

# **Facelift of Mui Wo**

## **Summary of Public Views**

# TABLE OF CONTENTS

<b>A.</b>	<b>Public Views at Forum .....</b>	<b>1</b>
1.	Entrance Plaza.....	1
2.	Town Square .....	4
3.	Cycle Track and Heritage Trail.....	7
4.	Other Issues.....	8
<b>B.</b>	<b>Public Views before and after Forum .....</b>	<b>14</b>

## Summary of Public Views

### **A. Public Views at 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:

- Entrance Plaza
- Town Square
- Heritage Trail and Cycle Track
- Other Issues

<b>No.</b>	<b>Comments</b>
<b>1.</b>	<b>Entrance Plaza</b>
1.1	<p>The concept of the Facelift is supported.</p> <p>The facelift conceptual proposals related to the ferry pier, the market and the heritage trail could be handled by the District Council, rather than derived from Planning Department.</p> <p>If Mui Wo is regarded as a town, then what is its population 1K, 5K or 50K? If Mui Wo is going to be a good place for living, it should have at least 50K population.</p> <p>Making Mui Wo a town with more population is not difficult but it depends on Government's determination and means to increase people movements, and also included those by the tourists.</p>
1.2	<p>We need a main theme in the facelift to attract tourists to come to Mui Wo.</p> <p>We should have a "Tin Hau" statue in our entrance plaza with lighting, and this suggestion had been sent to Mr. Chau, Senior Town Planner of Planning Department.</p>
1.3	<p>I observed in the new plan of entrance plaza that things are moved a few metres away from their original position. We should not waste money by moving something 1m away from their original place (It is not reasonable to move things within short distance). They achieve the movement by cutting the trees. Make a park in one place but cut the trees on the contrary. Since the bus schedule is sparse, many buses are parked in the bus terminus causing visual pollution.</p> <p>Chinese gardens might be an option of the improvement works, e.g. the garden behind the Wong Tai Sin temple, which is beautiful.</p> <p>The location of fire boat pier has not been taken into account. The kaito location should be reviewed. It has been moved far from where it is needed.</p> <p>Present bicycle parking area is small – the bicycle problem should be resolved. How will you manage the bicycle chaos?</p>

No.	Comments
1.4	<p>Why the public toilet and the refuse collection point are placed together? Wish to separate them and make the public toilet clean and hygienic.</p> <p>If there is a children playground near the fire boat pier, can the playground embody pirate and fireboat themes. Children playground should be planned according to the children's loving.</p> <p>The shelter for users of the existing kaito is insufficient (only 2) especially when children are waiting to go to school in the morning, and its location should not be adjacent with the cargo loading and unloading area.</p>
1.5	<p>Travel expenditure to Mui Wo was expensive.</p> <p>Particular attention should be paid to cycle parking as people taking ferry to work in Hong Kong want to park the cycles near the pier. Therefore wish to have a good cycle parking in future.</p> <p>No souvenir selling on the street and lack of open cafes, shaded areas and seats along the sea front are needed in the hot summer.</p>
1.6	<p>Existing bicycle parking is chaos and should be arranged systematically.</p> <p>There is a lack of trees and seats along the sea front and request for more trees with seats in the facelift.</p> <p>Board walk alongside the footbridge is supported.</p>
1.7	<p>Where is cargo working area?</p> <p>How many parking spaces in the car park?</p> <p>How many bicycles can park in the two existing bicycle parks near the pier, and the food stalls?</p> <p>Suggest introducing a numbering or labeling system for bicycles so as to make identification of bicycles easier.</p> <p>The car park was far away from the pier which is not convenient for emergencies.</p>
1.8	<p>Materials used for the entrance plaza should be carefully selected.</p>
1.9	<p>Government has been very generous to the ferry company. The Mui Wo Ferry Building 1/F is unused, this could be used. From there we could see fireworks, and Pokfulam, etc. We should do something there and make use as a panorama or bicycles parking.</p>
1.10	<p>Noted that the proposal is mostly related to relocate the bicycle parking further away from the pier, and the reason is that the bicycle parking caused inconvenience to local residents and tourists.</p>

No.	Comments
	<p>Based on the statistics from the ferry company, there would be about 6,000 passenger a day, or 3,000 passengers one way. Out of the 3,000, may be there could be about 1,500 using bicycles and only about ten bicycles could have parked and obstructed the passenger movement. However, I believe that most of the bicycle users are caring about the others, and would like to leave the piers as soon as possible. Based on this, I would like to have the bicycle parking built close to the pier. If a two level structure could be built at the cooked food store for bicycle parking, why can't similar concept be adopted at the ferry pier?</p> <p>Most of the projects had not taken our children into consideration. What is the starting point of our design? If we do not live in Mui Wo or pass away in the future, what kind of Mui Wo would be left for the children?</p>
1.11	<p>As seen from Plan 2 (Facelift of Mui Wo Old Town – Land Use Concept Plan), there is a big stadium.</p> <p>However, the school is closed, and that Mui Wo's population is only about 5,000, do we still need a big stadium or will it be implemented?</p>
1.12	<ul style="list-style-type: none"> <li>• The Consultant's Proposal is congenial.</li> <li>• The bus terminus should be moved to the existing car park behind the school. Stops may be included along the road in front of Park'n Shop Supermarket.</li> <li>• Cycle parking under the food shops would be excellent if practical.</li> <li>• The areas at both side of the pier to be cleared and beautified. I don't suppose FSD would like to relinquish its pier but we could be encouraged them to do so (and remove to, say, the new proposed cargo pier) that would facilitate a possible boating centre.</li> <li>• I have no opinion on the other two developments.</li> </ul>
1.13	<p>Entrance Plaza area – plant more yearly blossom flower sand trees and make it. Mui Wo specialty.</p>
1.14	<ul style="list-style-type: none"> <li>• I like the idea of promenade from Ferry terminal to beach.</li> <li>• Good to keep cycle ways &amp; pedestrian ways separate.</li> <li>• Arrival plaza needs a water lily garden or some other “natural” feature for people focus &amp; stay rather than walking straight off along the promenade.</li> <li>• Really like the idea of a makeover of the cooked food market plus cafes &amp; hawker stalls on the south waterfront.</li> <li>• Undercover cycle area under food market also good idea but will also need cycle parks close to the pier as well.</li> <li>• Agree that Mui Wo needs a community centre – perhaps utilizing the recently closed school.</li> <li>• Add café &amp; seats at the top of the ferry pier.</li> </ul>
1.15	<ul style="list-style-type: none"> <li>• I like the concepts in Overall! Well done.</li> <li>• Like walkway out over the sea and bike path alongside</li> <li>• Near Ferry Pier – overall ideas are good. Add in bamboo garden or lotus ponds.</li> <li>• At Ferry Pier area still need food stalls / shops next to footpath to keep a community feel.</li> </ul>

No.	Comments
	<ul style="list-style-type: none"> <li>• Soften the wharf edge outside China Bear, to set up open facilities, not arrange in a straight line.</li> <li>• Create softer edges waterfront rather than straight lines</li> <li>• Keep the merge of water &amp; land as a theme.</li> <li>• Manage the bicycles through proper removal / registration of parking. Provide free parking space tickets for 1 day parking.</li> <li>• Prioritize Ferry Pier area, then waterfront outside China Bear, then walkway to Silver Beach, then Old Town area.</li> </ul>
1.16	<ul style="list-style-type: none"> <li>• Bus terminus to be removed because buses exhaust polluting air which cause nuisance to public in park / seating areas &amp; old trees need to be cut.</li> <li>• Have a Chinese style garden (similar to the one behind Wong Tai Sin Temple) around “Li” Stone.</li> <li>• Fire boat pier to be moved to helicopters platform area.</li> <li>• Bicycle problem not been addressed.</li> <li>• No new commercial development around square – fill up bus first.</li> <li>• Don’t put Kaito Ferry pier away from its original place.</li> <li>• Develop ferry pier as fisherman’s Wharf.</li> </ul>
1.17	<ul style="list-style-type: none"> <li>• Suggest weekend farmers market on waterfront to promote local business / local crafts.</li> <li>• Suggest Mui Wo School developed into liberal studies centre to promote educational tourism in history / geography / environment / art to promote consistent business – local groups can provide these services / activities. This school can also be partly a dormitory &amp; partly a stargazing centre.</li> <li>• Waterfront gateway still &amp; concrete. Suggest Chinese Style Bamboo Garden where people can sit in a green area.</li> <li>• Waterfront walkway needs softening up – looks very hard &amp; straight now. Other are great.</li> <li>• Use the top of ferry pier.</li> <li>• Need bicycles management system – e.g. bicycle licensing &amp; parking space rental.</li> </ul>
1.18	<ul style="list-style-type: none"> <li>• Kaito services is a good idea – scenic boat trips to Sunshine Island, Man Kok, Sap Long etc.</li> <li>• Ferry link to Lamma Island to promote business.</li> </ul>
1.19	<ul style="list-style-type: none"> <li>• Design the walkway in “Bali” style and not conventional one, need a consistent “theme” – i.e. historical &amp; rural, and make them an integration.</li> </ul>
<b>2. Town Square</b>	
2.1	<p>Not sure the current status of the facelift, i.e. conceptual stage or has proceeded to the technical stage now. The concept of facelift is not clear with regard to the main theme and development of a town.</p> <p>Choice of building big and tall but ugly looking objects, or enhancing the existing unique historical, cultural and natural beauty of Mui Wo as attraction is critical.</p>

No.	Comments
	<p>The merit of Mui Wo should be enhanced in the facelift. However, there were no proposals to this as unique historical spots like the Butterfly Hill, Watch Tower, etc. and the natural beach for leisure were not mentioned. Blindly building ugly looking objects like the Tin Hau statue, big ants, and the silver bauhinia would not help as attractions.</p> <p>Had serious concern about the development plan of the silver bauhinia statue and continuing installation of the decorative features such as the ants.</p>
2.2	<p>As Mr Wan said, this is a more general look at how we can update Mui Wo.</p> <p>Firstly, is the Recreation Hall. Mui Wo is not a small town, actually is a village. The present municipal building is 40 (?) years old, and is not a modern facility. The municipal building is for fitness and has a library and market but is not a community building. In the past we had the secondary school which acted as this but now is closed. A modern community complex / facility is needed to pull the community together. I don't see it in this plan.</p> <p>A principle "Design by Hong Kong People and for Hong Kong People" could be applied. HK architecture and arts students could be asked to present us with ideas. It would be a showcase of HK architecture and arts.</p> <p>Mui Wo is a village and rural, and I would like to have more Chinese culture reflected in the design.</p>
2.3	<p>Appreciate all of the work put into these concepts.</p> <p>It is very difficult to incorporate so many different points of view.</p> <p>The beach was not mentioned at this forum. This is Mui Wo's biggest asset. In last forum we had mentioned to provide a proper road around the beach. It is confusion at present – there are children who come along by the boatload, with barbecue sites and bikes, walkers from DB and the Trappist Monastery. The pathway is totally inadequate, only 3-4 feet wide. There are thousands of children walk by. If possible link the path to outside of the hotel and extend along the beach. There are also outcrops of rocks which no one walks on but could be made into a terminus for bicycles.</p>
2.4	<p>I am glad that you have started doing something. Mui Wo has a lot of character and culture to retain.</p> <p>What I see in your plan is feature linearization: e.g. tree planting - it should be proposed in the natural style but not in straight line pattern. Curved or natural arrangement is preferred.</p>
2.5	<p>As others mentioned, the proposal had left the beach out. My 8 year old girl suggested building a museum with nature as the main theme to have fun at Silvermine Bay.</p> <p>Opined that the beach is polluted and is a waste if not developed. Consider it is too far to visit the museum at Shatin as travel time is two and a half hour one way and therefore 5 hours for both ways.</p>

No.	Comments
2.6	<p>A couple of theme points: Connecting features is important – from hills to the beach and sea. These links should be considered as much as possible to bring out the style of special natural features at different locations.</p> <p>If we want a theme of straight lines, that is fine but if we want a natural layout to flow we should carefully plan the connections. The waterfront edge is too straight extended to the Silver beach and then connected into other lines in the town, should make it more natural and produce a unique edge. Should look at examples how cities internationally have connected back with waterfronts to areas behind by getting rid of hard-line features, e.g. breaking wharfs up with jut-out features or softer areas and making it look like natural. Let's keep it a natural unique village experience.</p>
2.7	The circulating paths around the beach are not shown this time.
2.8	Board walk at the fishermen loading and unloading area along the river would be an obstruction to the operation.
2.9	How big is the town square? Adequate space is required for the Chinese drama, Will the water pond block the staging and seating for the drama? Suggest to install anchorage holes for erection of
2.10	the staging. Planting trees in straight lines is not supported, and more natural grouping is preferred. Too many trees is not favoured and this may create curtain effect.
2.11	Like to see the development plan in layers, setting priorities. e.g.: <ul style="list-style-type: none"> <li>essential amenities like toilets;</li> </ul>
	<ul style="list-style-type: none"> <li>greening. Not straight lines of trees etc. Some lawn if possible;</li> <li>other decoration structures</li> </ul> <p>All planned in a structural way around a theme.</p> <p>What is our local culture? We have</p> <ul style="list-style-type: none"> <li>Silvermine Bay Carnival</li> <li>an annual local food forum</li> <li>an agricultural equipment exhibition (thanks to [REDACTED])</li> <li>Local arts and crafts</li> </ul> <p>The improvement works should cover facilities for annual carnival, farming exhibition etc.</p>
2.12	Just as Mr. Chow said, the open space is provided and proposals for the content to fill the space are to be raised. It appears that most of the proposals are adding or filling with constructions. The plan shows provision of space with specified functions and considered these proposals would restrict the space be used for other functions. I prefer not to specify the function and leave it open as this would have better flexibility.



