of interest. The concept should not allow the use of trail / track by pedestriained cyclist which is unsafe.</p> <p>(2) I have moved in Mui Wo for 17 years. Mui Wo is a place with fresh, relaxation and peace. The sensation of life with sea fully reflects my characters. Mui Wo, such a beautiful name implies, a misty deep vally with plum blossom, as if it is a paradise. This was very true, in the past, and that was why it called Mui Wo. The plum blossom in full</p>

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	<p>bloom will be a point of attraction in Hong Kong. Mui Wo Festival will be soon established, I hope that Mui Wo will become place as its name implies. Pastoral scenery to be served as background with some stray cattle livestock, and a river bath near the plum forest serving as a goodwill ambassador.</p> <p>Recommended location option 1: the river behind the hotel.</p>
B10	<p>In response to the Second Public Forum on Facelift of Mui Wo, we have collected views from the travel trade (including the Travel Industry Council of Hong Kong and the Hong Kong Tourism Board) on project. Attached please find their views for your consideration.</p> <p><u>Feedback of the Travel Trade</u> <u>Second Public Forum on Facelift of Mui Wo</u> (June 2008)</p> <p>Travel Industry Council of Hong Kong</p> <ul style="list-style-type: none"> • The design and the facilities provided are good and sufficient. • Use less concrete and more natural material. • Use renewable energy for lightings and signage. <p>Hong Kong Tourism Board</p> <p>(I) <i>Improve North Waterfront Promenade</i></p> <ul style="list-style-type: none"> • The promenade should be extended to link up the proposed New Cooked Food Market and Covered Cycle Parking Area with the concourse outside the pier. • Suggest to plant a single species of blossom trees in the area so that there is an appeal to visitors while the trees are in blossom, e.g. Delonix regia. • Suggest to include some low level lighting along the path. <p>(II) <i>Provide Cycle Parking Areas in Villages</i></p> <ul style="list-style-type: none"> • The sites selected should be aligned with the overall design of the cycle track and heritage trail. The purpose of the parking areas is to serve visitors, who are mainly Hong Kong residents outside Mui Wo. <p>(III) <i>Improve Visitor Information and Signage</i></p> <ul style="list-style-type: none"> • The signage system to be installed should follow a three-tier information hierarchy (i.e. mapboards, directional signs and information signs), in particular when providing details/stories of places of interest. <p>(IV) <i>Car Park at Mui Wo Ferry Road</i></p> <ul style="list-style-type: none"> • Need to provide coach parking spaces. <p>(V) <i>New Cooked Food Market and Covered Cycle Parking Area</i></p> <ul style="list-style-type: none"> • The existing cooked food market is neither visible nor attractive. Support the concept of elevating the new cooked food market from the ground as this would provide visitors with a dining experience with alfresco ambience. <p>(VI) <i>Entrance Plaza</i></p> <ul style="list-style-type: none"> • The Plaza should link up the North and the South Promenade. • There should be more waiting and gathering spaces in the Plaza. • Need to address bicycle parking problem (more than half of the space under the pier concourse are occupied by bicycles).

No.	Comments
	<ul style="list-style-type: none"> • The trees should be aligned with the entrance plaza. • There is not much use of the fountain. <p>(VII) <i>Cycle Track & Heritage Trail</i></p> <ul style="list-style-type: none"> • Support the suggested concept. It can combine and programme the cycle track and heritage trail into one theme attraction. Visitors can either ride or walk to experience the area. • It is vital to provide information on places of interest along the trail, and to install a set of well planned signage. <p>Need to assess the physical condition of the recommended places of interest, such as the two watch towers, Silvermine Cave, etc. before allowing visitors to access and appreciate them.</p>
B11	<p>I have been to both of the Mui Wo forum and would like to voice my opinion/ideas and hope you would take it into your consideration for your next forum.</p> <p>1) Speed ramp / speed hump. I hope you would consider modify and incorporate sleeping policeman function onto the existing 2 zebra crossing on the Ngan Kong Wan road.</p> <p>2) Extra pedestrian walkway on the beach Although this may not be part of your proposals (and against by the environmentalist) but I do hope you would seriously consider this on your next Public forum. reason is the current walkway on the beach is only around 5 ft wide (only enough) for 2 person walking side by side. it is common to see visitor/pedestrians get verbally abuse from local cyclist (for blocking their way). I suggest to build a new walkway next to the current path but in wood and rest on top of the sand. it do not have to be permanently fit to the ground (joint section by section) so it can be remove or add on new feature.</p> <p>3) Cycle park problem. Even if you have build a first class cycle park, if giving half the chance (we) the local cyclist user will carry on park near the pier. We all agree on the forum that there must be a department set up (who also run the cooked food market) to handle illegal cycle parking. There should be a restricted parking zone. Any one park their bike should clam and fine (\$10) to remove the clam, if left for a week, tow away the bike and fine (\$100). This will stop anyone to park near the pier again.</p> <p>4) Cooked food market. Your proposal was good at first but then why not go an extra feather and build 3 floor (insist of 2 floor). Like the new star ferry pier in Central, it have a style and extra space for commercial use. Some local had suggested to make an extra 2 storey building for cycle parking (that is a great ideas). 1st floor for tourist information center and shops with walkway connecting to the waterfront promenade. 2nd /3rd floor cooked food market (more money for the government to pay for the manager of the cycle park.</p>

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	<p>5) Public toilet. I hope your plan is to demolish the existing toilet and incorporate the new toilet into the cook food market building.</p> <p>6) Refuse collection point. Move it to near your now propose car park (behind the school).</p> <p>7) Civic Square. I agree there must be a theme (more culture, Chinese garden like) to make it more attractive. Your proposal have too much green and tree. Make an extra playground for the elderly (with exercise machine).</p> <p>8) Seat Covering or Canopy. Make sure that all Canopy have sun shading effect and not just for against rain. We are more concern about getting sun burn then getting wet!</p> <p>9) Next forum. It would be great to see if you could provide 3 designs for each of your proposal (not just 2 very similar design) for us to choice from. 1- designer own "wow" ideas (out side the box) design. 2- villager's expectation ideas design. 3- somewhere in the middle design.</p> <p>Please check attachment file for drawings and other detail.</p> <div data-bbox="252 1081 845 1874" data-label="Complex-Block"> <p>Canopy Design</p>  <p>photo taken outside pier 3 in Central.</p> <p>I would consider this canopy a bad design. No sun shading effect, just for rain but not effective as the main structure support is in the middle forcing pedestrian to walk on the side.</p>  <p>photo taken behind the HK Space museum.</p> <p>This Canopy is a much good design. It have sun shading effect, the structure support is on the side providing plenty of space in the middle to walk.</p> </div> <div data-bbox="932 1438 1461 1874" data-label="Figure">  <p>The Boardwalk would be great in wood material. Ideally, it will be even better to carry it along the "reach front" (more detail on next drawing).</p> <p>3 Storey tall building. Gift for shops and information center (with connection to the promenade). 1/F and 2/F for cooked food market. Toilet incorporated into the building.</p> <p>2 Storey tall cycle park.</p> <p>I've thought you to seriously consider incorporation a sleeping policemen into the 2 existing zebra crossing. This will safe life.</p> <p>We need a landmark for photo attraction, water fountain design like a waterfall with a water on top.</p> <p>Large open space for Sunday market (maybe or other stage event during festival).</p> <p>Refuse collection point should move to this car park area.</p> <p>Legend:</p> <ul style="list-style-type: none"> Tree Drop Off Area Bus Drop Off Cycle track Promenade Seat Canopy </div>

No.	Comments
	<div data-bbox="363 181 732 456">  </div> <div data-bbox="373 472 715 533"> <p>This bridge is too narrow and creates a bottleneck. Option is to build a new wooden bridge next to it for pedestrian only.</p> </div> <div data-bbox="325 566 732 842">  </div> <div data-bbox="363 857 754 918"> <p>Walkway along the beach, see there is not much space for 2 people (side by side). Option is to build a wooden walkway on the sand.</p> </div> <div data-bbox="890 197 1420 533"> <p>Canopy Design Possible to arrange some seat or flower bed along side the canopy. I hope you would make all the flower bed at seating level and not waist high.</p>  </div> <div data-bbox="895 553 1406 882">  </div> <div data-bbox="906 887 1406 907"> <p>Create a large concrete Logo on the round about. It could be MUI WO or Silvermine Bay.</p> </div> <div data-bbox="454 1048 727 1406">  </div> <div data-bbox="411 1426 783 1478"> <p>This is a bad design, it's unnatural and costs too much to repair!</p> </div> <div data-bbox="451 1514 730 1859">  </div> <div data-bbox="411 1890 847 1942"> <p>This is a better design, we need something similar. More natural and easy to maintain or repair.</p> </div>
B12	Attached please find my written comment on Mui Wo Facelift - Second Public Forum and Consultation Digest.

No.	Comments						
	<p data-bbox="256 170 943 203">Please send a formal receipt of my written comment.</p> <p data-bbox="256 241 1503 383">Please also note that a Third Public Forum should be held to report collected views and amended proposal for further discussion and/or consolidation of views on the items that listed in the category " Section 3 -Items Need Further Discussions " of the Second Public Forum Consultation Digest.</p> <table border="1" data-bbox="256 421 1497 1413"> <thead> <tr> <th data-bbox="264 427 874 461">General Information</th><th data-bbox="874 427 1489 461">Comment</th></tr> </thead> <tbody> <tr> <td data-bbox="264 499 874 1402"> <p data-bbox="264 499 874 752">Planning Consultant and CEDD organized the forum in two sections, firstly items that had received general support as revealed from the First Public Forum were presented, while the second part of the Presentation is about those items that require further discussions (more controversial items)</p> <p data-bbox="264 757 874 898">Local participants divided into groups/panels with representatives/volunteers from CEDD to explain details of the schematic plan/layout and or technical issues.</p> <p data-bbox="264 943 874 1227">Each group was required to discuss the listed items and presented to the whole group with reasons for support/objection to Meinhardt's design/provisions and or giving new suggestions/issues of concerns after each session. 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No.	Comments	
		<p>with some spots new local organic farming can be developed into a pioneer Rural Planning Strategy.</p> <p>The opportunity of a good planning and integration of leisure walking, day-to-day cycling as a mean of local transportation, holiday cycling and hiking can be a good strategy to direct all the loss parts of the design items as proposed, forming a holistic and sustainable development of the community.</p>
	<p>Tasks between the First and Second Public Forums</p> <p>Collect public views and suggestions Review and interpret technical feasibility and sustainability Identify constraints and conduct engineering assessments Identify items receiving general support Provide more details for items receiving general support Revise ideas for items needing further discussion</p> <p>Flow chart of the planning activities and schedule</p> <p>PlanD's Consultations in 2004 and 2006 ↓ Ideas for improvement works for Mui Wo Facelift ↓ First Public Forum in Sept 2007 ↓ (Public Views and Comments Received) ↓ (Identification of Constraints and Engineering Assessment) ↓ Second Public Forum ↓ (Public Views and Comments) ↓ Establish consensus for enhancement proposals</p>	<p>Effort and improvement had been noted and appreciated.</p> <p>Strongly request a THIRD PUBLIC FORUM to illustrate the further development of the planning design, particularly those items in Section 3 – ITEMS NEEDING FURTHER DISCUSSIONS before frozen the design and</p>

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		making decision without “ real consensus “
	Section 2 Items Receiving General Support	
	<p>Current Situation Existing path is too narrow and over-crowded with cyclists and pedestrians.</p> <p>Public Views Retain trees Separate cycles from pedestrian Provide more seats and trees Provide look-out points No incompatible decorative feature</p> <p>Enhancement Proposals Provide a new 5 m waterfront passage to use as pedestrian walkway Existing path convert to cycle track Hard and soft landscaping and new street furniture will be provided</p> <p>Options provided – all 3 provide new seats and trees Option 1 – new grey colour paving Option 2 – new brown colour paving Option 3 – retain existing footpath as cycle track</p>	<p>One more fact should be addressed or recognized : Most local residents ride their bicycle as a means of daily transportation for going to work, school, shopping...etc to and from village centre to the pier area on the carriageway, i.e. the public road next to this section of pedestrian walkway, which create a BIG problem and danger for both drivers and cyclist (particularly school kids). While the overcrowd phenomenon happens during holiday when leisure cyclist and pedestrian both use this walkway and also caused problem. Though this item has general support, this issue must be recognized and addresses in the detail stage of design.</p> <p>Support the major criteria/idea of the proposal</p> <p>Further comment : Plantation should use local species such as banyan trees which can provide sufficient tree crown for shading</p> <p>Suggest to retain the existing paving block of the existing footpath in order not to reuse or recycle the material, of which is one of the good quality of the existing material. Not to use sharp colour or reflective material as the strong glaze will create danger for bicycle users. Not to have strong graphic pattern to suggest direction, would cause blur in vision if riding even at a normal speed. Not to use glazed paving tile as heavy rainfall in the rural area would make the path very slippery.</p> <p>Suggest to retain existing or similar new granite finishing so as to keep the memory of the old waterfront and the consistent with the 45 degree sea water which leads from the promenade to the village river area.</p> <p>Not to have decorative railing. Design and</p>

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		<p>disposition of the railing should not block the sight line in a seating posture – for the enjoyment of the sea view. May consider a level change of the cantilever platform to facilitate both safety and optimize the view</p> <p>Cantilever structure of the new pedestrian walkway is a good move. Stringent requirement and monitoring should be set for the design and construction of the sub-structure so as not to disturb the existing inclined seawall, which now works very well for the absorption of wave in the gulf area and also form part of the ecosystem (a lot of local clams and small fishes’ natural habitat)</p>
	<p>2. Provide Cycle Parking Areas in Villages</p> <p>Public Views Enhance facilities near the main attractions Retain trees Provide seats and more trees</p> <p>Suggested locations : Next to Silvermine Bay Waterfall Pak Ngan Heung Tai Tei Tong Luk Tei tong Chung Hau</p>	<p>Support the idea to facilitate visitors to the local attractions and scenery spots.</p> <p>Following this argument, only support installing the cycle parking in the Silvermine Bay Waterfall location. Propose to install in other scenery spots : next to Silvermine beach changing room and BBQ area ; at the far end of Silvermine beach, across the third bridge beyond 游樂場協會 camp site, a point where tourist/family hikers start to hike to and from Discovery Bay or 神學院 and than come back ; along 鄉事委員會路 for tourists to park their bike while enjoying food in the local restaurants ; opposite to the water treatment plant at the exit/entry of the end of the Phoenix Hiking Trail (the last pole) where you can have a very nice hike to Pui O and back in half day ; vacant land or garden outside post office and Health clinic for both local/tourist use in case of need and emergency ; outside public swimming pool football pitch/playground ; outside LCSD Market and Sports Hall Complex ; next to local temples and or churches ; next to Yuen’s Family Compound and Watch tower where tourist can have bird’s watch over the fishing ponds ;</p> <p>Furthermore, to enhance a holistic approach, the same provision should be provided in the New Pier (Entrance) Plaza, Old Town Civic Square and South Waterfront Promenade, where there were no such provisions at all in the proposed schemes! The quantity of the parking should increase in proportion with</p>