No.	Comments
2.13	<p>Promenade area along the water front should provide more sitting out areas to watch the sun set, the area &amp; enjoy nature to its fullest.</p> <p>Less commercial stalls. A peaceful and restful scene</p>
2.14	<ul style="list-style-type: none"> <li>• Natural alignment of trees rather than linear alignments.</li> <li>• Clean up the beach &amp; wider access along the beach.</li> </ul>
2.15	<ul style="list-style-type: none"> <li>• Town Square area should have a stage near the beach rather than a market so it can be used with water functions.</li> <li>• Both sides of the silver river between the foot bridge &amp; road bridge need to be considered in the Town Square Plans.</li> <li>• Keep a town village theme of a traditional village &amp; historic place.</li> <li>• Could have each village and area themed by local competitions by local residents.</li> <li>• Community facility for public meetings and interactions between residents.</li> <li>• Gateway to Old Town is important and should have a theme of old town.</li> </ul>
2.16	<ul style="list-style-type: none"> <li>• Provide plenty of benches.</li> </ul>
<b>3. Cycle Track and Heritage Trail</b>	
3.1	<p>The concept for the heritage trail is not clear and needs to be enriched.</p> <p>The emergency vehicular access is out-dated and should be opened for other public vehicle use.</p>
3.2	<p>A BMX/cycle training area is proposed at the open space between the Beach and the market building, to attract cyclists and solve the lack of entertainment facilities for youths in Mui Wo.</p>
3.3	<p>You mentioned the EVA, for the Luk Tei Tong to Silver River. There is already an EVA around the back, so it seems that an EVA is a cynical approach to build more buildings in the area. Is it for future or justified and needed?</p> <p>To increase in car park spaces, does it mean more cars in Mui Wo? We are 90% cycle and don't want more cars.</p> <p>Bike plans – what is the intention? Management of bikes should be established. How should the colourful fast biking groups be regulated? Bike teams of six in coloured outfits are a real problem – at great speed and a danger to children and aged. Don't mind families coming but not the high speed groups. We want that there is some regulation such as <u>sleeping</u> policemen. The bikers are dangerous to children.</p>
3.4	<p>Proposal for improving the access to the old villages should respect views of the villager.</p>

No.	Comments
3.5	<p>Commented that the planned pedestrian walkways should take only little time to walk round.</p> <p>Aware that the concept plan shows a lot of widening and lengthening work on the existing facilities.</p>
3.6	<p>Only building steps to the Watch Tower is not enough, and wish to fully develop Butterfly Hill to a scenic spot, as it is the highest point in Mui Wo.</p> <p>Appealing that we should work together to improve Mui Wo rather than making objections without practical suggestions.</p>
3.7	<p>Natural material for paving the cycle track and heritage trail is preferred, rather than artificial tiles.</p> <p>Wish to have different colour schemes for the cycle track and the heritage trail in different villages.</p>
3.8	<p>Cycle track should provide space for pedestrians as well, but preferably be separated but along with to avoid accidents with cyclists.</p>
3.9	<ul style="list-style-type: none"> <li>• Cycle trails &amp; walkways need to be well connected and marketed. I like the proposed trails. They also need to be connected with the other region trails such as those in Discovery Bay &amp; Pui O.</li> </ul>
3.10	<ul style="list-style-type: none"> <li>• Clear signage for getting to historic features with explanations.</li> </ul>
3.11	<ul style="list-style-type: none"> <li>• Thank you for your consultation.</li> <li>• Concerned trail still new destination points – need more people to do – butterfly garden, historical farm, ecological park, arboretum, organic farms, museums, dirt bike park* (dirt bike park good pull for youths). This would focus on building up local business.</li> </ul>
3.12	<ul style="list-style-type: none"> <li>• Generally concerned about cycle tracks – must be 2.5m at most, tree-lined &amp; a beauty feature.</li> </ul>
3.13	<ul style="list-style-type: none"> <li>• Enrich Heritage Trail's contents</li> </ul>
3.14	<ul style="list-style-type: none"> <li>• The gradient of the road section near Silvermine Cave is large and should be revised to suit the use of cyclist and pedestrians.</li> </ul>
<b>4. Other Issues</b>	
4.1	<p>Commented similarly to this forum, as he had not received the pamphlet before the forum nor had seen any notice last night. Proposal for improving the access to the old villages should respect views of the villager.</p> <p>Requested for evidence or proof for majority consensus and substantial consultation conducted as claimed by Planning Department.</p>

No.	Comments
4.2	<p>Noticed that after the opening of Disney, decorative features such as roosters are started to install in Mui Wo, and wished to know which government department made this decision. As there was no public consultation, what is the procedure for making these installations?</p> <p>Are these decorative features not related to the facelift? Will the facelift be in duplication to these decorative installations and caused a waste?</p> <p>The presentation has no visual image and design apart from showing the functionality of facilities, and therefore wish to know the procedure for developing the final design.</p>
4.3	<p>Irrespective of whether Mui Wo is a village or a town, its advancement is usually slow, and built up from its assets. It appears that the facelift proposals as presented are all new and thus causing pollution to the environment. Why can't we built up from its existing foundations and beautify what we already have? Is building big features a must in order to justify the spending of large amount of money allocated to the facelift?</p> <p>Wish to reinforce the issue, already raised by others about the ugly decorative big features such as the ants. If these are not part of the facelift, but belong to some other organization's work. Then what is this organization, which can put these features on to Mui Wo without letting the people of Mui Wo know about it. Or is that as somebody or organization thought that the features are beautiful, then they can put them on to Mui Wo? I wish to know if these matters had been followed up.</p> <p>Only doing the facelift without growth of population is not adequate.</p> <p>My relatives visit me rarely because of the high ferry fare. I would like to know whether the issue of transport fare is detached from the facelift.</p>
4.4	<p>Want to know who put these ugly ducks and chickens in there. It shows a complete lack of coordination. The area near Ferry Pier and the big figures such as hen and ant are ugly.</p> <p>This shows a complete lack of organization in Government. It makes the Government look like a Joke shop, and is appalling.</p> <p>While Planning Department is making Mui Wo more attractive, TD is trying to make it more expensive and more difficult to get here. We want the evidence that the Government is getting itself together.</p> <p>We are very cynical about Government attempts to improve and beautify Mui Wo - almost everything which the Government has done in Mui Wo is ugly: the Regional Centre – ugly; high rise housing – ugly; Municipal Centre - ugly. We are in a complete lack of confidence. Can we have some more evidence that relevant government departments work together and act as an integrated operation?</p> <p>Can you please find out who put these chickens, ducks and hideous ants here?</p>

No.	Comments
4.5	<p>What is the government budget for this facelift?</p> <p>What is the implementation programme?</p> <p>Wish to know what are the works done, or design studies conducted by Government or the consultant before the design works as presented here. Where are the reports?</p>
4.6	<p>Two points.</p> <p>One: before we give the old lady a facelift, she needs surgery. For example:</p> <ul style="list-style-type: none"> <li>• Unsightly concrete works and a few other things there should be removed;</li> <li>• Surgery is needed where loads of rubbish need to be removed;</li> <li>• Yuen Family compound has unsightly cars stacked on containers and metal work - an eyesore.</li> </ul> <p>So surgery is needed as well as a facelift.</p> <p>Second point: 30-40 years ago Mui Wo was a thriving and economically sustainable community. The real aim should be to get Mui Wo to return to be a thriving and sustainable community. The consultant's proposals will hopefully contribute. Other features which should be considered - what we need is a higher quality of housing, to attract upmarket and bigger spending people who will come here to live, spending money in shops to keep the economy going. Weekender houses bring no real economic benefit to Mui Wo at all.</p>
4.7	<p>Very happy to see so many people, residents or non-residents presenting view about the facelift.</p> <p>Direction for Mui Wo Facelift should be fully understood.</p> <p>Appealing to people present to make more constructive and practical comments rather than making criticism.</p>
4.8	<p>Before making the facelift, the mistakes already made should be rectified, quoting the roosters as example.</p>
4.9	<p>Please consider to build a dogs' park as most people move to live in Mui Wo wish to keep dogs.</p>
4.10	<p>Public toilets should be provided at Luk Tei Tong village, and request has been lodged to Planning Department.</p>

No.	Comments
4.11	<p>Believe that population of a reasonable size is required support operation of a school, and ferry company and bus company operation costs and then the local economy. Now that population of Mui Wo has been reduced to about 70K, and our secondary school to close and ferry company is thinking about changing the operation strategy and increase the fare. Hope Government can allow more growth of population in Wui Wo. In other countries overseas, small towns has kindergartens, primary schools and universities, and hospitals, and I wish Mui Wo be the same.</p>
4.12	<p>Would like to know what works has been conducted before the facelift study.</p> <p>As advised by Mr. Chow, the preliminary budget is HK\$260 million, and then the facelift works could be completed by 2012. Now I'm concern about the type of work that would generated in this period, and what community that Mui Wo would be changed to, and what space would be created and who would be benefited and take advantage for economic growth.</p> <p>Wish that the preliminary budget estimate of HK\$260 million would have allowed for a study by professionals and involvement of resident of Mui Wo or south Lantau residents, on "people orientated development planning for Mui Wo". I also proposed to set up Mui Wo Facelift Committee, and this Committee would enable representative from various sectors be involved in the process.</p> <p>The Committee would continue beyond 2012, and bring along sustainable development to Mui Wo which can have facelift continuously with more people orientated, preserving heritage, and more sustainable.</p> <p>And more important in this facelift study is what development change that the local resident of Mui Wo and south Lantau can accept, our history heritage can be revitalized for us to understand what need to be improved or be proud of. This is the vital part of the facelift for the culture, history and tourism aspects, not simply building old Chinese architectural features in Mui Wo.</p> <p>What materials have been made reference to before the preliminary layout was prepared? Urban design should be conducted to match with people needs.</p> <p>Mui Wo Development Committee should be established, consisting of residents from local community, interested groups, the general public, professionals to formulate plans for sustainability and preservation.</p> <p>Cultural and historical study should be incorporated into the feasibility study.</p> <p>Working group of local community should be set up.</p>
	<p>Mui Wo Facelift should be conducted with reference to its original form and style.</p>
4.13	<p>Education facilities should be proposed to let students and teenagers know history and culture of Mui Wo after improvement works were implemented.</p>

No.	Comments
4.14	Improvement works should consider the needs of low income people.
4.15	Entertainment facilities such as rink and rowing boat should be included in the improvement works.
4.16	Wish to establish soonest the Mui Wo Facelift and Development Committee, and that the facelift project should have a project office established at Mui Wo during construction enabling receipt of comments and view from residents daily, and conduct meetings, workshops and consultation with residents.
4.17	<p>I moved to Mui Wo about 2 years ago because I love the environment here.</p> <p>Noted that residents are invited to make practical proposals for the facelift. That said, I would like to suggest not building anything at all as I like Mui Wo's natural beauty.</p> <p>Considered that tourists and visitor come to Mui Wo with lots of disposable items like polystyrene plates, wooden chopsticks, etc. is damaging to the environment here.</p>
4.18	I am working on the Lantau Tourism Society – run by Lantau residents instead of outsiders. These could man the tourist office. Residents should decide on the improvement works. As suggested by [REDACTED], there should be some kind of committee run by residents to decide on this. Planning should be in layers, deciding what is needed, with especially the input from the Rural Committee. Some kind of commission should be established and monitor this. This should be set up locally rather than having someone from the other side of the islands.
4.19	Important to maintain the village feel of Mui Wo for tourists to come for a relaxing & peaceful outing. Residents enjoy the quiet & clean air of Lantau. KEEP IT THAT WAY.
4.20	<ul style="list-style-type: none"> <li>Competitions of designs made by the art, architecture students &amp; let Mui Wo people choose.</li> </ul>
4.21	<ul style="list-style-type: none"> <li>Bed &amp; breakfasts, small local hotels, small guest houses to generate more local business</li> </ul>
4.22	<ul style="list-style-type: none"> <li>Make special use of Silver Beach – enhance it.</li> <li>Transfer station along River Silver moved.</li> <li>Yuen Compound becomes Mui Wo Museum &amp; Visitor Centre.</li> <li>Grass football pitch</li> <li>Pontoon on river for Saturday night-time</li> <li>Chinese Opera performances, audience sits in built in steps by water.</li> </ul>
4.23	<ul style="list-style-type: none"> <li>Lack of long-term sustainable development plan</li> <li>Lack of infrastructure development</li> <li>No suggestions to improve local resident's livelihood</li> <li>Lack of concepts/ suggestions to develop the community</li> </ul>

No.	Comments
	<ul style="list-style-type: none"> <li>• Increase Mui Wo's population to 50,000</li> <li>• Farming restoration</li> </ul>

## B. Public Views before and after Forum

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

No.	Comments
5.1	<p data-bbox="215 390 1485 499">It should be paid attention to the content in the consultation report for changing the existing cement works in Mui Wo South to the reprovision of cargo loading and unloading area which substitute for the existing loading and unloading area, kaito landing area and barging area near the ferry pier.</p> <p data-bbox="215 537 1485 863">The cement works is the only supplier on Lantau Island. Construction materials such as cement, sand, aggregate, brick and concrete to be used at all construction sites on Lantau Island are supplied by the cement works. If the cement works are closed, all construction materials need to be ordered from other districts such as Tsuen Wan. The increase in the number of heavy goods vehicles transporting the construction materials will have traffic impact on Tung Chung Road. The increase in construction cost will seriously affect the development of local community on Lantau Island. In view of the public interest, we request that the existing cement works are retained at original location to supply the construction materials to the construction industry of the local community on Lantau Island.</p>
5.2	<p data-bbox="215 911 1485 1020">On 27<sup>th</sup> August 2007, Meinhardt visited Mui Wo Rural Committee and introduced the preliminary plan of Improvement Works for Mui Wo Facelift. We would like to show our sincere appreciation on consulting the Mui Wo Rural Committee.</p> <p data-bbox="215 1058 1485 1314">Meinhardt has explained the Improvement Works for Mui Wo Facelift project at that night and presented three preliminary concept plan of the project. However, the industrial area in Southern Lantau and the advices concerning the industrial area collected from the public as listed in the Paragraph 8.4 in the Appendix 2 of “Improvement Works for Mui Wo Facelift Land Use Concept Plan Local Consultation Report” were not included. Mui Wo Rural Committee concerned very much on the development of cement works in Southern Lantau and the loading and unloading piers and we have consulted the construction industry in Southern Lantau.</p> <p data-bbox="215 1352 1485 1608">Concerning the removal of cement works, as there is only one cement works supporting the construction material for Southern Lantau, the closure of this cement works will make the local construction industry import materials from other districts. Furthermore, the completion of Tung Chung Road widening project will attract more people to move in and thus an increase in the demand of housing estate and also the construction materials. The import of materials from other districts would increase the traffic burden on Tung Chung Road and also the construction cost, which in turn seriously affect the growth of local economy.</p> <p data-bbox="215 1646 1485 1822">Moreover, the loading and unloading pier helps transport the construction materials and goods for the general public. The removal of this pier will cause the construction waste to be transported by vehicles, imposing great burden to Tung Chung Road. Some of the construction wastes may be dumped illegally on public area or private agricultural land, which will pollute the environment and cause wastage of resource for government to prosecute those illegal acts.</p>