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		<p>the scale of the plaza and open space provided.</p> <p>The most simply and easy to park system should be used instead of figurative and expensive proprietary products.</p> <p>Regarding the long stay parking and or unused cycles parked forever occupying spaces, suggest to provide some (say 50 to 100) charge parking (octopus) like normal on-street parking for some residents who have their weekend or summer houses here and are willing to pay for a parking near the pier or the South Car park (next to school). In that case, for those who idled or left unused cycles in the frequently used parking near the pier can be remove by police in a regular weekly basis.</p>
	<p>Improve Visitor Information and Signage</p> <p>Public Views</p> <p>Consistent signage</p> <p>Provide signage to link trails in different parts of Lantau Island</p> <p>Provide Clear signage to historic features</p> <p>Enhancement Proposals : Clear , concise and consistent signage will replace the different types of existing signage</p> <p>Adding Main Information Boards/Kiosks (2 nos in Red dots) – A Main Information Kiosk or a series of boards will be placed at the point of arrival (Public Transport Interchange) to show walking and cycling route and main attractions.</p> <p>Specific Area Information Boards/Kiosks (12 nos in Blue dots) – Specific Area Information Boards will be placed alongside the main attractions (Mui Wo River Silver Garden, Watch Towers etc) to provide the information on history and old photos etc.</p> <p>Directional Signage (18 nos in Green dots) – Directional Signage with symbols, bilingual names and distance indication will lead people on suggested routes to various attractions</p>	<p>Support the proposal.</p> <p>Further Comment:</p> <p>All maps should have proper SCALE, so that people can have an understanding of the length and duration of the local or Island hike (right now, most of the maps are picturesque, not enough information for tourist, hikers and international travellers !)</p> <p>Photos and description of local vegetation and frequently visit migrant birds (like 小白鷺 & 白鷺) should also be provided to enhance the local historical and natural heritage.</p>
	<p>Realign Mui Wo Ferry Pier Road and Modify Car Park</p>	

No.	Comments	
	<p>Current Situation Existing entry to the Car Park is in a cul-de-sac leading from Mui Wo Pier Road at the back of abandoned NT Heung Yee Kuk Southern District Secondary School</p> <p>Public Views Keep existing trees Number of car and lorry parks should not be reduced</p> <p>The existing car park will be extended to the north, enlarged and improved with landscape treatments to consolidate car parking around ferry pier are.</p> <p>The realigned road will improve access of heavy vehicles to areas in the southern part of Mui Wo.</p> <p>The proposed road will be aligned such that all the existing trees will be retained except one will be affected and needed to be transplanted.</p>	<p>Support the proposal</p> <p>Suggest to add sufficient tourist coach parking as there are some tour agency provide Lantau Island guided tour packages to expatriate and mainland visitors</p> <p>Suggest to provide more motorbike parking Suggest to provide some long-stay bicycle parking for those residents who come back during weekends or holidays</p>
	<p>Section 3 Items needing further Discussions</p> <p>New Cooked Food Market and Covered Cycle Parking Area</p> <p>Existing Cooked Food Market (included 4 pavilion type cooked food market, 1 public toilet and 1 refuse collection depot)</p> <p>Public Views</p> <p>Concern on impact to cooked food market during construction Maintain same number of cooked food market units Support the provision of covered cycle parking area Utilise waterfront area for alfresco dining Retain trees Provide more seats and trees Resolve cycle parking problem Retain the current cycle parking area next to the ferry pier</p> <p>Enhancement Proposals</p> <p>The cooked food market will be rebuilt to improve the dining facilities and provide an</p>	<p>Comment</p> <p>Concept of making use of the existing level difference from the thoroughfare (Ngan</p>

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	<p>ideal dining place for customers.</p> <p>A covered cycle parking Area under the Cooked Food Market will replace the current cycle parking area next to the ferry pier.</p> <p>Kwong Wan Road) and the existing Cooked Food Market has a good potential of resolving both the existing problems of the cycle parking and the sunken food stalls.</p> <p>STRONG OBJECTION TO ONE CONTINUOUS SOLID ENCLOSURE COVERING THE WHOLE CYCLE PARKING AREA.</p> <p>According to the proposed layout and schematic sections, the following critical problems in design layout were being identified, which make the parking of the cycle become impossible:</p> <p>All the cycle are covered under one single roof, size approx 100mX30m, with a similar span like the Ferry Pier, yet with extremely low headroom, approx. 2.8m floor to ceiling (no beams shown, so the clear headroom would be much lower!).</p> <p>Such long space with low headroom and no enough natural lighting and ventilation would create a very unpleasant experience, and with a visual background of 1200 parked cycles, the scale of the monolithic and deep perspective would create a great sense of insecurity and dark feeling. Such arrangement would definitely invite crime and would have serious problem of security, particularly to female taking night time ferry and have to get their cycles in such a “ long and deep “ indoor parking!</p> <p>Adolescent vandalism during late would also have a potential to increase as they will have an indoor space without seeing by others along the road. Not to mention the alcoholic and drug problems that could be happened like other new town housing estate enclosed public area.</p> <p>Mui Wo have a very good record of security and do not have problems of the above mentioned dark side of the metropolitan social problems since most of the communal/civic and villages spaces are open to views, natural lighting and ventilation, with a lot of trees. So it would be a pitfall if government builds something to provide opportunity to weaken/ruin the safe and peaceful social qualities of the local community.</p>

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	<p>Mui Wo is also a very special community which has a very high usage of bicycle as a daily means of transportation, a low energy consumption kind of vehicle. Since the use of cycle is on a daily basis and in a large number, the design assumption and study should then consider the pattern of using cycle in a mass, during traffic peak hours and also the temporary high usage time following the ferry schedule.</p> <p>Such consideration and studies were not shown nor reflected in the proposed layout, which is really disappointing.</p> <p>For example, according to the proposed plan, there is only one single entrance and exit to and from the “INDOOR” parking, and one of the entry have a 90 degree turn, and the path is approx. 2.5m. Although three other smaller entry/exit points were shown, but those are having steps and in circular profile. Such arrangement cannot fit the local residents’ usage of cycle when they rush to the pier or alight from the pier/buses and catch the cycle to go home. For a single trip of ferry and bus arrival during peak hour, around 200 or more people would have to take their cycle and leave the car park at the same time and only one entry path/point/opening would certainly create a big problem of cyclist traffic jam, and at such moment, people cannot ride on their bike but have to stand on the side and troll the cycle by hands, and that normally takes up at least 0.7mX1.8m space. With 200 units of bicycles waiting to get out or in such a parking space, that is just not quite possible.</p> <p>In principle, the parking space should have a matrix of multiple lane, multiple wide enough entry/exit and along the egress/ingress should not have steps and less than 60 degree turn, the maximum loading/usage during peak hours of going to work/school (also school kids coming back from school in late afternoon)</p> <p>Apart from creating problem due to lack of understanding to the pattern of cycling in the community, the design would also cause big problems of hygiene, flooding, and gathering of stray dogs</p> <p>Suggestions:</p> <p>The structure of the parking should be porous enough to allow a network of circulation</p>

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	<p>path, which can enhance the diffusion of traffic during peak hours.</p> <p>The parking area should not be houses under one single roof, instead, island concepts with staggered alignment should be considered.</p> <p>The peripheral/façade of the structure(s) should be opened up to allow abundant natural lighting and ventilation and view (for the community to have security surveillances). Cycle path /passage can be provided along all side of the parking area to enhance traffic.</p> <p>Suggest to elongate the parking area cum Cooked Food Market towards the existing entrance garden and the proposed kiosk area (i.e. close to the original parking area). Proposed building block can be separated into a few slimmer blocks so as to enhance diffusion of traffic.</p> <p>Visibility of the cooked food stall would than be enhanced to tourists. Upper levels of such blocks can be connected by elevated walkways to enhance circulation and not blocking sunlight and ventilation and views.</p> <p>The proposed layout also has an indication of a public toilet and a refuse collection depot. The proposed Refuse Collection Depot is at the same location of the existing one, which caused a big disturbance to ALL the residents going back home from pier, as it is located at the ENTRANCE to all Mui Wo villages and public housing estate. The worse scenario is that everyone go to the new cycle park to get the bike home would suffer the smell and dirt for at least 10 -15 mins (since it take time to unlock the cycle and get it out from the parking pole and put it right allow the exit aisle). Such a problematic design reflected the lack of thinking and careful consideration of daily usage of the residents.</p> <p>Suggest to relocate the Refuse Collection Depot to the inner part of the existing garden where the Boundary Stone located (close to new bus terminal) and surrounded by abundant plantation.</p> <p>For the Public Toilet, it can be nicely designed and integrated with the overall</p>

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	<div data-bbox="268 277 766 311">Improve South Waterfront Promenade</div> <div data-bbox="268 351 494 383">Current Situation</div> <div data-bbox="268 389 861 456">Current waterfront occupied with cargo loading/unloading and parking area</div> <div data-bbox="268 463 443 495">Public Views</div> <div data-bbox="268 501 751 533">Provide more seats, shelters and trees</div> <div data-bbox="268 539 574 571">Provide look-out points</div> <div data-bbox="268 577 422 609">Retain trees</div> <div data-bbox="268 616 719 647">Provide paving pattern and colours</div> <div data-bbox="268 654 662 685">Provide children's playground</div> <div data-bbox="268 692 861 759">Move away the cargo loading and unloading area</div> <div data-bbox="268 766 817 797">Waterfront walkway looks hard & straight</div> <div data-bbox="268 837 577 869">Enhancement Proposals</div> <div data-bbox="268 909 861 1193"> <p>The existing cargo loading/unloading area and car park will be redevelopment to South Waterfront Promenade with an avenue lined with trees on both sides, shrubs, seating areas, children's playground and look-out points (existing Kaito pier to be retained). The original Mui Wo Ferry Pier Road will be pedestrainised.</p> </div> <div data-bbox="268 1603 582 1635">Enhance Entrance Plaza</div> <div data-bbox="268 1675 494 1706">Current Situation</div> <div data-bbox="268 1713 861 1780">Existing Car park, public transport interchange and ferry pier</div> <div data-bbox="268 1821 443 1852">Public Views</div> <div data-bbox="268 1859 861 1926">Provide trees and seats along waterfront promenade. Retain trees</div> <div data-bbox="268 1933 861 2000">Provide paving with pattern and colour design</div> <div data-bbox="268 2007 829 2038">Reduce size of public transport interchange</div> <div data-bbox="268 2045 861 2076">Arrangement of trees should not be in a</div> <div data-bbox="888 170 1481 237">planning of the Cooked Food Stalls/Market blocks.</div> <div data-bbox="888 389 1158 421">Support the proposal</div> <div data-bbox="888 463 1158 495">Further suggestions :</div> <div data-bbox="888 501 1481 609">Provide shelter for the Kaito Pier to facilitate the schools kids to get on board and alight from the boat during raining days.</div> <div data-bbox="888 649 1481 934"> <p>Proposed children's playground is too small. Should consider integrate with the view corridors. Provide 20-30 Cycle parking for parents and kids during playing and also for tourist to seat down enjoy view/eating in restaurants (if not parked and locked properly, will block the plaza and circulation).</p> </div> <div data-bbox="888 940 1481 1449"> <p>The “ plaza “ like circular paved open space at Number 9 (Commercial Plaza) suggested a very strong planning and visual axis from the look-out point heading to the north. Yet, the strong axial space and plaza was focused to the “boundary” between two private residential blocks. Such arrangement does not reflect any strong civic meaning. Suggest to rearrange the Commercial plaza in rectangular profile so as to avoid the “ pointless “ axis, while the elongated plaza can provide more commercial opportunities for all the ground floor shops for both the Sea Crest Terrace and Scenic Crest.</p> </div> <div data-bbox="888 1489 1481 1556">May consider planting trees along the side walk towards the car park.</div> <div data-bbox="888 1859 1481 1926">Major objection and disagreement with some design intention and provisions :</div> <div data-bbox="888 1933 1481 2076"> <p>Large span transparent canopy in front of the Ferry Pier would create green house effect and make the stay under the glass structure during Spring, Summer and Autumn time</p> </div>

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	<p>straight line. It should be natural Resolve cycle parking problem Add tourist information Not support sculptures in public spaces Retain kaito pier</p> <p>Enhancement Proposals Upon arrival at Mui Wo Ferry Pier, visitors will be greeted by a new plaza out the ferry terminal. This will provide a safe environment for pedestrian congregation and movement. Covered walkways will provide safe access to the relocated bus terminus and the new Cooked Food Market. New seating, new paving and tree planting will mutually help create a pleasant and comfortable space.</p> <p>(Hong Kong's average temperature has increased a lot) unbearable. Strongly recommended to provide printed glass (dots/strips pattern) and sun shading louvre system as an integral part of the canopy system.</p> <p>The curvilinear Covered Walkway in the shape of ellipse leading from Pier Canopy to Bus station and to new Cycle Parking Zone is now only a decorative object and does not serve any function during serve rainy or wind storm weather. First of all, the 2-3m wide path is not sufficient for large group of local/tourist to walk/run to the bus stops and to the cycle parking area. Secondly, the most direct, sensible and free choice of path from pier to bus stop is a straight line from the canopy to the south edge of the bus terminus. The curve pathway would only elongate the travel distance and as review form past record of the performance of such covered walkway, pedestrian are always get wet even walking under the cover, the reason is the rain drops/dashes are not falling down vertically, most of the designers neglected the effect of wind, which make the rain come in at an angle. In conclusion, such stylist and decorative cover walkway would not serve any functional purpose and should not be provided.</p> <p>Suggestion: A 6 m wide straight covered walkway leading from the south side of pier canopy should be provided for access to bus terminus extending to the bus office. The walkway system leading to the cycle parking should also be 6 m wide minimum and also integrate with the elongated /extended parking and dining area.</p> <p>Both covered walkway can use timber fins as the upper level sun shading together with shading greeneries (e.g. Morning Glory, Orange Trumpet Vine or other local species vine) on top of the glazed structure. Reference can be make to Sai Kung Public Pier and Civic Square.</p> <p>Overall Planning Design Suggestion : Planning and design should be modified to provide more sustainable and natural public space. The Bus Terminus can</p>