No.	Comments
	<p>Therefore, for the sake of public interests, Mui Wo Rural Committee demand that the existing cement works and loading and unloading pier should be kept for continual support to local construction industry.</p>
5.3	<p>Mui Wo Transportation (C.M.) Company Limited has received information on government intention to develop Southern Lantau from [REDACTED] and in the local consultation meeting, and we greatly support the proposal.</p> <p>However, as shown in the “Improvement Works for Mui Wo Facelift Land Use Concept Plan”, the existing cement works and fill reception facility will be removed while the cargo loading and unloading area will be relocated. We believe that this will cause serious traffic, environment and resident livelihood problems in Southern Lantau. So we hope that your Department can protect the residents’ original living need and retain associated facilities.</p> <p>Mui Wo Transportation (C.M.) Company Limited has been producing concrete, construction materials and transportation for several decades. We aimed at selling at small profit, quick returns. We not only treat Southern Lantau as our homeland but also give back the local community. We have an honour to serve the local community.</p> <p>However, we believe that it is not appropriate to remove the existing cement works as indicated in the Mui Wo development project, as the cement works is the only one supplying concrete and construction materials to Southern Lantau. If the cement works has to be removed, the local construction industry will be forced to purchase construction materials from Hong Kong, Kowloon and New Territories. Furthermore, after Tung Chung Road widening project had been completed, more people will be attracted to buy properties and also the infrastructure improvement projects will be gradually implemented by the government soon, thus the demand of construction activities and materials will be largely increased. If the existing cement works is removed, the purchase of construction materials from Hong Kong, Kowloon and New Territories would increase the traffic burden of Tung Chung Road, which is the only road connecting the Northern and Southern Lantau, increase the construction cost for various projects and affect the residents working in the local transportation industry. It will take at least one hour transportation time to deliver concrete to construction site. It will seriously affect the quality of concrete and result in costs incurred due to poor quality projects. As concrete has to be used within a specific time (in general, unloading concrete within 2 hours), too long transportation time will void the concrete losing money and result in generating large amount of construction wastes, wasting government resources and damaging the environment. It is definitely the opposite way to the government’s intention on preserving the environment.</p>

No.	Comments
	<p>In addition, the proposed relocation of cargo loading and unloading area cannot cope with the large work load of construction materials and goods for the general public. Inability to move away materials within a period of time will result in accumulation in the Mui Wo Area. So we ask for relevant government departments to reconsider the relocation of the cargo loading and unloading area in order to cope with the future needs. Also, if the government does not retain the existing fill reception facility, the majority of construction wastes will be transported away by land transport, imposing great burden to Tung Chung Road. It is believed that some of the construction wastes may be dumped illegally on public area or private agricultural land because the high transportation cost by land. Apart from polluting the environment, it also causes wastage of resources for government to prosecute those illegal dumping. At the same time, we have also consulted the Rural Committees, and various parties from local construction, renovation and transportation industries, they all agreed that the cement works, cargo loading and unloading area and fill reception facility should be retained.</p> <p>We hope that CEDD can consider our opinions and help Southern Lantau to develop a more comprehensive infrastructure in the course of the improvement works. Thank you for your kind attention.</p>
5.4	<p>Further to your town meeting on 8 Sept last I would like to add my brief comments, as follows –</p> <p>Gateway: it's all very well having a gateway to MW but there are few real reasons for people to visit. I strongly urge that simple attractions be developed. For example, a dog playground so that people could leave their dogs there to play while they go to the beach.</p> <p>Instead of a ground path to Butterfly Hill why not have a raised platform that goes over the top of the trees (In Singapore its called a 'canopy walk' and is about 500m long, at about 30m high, over the top of the jungle. If implemented, HK would be only the second place in Asia with such a walk). It could go up to the old watch tower, then down the other side.</p> <p>Beach: why not continue the planned boardwalk all along the beach to the WC/bridge at the end? The existing path is far too narrow.</p> <p>Shops: it's all very well to have more shops but there are many vacancies with existing shop space. At present levels of visitors and residents, MW cannot support the existing shops. Adding more shop space is fine but MW must attract more visitors and residents.</p> <p>Population: increase it! Existing infrastructure in MW could easily support another 2000 people, especially if the government housing blocks were continued around the corner of the hill where they would be sort of tucked away out of sight. More people would revitalize the local economy.</p> <p>Fire boat pier: relocate it! On the revamped waterfront there is no place for such an ugly pier. Relocate it to the proposed area for the kaito.</p> <p>Roundabout: MW is the gateway to the Big Buddha. On the roundabout, instead of some abstract sculpture, why not have a big Little Buddha sitting there?</p> <p>Bikes: the proposed underground parking for bikes is excellent. But until the government enforces its own laws (that is, illegally parked bikes should be confiscated without warning), the bike problem will continue irrespective of what happens to the facelift.</p>

No.	Comments
	Overall, your facelift proposals are very good and I look forward to them being implemented.
5.5	<p>Many thanks for your well-run forum last Saturday.</p> <p>I would like to comment a couple of points not really covered in the forum.</p> <p>Re the bikes. No matter where the parking of bikes takes place there will always be confusion if there is no management and policing of them. I think it is obvious that the location beside the ferry pier is much preferred by all. Your plan to have them under the food Kiosks is quite a good one really and does free up space. After talking around the main objection was the fact that it will soon become smelly with dog poo and urine as most underground places are if the present level of up keep is anything to go by. So many bikes in one place are in themselves a tourist attraction and would be the most photographed subject of interest; where else can one see such a collection of bikes! For tourists this is a totally unexpected scene on entry to the Island.</p> <p>Re the beach access. I did bring this up at the forum and found it confusing why no comment was made regarding the small path round the beach which has been unchanged for at least the 36 years I have been here. As I mentioned, 'it is our biggest asset'. It is fine for the Silvermine Beach Hotel but over the meter wide bridge it is impossible on weekends, for school outings and tourist groups who have to jump off on to the beach to let bikes and tricycles, delivery trolleys, wheel chairs, etc. Why is it that the government seems not to want to up grade this number one priority for Mui Wo. For both residents and visitors it is really more important than any cycle tracks, nice though they are.</p>
5.6	<p>I was unable to attend the public consultation meeting on the 8th, but may I contribute a request to the project?</p> <p>Is it possible we could ask the appropriate departments to collaborate with you &amp; look into a way of establishing year round use of our public pool?</p> <p>It is an important part of Mui Wo's leisure facilities &amp; closed for the winter. It makes a wonderful summer open-air pool but a retractable dome would be wonderful for Mui Wo.</p>
5.7	Is there a website that covers the Mui Wo project and will keep people up to date? We would like to put a link on our web site.
5.8	<p>I would like to express my sincere thanks to Meinhardt and CEDD coming to Mui Wo and holding the Public Forum “Facelift of Mui Wo” on 8<sup>th</sup> September 2007.</p> <p>I refer to the layout plans distributed in the Public Forum. I support the ideas as shown in the Ferry Pier Area: Preliminary Layout Plan – Ideas (B) and Town Square: Preliminary Layout Plan – Idea (A). In addition, I have the following suggestions:</p> <p>(1) Cycle parking area to be located below the Cooked Food Centre may relief the cycle parking problem. Warning signs such as “Parking is limited to 72 hours” may be erected for the ease of management and clearance action of illegal parking of bicycles, which is in harmony with the whole plaza environment, giving a pleasant and relaxing condition for pedestrian without paying attention to cycling condition on road.</p>

No.	Comments
	<p>(2) Bus terminus may be relocated near roundabout (see layout plan) &lt;&lt;draft layout plan prepared by a local resident - for reference only&gt;&gt;</p> <p>(3) I believe that there are some rooms to improve the design of Town Square: Preliminary Layout Plan – Ideas (A):</p> <p>(i) Possible commercial / communal developments near Chung Hau Street (as described in the legend no. 7 of the layout plan) should be relocated near the beach. In addition, as there are too much commercial development areas in the proposed layout, the commercial development area should be reduced inside the plaza and grouped along Chung Hau Street and Mui Wo Rural Committee Road to become main commercial roads, attracting people to go there for expense and therefore enhancing the economy of local community.</p> <p>(ii) Add cargo loading and unloading area inside the plaza.</p> <p>(iii) Cancel the extended boardwalk system along River Silver (as described in the legend no. 9 of the layout plan) as boat berth and boarding by local fishermen along the riversides will be obstructed.</p>
5.9	<p>I support the ideas shown in Preliminary Layout Plan – Ideas (B) and Town Square: Preliminary Layout Plan – Ideas (A).</p> <p>In addition I have the following suggestion:</p> <p>I believe that there are some room to improve the design of Town Square: Preliminary Layout Plan – Ideas (A):</p> <p>Possible commercial / communal developments near Chung Hau Street (as described in the legend no. 7 of the layout plan) should be relocated near the beach. In addition, as there are too much commercial development areas in the proposed layout, the commercial development area should be reduced inside the plaza and grouped along Chung Hau Street and Mui Wo Rural Committee Road to become main commercial roads, attracting people to go there for expense and therefore enhancing the economy of local community.</p>
5.10	<p>Facelift of Mui Wo – Public Forum Saturday 8 September – Public Comments –</p> <p>It appears that consideration was given by Civil Engineering and Development Dept. to comments expressed in Planning Department’s Consultation Document (see Appendix). Features of the initial plans have become less of a priority, such as the venue for special functions at the pier, the extended cycling tracks south of the pier, and the new constructions in and around town Square. Conversely, others have gained prominence, including the mountain bike-track, in spite of its highly controversial nature, and the development of the Silvermine, initially planned for a later stage.</p> <p>It remains however, that Saturday’s Forum did not meet the expectations of many attendants. Whether the promotion of the event, the metamorphosis of the concept or the modes of consultation, each three aspects left a lot to be desired.</p>

No.	Comments
	<p><b><u>Promotion</u></b></p> <p>When a Government campaign is launched (see current “Zero accident on the Road” at the pier), or when a local event is organized, be it a school open-day or a village festival, it is publicized with large banners hanging at several key-spots, - not with A3 posters placed at a handful of location and leaflets distributed to people attending the event. Besides, only a fraction of those already involved with the issue were directly invited to the Forum, while many ignored the exact location, and no street number was provided. Together, that does not reveal a strong determination on the part of the messenger to ensure effective communication.</p> <p><b><u>Concept Metamorphosis:</u></b></p> <ul style="list-style-type: none"> <li>- “Facelifts for Mui Wo” has become “Facelift of Mui Wo”.</li> <li>- The initial concept (“Leisure historic rural township”) has vanished.</li> <li>- A set of 4 objectives is now guiding the Plan: <ul style="list-style-type: none"> <li>- enhance the environment</li> <li>- enhance attractiveness</li> <li>- explore recreational potential</li> <li>- revitalize local economy</li> </ul> </li> </ul> <p>These changes, and the integration, to redefined objectives, of elements conceived and designed under an obsolete concept, undoubtedly question their very validity, and require explanations. Simultaneously, we would like to reformulate the first three, in a way more in tune with both L.I.M.’s Paper and Community expectations as revealed by our survey.</p> <ul style="list-style-type: none"> <li>- To restore Mui Wo’s natural beauty</li> <li>- To preserve its traditional culture and environment</li> <li>- To enhance the attractive qualities currently enjoyed by both residents and visitors.</li> </ul> <p>Agreement upon the operation’s objectives would greatly facilitate effective cooperation in the selection, design and implementation process. Testing their respective appeal, should be therefore a precondition to significant move forward, and suffer no delay.</p> <p><b><u>Consultation</u></b></p> <p><b>1 - Discussions and questions</b></p> <p>Appropriately, the poster did not introduce the “discussions” part as a Question and Answers session. Some important questions were not voiced, while a number of interventions from the Public were actually statements. Simultaneously, the Panel left several questions unanswered. In a gesture of genuine communicative will, answers to the following should be made widely available, in particular to those who attended the Forum.</p> <ul style="list-style-type: none"> <li>- Use of the Future tense.</li> </ul> <p>Conducted in English, Sessions 1 and 2 made abundant use of the Future tense instead of the expected Conditional. Was it just a slip of the tongue on the part of the speaker, or does it mean that, for these particular aspects of the plan, the consultation period is already behind us?</p>

No.	Comments					
	<p>- Selection of Meinhardt and Urbis.</p> <p>We would like to understand better the logics leading to the selection of foreign urban planning and engineering experts to design and apply ‘Facelifts’ to our ancient Chinese village. It is one thing to conceive and implement facelifts in an urban environment, but it is another thing to meet the expectation of our small local Community, where social and cultural backgrounds so sharply differ.</p> <p>Should it be reminded that the phrase “urban planning” comes from Latin urbs, a word defining a community smaller than a metropolis, but far more important in size and complexity than our villacus? The question therefore arises of the credentials of Urbis and Meinhardt in the area of village-planning, and of the appropriateness of their selection to meet the expectations of the very diverse inhabitants of our outlying handful of hamlets. In brief, we would like to know more precisely how previous experiences qualify them for their new mission, as well as the nature of the process leading to their selection.</p> <p>- Planning Department Consultation figures</p> <p>We would like to obtain all available figures regarding the samples of both previous Planning Department consultations. This would facilitate comparisons with our own Evaluation Questionnaire report. In this respect, your valuable feedback about the findings of the said report will be most welcome.</p> <p>- Facelifts’ Vanguard.</p> <p>Mutant insects and birds now “ornamenting” Mui Wo grassy spots were greeted by waves of criticism. The question of their origin remained unanswered, by both the panel and local officials present. It has been reported that identical monsters also appeared on Macao’s Coloane Island. In both style and manner, is it a foretaste of things to come? Could you please clarify which Department is behind their erection so that their removal may be promptly organized?</p> <p><b>2-Level of consultation</b></p> <p>Answers to Questions unpublished in our report read as follows:</p> <p>Q.18 - Do you think the expectations of the Community were duly considered when planning for the facelifts? 你是否希望看到整個翻新梅窩計劃的立體模型？</p> <table><tr><td>是 Yes 16.5</td><td>否 No 76.0</td><td>棄 NR 7.5</td></tr></table> <p>Q.21 - Do you think the Community should have the final say regarding the design of each facelift? 你會否出席監察有關事件進展的會議？</p> <table><tr><td>會 Yes 90.9</td><td>否 No 9.1</td></tr></table> <p>Several plans, with various options, were introduced during a few minutes to around 2% of the population. Their expected comments would lead to refined designs, themselves proposed to the evaluation of a probably similar audience. When compared with the already very unsatisfactory level of consultation achieved by Planning Dept. (Forum questionnaire + appeal for written comments), this marks a significant step back.</p> <p>We are therefore asking for a proper exhibition to be jointly held in Mui Wo well ahead of next Forum. It would meet the expectations of an overwhelming majority (87.9 %) of our sample who replied “Yes” to Q.19 (Would you like a 3-D exhibition of the whole Plan to be held in Mui Wo/ 你是否希望看到整個翻新梅窩計劃的立體模型)</p>	是 Yes 16.5	否 No 76.0	棄 NR 7.5	會 Yes 90.9	否 No 9.1
是 Yes 16.5	否 No 76.0	棄 NR 7.5				
會 Yes 90.9	否 No 9.1					