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	<p>be moved towards the pier by 15m approx. so as to minimize the travel from pier to bus terminus. Most important consideration is to enhance the landscaped plaza extends and enclose the bus terminus. Such provision can allow the shops along Mui Wo Road (existing restaurants, banks and Cycle shops) can also enjoy the landscape plaza. By re-arranging the profile of the plaza into a C-shape loop, together with the Boundary Stone Garden, the larger plaza would then become a hub for communal activities/ special festival with lots of local and tourist participation. As a result, the business of shop around the plaza would then be enhanced.</p> <p>By shifting the bus terminus a little bit close to the pier, the Arrival Fountain would have to modify to suit the revised space planning.</p> <p>Suggest to use Optional water feature, which can be turned off to leave clear dry space for communal or festival events. Rock feature in plaza area integrate with subtle water flow feature may be appropriate, YET, do not arrange them in ELLIPTICAL profile which will be highly obstructive to future use of the communal/civic space. Can be arranges in scattered manner and closer to plantation. Reference can be make to the Japanese Sand Garden in Kyoto.</p> <p>Existing Boundary Stone garden should be modified and include in the enhancement proposal so as to create a green loop and enhance cross and versatile circulation for local and tourists. Refer to previous chapter, suggest to relocate the Refuse Collection Depot to the area between Bus Terminus and this garden.</p> <p>Further comment : Bus Office may be too small and the bus company employee would tends to put things outside if their office is not big enough. A small public toilet and small Cycle parking area (approx 30 nos .) should be provided next to the Bus Office.</p> <p>Paving Material should not be glazed, reflective and slippery.</p>
	<p>Improve Civic Square</p>

No.	Comments
	<div data-bbox="268 168 863 275"> <p>Current Situation (Not connecting the village to the Beach and the play area)</p> </div> <div data-bbox="268 315 863 714"> <p>Public Views Performance space and facilities for festival and carnival are needed Provide more trees and seats Retain trees Provide paving pattern and colours Arrangement of trees should not be in straight line. It should be natural. Cancel extended promenade along River Silver Too much commercial development area</p> </div> <div data-bbox="268 754 863 1120"> <p>Enhancement Proposals A new characterized avenue will link the waterfront promenade to the main Civic Square and the Old Town. The scheme utilizes existing trees and spaces. New trees and paving will create new attraction points for residents and visitors, e.g. a large, open performance square (outside the market) and shaded seating areas. Proposed extended promenade along river Silver is cancelled.</p> </div> <div data-bbox="887 790 1485 2076"> <p>Option 2 of the Proposal is preferred. Natural landscape, such as shrubs and ground cover together with Optional water features (can be turned off to leave clear dry space) should be provided for a rural and natural context. Artificial foundation, Sculpture or iconic tensile structure should NOT be provided in such a medium scale open space. The openness of the Civic Square can enhance multi-functional purpose of the plaza, various function and user groups can enjoy the space in different time such as festivals/carnivals, Chinese Bamboo Opera Theatre installation, weekend cycling learner (esp. kids) and also daily elderly exercise ground. Decorative objects would take up space and yet do not carry/represent any significant historical/cultural meaning of Mui Wo. Just let the Civic square become the landmark by itself.</p> <p>A larger piece of rectangular and level grass land should be provided in the design so as to compensate the existing one, where the elderly used to play Gateball (門球).</p> <p>Further suggestion : Local species of trees, shrubs, and ground cover should be used. Geometry of the junction between beach side walkway, children playground and the plaza should be simplified. Landscape design along the transverse (next to Silvermine Hotel and Loy Loy Elderly Centre) should be less rigid, pocket spaces among trees planted in organic pattern can</p> </div>

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		<p>allow people to gather in small cluster, to talk , to fly kite or look up to enjoy view of the mountain (二東山) or even play games. All the new grass land should allow people to seat on.</p> <p>The existing provision of rows of straight line of trees just limited people to site on the opposite side of the paving road, which is not a normal way of enjoying natural landscape and feel leisure.</p>
	<p>Provide Cycle Track and Heritage Trail</p> <p>Current Situation (Existing village paths are not wide enough and connected as a network for visitors to enjoy cycling)</p> <p>Public Views Develop Butterfly Hill to a scenic spot Natural material for paving Oppose construction of cycle tracks at Wang Tong, avoid destruction of environment at Wang Tong Building cycle track on steep slopes on Butterfly Hill sides is dangerous Disruptive to villagers Circular cycle route in Mui Wo is not necessary Oppose provision of wide cycle track Alignment of new cycle track should follow existing footpath</p> <p>Enhancement proposals The cycle network around the Mui Wo Villages will be improved to provide safe and easy access to visitor attractions and the villagers alike. Signage and information boards will be provided to ensure visitors getting the best of what Mui Wo has to offer.</p>	<p>Option 2 is preferred – minimum disturbance to the existing landscape but provide improvement/upgrade existing footpath to a condition that is safe to cyclist and pedestrian.</p> <p>No need to destroy the wild landscape on the hill side at the rear of Wang Tong (Route J)</p> <p>Road marking of cycle route and pedestrian walkway should be provided.</p> <p>Traffic sign of NO ENTRY FOR VEHICULE (EXCEPT FIRE AMBULANCE OR POLICE OR OTHER GOV. FORCES) should be installed at all village EVA and cycle route so as to stop the illegal driving, which cause great danger for cyclist, especially small children riding cycle going to village kindergarten and primary school.</p> <p>Clear signage and information of the</p>

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	<p>Heritage should be provided. Heritage attractions should not just the watch towers but should also include the old lagoon area of the fishing villages before reclamation in the 70s and also the location of vanished stilted houses along Chung Hou (similar to Tai O) and also the vanished “ 5 cents Bridge “ – now replaced by the stronger and safe R.C. bridge across Silver River....etc</p> <p>Overall Comment</p> <p>CEDD should instruct and advise the planning consultant to have a more solid understanding of ways of life in the local context of Mui Wo. There are thousands of people live in the neighbourhood, working, studying. Mui Wo as a town centre also serves other area of Lantau Island, such as Pui O, San Shek Wan...It is a balanced and self-sustained community with mixture of indigenous villagers, villager move form outside the Island, expatriate and foreign domestic workers. There is a need to improve the infrastructure of the town so as to improve living condition, both in terms of physical, environmental and potentially economical aspect.</p> <p>Taking the tourism as the pure development focus (as expressed in some of the key words and design intentions in the proposals) would not benefit the community to the optimum level. It only touches a fraction of the economy in Mui Wo.</p> <p>As more people from other areas of Lantau Island (Discovery Bay), other area of Hong Kong, other area of the World move to Mui Wo, the economy becomes more vivid. That could be reflected in the increased number of restaurants and new village houses built in the past few years. In short, improving the living environment in response to residents’ need is of highest importance in enhancing and improving the current local economy.</p> <p>The proposed works relate to tourism and or visitors (a lot of tourist are visiting friends in Mui Wo in a regular basis) should be overlaid onto the major framework of improvement for the local community. such works are also important to introduce to the public of Hong Kong the good living / leisure / hiking / heritage environment in Mui Wo</p>

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	<div></div> <p>and provide them a healthy weekend vacation place. Such strategy would then achieve clear goals and end result.</p> <p>In a long term planning perspective, Mui Wo has a potential to develop a sustainable community with a culture develop based on cycling mode of transportation and also develop organic farming in the villages.</p> <p>- End-</p>
B13	<p>I have just reviewed the 'Facelift of Mui Wo' (Second Public Forum Consultation Digest), and while a lot of the proposals look fine, and are certainly an improvement, I have noticed that there does not seem to be any children's playgrounds included anywhere.</p> <p>We are residents of South Lantau, but not actually of Mui Wo, and when our two children were younger, they would beg to go to the mini-playground close to the River Silver. They (and we) soon tired of it, and it is quite frankly poorly equipped, and with no shade. So we sometimes took them all the way to Tai O (even worse, except that one has swings) or even across to Tung Chung and Hong Kong Island just to use the playgrounds there. Of course, with all the wonderful beaches and hikes on our doorstep, our children have good access to the outdoors. But there's something special about swings, slides and climbing frames, especially when there are other children around. Ask any five year old!</p> <p>So please try to incorporate a proper adventure-park style playground for the hundreds of young children of South Lantau (and their parents, who are probably all too busy to write in themselves or attend public forums!) In fact, why not install a state-of-the-art adventure playground (with minimal use of plastic) right by the pier, instead of having (another) water fountain. At least the playground would serve a purpose, and, with the right kind of design, it could become an iconic South Lantau landmark, drawing in families from all over Hong Kong, who would then stay longer, spend more money in Mui Wo on refreshments, or even choose to come back again.</p> <p>I hope you will give my suggestion some serious consideration.</p>
B14	<ol style="list-style-type: none"> Regarding the North Waterfront Promenade It is suggested to use darker, natural and durable paving materials, such as granite. More rain shelters, seatings and information boards near trees should be provided. Option 2 is preferable supported. Regarding the Cycle Parking Areas in Villages It is proposed to construct the cycle parking areas near the entrance of Nam Shan Old Village Path in Luk Tei Tong Village and the vocational apartments of Wang Tong Village. Regarding the Improvement of Visitor Information and Signage. Directional signage should be provided at the entrance of Nam Shan Old Village Path in Luk Tei Tong Village and village map should be provided at the entrance of each village. Regarding the New Cooked Food Market and Covered Cycle Parking Area This is a good suggestion. I hope it can be implemented as soon as possible. Regarding the Improvement of the South Waterfront Promenade For the improvement of the South Waterfront Promenade, it is recommended that the Special Ferry Services (Kaitos) Pier should be relocated to allow more space around the ferry pier and improve the environment. This may let tourists congregate there. Regarding the Improvement of the Entrance Plaza Agree with this arrangement Regarding the Improvement of the Civic Square For the improvement of the Civic Square, too many trees cannot be planted. Shop kiosks

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	<p>selling characteristic snacks should be established.</p> <p>8. Regarding the Cycle Track and Heritage Trail (It is fully supported.). The widths of the cycle tracks (E) & (F) and the heritage trail should not be less than 3.5m and 2.5m respectively. These cycle tracks should be constructed promptly to fulfill the urgent need. The main reason is that these cycle tracks are the main entrances/exits of Luk Tei Tong Village and collision between cycles and pedestrians have happened there.</p>
B15	<ol style="list-style-type: none"> Regarding the North Waterfront Promenade Regarding the North Waterfront Promenade, I prefer Option 2. It is because less reflection generated from brown paving blocks. It is also good to use natural and durable paving materials because of less maintenance works required. Provision of rain shelters is recommended. Regarding the Improvement of Visitor Information and Signage Regarding the improvement of visitor information and signage, village map should be provided at the entrance of each village. Regarding the Realignment of Mui Wo Ferry Pier Road and Modification of the Car Park Regarding the realignment of Mui Wo Ferry Pier Road and modification of the car park, it is dangerous to be next to hillsides. Regarding the Improvement of the Civic Square Regarding the improvement of the Civic Square, it is not recommended planting too many trees. Regarding the Cycle Track and Heritage Trail Regarding the cycle tracks and heritage trails, it is supported that the widths of all cycle tracks and heritage trails should not be less than 3.5m and 2.5m respectively.
B16	<p>Some suggestions regarding the Second Public Forum are as follows:</p> <p>Support:</p> <ol style="list-style-type: none"> Reconstruction of the cooked food market. A covered cycle parking area will be constructed under the cooked food market. Cycle track and pedestrians boardwalk. Construction of a car park behind the NT Heung Yee Kuk Southern District Secondary School. <p>Against:</p> <ol style="list-style-type: none"> Construction of a fountain at the ferry pier. If too many trees were planted along the South Waterfront Promenade, a wall effect will be formed by these trees. Too many trees will be planted in the Civic Square (Option 1 is supported.). <p>Suggestions:</p> <ol style="list-style-type: none"> The public transport interchange near the ferry pier should be relocated to Mui Wo Town. Characteristic street lightings should be considered to be similar and in harmony with that installed on Silver Mine Bay Beach. (e.g. 情人路 in Zhui Hai) A public ferry pier should be constructed at the south of the ferry pier. <p>The problems of tree planting:</p> <ol style="list-style-type: none"> Breeding of mosquitoes and wooly bear will be increased. Street lighting will be blocked. Defoliation will affect the environment. (It should be swept and cleaned up.) Growing of roots will damage the road surface and thus increase the maintenance works.

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	<p>5. The growing of moss under tree shading will be very dangerous to the pedestrians.</p> <p>6. The trees will form a wall effect and thus will block the views and the wind.</p> <p>7. Too many trees will induce lightning and thunder.</p> <p>8. The collapse of trees will cause pedestrians' death.</p> <p>Option 1 of Mui Wo Town is supported.</p>
B17	<p>After attending the public forum held on 31 May 2008, our committee wrote this letter to express our views as the limit of time did not allow us to discuss each item sufficiently in details. After discussion among the committee members, the main points are summarized as follows:</p> <ol style="list-style-type: none"> 1. Regarding the Improvement of the North Waterfront Promenade <ul style="list-style-type: none"> - We support the Option 2 proposal: The main reason is that brown or darker paving materials can prevent the refraction from sunlight which may hurt pedestrians' eyes. Besides, you can consider using different colors of pavings for cycle tracks and footpaths as a distinction. - The durable paving materials (granite) should be used for cycle tracks to minimize the maintenance works. - Dwarf walls or railings should be installed to separate the footpaths from cycle tracks. In addition, name cards and information of trees can be provided for each type of trees for public's easy reference. Rain shelters and seatings can also be provided. 2. Regarding the Provision of Cycle Parking Areas in Villages <ul style="list-style-type: none"> - Cycle Parking Areas should be provided in the vicinity of Man Mo Temple at Pak Ngan Heung, the entrance of Nam Shan Old Village Path at Luk Tei Tong Village, Silver Mine Bay Beach and vocational apartments of Wang Tong Village to facilitate tourists. 3. Regarding the Improvement of Visitor Information and Signage <ul style="list-style-type: none"> - The existing signage at Yuen's Family Compound is recommended to be moved to the open space which is opposite to the refuse collection point at the Ngan Shu Street. - A directional signage indicating the route should be provided at the entrance of Nam Shan Old Village Path at Luk Tei Tong Village. - A village map should be provided at the entrance of each village, showing the house numbers within the villages (since the current numbering system is confused). It not only can facilitate tourists, but also can provide clear guidance of routes and locations for government departments to provide rescuing services. - 4. Regarding the Realignment of Mui Wo Ferry Pier and Modification of the Car Park <ul style="list-style-type: none"> - The proposed car park is located near the hillside. Planting trees on slopes are recommended to prevent landslide from loose soil. 5. Regarding the New Cooked Food Market and Covered Cycle Parking Area <ul style="list-style-type: none"> - Regarding this improvement item, we strongly support the proposed locations of the Cooked Food Market and Cycle Parking Area. 6. Regarding the Improvement of the South Waterfront Promenade <ul style="list-style-type: none"> - Special Ferry Services (Kaitos) Pier is recommended to relocate to the area near the existing sand depot to reduce the loading and unloading activities at the ferry

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	<p>pier. Thus it will provide larger space for tourists and residents to carry out activities and directly makes the environment cleaner and quieter.</p> <ul style="list-style-type: none"> - The existing Special Ferry Services (Kaitos) Pier (7) is recommended to convert into a small 'finger' pier for serving passengers who take different kinds of boats. <p>7. Regarding the Enhancement of Entrance Plaza</p> <ul style="list-style-type: none"> - We agree the drop-off areas for different kinds of vehicles as shown in the Consultation Digest, including taxi stands (8), drop-off areas (9) and bus drop-off (12). However, it is necessary to pay attention to the entrances/exits where may be over-crowded. Part of the park may be considered to be the extension of pick-up/drop-off areas. - The existing park (10) should be integrated with the plaza to provide a more unified space and thus increase the extensity. The integration may also serve the purpose of the meeting point for travel groups. <p>8. Regarding the Improvement of the Civic Square</p> <ul style="list-style-type: none"> - Trees planted inside the plaza should not be too many or too high to avoid forming a wall effect and thus blocking the views. The number of pedestrians will be augmented as the enlargement of the plaza area. Some shop kiosks should be provided to sell some characteristic food, souvenirs etc. <p>9. Regarding the Cycle Track and Heritage Trail</p> <ul style="list-style-type: none"> - We extremely support the proposed cycle track (A) but all cycle tracks should not be less than 3.5 m wide and the heritage trail should not be less than 2.5 m wide. - The cycle tracks (E) and (F) should be constructed promptly to fulfill the urgent need. The main reason is that these cycle tracks are the main entrances/exits of Luk Tei Tong Village and the number of road users is increasing. The Planning Department estimates that there are at least 70 buildings to be built in the coming years. At that time, there are over 200 buildings and the population will also keep increasing. Moreover, attractions such as Nam Shan Old Village Path, Watch Tower and Ancestral Temple etc. are all distributed within the village area. If tourists and villagers use the cycle tracks at the same time, accidents will be occurred frequently. - The existing village trail (E) is not wide enough for the use of cycles, pedestrians, and even fire engines and ambulances. It is quite dangerous for residents and tourists of Luk Tei Tong Village. There are many cycle accidents happened few years earlier on the existing village trail (F). Two of them were extremely serious. As the width of the village trail is too narrow, two cyclists had crashed each other. As a result, one of cyclists was fainted and sent to hospital. The skull of cyclist in another accident was fractured after the crash. The situation should be arisen the public's concerns and the improvement works should be implemented as soon as possible.
B18	<ol style="list-style-type: none"> 1. If too many trees are planted or the trees are too large along the North Waterfront Promenade, the cycle track will be very dangerous due to insufficient light. 2. The tourists' information kiosks should be established to develop the information of Lantau Island tourism and thus more information will be in circulation. 3. A covered cycle parking area can be constructed under the new cooked food market. The existing refuse collection point is recommended to be relocated to improve the hygiene condition. 4. If too many trees are planted along the South Waterfront Promenade, the residents will suffer from mosquito breeding and too many crows attracted around.

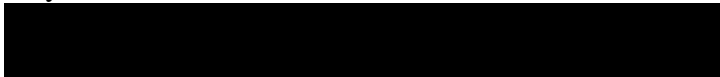




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	<p>5. A public pier is recommended to be constructed in the South Waterfront Promenade for cargo loading / unloading and yachts parking.</p> <p>6. The playground should be converted to pet-playground, in order to fulfill the local dog lovers' need.</p> <p>7. The establishment of fountain in the Entrance Plaza is useless and thus is opposed.</p>
B19	<p>I would like to add my support to the idea of a new playground to be built in Mui Wo.</p> <p>My children are 4 and 6 and the lack of playgrounds in South Lantau is a source of major disappointment to them. What does exist is poorly shaded and frankly uninspired. When families with young children look to Lantau as a possible home, I know that the lack of facilities for their kids puts many of them off. The great outdoors is very beautiful and my children certainly enjoy it, but sometimes all they want to do is sit on a swing!</p> <p>Please, please consider adding this to the proposed face lift plan.</p>
B20	<p>Please take into account that it would be more beneficial for all families with children in mui wo and visiting to use the areas for a playground rather than a wasted park which has no use.</p>
B21	<p>After the Second Public Forum, I wrote my opinions about “Mui Wo Facelift” on the views collection form. Please read it carefully, thanks.</p> <p><u>The recommendations of Facelift of Mui Wo</u></p> <p>1. Improve the North Waterfront Promenade I agree with most of the designs in the North Waterfront Promenade, but I still have some suggestions as follows:</p> <p>a. The tree species Since the section along the Promenade is the main cycle track for the residents to come in and go out, the size of the trees should be considered. If the sizes of the trees are too big, it will block the street light at night. It will be very dangerous to cycle due to the darkness and low visibility. In addition, the road will be unsafe as a result of the large number of fruits and fallen leaves, and the water ponding. Therefore, the types, sizes of the trees, and even the growing rate of the trees in the next recent year should be considered carefully in order to avoid affecting the road maintenance works in the future and any unnecessary preservation dispute caused.</p> <p>b. Lighting system Since the trees will be planted on the both sides along the Promenade, the lighting system should take into account of growth of the trees, so as not to block the light by the trees and create unsafe road for cyclists and pedestrians.</p> <p>c. Extended length and location of the promenade The existing promenade starts from the ferry pier and ends at (五仙橋橋頭). If it can be elongated to the shopping area of Silver Town (銀城), it will be more attractive as a whole.</p> <p>2. Provide cycle parking areas in villages a. Increase the cycle parking areas at points of interest</p>

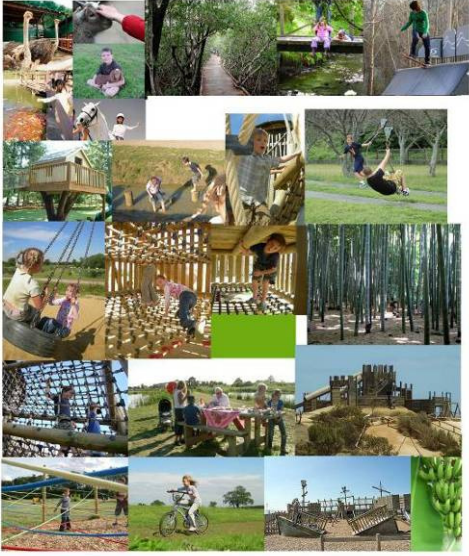
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	<p>Mui Wo has a long history of cycling culture, hoping to promote cycling in countryside as one of the characteristic tourism items in the overall Mui Wo planning. Therefore, it is required to improve the cycling facilities at points of interest to meet the cycling culture of the countryside. As a results, cycle parking areas should be provided at points of interest such as the Man Mo Temple, the entrance of Nam Shan Old Village Path at Luk Tei Tong, the Hung Shing Temple, watch towers and Silver Mine Bay Beach area.</p> <p>b. Implementing cycle parking areas with a dual-use value Provide cover and folding chairs to the cycle parking areas to act as both kiosk and rain shelter, and hence to increase cycle parking's practical value.</p> <p>3. Improve visitor information and signage</p> <p>a. Consistent signage, reduce redundancy Rearrange the existing signage and provide consistent signage for visitors' easy reference.</p> <p>b. Enhance visitor information Since the existing visitor information is insufficient, so the content of the information should be improved. For example, the instructions should be shown in different language, increase the information boards to cope with the future development of cycle track and heritage trail, and enhance the visiting route (which includes the length of the route and the walking time). Moreover, the guidelines of the visiting route should be provided to the visitors at each point of interest to strengthen the coordination among all points of interest.</p> <p>c. Additional information center The information center can be established near the ferry pier, which could be organized by the local groups. This can be integrated the tourism information and provide a continuity development of tourism in Mui Wo. At the same time, local groups can participate in the development of tourism information, and the flow of information can be faster and more flexible.</p> <p>4. Realign Mui Wo Ferry Pier Road and Modify the Car Park</p> <p>a. Increase the number of parking spaces Two-story car park can be constructed to cater for future population growth.</p> <p>b. Increase the number of coach parking Mui Wo is currently lack of coach parking spaces. But, it should be planned to increase the number of coach parking spaces in order to cater for future development of Tourism resource in Lantau Island as a whole.</p> <p>5. New Cooked Food Market and Covered Cycle Parking Area In general, I satisfy with your planning. But, I still have some recommendations as follows.</p> <p>a. Enhance the indication system in the Covered Cycle Parking Area According to your introduction, 1,400 parking spaces will be provided in the Covered Cycle Parking Area. Therefore, a clear and systematic indication system should be provided, such as different color for different zones or numbering the car park spaces.</p> <p>b. Enhance the security system in the Covered Cycle Parking Area. Since the ferries and the buses services are provided during the early mornings and late nights, users are still active during these periods of time. Therefore, adequate lighting</p>

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	<p>system and CCTV should be provided to avoid stolen of the bicycles.</p> <p>c. Pay attention to the arrangement of the entrances/exits at the cycle parking area Hundreds of cycles will rush to the Pier within 10minutes during the peak hours. An ordering, systematic and efficient control system should be provided to avoid bicycles crushing each other. A good access road design is required to avoid bottleneck congestion. In addition, good and clear signage can be provided for tourists and avoid accidents occurred.</p> <p>d. Priority use of New Cooked Food Market for the current stall owners and should be localized The aims of Mui Wo Facelift is re-packaging rather than making everything changed beyond the original. Chain shops popular in urban areas are not the development direction of Mui Wo, the new cooked food market should be designed for development of local characteristics, and should not solely base on the tender price. In addition, the current food stall owners have been lived in Mui Wo for many years, priority should be given to these stall owners.</p> <p>e. Relocation of refuse collection point and public toilet The New Cooked Food Market and Covered Cycle Parking Area itself is a very good design, couple with the design concept of the Entrance Plaza, is a beautiful and attractive picture. But the refuse collection point and public toilet are located at conspicuous places, which not only affecting appearance but also reducing customer's confidence to the new food stalls. Hence, it is recommended to move them to a covered area where not easily seen from eye sign.</p> <p>6. Improve South Waterfront Promenade I agree that the South Waterfront Promenade should be included as part of the improvement works. However, the design lacks of freshness, characteristics and balance point between aesthetic and practicability. Hence, the following suggestions are advised:</p> <p>a. Overplanting is not suitable for the current situation Mui Wo is already a green community where trees are planted everywhere. The adverse impacts generated by overplanting, such as mosquito breeding, too many crows around and fallen leaves, which will not be easily solved and will also disturb the residents.</p> <p>b. Since the lack of arrangement in cargo loading and unloading area, construction of a pier can solve the problem. The proposed location of the South Waterfront Promenade is currently a cargo loading / unloading area where the main commercial activities are carried out by local merchants. Therefore, the cargo loading / unloading area should be rearranged if the promenade will be occupied this area. A pier can be constructed as an extension of the existing cargo loading / unloading area. It is not only acted as a pier of cargo loading / unloading area but also a pier of pleasure-craft which may create new opportunity for commercial activities.</p> <p>c. Increase the economical value of the promenade and enhance the economic development Promenades are valuable areas in Hong Kong and attractive areas for commercial activities. Small mobile shop kiosks can be provided to revitalize the economic development of the local society.</p> <p>d. Convert the playgrounds into pet-playgrounds to suit the local need Mui Wo is a well-known location in pet field in Hong Kong because it is a heaven for</p>

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	<p>dogs to move freely and simultaneously a gathering place for dog lovers who are residents and outsiders. Taking dogs for a walk becomes a part of our life. For this reason, adding pet facilities and turning the playgrounds into pet-playgrounds are humanity establishment.</p> <p>In addition, dogs should be allowed to enter the South Waterfront Promenade, the North Waterfront Promenade, the Entrance Plaza and the Civic Square. Also, pet facilities, i.e. pet restrooms, should be provided at these areas. Urban management system should not be arbitrarily applied to Mui Wo after this Facelift Project, since it will destroy the characteristic life in Mui Wo.</p> <p>7. Enhance Entrance Plaza</p> <p>The establishment of Entrance Plaza is the main part of the whole Facelift Project. It is an essential passage and important traffic area of Mui Wo residents. So, the design of Mui Wo Facelift should take the following views into account: not affecting the local residents' living, improving the economy and tourism sustainable development and impressing tourists favourably. Your company's design just slightly improves the existing situation of Mui Wo and does not provide any creative ideas. Hence, I have the following suggestions.</p> <p>a. Relocation of public transport interchange, leading people, expanding the communities</p> <p>Relocation of public transport interchange is an old suggestion in Mui Wo since long time ago. It receives different opinions including pros and cons. The main reason on not supporting side is that its relocation will make the residents inconvenient and hence will affect their habit which has been maintained over the past 30 years and more. If it will not affect their usual habit and the local residents can enjoy the advantage of relocation of the public transport interchange, it will be a win-win idea.</p> <p>Leading people may increase the communication between residents at the ferry pier and in villages. Simultaneously, it may connect the two communities (the communities of the ferry pier and Mui Wo Town). Thus it may expand the communities, booming up the economy in Mui Wo Town as a result of prosperous at the ferry pier. At the same time, it may bring the residents in South Lantau Island moving to Mui Wo Town.</p> <p>With respect to the tourism, although the connection between the existing ferry pier and the public transport interchange is convenient, it cannot attract the tourists, who come from Ngong Ping and Tai O, to stay in Mui Wo. If the public transport interchange is relocated to the location near the swimming pool at Mui Wo Town, it will attract tourists to visit Mui Wo Town, heritage trail, cycle track and will revitalize the economy of Mui Wo Town and will add more vibrancy to the community. It may also integrate the Entrance Plaza with the Civic Square to initiate the function and potential advantages of these two plazas.</p> <p>Relocation of the public transport interchange can make the Entrance Plaza look bigger and more beautiful. It allows more flexible and unique ideas and thus will not only be a place for bus parking.</p> <p>In addition, the concern of inconvenience can be solved by the following measures: An intermediate station may be built at the ferry pier; an electronic signage showing updated information of bus routes may be provided; an appropriate arrangement can be provided by the bus company; and a short period of time adjustment may be provided by residents. Furthermore, the residents can enjoy the advantages of living brought from the proposed Entrance Plaza.</p> <p>b. Expansion of the planning area for Ferry Pier in Mui Wo</p>