No.	Comments
	<p>Ideally, it should be organized along the following lines:</p> <ul style="list-style-type: none"> <li>- making possible the inclusion of plans designed and/or suggested by residents,</li> <li>- providing large size, if possible 3-D exhibits, showing the current options properly defined and identified,</li> <li>- making widely available a video support, describing in motion various combination of options,</li> <li>- incorporating an evaluation, through a proper, detailed, and systematic on-the-spot questionnaire-survey conducted with visitors, so as to gather their informed, genuine and valuable opinions.</li> </ul> <p><b><u>Conclusion</u></b></p> <p>It has been pointed that the Facelifts currently proposed were actually the core part of the third and final phase of a systematic, if not conscious, enterprise of destruction of Mui Wo. Indeed, besides the very ugliness mentioned in the Forum, each previous major wave of changes brought about further de-structuring of local life.</p> <p>First, the taming of the estuary did away with the fishing activities, forever eradicating the type of attractiveness that prides Tai O today. Then the erection of the concrete market gave the coup-de-grace to a dwindling farming population. Yet, Mui Wo survived. Today, the major function of this “New Mui Wo” is to provide residence to a mostly commuting population attracted by its quiet, relaxed, scenic, green, rural, and seaside surroundings. Beyond what is required to support the needs of such population and the positive evolution of the quality of life for all, the bulk of activity is now elsewhere.</p> <p>Findings of our survey suggest that the on-going final phase has already generated a high degree of resentment among a large fraction of the residents. They appear determined to defend their home with no intention of being added to the list of casualties. Going ahead with the plan as it is would both strengthen existing dissensions and start a substantial exodus, leaving a crippled golden goose to some, and the emerging spirit of this new Mui Wo tainted for all.</p> <p>It would be our advice therefore to put aside all preconceived ideas and plans, and restart a consultation process from scratch. This would include a proper large-scale consultation through a qualitative phase (interviews + focus-groups), followed by a quantitative phase. Then the whole plan would be redesigned, upon the basis of clearly formulated and understood Community expectations and priorities. Such would be the best option, the most suitable for a small Community like ours, and probably the most economical at this point, even though the proposed exhibition might be considered as a potentially acceptable ersatz.</p> <p>Comments compiled by [REDACTED] 15 September 2007</p> <p><b><u>Appendix</u></b></p> <p>Descriptions of the Facelifts were often confusing, lacking in clear explanations and identifications of the various, loosely described, options. As mentioned above, the change of objectives puts into question the validity of the current plans (see “Concept Metamorphosis”).</p> <p>We will nevertheless mention the following aspects, selected from a far longer list.</p>

No.	Comments
	<p><u>- Pier area</u> Among the various elements proposed, the various optional flows of traffic were lost in the confusion arising from the quick presentation of not clearly identified projects. That includes the question of the interaction between cyclists and pedestrians. The question of the bicycle-park, qualified as a problem by the panel (English translation), was not further elaborated. Unfortunately, inadequate appreciation of its precise nature cannot lead to its solution.</p> <p><u>- Cycle-track</u> Although a substantial number of residents seem to welcome the plan (see our report), its proposed itineraries, not to mention its very concept, remains extremely contentious for many. Mui Wo pathways are mostly narrow and deprived of pavement. The whole network is already shared by cyclists and pedestrians alike, who interact at various crossing points with the flow, often speeding and sometimes illegal (EVA), of motor vehicles. Adding an outside component to the mix would only increase the current inconvenience, without any obvious advantages for the main users, the residents of the supposedly car-free hamlets. Besides, it would be potentially very hazardous. (For design of traffic flows around the beach, and other relevant comments, please see “A review of the paper “Facelift for Mui Wo”, available on Internet).</p> <p><u>- “Old Town”</u> The inadequacy of the concept questions the opportunity of the planned Entrance plaza. The place called Old Town in the various Facelifts papers is the remnant of the small settlement of Chung Hau, that once thrived along the estuary. In the vicinity, the market, probably the least busy in the whole S.A.R., is undoubtedly the liveliest place. Today, Chung Hau is probably the least populated hamlet in Mui Wo. It consists of two hardware stores, several restaurants, some traditional Chinese grocery stores, one hairdresser, a couple of Chinese medicine shops, a church, half-a-dozen mahjong parlours, one game centre, one laundry, two kindergartens, and Mui Wo Rural Committee building and Recreation Center, the convenience and design of which the Public attending the Forum were able to fully appreciate. This street and a half do not add up to make a town, be it old or new.</p> <p>Although Chung Hau may still be considered an area one would enter for specific type of shopping, it is for the residents of major hamlets a place which they stroll or cycle through to reach the real Mui Wo Centre at the Pier.</p> <p>One will argue this function as a passageway fits awkwardly with the idea of an Entrance Plaza that would lead to it. On the contrary, the open space outside the market is very precious as a center of communication between the beach, the hamlets and the pier. Rather than an entrance plaza, it’s an open crossroad. This function should be strengthened, and circulation there be kept as free and leisurely as possible.</p> <p>The type of improvements needed in the area constitutes another question, opinions about which should emanate from the residents. For this matter, as well as for all the facelifts initially planned, precious information will be found in the detailed document produced by Living Islands Movement. It seems possible at this stage to suggest that a Community Center in the surroundings might contribute to the resurrection of the place as a proper centre, but neither new constructions, nor a Versailles-styled park.</p>
5.11	<p>Further to the meeting in the Mui Wo Recreation Centre on Sept 8th, I write to ask when we may get together for a more constructive discussion. As we have said in the past, we find these sorts of mass “town hall” meeting to be unproductive; a smaller more focused group stands a better chance of getting things done.</p>



No.	Comments
	<p>Nearly all the talk in 8th September meeting was about detail and petty things. I think that it is important to get back to basics, and in particular to review the findings of recent surveys carried out in Mui Wo, and focus on:</p> <ul style="list-style-type: none"> <li>- restoring Mui Wo's natural beauty</li> <li>- preserving its traditional culture and environment</li> <li>- enhancing its attractive qualities currently enjoyed by both residents and visitors</li> <li>- revitalizing the local economy</li> </ul> <p>As you will remember, our Group contains a number of very experienced local people, with considerable knowledge and specialized expertise in many relevant fields, and we have already put our ideas to you, and requested meetings, without success.</p>
5.12	<p>We have been full-time residents of Wang Tong Village for over 16 years. We wish to express our strenuous objection to the development of cycle tracks and/or Emergency Vehicle Access roads through Wang Tong Village in Mui Wo. We have viewed the two proposed alternative tracks on your map distributed at the 8 September public forum in Mui Wo. Both are unacceptable in their separate details, and both are unnecessary in principle.</p> <p><b>GREEN TRACK</b> (adjacent to Butterfly Hill)</p> <p>1. Destruction of environment</p> <p>Creating a track wider than the current footpath will require the removal of nearly every mature tree along the path where it runs parallel to the Wang Tong River. It will also require narrowing of the stream, most likely by artificial stone or concrete walls. The river will no longer be a river, but a drain. It will lose its entire scenic beauty, and harm it as a habitat for fish and water fowl (it currently attracts numerous kingfishers, herons and egrets).</p> <p>The track will also require the removal of countless numbers of trees in the forested area along the hill between 7 Wang Tong and the stream bed on the other side. This will wreck the character of this beautiful woods, and be extremely harmful to the ecologically sensitive area of Butterfly Hill.</p> <p>In other words, the scenic? cycle track will require destruction of the scenery it is supposed to highlight!</p> <p>2. Danger</p> <p>The slope on both sides of the hill is very steep. It is both dangerous and unhealthy for inexperienced and out-of-shape visitors to attempt on bicycles. It is also dangerous to neighbouring residents and other pedestrians, when inexperienced and inconsiderate cyclists treat the downhill stretches as racing tracks. There is already a problem with weekend holiday makers racing full speed down the hill. Several have been badly injured. And several local residents have narrowly escaped injury from speeding cyclists. Promoting this route as a public cycle path will exacerbate the problem to an enormous degree.</p>

No.	Comments
	<p>3. Expense and property rights</p> <p>Widening the existing footpaths through Wang Tong will require the enforced purchase of long stretches of private property. This expense is not justifiable for something of such low priority as a cycle track. It will also cause enormous resentment by property owners (including ourselves) who will be forced to give up private garden space for a project that is not only of no benefit to us as local residents, but which will denigrate our neighbourhood and environment.</p> <p><b>BLUE TRACK</b> (through the centre and north of Wang Tong Village)</p> <p>This proposed alternative track is even worse than the Green track!</p> <p>1. Destruction of unspoiled landscape</p> <p>This route will require paving a path through pristine wilderness and farmland where no pavement has ever existed.</p> <p>It proceeds through the centre of the Wang Tong valley, where no road or footpath currently exists. At the moment the exact proposed route is where a small tributary of the Wang Tong River proceeds through open ginger fields. The tributary is a habitat for small fish, frogs and lizards, and attracts numerous egrets, herons, water hens and other water fowl.</p> <p>Beyond the village the proposed track proceeds through forested areas and meadows which are completely unspoiled by human development. On the other side of the hill the proposed route proceeds through a scenic valley which is partly wild and partly cultivated, where no roads or footpaths have ever been laid.</p> <p>There is absolutely no practical need for foot or cycle paths through any of these places. Also please note this crucial point:</p> <p><b>The entire Mui Wo Facelift plan involves improvements, widening or redevelopment of existing infrastructure. The proposed “blue cycle track” through Wang Tong Village is the only part of the plan which involves laying new concrete through completely undeveloped areas. This contradicts the entire spirit of the “facelift” plan. This level of development is not justified for a simple cycle track.</b></p> <p>2. Environmental degradation</p> <p>The section of the track connecting the beach with Wang Tong Village will require the removal of numerous mature trees, including star fruits and flowering trees which are popular nesting trees for bulbuls and other birds, who return annually to nest in the same trees. The scenic value of this small stretch of forest will be forever lost by widening the existing footpath.</p>

No.	Comments
	<p>3. Expense and property rights</p> <p>The entire section of proposed track through Wang Tong Village lies on private property, all of which will have to be involuntarily surrendered to the government by private owners. Again, this expense is not justifiable for something of such low priority as a cycle track. It will also cause enormous resentment by property owners (including ourselves) who will be forced to give up private garden space for a project that is not only of no benefit to us as local residents, but which will denigrate our neighbourhood and environment.</p> <p>Finally:</p> <p><b>NO NEED OR JUSTIFICATION FOR CYCLE TRACK OR E.V.A. IN WANG TONG</b></p> <p>1. Cycle track unjustified</p> <p>The planned cycle track through the Mui Wo area is being pushed by people who do not live here and have no understanding or appreciation of local conditions, irregardless of their training or titles. It sounds like a nice idea on the surface. But once you probe beneath the surface to measure the impact on the community, you will see that the entire concept is flawed. The most unjustifiable section of the plan is the section through Wang Tong Village. Not a single village resident has ever called for a 2 or 3 metre wide cycle track in the area. It is a concept imposed on us by non-residents with only a superficial knowledge of the area.</p> <p>2. Widened pathways will bring in motor traffic</p> <p>As can be seen in neighbouring Luk Tei Tong and Tai Tei Tong, the so-called EVA roads are used illegally by a wide variety of motor vehicles, from delivery lorries to private cars and motorcycles. Barricades are routinely removed to enable the illegal traffic. Although police and district councillors are well aware of the illegal activity, there is absolutely no enforcement of the law.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Thus it is a fact of life that if the footpaths into Wang Tong Village are widened, it too will be overrun with illegal motor traffic. All the promises in the world from government, that this will not be allowed, are worthless. It will happen. It will irrevocably destroy the character of the last remaining Mui Wo village unspoiled by motor cars.</p> <p>People choose to live in Mui Wo <b>because</b> there are no cars, and they are attracted by the cycling lifestyle. The so-called cycle tracks, doubling as EVAs, will ruin this FOREVER.</p> <p>3. EVA in Wang Tong is not necessary</p> <p>It simply is not necessary. If access for ambulances and fire trucks is needed, then the government should simply purchase one or two of the miniature ambulances and fire trucks like those currently used on Cheung Chau. This is a far less expensive option than widening or building new roads. And it enables the character of Wang Tong Village to be maintained.</p> <p>Such a simple solution! Why is that not part of the plan?</p>

No.	Comments
	<p>4. Wang Tong is of little or no tourism interest</p> <p>Regarding the tourism aspect of the cycle track, there is nothing of historical interest for visitors. And though Wang Tong is an attractive village, it is not of significant scenic value for tourism.</p> <p>5. Disruptive to villagers</p> <p>There are already too many inexperienced cyclists in Wang Tong Village every weekend, when holiday makers crowd the village guesthouses. They routinely endanger local residents, often colliding with pedestrians, and often injuring children and elderly people. No matter how wide the path may be, inexperienced cyclists weaving all over will always pose a danger. By promoting a new cycle path through Wang Tong, it will bring in even more novice cyclists, something we absolutely do not need!</p> <p>6. Zero benefit to local residents</p> <p>While many other projects in the Mui Wo Facelift plan are of balanced benefit for both local residents and visitors, the entire cycle track is of no benefit whatsoever to local residents. And in Wang Tong, where the greatest road development would be needed, it harms the character of the village, pours a lot of unnecessary concrete, takes away land from private owners, and harms the surrounding environment, for absolutely no benefit to Wang Tong residents!</p> <p>7. Circular cycle route is unnecessary</p> <p>From many conversations with various people involved with the Mui Wo Facelift, it seems that you (but not local residents) are enamoured with the idea of a circular cycle route, and that ends up being the SOLE justification for the largest infrastructure project in Wang Tong history. Can you please give this up? It is a nice idea, but not nearly a strong enough justification for all the harm, disruption and expense it will cause. Visitors will be quite content to follow the existing EVA routes through Tai Tei Tong and Pak Ngan Heung to the waterfall and silver mine, stay for a while, and then enjoy the effortless downhill ride in return on the same route.</p> <p>Conclusion</p> <ol style="list-style-type: none"> <li>1. Both proposed cycle tracks are disruptive to residents, to the living environment and to the natural environment.</li> <li>2. EVAs are not needed into Wang Tong; buy small emergency vehicles instead.</li> <li>3. “Blue” Wang Tong cycle track involves constructing roads through virgin wilderness.</li> </ol> <p>Finally, we must repeat:</p> <p>The entire Mui Wo Facelift plan involves improvements, widening or redevelopment of existing infrastructure. The proposed “blue cycle track” through Wang Tong Village is the only part of the plan which involves laying new concrete through completely undeveloped areas. This contradicts the entire spirit of the “facelift” plan. This level of development is not justified for a simple cycle track.</p>