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	<p>If the public transport interchange can be relocated, the planning area of the Entrance Plaza can include the existing public transport interchange, car park and the park nearby (seldom to be used) and thus make the Entrance Plaza bigger and use efficiently more abandoned places. It will make the design not too much mixture of new and old things that may cause weird feeling in views.</p> <p>c. Objection of the existing fountain to be the main theme of the future plaza The design of fountain is too ordinary and gives people redundant feelings to be located near the sea. In addition, extra effort is required to monitor the hygiene of fountain. Therefore, the theme should be re-considered. It should reflect the characteristic of Mui Wo, such as the culture of agricultural village, the abundant resources of ecology, the culture of dragon boat, the quiet and pleasant atmosphere of environment, the unforgettable humanitarian concerns or the multi-culture of different countries etc.</p> <p>d. Enhance the value of economy and revitalize the local economy If the Entrance Plaza can be expanded, some commercial elements can be added, such as open cafe, mobile food kiosks, etc. to revitalize the local economy.</p> <p>8. Improve Civic square The theme design of the Civic Square and the Entrance Plaza should have a close relationship to form a harmony. To be a main development of Mui Wo Town, the design of Civic Square should play a role in revitalizing the Mui Wo Town. It should consider improving the economy, the vibrancy of the latter and also playgrounds for families etc. The design by your company, choosing the Chinese-style garden and the traditional Chinese Fung Sui culture as the theme, which not only may not be able to meet the needs of community but also fails to enhance the attraction to tourists and thus to attain the function of revitalizing Mui Wo Town.</p> <p>a. Retaining the existing trees is a main point and too many trees may give a confined feeling. There are too many bulky trees and also a few banyan trees in the existing Civic Square area. If more trees are planted, they will be redundant. Moreover, too many trees in the proposed Civic Square may make the road along the beach not open enough to attract people to visit the proposed Civic Square. That's why a board design is very important.</p> <p>b. Expansion of planning area for the Civic Square The playground adjacent to the existing Silvermine Plaza can be included in the planning area of the Civic Square to provide a connection to the North Waterfront Promenade. It thus makes the whole project of Improvement Works for Mui Wo Facelift to be more continuity.</p> <p>c. The pleasure of family as the theme The Civic Square is an important area of Mui Wo Town and also the congregated place of Asian and Western people. It is a usual place for large-scale functions and families gathering. Therefore, its design should be harmony with the recreation of families. Facilities for children should be constructed to match the theme of beach. Playgrounds and facilities for pets should also be provided. Moreover, more spaces should be reserved for large-scale functions etc. to be held in the future. It not only meets the need of Mui Wo community but also attracts more visitors and residents in South Lantau Island to come along with their families.</p> <p>9. Provide the cycle track and heritage trail</p>

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	<p>a. The urgency of cycle tracks (E) and (F) Since the cycle tracks (E) and (F) are the main entrances/exits of Luk Tei Tong Village, these sections should be constructed promptly to fulfill the urgent need. Moreover, they can act as an emergency vehicle access when needed.</p> <p>b. The heritage trail should be designed to be level As the heritage trail will be main development of future tourism, many families, schools and organizations will be attracted to visit. Most of them are children, or even the use of trolleys by elderly or baby carriages may also be attracted. Therefore, design with flat roads is more preferable than that with ancient path.</p>
B22	<p>After some discussion amongst other parents, I would like to add my voice to request a decent playground for under 12's. The one in Mui Wo have only suits under 7's leaving absolutely nothing for the under to 12s to do. We have been asking the leisure & cultural services to provide for this age group for some time, to no avail</p> <p>There are some great possibilities that are sympathetic to the environment & don't involve plastic imported Australian play equipment- see here; http://www.stanwicklakes.org.uk/</p> <p>Play facilities; </p> <p>This is a hugely successful attraction in a very remote rural part of England & a boon to many parents who aside form regular visits, often hold birthday parties there. I took my children once & they said it was the best day of their lives!</p> <p>There is a very similar place in Yuen Long; Tai Tong Lychee Valley, so there exists local skills to put something like this together</p> <p>I know it's late, but is there any chance we can add this to the consultation paper?</p>
B23	<p>I meant to add- further to my previous email; There is a great company called  who are advising the Government on playgrounds in Hong Kong Contact   </p>
B24	<p>re: the playground, I have made a mood board to show some of the ideas that have been batted about & also ideas sympathetic to the Lantau environment</p> <p>Hope it helps</p>

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B25	<p>The views on the Enhancement of Entrance Plaza:</p> <p>(1) Trees should not be planted along the promenade to prevent destruction by typhoon or bad weathers. Instead, plotted plants should be planted or poor-weather shelters with climbers should be constructed.</p> <p>(2) The public transport interchange should be relocated to Mui Wo Town (near the Municipal Services Building). The open area of the Entrance Plaza will then be enlarged to allow multi-development, such as open theatre, children's playground, promenade for exhibition of the history and culture of Mui Wo.</p> <p>(3) The problem of cycle parking should be improved.</p> <p>(4) The Special Ferry (Kaitos) Pier should be retained.</p>
B26	<p>I have some views on the project "Mui Wo Facelift" as follows:</p> <ol style="list-style-type: none"> 1. It should not plant too many trees along the South Waterfront Promenade, North Waterfront Promenade and in the Civil Square. The growing process of trees will cause many problems. Firstly, the mosquito breeding will be formed. Secondly, the lighting system will be blocked. Finally, the active growth of roots will damage the surface of pavement. 2. During the course of realignment of the Mui Wo Ferry Pier Road and modification of the car park, future population development should be considered and extra space should be reserved for future development of the car park. 3. In the New Cooked Food Market and the Covered Cycle Parking Area, the refuse collection point and the public toilet should be located at hidden locations. 4. Against using the fountain as the landmark of the Entrance Plaza. I think that the local characteristics should be considered as the theme of the Entrance Plaza to enhance the local attraction. For example, the culture of rural village, the dragon boat, the nature, etc.
B27	<ol style="list-style-type: none"> 1) Regarding "Improve North Waterfront Promenade" Option 2 is preferred. More rain shelters and seatings should be provided. 2) Regarding "Provide Cycle Parking Areas in Villages" Provide cycle parking areas near the Man Mo Temple in Pak Ngan Heung and the Silvermine Bay Beach, etc, for convenience of visitors. 3) Regarding "Improve Visitor Information and Signage" Provide village map at the entrance of each village giving a clear indication of routes and locations.

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	<p>4) Regarding “Realign Mui Wo Ferry Pier Road and Modify Car Park” Plant trees on the slopes near the car park to prevent landslide from loose soil.</p> <p>5) Regarding “New Cooked Food Market and Covered Cycle Parking Area” Agree to the arrangement of the Cooked Food Market and Covered Cycle Parking Area. It can avoid cycle parking in disorder around the ferry pier.</p> <p>6) Regarding “Improve Civic Square” Build some shops inside the central plaza area. Too many or too tall and bulky trees should not be planted in order to avoid blocking the views.</p> <p>7) Regarding “Provide Cycle Track and Heritage Trail” Support that widths of the cycle tracks and heritage trails should not be less than 3.5m and 2.5m respectively. The cycle tracks (E) and (F) are the main entrance/exit of Lui Tei Tong Village, cannot allow both cycles and pedestrians passing at the same time. Otherwise, hazards may be caused.</p>
B28	<p>1. Regarding “Improve North Waterfront Promenade” (Support Option 2) In order to reduce the maintenance works, natural and durable paving (such as granite), and paving in darker colour are recommended to be adopted. Different colors of paving can be adopted the cycle tracks and footpaths. More rain shelters and seatings should be provided.</p> <p>2. Regarding “Cycle Parking Areas in Villages” Provide cycle parking areas near Man Mo Temple at Pak Ngan Heung and the entrance of Nam Shan Old Village Path at Lui Tei Tong Village, the Slivermine Bay Beach and the vocational apartments of Wang Tong Village, etc.</p> <p>3. Regarding “Improve Visitor Information and Signage” Since the existing house numbering system is in disorder, it is recommended to place a village map with house numbers at the entrance of each village. This can provide a clear indication of routes and instructions to the tourists and rescuer. Furthermore, the signage indicating the location of Yuen’s Family Compound is recommended to be moved to the open space which is opposite to the refuse collection point at the Ngan Shu Street.</p> <p>4. Regarding “Realign Mui Wo Ferry Pier Road and Modify Car Park” If the car park is located near the hill side, hazards such as landslide may be caused.</p> <p>5. Regarding “New Cooked Food Market and Covered Cycle Parking Area” Agree with locations of the Cooked Food Market and Covered Cycle Parking Area.</p> <p>6. Regarding “Improve South Waterfront Promenade” In order to provide more spaces around the ferry pier and make the environment tidier, it is recommended to move the Special Ferry Services (Kaitos) Pier to the location near sand depot. Besides, the existing Special Ferry Services (Kaiots) Pier (7) can be converted into a small public pier for transportation company use.</p> <p>7. Regarding “Enhance Entrance Plaza” (agreed on the arrangement in substance) It is necessary to pay attention to the pick-up/drop-off locations where may be over-crowded, including taxi stands (8), drop-off areas (9) and bus drop-off (12). The existing parks (10) should be connected to the plaza to accommodate more people.</p>

No.	Comments
	<p>8. Regarding “Improve Civic Square” To avoid blocking views, too many, too tall and bulky trees planted inside the plaza area should be avoided. It is also recommended to establish shop kiosks selling special foods and souvenirs inside the plaza area.</p> <p>9. Regarding “Provide Cycle Track and Heritage Trail” (fully supported) It is recommended that the widths of the cycle tracks and the heritage trails should not be less than 3.5 m and 2.5 m respectively. The cycle tracks (E) and (F) should be constructed promptly to fulfill the urgent need. The main reason is that these cycle tracks are the main entrances/exits of Luk Tei Tong Village and the number of road users is increasing. If both visitors and residents use the road at the same time, hazards may be caused.</p>
B29	<p>Option 2 of the Waterfront Promenade is good. Granite paving should be adopted and more rain shelters should be provided.</p> <p>Increase the number of small cycle parking areas in villages, e.g, near the Silvermine Bay Beach, and vocational apartments.</p> <p>Increase the number of visitor information and signage.</p> <p>The construction of the covered cycle parking area could handle the existing disordered condition of cycle parking.</p> <p>Relocate Special Ferry Services (Kaitos) Pier to another location.</p> <p>Overplanting and as a result of causing insects problem should be avoided inside the Civic Square.</p> <p>The cycle track and heritage trail are preferable wider.</p>
B30	<p>I agree to modify the cycle parking area into a two-story building. I extremely support this suggestion. Firstly, it can reorganize the disordered condition of cycle parking at the ferry pier. Secondly, it can enhance the characteristic of Mui Wo as a cycle city. Nevertheless, I recommend that regulations should be formulated after the completion of “Mui Wo Facelift” to manage the cycle parking.</p> <p>I disagree on planting too many trees along the South Waterfront Promenade and the North Waterfront Promenade and at the Civic Square. Planting of trees are not necessary since almost two-third of land have been occupied by trees in Lantau Island. It is better to reserve more spaces for the public to enjoy sunshine and play at amenity areas and the Plaza.</p> <p>On the other hand, in the layout design of New Cooked Food Market and Covered Cycle Parking Area, construction of the refuse collection point in hidden locations should be considered in order to avoid affecting the public having a give appetite.</p>
B31	<p>Regarding “Improve North Waterfront Promenade” Option 2 is preferred, which granite paving is adopted at cycle tracks and footpaths. Paving of cycle tracks and footpaths should be in different colors and rain shelters should be provided.</p> <p>Regarding “Provide Cycle Parking Areas in Villages” Provide cycle parking areas near the Silvermine Bay Beach, the vocational apartments of Wang Tong Village, Man Mo Temple at Pak Ngan Heung and Nam Shan Old Village Path at Lui Tei</p>

No.	Comments
	<p>Tong Village.</p> <p>Regarding “Improve Visitor Information and Signage” Suggest village map be provided at the entrance of each village for a clear indication. Each house number within the village should also be clear.</p> <p>Regarding “Realign Mui Wo Ferry Pier Road and Modify Car Park” Landslide easily happens near the hillside, which should be taken into consideration of the modification of the car park.</p> <p>Regarding “New Cooked Food Market and Covered Cycle Parking Area” Both proposed locations of the Cooked Food Market and Covered Cycle Parking Area are acceptable.</p> <p>Regarding “Improve Civil Square” Shop kiosks (refreshment kiosks) should be established near the Civil Square. Overplanting should be avoided from forming forest.</p> <p>Regarding “Provide Cycle Track and Heritage Trail” It is a good suggestion to recommend the widths of the cycle track and heritage trail should not be less than 3.5m and 2.5m respectively. The cycle tracks (E) and (F) in Lui Tei Tong Village should be constructed.</p>
B32	<p>I appreciated the revised plans for the Mui Wo Facelift Project which took many of the Mui Wo residents' comments into consideration. The plans have moved a bit closer to what the residents need. However, in response to the public forum held on May 31, 2008, I strongly oppose the concept behind the proposed bike parking area at the pier. The proposal is an underground parking area below the new cooked food market. I cannot accept the idea for the following reasons:</p> <ol style="list-style-type: none"> 1. the proposal is based more on the aim of getting the bicycles out of sight instead of respecting cycling as the way of life in Mui Wo. The primary aim should be providing user-friendly parking to the residents. 2. the current design violates some basic, commonly accepted principles of indoor parking e.g. convenient, visible, secure, well-lit 3. it's better to have multiple smaller areas than one huge single-floor area with one entrance and one exit for over 1,000 bikes 4. parking racks in the villages are provided in tourist spots only but none outside community facilities e.g. library and sports centre, swimming pool. 5. The bike lane, parking and pier are not considered as one whole concept. Right now, the pier area is purely modified for tourists. The design is led by the must-go entrance plaza. Everything else is to fit into this decorative object. The design concept is obsessed with a decorative object that carries no community function. Worse still, to hold the entrance plaza as the central element, other functional community facilities have to be pushed to the fringe e.g. the bike parking area, the bus terminal. <p>Going in line with what the Facelift Project is to achieve, namely, improving the local economy, attracting tourists and upholding the custom and culture of Mui Wo, I recommend the following:</p> <ol style="list-style-type: none"> 1. Drop the idea of entrance plaza. Turn it into a town square where people (both residents and

No.	Comments
	<p>tourists) can sit freely, relax, meet and enjoy community functions/performance. At the same time, the gathering of people brings business to the shops and restaurants nearby. For this, the square should look like a mini amphitheatre like the old performance area outside the Cultural Centre in Tsimshatsui. And it should be moved away from the immediate pier area and built where the current car park is. It should also integrate the current, unused garden to make it a larger and functional community space.</p> <p>2. Re-design the bike parking area that can address the above issues.</p> <p>3. Instruct the consultancy company to conduct field research on the cycling and commuting pattern of the Mui Wo residents so that the design meets our needs.</p> <p>4. In future presentation, instruct the consultancy company to include research results and rationale of their preferences. This will give us an idea as to why certain options are preferred. To date, we have not been given any explanation on the technical nor design concepts. I believe that your department is looking for well-informed discussion and decision. It is therefore the consultancy company's responsibility to lay out the pros and cons of the options and be released to the public. Your department's clear instruction to that effect is therefore necessary.</p> <p>5. Since there are still controversial issues that call for careful consideration, I strongly urge for a third public forum specifically on the pier area and the adjacent land use, and the bike parking facilities.</p> <p>Thank you for your attention and please acknowledge, by email, receipt of this letter.</p>
B33	<p>I would like to add my voice to request an appropriate playground for under 12's as Mui Wo currently has no playground suitable for the 7 to 12 age bracket.</p> <p>There are some great possibilities that are sympathetic to the environment & don't involve plastic imported Australian play equipment- see here; [REDACTED] Play facilities; [REDACTED]</p> <p>There is a very similar place in Yuen Long; Tai Tong Lychee Valley, so there exists local skills to put something like this together</p> <p>I would appreciate this request being added to the consultation paper, as many families living in and around the area also feel an under 12's playground would add considerably to Mui Wo.</p>
B34	<p>As a resident in Mui Wo for the past 12 years with two children who were born and live in Hong Kong (now 6 and 9 yrs), I would like to add my support for the consideration of the play / fitness /climbing area. At the moment the kids cycle up to the helipad and walk on the rocks or balance on the wall that goes along the beach promenade or climb the single tree in front of the China Bear and Mc Donalds.</p> <p>If they go to the current small playground they get told off as they appear to endanger the little tots and are of course too big to use the current equipment.</p> <p>I would like to see a climbing frame. There is a small climbing wall at for example Big wave</p>

No.	Comments
	<p>bay. There are larger play frames in front of the Novotel hotel, Tung Chung. However I am sure that with some of the forward thinking that I saw at the public consultation sessions, there is an opportunity to go for materials that are no plastic but to look at examples used in South Africa (Cape Town promenade) and Canada/N Americas.</p>
B35	<ol style="list-style-type: none"> 1. It is requested to restore ancient monuments such as watch tower and Yuen's Family Compound. 2. The heritage trail should be constructed in harmony with the reservation of ancient monuments.
B36	<p>Thank you for affording GLA and Lim a briefing before the public forum last weekend. We found the briefing and the associated paper useful and informative.</p> <p>Arising from both our meeting and the public forum was the suggestion from our side (GLA and LIM) that a bypass be considered from South Lantau Rd to Mui Wo Ferry Pier Rd. This proposal is not a new one, indeed it was the preferred option for the recently proposed but since abandoned super-prison project on Hei Ling Chau. The bypass would have the following benefits:-</p> <ol style="list-style-type: none"> 1. divert all HGVs and MGVs using the concrete batching plant, and refuse and construction waste transfer stations. 2. divert all delivery vehicles using the barging point along Mui Wo Ferry Pier Rd. 3. provide an access to the enlarged single carpark that would allow vehicles approaching Mui Wo to park (and leave) without traversing the urban area. 4. provide a second access to Mui Wo which would be safer, and allow improvement work to be carried out on the present steep descent. 5. possibly free up the pier area from all but service delivery vehicles and buses. <p>There would be constraints on the project including:-</p> <ol style="list-style-type: none"> 1. the design of the presumably ramped structure to minimize slope cutting and avoiding stability issue. 2. the interface with the South Lantau Rd (presumably at a roundabout at the top of the hill). 3. the shielding of the charity village from construction and road noise. 4. the preservation and/or relocation of trees. <p>We also understand that the administration is looking for worthwhile construction projects and it would appear that funding is unlikely to be a constraint at this early stage.</p> <p>From discussions with Meinhardt I am given to understand that CEDD will decide on this suggestion, whether to take it forward for preliminary investigation with a view to a project later, possibly outside the scope of the immediate Mui Wo facelift. May we be advised where CEDD is on this at present, and what are the intentions as regards this suggestion of a bypass.</p>
B37	<p>Can you give me an idea of what time frame we are talking about? Presumably HYD will need to get involved too.</p>
B38	<p>Thank you for forwarding the findings of your consultant. The technical findings are accepted – indeed it would be a rather substantial project with some downside in visual effect. Noise mitigation measures would be needed but I note that such concerns have not prevented major highways being routed very close to public housing estates – instead barriers and screens have been erected. Rehousing is also an option for the relatively few people occupying the 40 year</p>

No.	Comments
	<p>old cottages which comprise the Round Table Village.</p> <p>It is true to say that there is no pressing need to construct this bypass (unlike trunk roads), but is it insufficient as suggested below to gauge the need based on heavy vehicle traffic only. The intent of the bypass was to take not only the heavy trade vehicles using the pier area, but also the numerous cars and light goods vehicles which park at the large public carpark. By removing the HGVs, MGVs and private vehicles from driving through the downtown area, noise levels are reduced for the residents of some 400 flats there, traffic safety issues are improved, and the options to pedestrainise and beautify the downtown area considerably enhanced.</p> <p>I can appreciate that in the overall context of HK, TD may feel that this proposal is not worth taking ahead at present. However the findings indicate that the project is technically feasible (subject only to an EIA) and perhaps therefore can be left for reconsideration at a future date.</p> <p>Thank you again for your detailed reply.</p>

Appendix A - Public Views Gathered during Group Discussions at the Forum

The following table is a summary of the comments made by the public at the forum. These views are grouped under the following headings:

- 1 North Waterfront Promenade
- 2 Cycle Parking Areas / Amenity Areas in Villages
- 3 Visitor Information and Signage
- 4 Realignment of Mui Wo Ferry Pier Road and Modification of Car Park
- 5 Reprovisioned Cooked Food Market and Covered Cycle Parking Area
- 6 South Waterfront Promenade
- 7 Entrance Plaza
- 8 Civic Square
- 9 Cycle Track and Heritage Trail
- 10 Other Issues

No.	Comments
1 North Waterfront Promenade	
1.1 (Gp1)	<ul style="list-style-type: none"> • They concerned about the safety along promenade in terms of fences and wind. • The colour and material of promenade should be compatible to the pier. • Special attention should be paid to the scale of tree, safety, management and wall effect aspects. • Canopy can be provided along promenade. • Rain shelter instead of the proposed canopy at pier.
1.2 (Gp2)	<ul style="list-style-type: none"> • The beautification harbourfront should extend beyond the north waterfront promenade, but should pay special attention to tidying up and beautifying the unsightly weeded slopes on the opposite side of the Mui Wo Ferry Pier Road, especially the areas adjacent to the Sewage Treatment Plant. • Special themed tree species should be planted to become an attraction. Detail of the planting could be discussed at later stages. • Rain shelters/ multi-purpose covers at suitable locations along pedestrian areas are suggested. • This item should be implemented with priority.
1.3 (Gp3)	<ul style="list-style-type: none"> • Worry the cycling track paving maybe slippery during rain, suggest improving with soft, natural and durable paving material. • Is it necessary to unify the colour of cycling track throughout HK? • Wood is preferred for pedestrian pavement. Trash bins and benches to be blended with the natural environment. • Shelters should be added along the promenade. • Tree species: large canopy deciduous trees preferred. • Flowering trees can act as tourist attraction, eg. Cherry blossoms in Japan. • Local tree species. • Fruits falling from trees may hurt the people passing-by. • Cycle track patterns suggested by the consultant are too fancy, cyclists may feel dizzy and can't see the road clearly.
1.4 (Gp4)	<ul style="list-style-type: none"> • Since there is no cycle track, part of vehicular road surface is used for cycling, which pose dangers to the cyclists. • The existing tiles are fragile, easily get dirty, stained and, it is recommended that

No.	Comments
	<p>future tiles should be more durable to ensure pedestrian safety and increase environmental friendliness.</p> <ul style="list-style-type: none"> Planting of trees with less fruits are preferred in order to avoid possible fruit-falling and trespassing, this will keep the ground clean and ensure pedestrian safety. Moreover, since fresh water supply in Mui Wo is unstable, tree species which require less irrigation water are preferred. Street illumination should be brighter and taller street lamps are proposed. Ground-level or planter lights are only decorative and cannot light up the grounds; environmentally-friendly solar light system can be taken as an additional option. Kiosks can be set up along the north waterfront promenade. A cover should be built on the top of the promenade, but the materials are preferred to be opaque otherwise the shading effect will be reduced. Toilets should be provided along the promenade. Utilize the existing street furniture and materials in order to reduce wastes.
1.5 (Gp5)	<ul style="list-style-type: none"> Can improve the bicycles and pedestrian conflict. Concern about the safety of railing to avoid children playing on the cycle track. Concern about the design of railing. Suggested using glass to avoid blocking the sea view. Concern about the problem of light reflecting from the pavement. One to two more rain shelter should be built.
1.6 (Gp6)	<ul style="list-style-type: none"> No existing white fence and ugly railing should be used, should use fences which are compatible with the surrounding environment so as to enhance the promenade area. Should enlarge existing gratings of trees. Suggested to incorporate a dog park into the promenade. In view of Option 3, there is one group member expressed that there are existing stone structures at the promenade, and does not want more separation among community.
1.7 (Gp7)	<ul style="list-style-type: none"> Grow the right type of trees such as indigenous species. Paving should have directional pattern to provide subliminal signage for the cyclists, but should avoid having too many lines as it might cause distraction. Railing or fences should be water-proof to avoid weathering or rusting. Remove all the existing curve-shaped, steel shelters along the promenade. For Streetscape Design Option 3 – the plantations should sit on top of the divider between the walking and cycling sections of the promenade in order to avoid the loss of space. In addition, this design poses some danger for cyclists since the trees may outgrow onto the pavement and cause bumps on the road. The cycling path should be wide enough. Put in speed bumps for public safety. Keep concrete to the minimum and natural materials should be used. Should avoid using grey in designing the streetscape since it looks ghastly. Walkways should incorporate more artistic elements such as mosaic.
1.8 (Gp8)	<ul style="list-style-type: none"> Participants showed support on separating the cycling and pedestrian paths. Special attention should be given to the entrance and exit points of the paths. Better design of rain shelters are suggested for the promenade, with better protection from rain than existing shelters. Reconsideration on the width of the two paths – 3.5m for cycling and 5m for pedestrian paths (may be swapped).

No.	Comments
	<ul style="list-style-type: none"> • Safety issue on the entrance and exit points of the two paths. • Participants disliked the proposed ‘absolute barriers’ between the cycling trail and the pedestrian path. • Less metal fencing along the promenade, use other materials such as stones and wood.
1.9 (Gp9)	<p>Waterfront promenade should be developed on the basis of Option 3 with the following revisions:</p> <ul style="list-style-type: none"> • no railing. • using granite or brick for paving. • the height of railing should not block the sightline when sitting down. • the shrubs before the existing curb should be replanted beside the curb. • no rain shelter.
2 Cycle Parking Areas / Amenity Areas in Villages	
2.1 (Gp1)	<ul style="list-style-type: none"> • More parking areas should be provided at scenic spots and places with high pedestrian flow rate. • Security problem in the parking areas as the bikes are easily stolen. • More directional signs in parking areas to indicate direction of scenic spots and travelling time between scenic spots are required.
2.2 (Gp2)	<ul style="list-style-type: none"> • In addition to those proposed, cycle parking area should also be provided near the market. • Should consult the residents more on the actual needs and the locations of the parking areas. • A better management system is required for the existing parking area for bicycles. • Carry out a statistical survey on the use of bicycles.
2.3 (Gp3)	<ul style="list-style-type: none"> • Add more shelters. • Masterplan should be convenient for both residents and tourists. • No need to specify parking area. • No parking rails. Mark the zone on the ground. • Parking area at Pak Ngan Heung is not conveniently located. • Will it involve property rights problem?
2.4 (Gp4)	<ul style="list-style-type: none"> • A cover can be built to serve all-weather conditions for the cycle parking area, and the area can act as pavilions to match the rural character of Mui Wo. • More parking areas should be arranged, e.g. at Silvermine Bay Beach. • Further actions should be taken to liaise and discuss with different Village Representatives to understand more about their respective villages, e.g. in terms of distribution and status of land ownership. • The residents’ opinion should be taken into account especially when dealing with future planning or resumption of the village land.
2.5 (Gp5)	<ul style="list-style-type: none"> • Should increase the number of parking areas to serve the local residents. • Concern about the management problem of parking area. • Supported locating the cycle parking areas around tourist spots e.g. Man Mo Temple and Silvermine Cave to serve the visitors; and however. • Suggested not to provide visitors’ parking areas within villages because they may disturb residents’ daily life.