No.	Comments
	It is our strong proposal that the entire proposal to extend a public cycle track through Wang Tong be cancelled.
5.13	<p>In order to attract more tourists to visit Mui Wo, in my own opinion, we need to have a special theme, just like the case the people visiting the great Buddha statue in Po Lin Monastery. If we can establish a large Tin Hau statue with special light effect at night near Mui Wo Ferry Pier, I believe that tourist companies will introduce a new tour line to Mui Wo and bring an increase to the number of ferry passengers, and that the pressure on increasing ferry fare and cutting down ferry service will be relieved. At the same time, I would like to clarify that a Tin Hau statue is not of any religious background, it is established by fishermen in Fujian Province only in memory of a beautiful girl who has frequently helped them and apotheosized after many years. However, she is of great attraction and so there are many people worshipping her all over the world. If a statue is established, I think this will attract quite a number of tourists, and I have already passed the detailed idea to Mr. Lawrence Chau from the Planning Department.</p> <p>The abandoned land between Silvermine Beach and Mui Wo Government Offices Building can be used to construct a BMX obstacle cycling park. This can help to attract more cyclists and also serves as an amusement park for local teenagers. Nowadays, BMX obstacle cycling is very popular, and cycling is part of life for local residents, maybe we can train up top players and represent Hong Kong in various competitions.</p>
5.14	I shudder when I hear of Government plans to improve areas with facelifts. The relevant departments have no imagination at all. When will Government sympathise with surrounding countryside, and stop covering everything in concrete, a Hong Kong disease. Leave everything alone, and respect tranquility and nature. I can guarantee that any facelift Government is involved in will be a complete and utter disaster.
5.15	<p>Having attended the Public Forum held on 8<sup>th</sup> September 2007, I had collected some comments from Mui Wo residents regarding the Project “Improvement Works for Mui Wo Facelift – Feasibility Study” as follows:</p> <ol style="list-style-type: none"> <li>1. The CEDD and the Consultant keep emphasizing that “Facelift of Mui Wo” would make Mui Wo prettier, we think this concept itself has fatal drawbacks: what is beautiful and what is good, people always have different standards of subjective tastes and judgments. How to make Mui Wo “real beautiful” and “real good” must be a process that lets local residents express themselves as well as listen to the others’ suggestions, and therefore gradually reaches the general consensus. Either Ideas A or B from the so-called “preliminary layout plans” is only the favorite from government officers and professionals who do not live in Mui Wo; being mechanically applied onto Mui Wo (“tying to fit a square peg into a round hole”) and then ask people to select one option. When people express their dislike to the majority of the proposed changes and request to minimize damages to Mui Wo, their ideas are considered not to be solid enough. We think this is an unequal conversation. We believe that the majority of the Mui Wo residents have independent thinking ability and penetrative feeling, we do not need the guardian to occupy a commanding position to direct us how to make Mui Wo better.</li> </ol>

No.	Comments
	<p>2. There are beautiful mountains and seas around Mui Wo, agriculture and fishery are still some parts of local life. There are more than 25 different nationalities. Apart from traditional cultural events such as Hung Shing Festival and Dragon Boat Festival, new century cultural events such as Yoga class and meditation gathering etc. are very popular in Mui Wo. This is a harmonious integral town with Nature and human, traditional and international culture which could not be found in other places of Hong Kong and even not easily found around the world. Many artists and intellectuals including painters, designers, hand-make producer, dancers, musical instrument players, shaping exercise teachers, university lecturers and independent video producer etc. live here and love here. We think these are the advantages for Mui Wo's development. The CEDD and the Consultant should work together with other government departments as well as other non-government groups, to provide full support for the local cultural network and to encourage all Mui Wo residents including the elders and children to join the task for improvement of our living environment. We do not want to waste huge amount of money and damage the nature and ecology. We can create beautiful environment and living with local characteristic features, which will be the real enhancement of the local living quality to Mui Wo, Hong Kong and human beings.</p> <p>3. In recent years, there have been plenty of examples showing how tourism has destroyed local characteristics and culture all around the world. We should learn from those lessons and think about how to develop Mui Wo. Traditionally, Mui Wo has agriculture and fishery to support its economy. People are still farming, fishing and clam digging now. There are not only elders but also some youngsters and teenagers who are interested in organic farming and we believe that this is the advantage of Mui Wo development. Despite some of agriculture and fishery are for residents' own consumption or as presents to their friends, this is also an important component of the local economy. It reduces residents' dependence on cash income, reduces unemployment rate and society guarantee burden. It also increases residents' enjoyment of daily life and understanding of local environment, reduces criminal rate and enrich people's knowledge. In the course of planning and design, the CEDD and the Consultant should recognize the society and economic values of this unique living manner and provide vantage environment for her growing up. Therefore the local characteristics of Mui Wo can be brought out and local residents and visitors can enjoy their living and leisure of high quality.</p> <p>4. I refer to the preliminary layout plan prepared by the CEDD and the Consultant. We agree that the public toilet and Refuse Collection Point (RCP) near the ferry pier should be moved away from the Cooked Food Centre. However we oppose the proposed provision of 3.5m wide Cycle Track and EVA as showed on the "Provision/ Improvement of Cycle Track and Heritage Trail Network in Mui Wo".</p>

No.	Comments
	<p>5. We oppose the proposed provision of 3.5m wide Cycle Track and EVA plans including two connections from Pak Ngan Heung through Wang Tong to the beach and from Luk Tei Tong to Ngan Shu Street RCP. Majority of these two tracks pass through a large portion of land which is uninhabited. Apart from trees and dense wild plants, there are buffalo and cows searching for food frequently. The peaceful atmosphere is the ideal natural choice for local residents / visitors when they are tired and stressed; it is also a good place to enjoy the sight of wild animals and plants. Tracks to link the villages in Mui Wo inland were either largely widened or are proposed to be EVA, which can satisfy the majority and/or people who need to live along the wide road side. As we like to live and need to live adjacent to tracks, our choices are lesser.</p> <p>As we all know, some elders like living adjacent to the tracks, and there are also local or foreign visitors like taking adventure along the tracks. In the public forum, one of the local residents said that it only takes her half an hour for a whole walk in Mui Wo, but actually we can easily spend 2 to 3 hours if we walk through these tracks to every villages, plus if we extend the walk area to the villages to the north of Silvermine Cave, and enjoy some chitchat with the local villagers, which will be a whole day activity.</p> <p>Narrow tracks and wide roads have their own advantages. There is no doubt that wide roads are more convenient and safe, but they are comparatively boring and dull. Since a wide road has a straight alignment which people can see all the way through, therefore people tend to treat the road as a passageway from one start point to the end point; and also they tend to cross it as fast as possible, this situation will not be changed even though trees and flowers are planted along the wide roads. On the other hand, narrow tracks have alignments based on the topography forming interesting and ripple shape, together with natural view and wild life along side, which makes walking more fun and have a positive significance. People living in urban get used to have harsh cadence instead of having relaxed rest and fear to confront the natural beauty, which cannot imagine the valuable point of this kind of area for taking rest and building strength.</p> <p>Mui Wo has more and more carriageway now. We should ask ourselves: How many more carriageways are enough? How much natural beauty and adventure excitement we have to sacrifice in exchange for convenience and safety for the “emergency use”?</p> <p>Mui Wo is a space for human and many other living things. We welcome visitors who love and respect the way of living in local community to come and share the good things in Mui Wo. We also invite friends to move into Mui Wo. However we oppose the local area to become consumer’s playground and estate developer’s market – there are newly finished estate selling at a price of more than 4 million dollars in the villages. In the past, we saw many local children and elders who travelled by bicycles. However there are now increasing Philippine women who ride 3-wheels cars to pick up people. This is not the change we want to see in Mui Wo.</p>

No.	Comments
	<p>6. If the track from Luk Tei Tong to Ngan Shu Street RCP has to be widened to cope with the population increase in Luk Tei Tong, we can only accept the width of the track to be limited to 2.4m. This is double of the original width and considered safe enough for bicycles, 3-wheels cars and pedestrian. It can also reduce the destruction caused to the environment to a minimum level. If some residents are not satisfied with this arrangement, we suggest them using the new 3.5m wide EVA from Luk Tei Tong to Tai Tei Tong, which is a wide road all the way through to ferry pier.</p> <p>7. We strongly request the CEDD and the Consultant not to use the community's resources to destroy the existing relaxing environment because of human's laziness, selfishness and greed. It loses the invaluable natural space that nourishes everyone's spirit.</p>
5.16	<p>1. Cycle Parking Area:</p> <p>Mui Wo Ferry Pier Area is the porch of our district and even the South Lantau. It is also important to the whole Lantau transportation connection. In order to attract visitors to stay and interested in Mui Wo, we often reply on this porch to attract and promote local tourism. Following discussion with Rural Committee (RC) members, we all agree that the cycle parking area should be located under the existing Cooked Food Centre for ease of cycle parking management. This arrangement can make Ferry Pier Area spacious and avoid blocking the view of Silver Mine Bay due to current cycle parking condition.</p> <p>2. Paved materials</p> <p>“Facelift of Mui Wo” project is very important for the local economy. Keeping each facility last a longer period of time is a crucial issue after the completion of the facelift project. Durability of the pavement is the first priority to consider and selection of paving materials is very important. To avoid frequent maintenance of the pavement in the future, the RC suggests that natural stone pavement, such as granite, should be adopted. A few colors are available to choose for the pavement. They can be used to separate one area from another area (e.g. pavement for cycle track, heritage trails and EVA can have different colors). They will make the road surface more colorful and special features.</p> <p>In addition, the existing width of EVA from Pak Ngan Heung and Tai Tei Tong is 4.5m while that for Luk Tei Tong is only 3.5m. We suggest widening the EVA for Luk Tei Tong to 4.5m for consistency.</p> <p>3. Green environment</p> <p>In order to harmonise with the surrounding environment after the “Facelift of Mui Wo”, the improvement works should match with the surrounding trees to have an ambient environment in this project. To avoid the feeling of artificial planting, it is not necessary to align the trees in a regular pattern. This cannot accomplish the greening purpose and beautification of local environment successfully.</p>



No.	Comments
	<p>The above items are our opinions and expectations to the proposed “Facelift of Mui Wo”, we hope the CEDD can take them into account. Should you have queries regarding the opinions, please feel free to contact us. Lastly, the RC thanks for the CEDD very much on putting resources in the proposed project. We hope that the CEDD implements this proposed project as early as possible and lets local residents see the achievement soon.</p>
5.17	<p>If the needs of local residents are put to the first priority of “Facelift of Mui Wo” Project, we should firstly understand what Mui Wo residents really need. The types of people include residents who expressed in the Public Forum and residents who are working in the urban areas concern with cycle parking, ferry fares, shops and restaurant businesses etc.</p> <p>Visitors are very welcome from businessman’s points of view, while residents are hoping to have a peaceful society that will possibly antagonise the visitor’s arrival. On the other hand, there must be some impacts on Ferry Company’s business without sufficient visitors, resulting in either increasing the ferry fare or lowering the service quality.</p> <p>To avoid stakeholders’ conflicts of interests, the role of the PlanD is to balance their benefits and find a preferred option beneficial to every party.</p> <p>Ferry Company has been encountering a problem of expense exceeding income for Mui Wo ferry operation since the completion of Tsing Ma Bridge. The role of unique connection point between urban area and Lantau Islands does not exist any more. Mui Wo has neither Tai O’s seaside village nor beaches like Cheung Sha or Tong Fuk, and there is no famous temple or Big Buddha. What is the distinguishing feature of Mui Wo? What are her characteristics distinguished from the other?</p> <p>Mui Wo has a complete village community network in Lantau. There is still a close cohesive force linking the villages even though a large number of residents, who are currently living in the urban area or other foreigners, move to Mui Wo. It obviously shows these characteristics in the traditional festivals. It is actually because of migration of these foreigners, western features are mixed very well with Chinese characteristics. Attitude of local residents living in the old villages differ from those living in public houses. It can be said that her diversification and tolerance make Mui Wo such an interesting place where is not only a sole small town.</p> <p>Is it possible to make Mui Wo to be a pure residential area then? From population and planning points of view, the answer is negative. Otherwise, the quality of ferry service will be largely decreased. It will also be a crisis in some businesses related to tourism. The only way to make Mui Wo to be a prosperous town is to develop her tourism industry.</p> <p>That is why a project “Facelift of Mui Wo” comes out. We hope that this project may attract more visitors to Mui Wo to solve the above problems. Firstly, does the old characteristic of Mui Wo make tourists not come? Secondly, why do visitors not come to Mui Wo? In addition, is the proposed project in conflict with her original characteristics? Finally, do we need to solve any problems urgently?</p>

No.	Comments
	<p>The old face of Mui Wo is a fact, especially comparing with Discovery Bay. Does the Government want to make Mui Wo another Discovery Bay? Mui Wo is still an inferior Discovery Bay no matter how it changes. Such being the case, why don't we keep her natural beauty? Mui Wo has unbeautiful places indeed but the interesting point is that most of them were designed by the Government. If the residents of Mui Wo are asked to choose top ten repugnant places in Mui Wo, what is the outcome? The items I choose are cycle parking area in Ferry Pier, public toilet and refuse collection point near the Cooked Food Centre, cargo parking area on the other side of the Ferry Pier, charged car park near the Bus Terminus, tile-paved plaza in Old Town and the reaming barbeque food left on Tung Wan Tau Road etc. Therefore, we do not need a lot of additional thing at least, we do not need a fountain that is incompatible with Mui Wo's characteristics or a tile-paved or dolomite plaza like toilet. What we need is the improvement or relocation of the existing features and facilities. The most important thing is the management problem.</p> <p>Places for enhancement around Ferry Pier area are to enlarge of the existing cycle parking area, manage illegal cycle parking problem, move cargo parking area away, provide seashore as alfresco promenade and plant more trees. Tourist information centre is the only extra item need to be added.</p> <p>Civic plaza, Chinese style garden and western fountain are incompatible with Mui Wo. Buildings in the style of antiquity are nondescript objects. What the residents need are possibly a playground facility for kids, an open area for cycle beginners or grassland with trees.</p> <p>Summing up the above, the genuine reason why visitors do not come to Mui Wo is not its old face. People will go to Tung Chung if they want something "new", but people will not go to Tai O if they hate "old". The question is how much visitors know about Mui Wo. It is a good start that the Consultant proposes the provision of Heritage Trails. This is only one of the steps to be put forward. I do not believe that just the provision of Heritage Trails is able to attract tourists. Apart from the facilities, we need to consider how to manage them. A serious of problems will be encountered after the Heritage Trails are completed. For example, how to encourage people to open their private houses with antique values (e.g. Yuen's Family Compound) to the public? How to manage the existing miscellaneous objects within the watch towers? Who and how to organize sightseeing tour, how to inspect folk's life and collect the information of oral history? Who is in charge of making leaflet / map of Mui Wo tour? Is there any traditional handicraft workshop or folk exhibition hall? Who is responsible for these tasks? Can Leisure and Cultural Services Department take these jobs within the existing government organization? Are there enough resources in District Council for these jobs? If nothing else is considered except for enhancement of hardware, can it attract visitors to come? We need to consider the cultural policy.</p> <p>We also have same doubts on the Civic Square. Will the proposed plaza be able to cope with the elders selling their self-planted vegetables in the mornings? Will the foreigners, who want to sell their spare furniture or goods in the weekends, be sent off by Food and Environmental Hygiene Department? Is it a long-winded procedure for application of performance events? If answers are negative, whom does the plaza belong to?</p> <p>There is an outdoor market near Yung Shue Tau. Thanks for the staffs from Food and Environmental Hygiene Department who kindly allow the elders to sell their goods before 9am without taking their goods away. Tonight, a villager will pitch a scaffold to worship his ancestor at the corner of the plaza. What I want to raise up is that the Government should only provide necessary facilities and leave some spaces for the villagers. In addition to that, the Government should understand the tolerance of letting things go with no prosecutions.</p>