No.	Comments
2.6 (Gp6)	<ul style="list-style-type: none"> • Should adopt simple design on cycle parking facilities. • Should incorporate rain shelters or other rain proof facilities in the parking areas. • Facilities should not be ugly. • Should provide tourist information at the cycle parking areas.
2.7 (Gp7)	<ul style="list-style-type: none"> • Should add more greening and seating. • Bikes are often left derelict. There should be a management system in place such as licensing to keep track of the bikes' ownership and whereabouts.
2.8 (Gp8)	<ul style="list-style-type: none"> • Plan will encourage dumping/ abandonment of old bicycles, creating a problem for local residents. • There should be a better police enforcement on parking for bikes instead. • Even if this plan was to be undertaken, locations should only be at the entrances of villages instead of within close proximity of residents' houses.
3 Visitor Information and Signage	
3.1 (Gp1)	<ul style="list-style-type: none"> • Signage should be consistent and clear. • Not enough signage, more should be provided in scenic spots. • More main information boards or kiosks near the ferry pier. • Provide maps to indicate direction and information. • Provide safety signage for cycling safety near HSBC. • Provide long term broadcasting to promote cycling safety.
3.2 (Gp2)	<ul style="list-style-type: none"> • Local residents should be given the opportunity to operate the information centre to provide local employment as a form of social enterprise. • Set up signage and house maps near the village entrances. • Signage should include information on churches and medical centres, etc., and their relative location, direction and distance. • A unified design for the new proposed signage system, with special tourist attraction spots highlighted. Should make reference to the design and hierarchy of the signage in Central and Sheung Wan. • The currently proposed signage near the Watch Towers is remote from public road, and therefore suggested to be replaced by one in Wang Tong and additional ones near the Mui Wo Old Town.
3.3 (Gp3)	<ul style="list-style-type: none"> • Uniform style, fonts, etc. of signs and directories are needed, since signage in Mui Wu has too many different style now. • Make sure the Chinese and English wordings of the information should be consistent and correct. • Directions should be clear and simple directions.
3.4 (Gp4)	<ul style="list-style-type: none"> • Signage are to match the rural character. • The design of signage should stay consistent and clear, yet reflect the traits of different villages; locals should be given the opportunity to participate in the design process. • Texts in foreign languages like Japanese or Korean can be added onto signage with reference to the tourists' origins. • Signage shall be up above ground and antirust.

No.	Comments
3.5 (Gp5)	<ul style="list-style-type: none"> • Building more main information boards/kiosks at the major road junctions. • Putting more signage directing visitors to Tseng Tau Tsuen and Nam Shan old road.
3.6 (Gp6)	<ul style="list-style-type: none"> • Should provide more signage at the right places. • Should provide more signage along access between Luk Tei Tong and villages. • Prefer to use color posts for trail identification. • Simple signage should be used, e.g. simple color label on lamp post for trail/route identification. • Should provide more signage and information on road access within Mui Wo and road network between Mui Wo and other places.
3.7 (Gp7)	<ul style="list-style-type: none"> • Kiosks should be made suitable for local use such as community notice boards. • Signage should not be used only for the tourists. The signs should be for community use as well so local residents in Mui Wo-- can post community events or information on the boards. • Emphasis should be placed on consistency and clarity in design, but reduction in the number of signage. • There should be a tourist information centre near the ferry terminal where people can obtain leaflets and maps. • The design of the kiosk does not complement well with the local character and surrounding area.
3.8 (Gp8)	<ul style="list-style-type: none"> • Participants showed support for unifying the signage system within Mui Wo. • To reduce the number of signs set up by different departments and private directional signage, as well as to have a consistency of design of signage. • Suggestions on new design of signage: clear directions, durable material, showing distance instead of walking time, bilingual, etc. • Participants disliked the option of having an information kiosk at all signage locations, suggested the use of information kiosk only nearby the ferry docks.
4 Realignment of Mui Wo Ferry Pier Road and Modification of Car Park	
4.1 (Gp1)	<ul style="list-style-type: none"> • More coach parking areas should be provided. • Provide public toilets near car park. • Reserve area for car park extension. • The proposed car park is too far away from the existing one. • Multi-storey car parking can be provided on the proposed area.
4.2 (Gp2)	<ul style="list-style-type: none"> • The future use of the school site should be considered in the improvement plan as a whole. Future uses should include a multi-purpose community centre, museum, or amenity centre for the local residents. • Parking lot should remain as a free parking lot without charges.
4.3 (Gp3)	<ul style="list-style-type: none"> • More parking space than the existing car parks are needed. • There should be more truck parking spaces next to the concrete batching plant (heliport), so they don't need to pass through town centre. • Any compensation for the shop owners along Mui Wo Pier Road? • Will the petrol filling station be relocated?
4.4 (Gp4)	<ul style="list-style-type: none"> • Attention should be paid on parking and (un)loading patterns of private cars and vans/ lorries; the parking spaces for both vehicles shall be apart for better parking

No.	Comments
	<p>management.</p> <ul style="list-style-type: none"> • While ensuring the serenity and continuity of promenade, one should not jeopardize the need of existing pier to continually serve for cargo handling. • The holistic transport development of Lantau South should be considered: the number of car parking spaces may need to increase and a multi-storey carpark may be of future needs.
4.5 (Gp5)	<ul style="list-style-type: none"> • Concern about the long term demand of parking area. • The safety of slope nearby the carpark should be strengthened and planting more trees along the slope. • Concern about the sufficiency of the drop-off area near the pier. • Concern on the far distance between the car park and ferry pier. • Concern about the issue of parking charge.
4.6 (Gp6)	<ul style="list-style-type: none"> • Agree on the proposal in principle, but have to further work out the details and implementation. • There are not enough parking spaces provided in proposal. Should consider a multi-storey parking facility instead of an open-air car park. • Proposed to relocate the petrol station to the proposed car park. • Should improve the parking management of the proposed car park, especially on issues of security and long-term parking. • Suggested to build a bypass for heavy vehicles to access from South Lantau Road, as to prevent them from maneuvering around the promenade area. Details can be discussed in the actual design stage.
4.7 (Gp7)	<ul style="list-style-type: none"> • Should add in speed bumps on the new road to avoid trucks speeding. • Ensure trucks do not park illegally along the sidewalks. • Safety measures should be put in for the new road to protect schoolchildren from road traffic since there is a school right next to the new road. • Should not plant any exotic trees. • Access to the lorry park should be blocked off during redevelopment. This will decrease the space for lorry parking and the amount of truck traffic.
4.8 (Gp8)	<ul style="list-style-type: none"> • Participants suggested more traffic calming measures for cement-mixer trucks, such as speed bumps. • Most participants disagreed with the route of the proposed roadway, since it was too narrow for trucks. • Disagree on the proposed route – industrial traffic should be kept away from residential area. • Participants suggest that the route of an overpass (as proposed in the previous Hei Ling Chau Prison Complex proposal, which is a bypass through the main residential area of Mui Wo, onto South Lantau Road) to be reconsidered, instead of the current proposal of new roadway and parking lot.
5 Reprovisioned Cooked Food Market and Covered Cycle Parking Area	
5.1 (Gp1)	<ul style="list-style-type: none"> • Provide cycle parking instructions for managing. • Provide ramps in the park near the ferry pier for easy access to the covered cycle parking area. • Refuse collection point and public toilet should not be located next to the cooked food market.

No.	Comments
	<ul style="list-style-type: none"> • Multi-storey cycle park instead of covered cycle parking area. • The problems of floor height, ventilation, flooding and flow rate during peak hours of the covered cycle parking area. • No room for expansion of the covered cycle parking area. Currently, there are more than thousand of bikes parking near the ferry pier. • The new covered cycle parking area is far away from the pier. • Some participants suggested the new public toilets can be located near the bus stop.
5.2 (Gp2)	<ul style="list-style-type: none"> • Special attention to be paid to the management of the bicycle parking area. • The government should manage the parking area free of charge for residents/ visitors. • Improve natural lighting and air ventilation of the submerged parking area. • More and wider entrances should be provided to accommodate the larger amount of users during rush hours. • Passenger pickup/ drop-off area should be incorporated to facilitate visitors to the Cooked Food Market. • The design and management of the Refuse Collection Point should be carefully planned and monitored to ensure no nuisance on sanitization and odor to the nearby users. • Better management and sanitization of the public toilets. • Special attention should be made to fire services installations/ designs. • An in-depth study on the design and management plan should be undertaken.
5.3 (Gp3)	<ul style="list-style-type: none"> • Agree to improve the environment of food stalls. • Straighten the road to have direct connection between the pier and the bike parking. • Suggest having temporary food stalls during construction to allow the current owners to continue their business. • Bike parking is far away from the pier. • Ventilation and lighting problems of the submerged / sunken bike parking. • Bike parking management: suggest patrol by police, should be well managed. • Bike parking design: valet parking, zone with different colors for easy reference. • If no efficient management of the cycle parking area, unwanted bicycle will still park there, so management is very important.
5.4 (Gp4)	<ul style="list-style-type: none"> • Ventilation system and security problem in the covered cycle parking area should be considered. • Management issues like fees, demand, parking layout, centralizing parking spaces, law enforcement etc are of utmost concerns. It is suggested to provide free-of-charge parking area, set up signage and install lockers there. • Existing trees should be preserved and further tree planting may not be necessary. • The appearance and location of refuse collection point and public toilets shall be improved in light of hygiene concerns and visual impacts.
5.5 (Gp5)	<ul style="list-style-type: none"> • Should improve the management of the cycle parking area, yet there is a concern on the issue of charging if private management company is employed. • Suggested to install coin return locks and closed circuit televisions in the parking area. It should also be one of the police patrol points. • Concern about the ventilation and lighting of the cycle parking area. • Should reserve space for future extension. • Concern about the problem of abandoned bicycles and the occupation of parking area by the tourists on holidays.

No.	Comments
	<ul style="list-style-type: none"> • The access of cycle parking area should be wide enough to avoid bottle-neck problem. • Should improve the existing condition of the refuse collection point, e.g. changing the design from open to closed and using deodorants to get rid of the stench.
5.6 (Gp6)	<ul style="list-style-type: none"> • Agreed on the proposed location of cycle parking, but have to further work out the management issues, e.g. license parking, lighting, public hygiene, air ventilation and security. • Should provide a wider access at the cycle parking area. • Should relocate the Refuse Collection Point to avoid the smells spread to the promenade area. • The proposed cooked food market should incorporate local character into its building design, such as adopting the building character of the existing cooked food market.
5.7 (Gp7)	<ul style="list-style-type: none"> • There was majority support towards the new proposal as many participants felt that it is a practical use of space. • The refuse collection point should definitely relocate elsewhere. • One person voted against the underground parking area for bicycles. • Concern about higher rent after the cooked food market is upgraded and redesigned. • The cooked food stalls should be operated and maintained by local ownership with local characters, it is suggested that the current operators should be given the priority to run their business. • Avoid big corporations operating in the new stalls like chain restaurants (eg.- Starbucks).
5.8 (Gp8)	<ul style="list-style-type: none"> • Participants generally showed support in the proposed idea of the new cooked food market. • Participants who are residents of Mui Wo still wish that the bicycle parking area to be located within close proximity of the ferry docks – they suggest a better management system for the parking area, instead of a relocation. • Participants showed objection to the covered cycle parking area for a number of reasons: safety, security, lighting, distance away from pier, as well as the possibility of clusters of bikes that will still be parked within closer proximity of the ferry docks. • The Refuse Collection Area should be away from the cook food market, participants suggest to locate it elsewhere, such as underground. • Avoid linear planting (for trees); plant native and local species.
5.9 (Gp9)	<ul style="list-style-type: none"> • Current design of the covered cycle parking area is not acceptable because it is large in size and in closed environment and there is a safety concern. • Consideration should be given on air ventilation and natural lighting of the covered cycle parking area and its cover should not be completely closed. • Buffer area should be set up for the entrance of cycle parking area. • The access of cycle parking area should be connected to the existing cycling network. • The refuse collection point should be relocated to the proposed car park. • The toilet should be located near the entrance of cycle parking area and the integrated design should be emphasized.

No.	Comments
6 South Waterfront Promenade	
6.1 (Gp1)	<ul style="list-style-type: none"> • Participants concerned about the location of loading and unloading at pier. • Extend Kaito landing area, provide canopy and modify the outlook. • Provide berthing areas for yachts. • Plantings should be short, fancy and with flowers. • Provide tourist information centre. • Change the proposed children playground to a larger rest area.
6.2 (Gp2)	<ul style="list-style-type: none"> • A covered public pier for the Kai To is proposed to provide safety and comfort. • Fishing area for leisure use is proposed at the southern section of the promenade. • Children's play area should be relocated to a more central and convenient location closer to the ferry pier.
6.3 (Gp3)	<ul style="list-style-type: none"> • Trees selection: not too big, local species, fewer pests. • Provide a public pier with design compatible to the environment. • Provide cargo pier at suitable location. • Should have a clear definition of who are eligible to use the cargo pier. • No cycling track connected to the promenade. Extend the track here.. • The suggested children playground is too far from the centre, connection between the pier and the south waterfront promenade should be improved to increase accessibility.
6.4 (Gp4)	<ul style="list-style-type: none"> • To ensure the continuity of promenade, cargo handling area can be relocated to further south if water depth over there is allowed. • A pier can be set up at the look-out points to increase the berths for inter-islands sampans/ boats. • It is incompatible to have the cargo handling area situated in the middle of the waterfront promenade. • Existing trees should be preserved and further tree planting may not be necessary; this can also avoid mosquitoes breeding.
6.5 (Gp5)	<ul style="list-style-type: none"> • Too many trees along the promenade may block the sea view, and it can be considered to use flowers instead. • The children's playground located at the end of South Waterfront Promenade at "10" as shown on the plan is too far, and suggested it to be located at "3" or "7" on the plan where it is much closer to the Mui Wo ferry pier. • A Kaito pier and a small public ferry pier extending into the sea should be located to the end of the promenade. It should be restricted for use of Kaito and small ferries and loading and unloading of goods are prohibited. The pier is only for dropping off/picking up passengers.
6.6 (Gp6)	<ul style="list-style-type: none"> • Should relocate the public cargo loading/unloading to the south of the project area, south of the concrete batching plant. • Enlarge the proposed look-out points. • Suggested to provide tables and seating. • Should enlarge existing gratings of trees.
6.7 (Gp7)	<ul style="list-style-type: none"> • This should be the most critical issue. #1 priority of the entire proposal. • Use the promenade to sell organic produce in order to attract more people to the waterfront.