No.	Comments
	<p>I think the policy-maker should have enough data. It is not enough to have massive statistics, I am not sure how many times they have walked or cycled throughout Lantau. It is not enough to attract visitor by Mui Wo's features only, promotion of the surrounding areas and the relationships connecting these areas are important.</p> <p>The concept covering the development of Mui Wo's cycle track is correct. Mui Wo has the largest population in Lantau Island to use bicycles as well as a comparative complete villages network. However, I believe that the tracks to be widened to 3.5m to 4.5m can only be applied to those towards Pak Ngan Heung. According to the topography within the villages, widening the proposed may cause inevitable impacts on the both sides of cycle tracks. This will also damage the atmosphere of exploration. 2m to 2.5m wide track is more than enough.</p> <p>It is very necessary to extend Mui Wo's cycle track network and provide a cycle track from Wang Tong to Silver Mine Cave. It is also important to promote the muddy road from Ngan Wan Estate to Luk Tei Tong. One of the preferred routes for cycle lovers is riding from Mui Wo to Tung Chung. People will need to ride back to Mui Wo as there is no any transportation that can carry bicycles. Therefore, one of the options is to borrow bicycle at Tung Chung and return at Mui Wo.</p> <p>Expressing my opinions to now, it can be seen that just "Facelift of Mui Wo" cannot increase Mui Wo's attractions. One of the short-term targets is to strengthen propaganda and set up a tourist centre near Ferry Pier to replace the existing stall opened by Agriculture, Fisheries and Conservation Department at indefinite service time. Apart from distribution of traveling leaflets and maps, watch towers and Yuen's Family Compound should also be opened. Sightseeing tour may be organized during weekends or public holidays. The Government can provide appropriate subsidies as well. All of these should be organized by the local organization but not planned by any other government departments or tourist authority.</p> <p>PlanD leads the project which handles the "hardware" issues. My first concern is how PlanD works together with other government departments for the project to include enhancement of "software" and management. The Consultant is an engineering firm while the development of Mui Wo does not focus on engineering. The project should have a core of "redevelop the community, enhance community's cohesive force and self-sufficiency". The government officers, who are responsible for this project, are keen on doing something for the community. However, they do not see the entire problem because of their insufficient knowledge. They only consider the development of "hardware". Different departments are responsible for the land uses of different areas, which are a lack of integration of a unity. The mistakes occurred here are the same as what was done in the course of the development of West Kowloon.</p> <p>This is precisely the sorrow of the planning of urban development in Hong Kong.</p> <p>If the existing road from Mui Wo Ferry Pier to Old Town is not good enough, what we should do is to make the road better which attract visitors to have a walk to the Old Town.</p> <p>I do not believe.</p>

No.	Comments
5.18	<p data-bbox="217 163 630 205"><b>A. Purpose of the consultation</b></p> <p data-bbox="217 237 1495 422">In the leaflet ‘Invitation to Public Forum’ (on September 8, 2007), you state that the purpose of the forum is to enhance the preliminary findings of the feasibility study (FS). The underlying assumption is that Mui Wo residents have to go by the controversial proposed ‘concept’ put forward by the Planning Department, and can only comment on the technical arrangement. Simply put, we are asked whether we want beef or pork while we actually want vegetables.</p> <p data-bbox="217 457 1495 569">From Day 1, there are different viewpoints in Mui Wo regarding what we need and how we can meet the needs. I am not going into details what has been put to your department, but just want to re-state the following salient points in your misconstrued concept plan.</p> <p data-bbox="217 604 594 646"><b>B. Basis of the concept plan</b></p> <ol data-bbox="266 678 1495 1591" style="list-style-type: none"> <li data-bbox="266 678 1495 1115">1. <u>Local Economy</u> -- It has been claimed over and over again that the project is to revitalise the local economy. However, I have never seen any strong research telling us what the current concerns are and the cause of the problems. All I get is that there are far fewer visitors coming to Mui Wo. So now, what is the reason? And, more importantly, is it all that about the local economy? How about the golden rule of sustainable development promised in the policy address? I request that you show me strong research on the changes in the economy in Mui Wo (not just the pier area), the factors contributing to the changes, local resources/dynamics that are conducive to sustainable development, the problems we are facing and feasible solutions, etc, etc. What is the supporting projection that your plan will help develop the local economy in a sustainable manner? This is the ultimate reference point for everything that you plan to do. So, please send me reports of such nature so that we can bring the consultation forward.</li> <li data-bbox="266 1150 1495 1591">2. <u>Beautification</u> – Ironically, your promo leaflet destroys the purpose of the project. Take a look at the photos used in the leaflet again please. Mui Wo is already a beautiful place. What is bothering its beauty is the extras, namely sub-standard street lights that are too low, affecting the vision of cyclists, oversized animal ‘sculptures’ that serve no function but offending a lot of residents, oversized LCSD logo on the roundabout flower bed off the pier, the upcoming bauhinia statue, etc. The main problem here is the lack of residents’ participation in the decision-making process. The result is the waste of public funds and an attack on the visual environment of Mui Wo. I wonder if you are aware that there are quite a number of artists in this community, who are concerned about the quality of life here. If you have the will and wish, you can easily engage them to make Mui Wo a more interesting place for both local residents and visitors at a much lower cost. There is really no need for the entrance plaza.</li> </ol>

No.	Comments
	<p>3. <u>Local Attraction</u> – In a similar vein, the project aims at ‘enhancing’ attractiveness. From the plan, the ‘attractiveness’ that I can see is ....nothing local! You are parachuting a whole set of structures. But what is the local attraction enhanced in these structures? As some residents pointed out in the forum, the sea is our big attraction in Mui Wo. But have you found out the problems to be fixed to enhance this attraction? It’s the water quality. And what makes the water dirty? There is no sewage management. Please tell me how much it will cost to put in a sewage system to restore beauty to the sea. And do you know that there are many kinds of butterflies, birds and a couple of beautiful green areas inside the villages? We used to have buffaloes and cattle as well, but they have been kicked out from their natural habitat. Have you thought about how to enhance such attractions? Lastly, how about the cultural attractions of Mui Wo, both the physical structures, and the history and customs here?</p> <p>4. <u>Recreational potentials</u> – there are two major proposals in the plan: the bike lanes and Silvermine Cave and Waterfall. There again, there is no mention of the beach and water quality. When it comes to the cave and waterfall, I can’t see how the proposed work attracts visitors. The cave will not be re-opened. The ugly monstrous toilet near the waterfall will stay there. There will be information panels near the cave. But why will anybody go there to read the information if there is nothing more than a sealed opening? If you spend more time in Mui Wo, you will know that the trail up there is very popular. It’s very nice to be up there, looking at the whole of Mui Wo. It’s a very healthy and environmental-friendly form of recreation. What is missing is a tree-shaded path from the entrance of the town square through Pak Ngan Heung. It is scorching at times, deterring potential hikers. Tree planting on both sides of the path will turn it into a beautiful local attraction. This fits into the local physical environment and serves recreational purposes. Did this idea ever occur to you?</p> <p><b>C. Local residents in the plan</b></p> <p>Many residents have pointed out that the whole concept plan excludes one important element in any development plan – local residents. We are not economic animals. We choose to live here because of its tranquility, nature and community setting. It’s Mui Wo’s unique character that we like. But now, you want to turn it into a theme town that serves visitors, just like what you are trying to do in Tai O. Not surprisingly, the concept plan plunged onto Tai O is so similar to the one for Mui Wo – entrance plaza, boardwalk promenade and helipad/bike lanes. Not surprisingly, the huge funds earmarked have nothing to do with improving the local facilities which will otherwise attract more people to live here. This is also the only way to sustain the local economy – maintaining an active and lively community. Visitors will also come because they can see something nice and different from the urban jungle. This is the inner energy of development.</p> <p>I am sure you have received suggestions to improve the life of the residents as we see it. I would like to highlight the following:</p> <p>1. <u>Bikes</u> – the ‘chaotic’ bike parking lot at the pier is due to one big reason. The design of the bike stand doesn’t work well. Too many stands are squeezed into the lot, and it is one long lane. It is very difficult to bring the bikes in for parking. If we have a larger lot with multiple exits and the stands more reasonably placed out, cyclists will not be tempted to park the bikes outside the parking area.</p>

No.	Comments
	<p>2. <u>Bike lanes</u> – the lanes are useful on the road going to the pier, but not inside the villages. We don't see any danger riding on the paths inside the villages IF the relevant authorities can effectively stop illegal driving. Very often, we almost bump into incoming vehicles round the bend. This is the <b>ONLY</b> danger inside the villages. You can easily save a lot of money on this and channel the funds to improve other local facilities.</p> <p>3. <u>Toilet and Refuse Collection near the Food Court</u> – I welcome the relocation of these two structures away from the food court for obvious reason. But we see the need to make a further step to separate the toilet and refuse collection. It's a matter of concept. Going to the toilet is not just getting a hole to dump some waste. It's part of our existence and we deserve a respectful venue for this human activity. Please take a look at the public toilet at the entrance to Nan Chung, Fanling. Make Mui Wo a place of pleasant memory for visitors.</p> <p>4. <u>Green</u> – we certainly welcome more green. But living in a place with a lot of green, we have our specific need about green. We want to live in it, which means that we want to be close to it and touch it, but not something that is sealed off for decoration. Right now, there is no grassland that we can live on. If you really want to enhance the beauty and life quality in Mui Wo, I strongly suggest that you build some grass patches along or close to the coast/shore where people can sit down, lie down, relax, chat and enjoy the sea and the mountain range. And make the park pets-friendly. Look, by doing so, Mui Wo will be a unique place in HK.</p> <p>5. <u>Eco-town</u> – since we have the rare opportunity living close to nature, we should endeavour to protect it and live with it in harmony. Some suggestions:</p> <ul style="list-style-type: none"> <li>a. Explore eco-friendly facilities e.g. solar-driven street lights / pier lights instead of just replacing them for consistency.</li> <li>b. Promote organic farming</li> <li>c. Develop compost flower beds/parks – build community composters and use the compost to fertilize the flower beds and suggested parks. It solves part of the waste problem and there again, make Mui Wo a unique place that hopefully inspires other communities to do the same.</li> </ul> <p><b>D. About sculptures</b></p> <p>Sculptures in public space are hype. The misuse of public space is one concern. The aesthetic value is another. In our context, I strongly request you to follow up the 'sculptures' in Mui Wo's public space.</p>

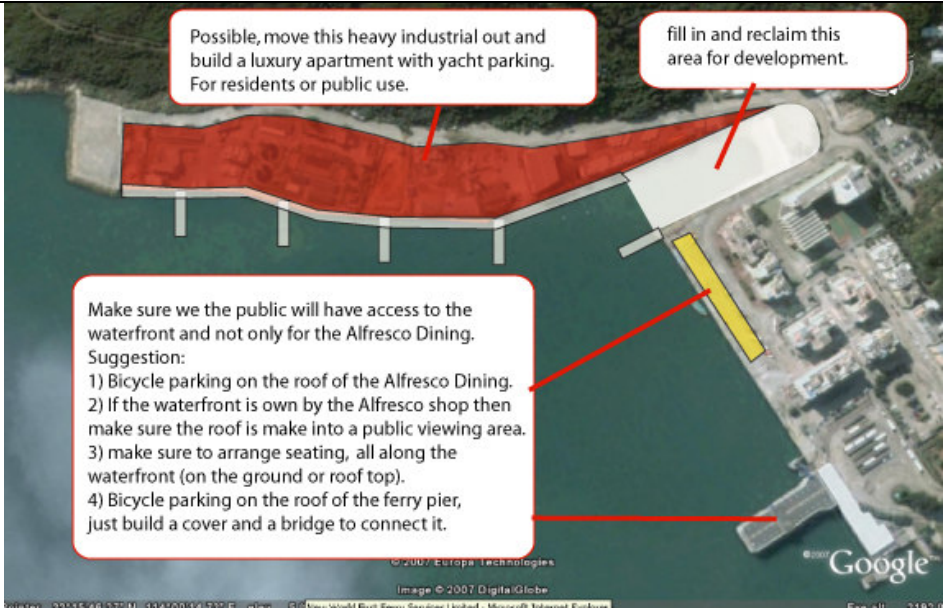

No.	Comments
	<p>1. <u>The bauhinia statue</u> – Nobody, including government officials and district councilors, dared to tell the residents in the forum who and how the proposal was approved. While the residents see this as important information, we were denied of it, making it doubtful as to whether the consultation means anything to the final design. We were told that the proposal had been approved outside the remit of the facelift plan. But since the plan is something that turns Mui Wo into a ‘yet-to-be-decided’ new face, how can something as prominent and CONTROVERSIAL as the bauhinia statute be left out of the design? As one of residents in the forum commented, for a grand objective of ‘revitalising the local economy’, it calls for the coordination of all relevant government developments. If the Planning Department cannot even coordinate with the local district council and office, how much hope can the Mui Wo residents have towards working on a plan that appeals to the majority of those who live here?</p> <p>2. <u>Oversized animals</u> – The controversial and offending ‘sculptures’ of oversized animals pose the same problems listed above.</p> <p>I believe that it is the responsibility of the Planning Department and the consultancy company to trace the decision making process in this two controversial use of the public space. It is also your responsibility to inform us, either through you or the relevant bodies, WHEN and HOW it was decided, and HOW MUCH it cost.</p> <p>3. <u>Planned sculpture</u> – In the pier area layout plan, a sculpture will possibly be put in the roundabout. I request that instead of sourcing it from who knows where, you mobilize the creativity of the local community and facilitate the artists and other members of the community to create the sculpture. This can be replaced at certain intervals. Financially, it cuts down the cost. Culturally, local people are involved in the cultural development of their community. And economically, it will be yet another local asset unique in its approach of creation, adding to its attractiveness to visitors and potential islanders.</p> <p><b>E. Period of consultation and feasibility study</b></p> <p>The consultancy company is given a tight schedule of 10 months to do the feasibility study as against 15 months for Tai O. I wonder why you think it can take shorter to do the study for Mui Wo. The issues are no less controversial, and the local dynamics among villages are no less complicated in Mui Wo. Particularly in view of the queries and suggestions made by me and other residents, there is more than legitimate reason to extend the FS period so that more and GENUINE discussions with a wide spectrum of Mui Wo residents can be undertaken. Similar requests have been raised in the public forum on September 8, and I await your response.</p>
5.19	<p>I attended the Mui Wo Public forum on Sept 8<sup>th</sup> 2007.</p> <p>It was my first time to able to attend any Mui Wo forum and would like to voice my opinion on the forum and your “facelift” proposal.</p> <p>Firstly, what is the purpose of this improvement work on Mui Wo is for?</p> <ol style="list-style-type: none"> <li>1) Is it for the local resident benefit?</li> <li>2) Is it for attracting more tourists’ benefit?</li> </ol>

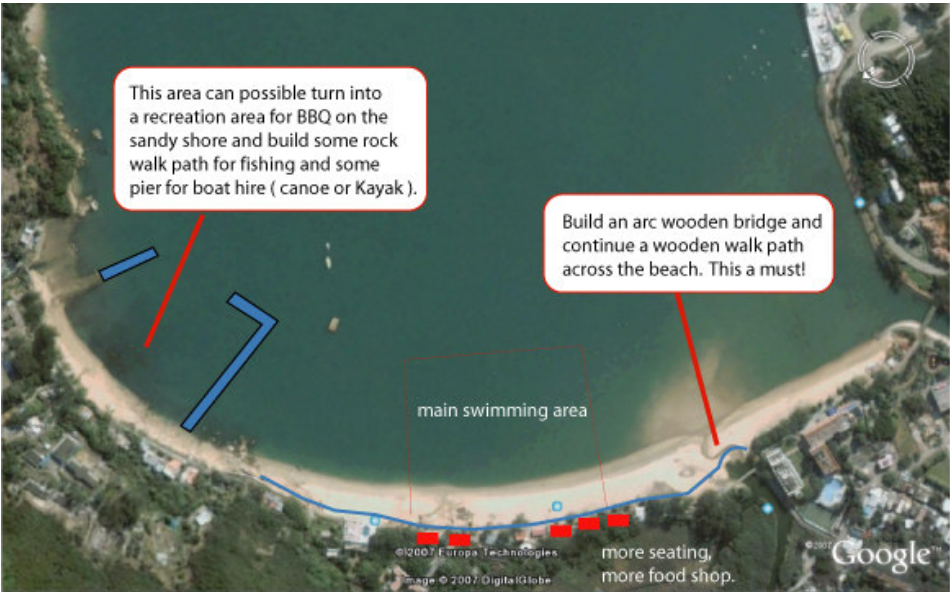
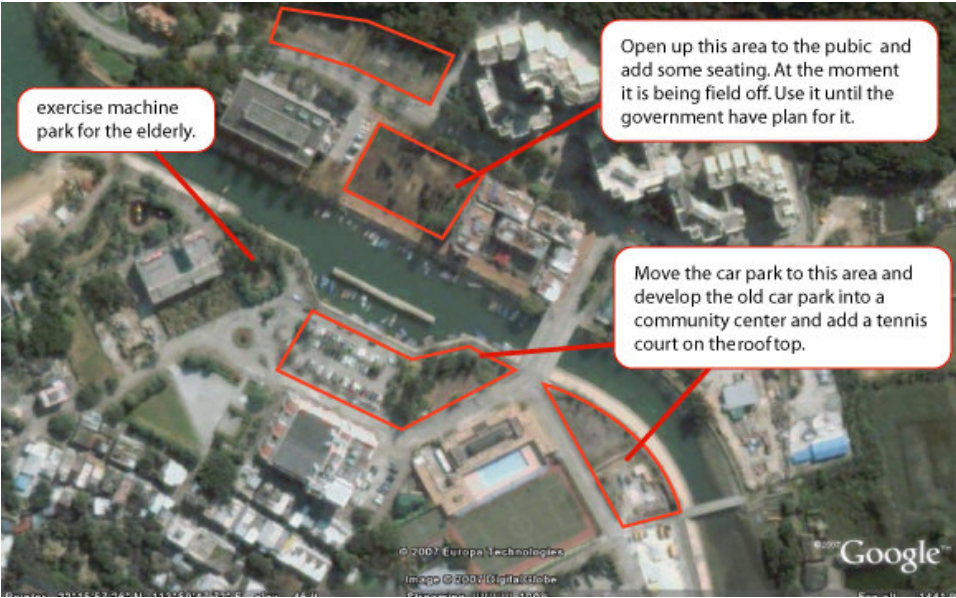
No.	Comments
	<p>3) Is it just the government has money plan for Mui Wo but you have no ideas on how to spend it?</p> <p>Judging from what I can see your feasibility study does not benefit anybody but the building contractors and will be a waste of money like the “HK Harbor Festival 03” good intention but badly executed.</p> <p>If the government is spending \$20 millions, use it wisely and make sure it have the maximum impact for Mui Wo. Improve the life of the local residents, improve the local economy, and improve on the attraction for visitors.</p> <p>You must take your study more in depth and talk to the local residents on the streets. Maybe it would be better if you could ask the local school for help. Give the school kids a project, survey on how to improve Mui Wo and how to design it. I am sure you would get an honest answer from the local residents this way.</p> <p>Your Facelift proposal is very weak in substance, no input from the local and purely design by an outsider who think “copy and paste” other city design/ideas will work in Mui Wo. I can tell you now it <b>will not work</b> and the reason is because you have not tried to understand the project from the local point of view.</p> <p>I don’t believe your designer has made any field trip and actually walked on the place they are designing and everything seems to be done and study on aerial photograph!</p> <p>Take a visit to the place your are designing and even cycle your way around for a day then you may get a feel of what Mui Wo is like, because almost all the resident used bicycle to get around.</p> <p>The hi-tech theme (glass and steel) design of your will look very nice but it will not suitable for local surrounding and culture of Mui Wo.</p> <p>I believe a more traditional concept will give your design a better identity.</p> <p>No one here wants to see another Discovery bay which has no culture or identity.</p> <p>I would suggest you look at Ngong Ping Village. The theme (best suited) may be modern classic Chinese minimum (if there is such a style term). Glass/steel could still be use but with a traditional aesthetic. Do you have a design brief from the government? What is the intended objective of this Improvement work? It would be nice to see it on the next forum.</p> <p>Let talk about what people wanted.</p> <p>Although the population of Mui Wo consist of mostly indigenous villager.</p> <p>These who attended the forum are:</p> <p>1) 20% are <b>Indigenous villager</b>: Only a few voice their opinion but they have no real suggestions.</p>


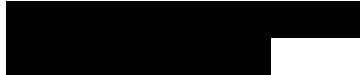
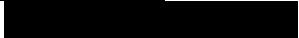


No.	Comments
	<p>All they wanted is just more development for Mui Wo and improve the local economy. They have no ideas of how to develop it but they just want to see it being developed in anyway possible.</p> <p>2) 40% are <b>Expax</b>:  Few have some good suggestion but they mostly have a negative response to any development.  They like the rural and quiet lifestyle in Mui Wo and would not like it to develop into an artificially town like Discovery bay!</p> <p>3) 40% are <b>Hong Konger</b> who moves to live here:  Most are artist/designer/dog lover. They are too very negative toward any development in Mui Wo.  They like the rural and quiet lifestyle in Mui Wo. Otherwise they will still be living in Hong Kong Island; they wanted the status quo too.</p> <p>These are your critics; did you try to understand what they all wanted?  Do you really care what they want?  Did you only think about how to attract visitor (tourist) only?  Are you missing the marks with your proposal plan?</p> <p>I have been talking with few other peoples after the forum and we all think you have missed the mark completely on your proposals.</p> <p><b>Firstly</b>, the term “Facelift” should not be used as the term only suggesting enhancement and not improvement. You have to improve the over all health of Mui Wo and not just implanting two big breast (ferry pier / town square) and hope it will attract more visitor.  What made you think by developing these 2 areas will attract visitor?  Are they unique in anyway comparing to other places?</p> <p><b>Secondly</b>, all the development should be done on the coastline only as most resident prefer to live in a quiet village without tourist going through it and disturb their peace.  Regarding Cycle tracks connecting the villages, study it carefully.  a) Should it be going through the village or bypass the village?  b) Speed ramp; make sure cyclist wouldn’t endangered pedestrian.  c) (Very important) prevent car user ever to abuse the cycle track.</p> <p><b>Thirdly</b>, Mui Wo attractions the natural resource.  The rural natural surrounding, you may be ok with extra cycle tracks and heritage trails.</p> <p><b>The river</b>, we do have some very scenic spot along the river, possible build some sitting and embankment for fishing or picnic.  a) the Silvermine bay waterfall, this area can be developing into a small park. Cut away the long grass and level up the ground and plan some new grass and some chair.  b) River Silver CH0+00: this area is very nice and is being neglected over the years and is falling apart. You must check it out to see how you can improve it.</p> <p><b>The farm land</b>, it is everywhere and is being wasting away as less and less farmer around.</p>

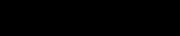
No.	Comments
	<p>Possible government can run organic farm for visitor to learn and participating on farming. Rent a farm space program for the public, build a farm museum.</p> <p><b>The beach</b>  The most important feature to attract visitor is the beach and you have no plan for it on your proposal!!  Back in the 80s the beach is fully packed with visitor during the weekend but now it is not even half full during public holiday! Some say it is the ferry cost being too expensive.  The trust is there are better equipped facility beaches around HK nowadays and no need to come to Mui Wo. We are not famous for seafood like Cheung Chau but we do have a long sandy beach waiting to be developed.  I ought you to consider putting a large budget on developing the beach.  Cancel the town square and use the budget on the beach instead.  The Beach is the key to attract visitors. That is a fact.  Without it, visitors just wouldn't come here and restaurants and shops would not able to stay in business, especial with your plan for more restaurants spaces!!</p> <ol style="list-style-type: none"> <li>1) Clean the beach and possible the water too.</li> <li>2) Widen the pedestrian path and add additional wooden pedestrian path on the sand.</li> <li>3) Enlarge the BBQ area.</li> <li>4) More seating and shaded cover on the sand.</li> <li>5) Reclaim some land along the beach and build some small commercial outlet for shop or snack food.</li> </ol> <p>It seems to me all the above natural resources have been neglected and Wasted away over the years which cause the decline of visitors to Mui Wo.</p> <p><b>Bicycle parking:</b>  As I mention before, we do used cycle to get around all the time so parking is a major problem. You must understand most people will only leave their house 10 minute before the ferry depart so relocating a cycle park away from the ferry pier is a bad idea.  One person suggested using the ferry pier as a cycle park, which is a perfect solution.  This will solve most of the problem as First Ferry company is only used half of the upper floor. If you can add a covering on the roof and we will have a large area for parking.  Build some kind of bridge on the side of the pier to connect to the rooftop.  If that wouldn't allow then I suggest put the cycle park on rooftop of your new building.  Putting a cycle park on the ground will be ugly (no matter how you design it).</p> <p><b>Refuse Collection and Toilets.</b>  Why do you design it together? It is disgusting and smelly; rubbish will build up during the day and only being collected around 9am the next morning. Which mean thus of us who go to work in the morning have to go pass this smelly and unhygienic place which is not healthy for us nor for the restaurant near by.</p> <p><b>Town square:</b>  I will suggest you plan an area for exercise machine for the elderly on the area where you have mark (10).</p> <p>Please check below suggestion:</p>

No.	Comments
	 <p>Possible, move this heavy industrial out and build a luxury apartment with yacht parking. For residents or public use.</p> <p>fill in and reclaim this area for development.</p> <p>Make sure we the public will have access to the waterfront and not only for the Alfresco Dining. Suggestion:</p> <ol style="list-style-type: none"> <li>1) Bicycle parking on the roof of the Alfresco Dining.</li> <li>2) If the waterfront is own by the Alfresco shop then make sure the roof is make into a public viewing area.</li> <li>3) make sure to arrange seating, all along the waterfront (on the ground or roof top).</li> <li>4) Bicycle parking on the roof of the ferry pier, just build a cover and a bridge to connect it.</li> </ol> <p>© 2007 Europa Technologies Image © 2007 DigitalGlobe © 2007 Google</p>  <p>Instead of Sculpture , plan a 6ft tall English text " MUI WO" or "SLIVERMINE BAY" inside the round around.</p> <p>Add sleeping policemen on the zebra crossing. To slow down cars speed from coming down from the hill along the round around.</p> <p>Problem with this road.</p> <ol style="list-style-type: none"> <li>1) cars are going too fast along this road.</li> <li>2) Tourist, often practice their riding skill along this road and often going the opposite direction.</li> <li>3) Peoples often walk on this road rather then using the walk path.</li> </ol> <p>Plan tree along this building to cover up this ugly building. Remove the rubbish on the grass. Which have been left on the grass over several years now.</p>

No.	Comments
	 <p>This area can possible turn into a recreation area for BBQ on the sandy shore and build some rock walk path for fishing and some pier for boat hire ( canoe or Kayak ).</p> <p>Build an arc wooden bridge and continue a wooden walk path across the beach. This a must!</p> <p>main swimming area</p> <p>more seating, more food shop.</p>  <p>exercise machine park for the elderly.</p> <p>Open up this area to the pubic and add some seating. At the moment it is being field off. Use it until the government have plan for it.</p> <p>Move the car park to this area and develop the old car park into a community center and add a tennis court on therooftop.</p>
5.20	<p>We are studying aspects of the Mui Wo and Tai O development plans and shall comment on specific aspects where we feel we have a contribution to make. The attached letter is about the proposed circular Butterfly Hill cycle track.</p> <p>I shall be sending you comments on some of the Tai O plan shortly. Should you happen to have any information on the wood composite material you mentioned at the consultation meeting I would be grateful if you could send me a website link so that I could understand more about it prior to commenting on its applications.</p>