No.	Comments
	<ul style="list-style-type: none"> • Improve the environmental condition of the beach including poor sand quality and waste disposal problem. • There should be Kaito pier for local/domestic water-based connection to transport children to and from school or to provide small ferry service for tourists. • Relocate the existing petrol station closer to the car park and consider the option of selling LPG gas.
6.8 (Gp8)	<ul style="list-style-type: none"> • Participants generally supported the idea of the promenade. • Additional suggestions on the detailed design of the promenade: more green/ grass areas, a more naturalized landscape, and additional pier for leisure uses and for private boats and jets. • Avoid linear planting, the use of native and local species.
6.9 (Gp9)	<ul style="list-style-type: none"> • No major comment. • The children's playground at '10' on the plan should be enlarged and equipped with a toilet.
7 Entrance Plaza	
7.1 (Gp1)	<ul style="list-style-type: none"> • Not necessary to have sculptures and fountain. • Public toilet can be moved to bus terminus or existing parks (Location 10). • Too much planting. • Existing parks (Location 10) can be extended to be a car park. • The existing bus terminus can be remained.
7.2 (Gp2)	<ul style="list-style-type: none"> • The location of the bus terminal and the pocket paropen space with the boundary stone should be swapped. The bus terminal will then be located nearer to the Cooked Food Market and the ferry pier to provide convenience for both residents (especially the elderly) and visitors. The entrance Plaza will be a contiguous open space for leisure, and gathering. • The Improvement should not be too focus on benefiting the tourists, it should be pay more attention on the genuine need of local residents and seniors.
7.3 (Gp3)	<ul style="list-style-type: none"> • Add landmark with local features. • Covered walkway connecting the pier and the bus terminal. • Place taxi and private car drop-off next to the pier. • Bus terminal should be close to the pier. • The design proposal presented at the last forum is better. • The rocks on the plaza will block the pedestrian flow. • Crowds gathering at the pier may block the passengers to the pier and the bus terminal.
7.4 (Gp4)	<ul style="list-style-type: none"> • The bus terminal can be relocated to places near the Mui Wo Swimming Pool; this can encourage more tourists to walk along the waterfront promenade. A bus stop can be positioned opposite to the public pier with enough spaces reserved for queuing. • The pattern of residents' daily usage on public transport, e.g. taking a straight course to catch up buses and ferries; it is better to minimize changes and maintain the status quo. • The location of fountain and park can be swapped in order to strengthen the pedestrian linkage between the pier and bus terminus. • Plants around the bus terminus should leave space to maintain the linkage between

No.	Comments
	shops and bus terminus.
7.5 (Gp5)	<ul style="list-style-type: none"> • The ferry terminal should be improved to complement with the Mui Wo Facelift Project. • Some of the participants suggested to close the road between ‘4’ and ‘10’ in order to increase the connectivity between two gardens and enhance the linkage between the pier area and the inland area near Hong Kong Bank building. • There should be more drop-off points for private car and taxi near the ferry pier. • Proposed to reduce the size of existing garden at ‘10’ and to use part of it as taxi and private car drop-off area.
7.6 (Gp6)	<ul style="list-style-type: none"> • Proposed to include outdoor dinning option/facilities in this area. • Should relocate the fireboat-fire services pier to the waterfront further south of the promenade concrete batching plant site.
7.7 (Gp7)	<ul style="list-style-type: none"> • Should design a larger, wider canopy for weather protection. • The vehicular pier at the ferry terminal should be removed since it is under-utilized. • The plaza should avoid the excessive use of concrete since it is the gateway to Mui Wo. Consider the design option of having a bamboo garden. • Some suggest to reduce one bus bay. • Ensure adequate drop off area. • Should have a flea market in the open space. • Remove service access road (reference to #1 on the master plan).
7.8 (Gp8)	<ul style="list-style-type: none"> • Participants generally showed support for the proposed Entrance Plaza and the relocation of the bus terminal. • Suggestions on the design of the plaza – an open space as a gathering point near where the proposed water fountain is; e.g., an amphitheatre. • A suggestion was made to have more bicycle parking near points 7 and 14 (parking for bicycles to be put in places instead of seating and shop kiosks).
7.9 (Gp9)	<ul style="list-style-type: none"> • The covered pedestrian walkway should be widened, be straightened and be made up of natural ingredients. • The staircase of Kaito Pier at ‘16’ on the plan should be covered. • The access between pier and cycle parking area should be widened in order to allow the public to take their bike at one time. • The cover at ‘5’ on the plan should be transparent and shaded. • The existing park at ‘10’ on the plan can be deleted and the space released can be used for the extension of cooked food market and cycle parking area. • No sculpture. • The paving of the existing park at ‘10’ on the plan should be changed and improvement should be made on the ramp of the park.
8 Civic Square	
8.1 (Gp1)	<ul style="list-style-type: none"> • It is not necessary to improve civic square. • Too much planting at civic square will attract birds and block the view. • Support the proposal in Stage 1 Public Consultation. • No need to have chess tables. • No place for large scale activity at civic square.

No.	Comments
8.2 (Gp2)	<ul style="list-style-type: none"> • Support a themed design, but the layout should be similar to a parkland design. • Fewer trees should be planted and along the periphery. Grass cover preferred in the civic square and can flexibly be used for different sporting uses. • Widening of the entrances to the Civic Square. • An outdoor performance area with marquee should be provided to provide venue for special events, and allow for flea market on Sundays. • Children's play area should be enhanced and enlarged. Trees with larger canopies for shading should be planted, but reduce shrubs and bushes to minimize threats of mosquitos. The design should be open and can be seen through to ensure security. It should be enlarged and extended to an unattended area on the beach to provide more facilities and better management of the environment. • No need for the water features which may cause danger and hygiene concerns.
8.3 (Gp3)	<ul style="list-style-type: none"> • A 400-seat covered theatre. • Workout stations for elderly. • Trees for shading. • Trees should not be too close and should be in order.
8.4 (Gp4)	<ul style="list-style-type: none"> • The Civic Square can set up a flea market and provide shops with local character. • Recreational space, e.g. the children's playground, should be expanded and be better linked up with the surroundings. The dark corners should have the lighting improved and reduced the height of planters to make it a more open arena. Existing trees should be preserved. • The paving design should be rather neutral and not carry any superstitious meanings. The Feng Shui paving design can be modified to reflect more local character of Mui Wo or Chinese tradition. • To match the new design in Mui Wo Pier Entrance Plaza, the bus terminus can be relocated to the Civic Square.
8.5 (Gp5)	<ul style="list-style-type: none"> • Providing some kiosks for retail use in order to increase the attractiveness of civic square. The sale items can be restricted to selling souvenir, refreshment and beachwear. • The design of the kiosk should be compatible with the environment of civic square. • Playground for toddlers should be added in the civic square. • Suggested to reduce the number of trees. The tree species should also be similar to those along the promenade.
8.6 (Gp6)	<ul style="list-style-type: none"> • The proposed civic square should be a functional space incorporated with local features, such as water bodies and trees. • Should adopt open access into the design, eliminate fences to create a more welcoming and open access of the civic square. • Proposed to provide flexibility with provision of holes to erect poles to set up shelter for performance to facilitate performance in the civic square.
8.7 (Gp7)	<ul style="list-style-type: none"> • The water features and Chinese element in the design proposal are supported, but the tiling should be extended for other squares. • Space should be used for performances and community events as opposed to new commercial shops. • Incorporate larger open space (mothers take their children out for picnics) • There needs to be more characters to be built into the design proposal. The current design looks too cold.

No.	Comments
8.8 (Gp8)	<ul style="list-style-type: none"> • A more defined opening for the plaza from Rural Committee Road. • A more oriental/ “Chinese” design for the theme of the Civic Square. • Too much hard surfaces (concrete), suggestion of putting more grass/ naturalized planting in the design.
8.9 (Gp9)	<ul style="list-style-type: none"> • Not support to place any sculpture in the civic square and more space should be provided for performance, gateball, tai chi and temple fair activities. • Native species, such as Ficus microcarpa and Livistona chinensis should be used for planting; • The square lawn should be retained for gateball use. • The civic square should have adequate drains. • Option 2 is supported. • Using natural wood for shading, a tent should not be used and climbers should be planted in the civic square.
9 Cycle Track and Heritage Trail	
9.1 (Gp1)	<ul style="list-style-type: none"> • Pay attention to safety. • Reduce the impacts on natural environment. • Village trails H and J are too steep and they are not suitable for cycling.
9.2 (Gp2)	<ul style="list-style-type: none"> • Support for Option #1. • All paths and trails should have the same width. • Disagree the alternate trail of Route J.
9.3 (Gp3)	<ul style="list-style-type: none"> • Support Option 1. • Cycling track should be designed to ensure road safety. • F section: cycling track 3.5m wide, village access 5m wide. • Public toilets should be added on the heritage trail. • Benches with covers should be provided at the village entrance. • Separation between pedestrian walkway and cycling track. • Open up all EVAs for use of all cars. • Avoid abuse by cars.
9.4 (Gp4)	<ul style="list-style-type: none"> • Option 1 is preferred, yet the alignment of main tracks in option 1 and access trails in option 2 can be combined as they cover more habited area. • Problems like land resumption or duration for project implementation should be taken into account.
9.5 (Gp5)	<ul style="list-style-type: none"> • Concern about the impacts on the EVA. • There should be clear separation between pedestrian trail and cycle track. • The heritage trail should provide enough shades for visitors. Special tree species and rain shelters should be put along the trail in order to attract tourists.
9.6 (Gp6)	<p>*Most of the group members support Option 2 and object Option 1</p> <ul style="list-style-type: none"> • Should improve the stream water quality and restore streams. • The width of the cycle track should be 2.6 meters maximum, and the proposed cycle track should be extended to Chi Ma Wan. • Strongly object “J” route.

No.	Comments
9.7 (Gp7)	<ul style="list-style-type: none"> • Need general improvement of the existing paths (accommodate Emergency Vehicular Access) • In favor of the heritage trail to Butterfly Hill. • Should renovate the watch tower. • Option J bike trail is destructive to the local environment. • Should change the proposed width to 2 metres instead. • Cycling should not be promoted. The experienced cyclists find the current bike paths too easy, and inexperienced cyclists find the trails too dangerous given the narrow and steep terrain. Should consider promoting hiking trails with heritage features instead of cycling.
9.8 (Gp8)	<ul style="list-style-type: none"> • Participants showed support for Option #2, without the biking trail going through Wang Tong. • General support showed for the introduction of the Heritage Trail, suggestion of a more natural material for the trail instead of asphalt and concrete. • The objecting participants BANNED Option #1's routes H and J (with H being too dangerous to take as a biking route; and with J causing a disturbance to residents within close proximity of the area, as well as having an impact on the environment around the area). • The proposed 3.5m width of the biking trail to be narrowed, or to enforce on no vehicular use of biking trails.
9.9 (Gp9)	<ul style="list-style-type: none"> • Not support to the Proposal. • For cycle track, widening the existing track not more than 2m. • The trail (J) is not supported.
10 Other Issues	
10.1 (Gp1)	<ul style="list-style-type: none"> • Early and open distribution of the consultation digests. • The discussion results of the First Public Consultation should be related to the Second Public Consultation.
10.2 (Gp2)	<ul style="list-style-type: none"> • The overall facelifting proposal is unable to revitalize Mui Wo. A major theme of the area is lacking and suggest to turn Silvermine Bay to a water sports centre to attract more visitors. The ferry piers should be moved southwards to allow for more space for the water sports activities.
10.3 (Gp3)	<ul style="list-style-type: none"> • The promenade should be extended to the beach. • Add bike parking spaces at the beach. • Speed hump to reduce car speed along the road next to the promenade.
10.4 (Gp4)	<ul style="list-style-type: none"> • The proposal should achieve a balance between the solutions to traffic problems and the needs for leisure amenities; transport facilities should be well-planned first and the land uses for leisure amenities can then be fit in. • Different ancillary and supporting facilities should also be considered when planning for Mui Wo. For instance, provisional power supply facilities for large-scale outdoor events should be provided near the beach, in the park or Civic Square. Shop owners would not need to lend power generators to event organizers. • The use of Silver Mine Bay Beach can be enhanced to organize events like beach concert, carnivals, etc.

No.	Comments
	<p>Major Consensus of the group members:-</p> <ul style="list-style-type: none"> • Safety is the top priority: kids and the elderly have taken up a significant portion of the Mui Wo population, future face-lifting projects should prioritize on ensuring road and cycling track safety. • Facelifting projects should regard more about quality of life than simply about constructing more roads and infrastructures for boosting local economy. Issues like environmental friendliness and energy saving are also of prime concern. • The need to strike a balance between the recreational values vs. the practical functions of a place. • Comprehensive and holistic planning depends upon public input from the very beginning of the planning process. It is critical for the government to provide opportunities for public consultation and engagement throughout the entire planning & design processes, instead of waiting till the very last stage when detailed proposals and options have been set.
10.5 (Gp5)	<ul style="list-style-type: none"> • The pier for fire-fighting vessel should be relocated next to the concrete batching plant. The rocks near the ferry pier should be cleared away. • Concern about the loss of sand in the Silvermine Bay Beach.
10.6 (Gp6)	<ul style="list-style-type: none"> • Wetland at Luk Tei Tong has huge potential resource and it could be transformed to a wetland park. It should be further discuss in details.
10.8 (Gp8)	<ul style="list-style-type: none"> • To improve Rural Committee Road. • To remove unsightly/ unwanted facilities (e.g., the cement factory). • To improve trails (natural materials instead of concrete/ asphalt) and to improve signage for hikers & mountain bikers between Mui Wo and Discovery Bay. • Resume/ reopen the Yuen Estate and make it public/ use as museum.