No.	Comments
	<p>Best regards    Green Lantau Association</p> <p>Green Lantau Association    E-mail: </p> <p>Attention:  Mr John Berry, Meinhardt Limited  johnberry@meinhardt.com.hk</p> <p>Copy to:  Mr Arthur Ho, CEDD                      foho@cedd.gov.hk  Mr Lawrence Chau, LDTF/PD              lycchau@pland.gov.hk</p> <p><b><u>Mui Wo Development Plan, Lantau Island: Proposed Butterfly Hill Circular Cycle Track</u></b></p> <p>Now that concrete proposals are emerging from the Mui Wo Development Plan also referred to as “Mui Wo Facelift” we would like to comment on individual aspects of this plan with a view of reducing its effects on Mui Wo’s natural environment.</p> <p>In this letter we concentrate on the possible disadvantages of the proposed Butterfly Hill Circular Cycle Track that would, clockwise, provide a cycle circuit from Mui Wo Chung Hau to Pak Ngan Heung Village, then via the Waterfall path entrance continue over the Butterfly Hill Saddle down to Wang Tong Village finally rejoining Chung Hau via the Wang Tong River bank.</p> <p>Circular routes can generally be said to improve circulation and provide variety to users. In this particular case though, greatly enhanced ease of access could create pedestrian/cyclist bottlenecks at the main Mui Wo Waterfall attraction that in turn might necessitate yet more circular routes deeper into the valley to maintain traffic flow. This would directly impact on the natural setting of the waterfall.</p> <p>No studies have been made or even suggestions put forward on the possible visitor carrying capacity of the area traversed by the proposed cycle track and until these are done a conservative approach is warranted. The two-pronged cycle track approach to the considerably constricted waterfall and Silvermine location could prove unsustainable as it might surpass the area’s carrying capacity.</p> <p>If, as likely, congestion occurs, then the approach path to the waterfall would need to be widened at the expense of the gabion wall and the natural river bank, part of which would have to be turned into a 10-metre-high vertical concrete wall so as to accommodate a widened path/cycle track. If even this measure proves insufficient to cater for visitor numbers fed by the circular cycle track it would then become necessary to construct a bridge across the waterfall pools to create an expanded circular track that would enable visitors to exit the waterfall area and cycle back to the original circular route at a different point. There would be negative impacts on the waterfall and on the very atmosphere that makes it attractive in the first place.</p>

No.	Comments
	<p>At and near the Butterfly Hill saddle the proposed cycle track would encroach upon mature woodland and irretrievably alter its sense of quiet remoteness. Both agricultural land and woodland would be turned into concrete and this would constitute a net loss of green belt.</p> <p>The slope at the Wang Tong section of the proposed cycle path would, for safety reasons, require a long and winding descent from the Butterfly Hill saddle thus achieving greater damage in terms of lost vegetation and visual intrusion.</p> <p>The motor-road-sized cycle track would have to run along one of the banks of the Wang Tong River thereby affecting the width of the river, the current relative naturalness of the banks and the vegetation growing on them.</p> <p>Rather than attempting to attract large numbers of cyclists to the waterfall, consideration could instead be given to encouraging visitors to enjoy the waterfall area on foot.</p>
5.21	<p style="text-align: center;"><b>Mui Wo Facelifts</b>  <b>Acceptability Evaluation Questionnaire</b></p> <p style="text-align: center;"><b><u>MAJOR FINDINGS</u></b></p> <p style="text-align: center;">A report prepared by <span style="background-color: black; color: black;">[REDACTED]</span></p> <p><b>Presentation</b></p> <p><b>1- Evaluation of the guiding concept “Leisure Historic Rural Township”</b></p> <p style="padding-left: 40px;"><b>1.1 Tables</b></p> <p style="padding-left: 40px;"><b>1.2 Comments</b></p> <p><b>2- Expectations</b></p> <p style="padding-left: 40px;"><b>2.1. Table</b></p> <p style="padding-left: 40px;"><b>2.2. Comments</b></p> <p><b>3- Facelifts</b></p> <p style="padding-left: 40px;"><b>3.1 Planning Department initiative</b></p> <p style="padding-left: 80px;">3.1.1 Facelifts evaluation</p> <p style="padding-left: 80px;">3.1.2 Expected Duration</p> <p style="padding-left: 40px;"><b>3.2 Local initiative</b></p> <p style="padding-left: 80px;">3.2.1 Backgrounds</p> <p style="padding-left: 80px;">3.2.2 Silver Landmark statue</p> <p style="padding-left: 80px;">3.2.3 Bauhinia Flower</p> <p style="padding-left: 80px;">3.2.4 Comments</p> <p><b>Conclusions</b></p> <p><b>Annexes</b></p> <p style="padding-left: 40px;">A- Government Communication evaluation</p> <p style="padding-left: 40px;">B- Community Determination assessment</p> <p style="padding-left: 40px;">C- Population estimate and acceptable increase</p>

No.	Comments
	<p data-bbox="315 170 716 237">D- Community self-image E- Samples and Methodologies</p> <p data-bbox="219 279 391 310"><b><u>Presentation</u></b></p> <p data-bbox="219 352 1490 457">Relying upon its own findings (Annex E), Planning Department declined supporting the suggestion of a wider and more representative consultation of the Community regarding the project “Facelifts for Mui Wo”.</p> <p data-bbox="219 499 1490 678">A two-phase survey was then independently organized. The first phase was held on Mui Wo Square on March 18. The input from 40 respondents helped designing a more focused questionnaire. It was conducted locally (streets, shops) and onboard ferries. While major local institutions did not wish to be involved, others proved very helpful, such as Living Islands Movement and Bahçe Turkish Restaurant.</p> <p data-bbox="219 720 1490 898">Altogether, around 185 questionnaires were collected over a period of 6 weeks, with 127 duly analyzed for this report. They express opinions from Mui Wo residents aged 20-65, and representing approximately 4 % of the active population. The sample is segmented in a way matching an estimation of the composition of each 3 major groups (Chinese People born in Mui Wo, Chinese people born outside Mui Wo, and foreign residents).</p> <p data-bbox="219 940 1490 1119">The independent aspect of this initiative resulted in unavoidable drawbacks. An acute lack of manpower should be blamed for the lack of specific counting for each population segments. For the same reasons, various aspects addressed in the questionnaire are not covered by this report, and results from Sample B could not been included. Overall, however, there seems to be no significant difference between either segments or samples.</p> <p data-bbox="219 1161 1490 1266">Besides, only minimal professional advice could be obtained, which translated into aspects of the questionnaire being open to criticism, such as its lay-out, the wording of some questions, the selection of terms and items, as well as the occasional counting mistakes.</p> <p data-bbox="219 1308 1490 1413">In order to issue this report ahead of 8 September Forum, analysis and comments had to be kept to the very minimum, leaving it open for the readers to freely interpret the results, and maybe, reach different conclusions.</p> <div data-bbox="1312 1409 1490 1482" style="text-align: right;">   07.09.07 </div> <p data-bbox="219 1524 1349 1556"><b><u>1 Evaluation Mui Wo Facelifts guiding concept “Leisure Historic Rural Township”</u></b></p> <p data-bbox="219 1598 358 1629"><b>1.1 Tables</b></p> <p data-bbox="219 1640 1490 1703">Q 4 Select 4 words describing Mui Wo. Grade them from A to D, with grade A for the most accurate:</p> <p data-bbox="219 1713 1341 1745">請選出 <u>四個</u> 詞語來描述梅窩，並把 <u>最能準確地</u> 描述梅窩的填寫 <b>1</b>。</p>



No.	Comments				



No.	Comments																																																																																											
	<div><div>2.1 Table</div><div>Q.2 - To enhance the quality of life in Mui Wo, which level of priority would you give to each item below? 就改善梅窩生活質素，你會怎樣評價以下的改變？</div><table><tr><th>Rate from A (High Priority) to E (low priority)</th><th>A</th><th>B</th><th>C</th><th>D</th><th>E</th><th>Overall Rating (A +B)</th></tr><tr><td>Improved facilities for cycling population 給騎單車人仕更完善設施</td><td>61.1</td><td>17.8</td><td>13.0</td><td>7.7</td><td>3.2</td><td>78.9 2</td></tr><tr><td>An enlarged and better equipped library 較大和更完善的圖書館</td><td>42.6</td><td>36.9</td><td>13.1</td><td>5.0</td><td>2.5</td><td>82.5 1</td></tr><tr><td>Improved safety for pedestrians 提供行人更安全的環境</td><td>41.5</td><td>25.4</td><td>19.5</td><td>11.0</td><td>2.5</td><td>66.9 3</td></tr><tr><td>A proper area to settle cows and buffalos 能讓黃牛和水牛棲息的地方</td><td>41.3</td><td>20.6</td><td>14.8</td><td>5.8</td><td>17.3</td><td>61.9 5</td></tr><tr><td>A proper Community Center 一個正式社區中心</td><td>36.0</td><td>29.6</td><td>25.0</td><td>6.2</td><td>3.1</td><td>65.6 4</td></tr><tr><td>Another children’s playground 多建一個兒童遊樂場</td><td>34.1</td><td>20.</td><td>26.6</td><td>10.8</td><td>8.3</td><td>54.1 8</td></tr><tr><td>An enlarged, greener Silver River Garden With bigger trees 擴大及綠化銀河花園</td><td>33.0</td><td>22.9</td><td>26.2</td><td>11.0</td><td>6.7</td><td>55.9 6</td></tr><tr><td>A new hub of restaurants 一個正式社區中心</td><td>32.5</td><td>21.9</td><td>20.3</td><td>10.5</td><td>14.6</td><td>54.4 7</td></tr><tr><td>Stricter enforcement of traffic rules 更嚴格執行交通規則</td><td>32.2</td><td>20.6</td><td>25.6</td><td>9.9</td><td>10.7</td><td>52.8 9</td></tr><tr><td>A fully redesigned external architecture for the market 全面重新設計街市大樓</td><td>22.4</td><td>20.9</td><td>26.3</td><td>11.6</td><td>18.6</td><td>43.3 10</td></tr><tr><td>A shopping center 購物中心</td><td>22.6</td><td>11.7</td><td>20.1</td><td>10.9</td><td>34.4</td><td>34.3 11</td></tr><tr><td>New concrete constructions 新水泥建築</td><td>7.5</td><td>8.4</td><td>16.8</td><td>18.4</td><td>48.7</td><td>15.9 12</td></tr></table><div><div>2.2 Comments</div><div>The list was elaborated out of a blending of expectations expressed in Phase One with selected proposed Facelifts.</div><div>These findings clearly point at the Facelifts for what they are, i.e. a plan dealing with the face of the village rather than its quality of life as a whole. It is only normal, in the absence of previous consultation regarding the Community expectations.</div><div>Yet these non-facelifts items need being urgently addressed by the Rural Committee and other instances in charge, with due respect for people’s wish.</div></div></div>	Rate from A (High Priority) to E (low priority)	A	B	C	D	E	Overall Rating (A +B)	Improved facilities for cycling population 給騎單車人仕更完善設施	61.1	17.8	13.0	7.7	3.2	78.9 2	An enlarged and better equipped library 較大和更完善的圖書館	42.6	36.9	13.1	5.0	2.5	82.5 1	Improved safety for pedestrians 提供行人更安全的環境	41.5	25.4	19.5	11.0	2.5	66.9 3	A proper area to settle cows and buffalos 能讓黃牛和水牛棲息的地方	41.3	20.6	14.8	5.8	17.3	61.9 5	A proper Community Center 一個正式社區中心	36.0	29.6	25.0	6.2	3.1	65.6 4	Another children’s playground 多建一個兒童遊樂場	34.1	20.	26.6	10.8	8.3	54.1 8	An enlarged, greener Silver River Garden With bigger trees 擴大及綠化銀河花園	33.0	22.9	26.2	11.0	6.7	55.9 6	A new hub of restaurants 一個正式社區中心	32.5	21.9	20.3	10.5	14.6	54.4 7	Stricter enforcement of traffic rules 更嚴格執行交通規則	32.2	20.6	25.6	9.9	10.7	52.8 9	A fully redesigned external architecture for the market 全面重新設計街市大樓	22.4	20.9	26.3	11.6	18.6	43.3 10	A shopping center 購物中心	22.6	11.7	20.1	10.9	34.4	34.3 11	New concrete constructions 新水泥建築	7.5	8.4	16.8	18.4	48.7	15.9 12
Rate from A (High Priority) to E (low priority)	A	B	C	D	E	Overall Rating (A +B)																																																																																						
Improved facilities for cycling population 給騎單車人仕更完善設施	61.1	17.8	13.0	7.7	3.2	78.9 2																																																																																						
An enlarged and better equipped library 較大和更完善的圖書館	42.6	36.9	13.1	5.0	2.5	82.5 1																																																																																						
Improved safety for pedestrians 提供行人更安全的環境	41.5	25.4	19.5	11.0	2.5	66.9 3																																																																																						
A proper area to settle cows and buffalos 能讓黃牛和水牛棲息的地方	41.3	20.6	14.8	5.8	17.3	61.9 5																																																																																						
A proper Community Center 一個正式社區中心	36.0	29.6	25.0	6.2	3.1	65.6 4																																																																																						
Another children’s playground 多建一個兒童遊樂場	34.1	20.	26.6	10.8	8.3	54.1 8																																																																																						
An enlarged, greener Silver River Garden With bigger trees 擴大及綠化銀河花園	33.0	22.9	26.2	11.0	6.7	55.9 6																																																																																						
A new hub of restaurants 一個正式社區中心	32.5	21.9	20.3	10.5	14.6	54.4 7																																																																																						
Stricter enforcement of traffic rules 更嚴格執行交通規則	32.2	20.6	25.6	9.9	10.7	52.8 9																																																																																						
A fully redesigned external architecture for the market 全面重新設計街市大樓	22.4	20.9	26.3	11.6	18.6	43.3 10																																																																																						
A shopping center 購物中心	22.6	11.7	20.1	10.9	34.4	34.3 11																																																																																						
New concrete constructions 新水泥建築	7.5	8.4	16.8	18.4	48.7	15.9 12																																																																																						

No.	Comments																																																																												
	<p><b><u>3 Facelifts</u></b></p> <p><b>3.1.Planning Department initiative</b></p> <p>3.1.1 Proposed Facelifts evaluation</p> <p>Q.3 - Do you think the following Facelifts would improve or degrade the quality of life in Mui Wo?</p> <p>Rate from <b>A</b> (improve) to <b>E</b> (degrade)</p> <p>你認為以下的「梅窩翻新」項目是改善還是破壞梅窩？請於合適的方格內填寫「✓」（A：改善 → E：破壞）</p> <table> <tr> <th>A</th><th>B</th><th>C</th><th></th><th>D</th><th>E</th></tr> <tr> <td><b>41.6</b></td><td>24.8</td><td>10.4</td><td>g. EXISTING WALKWAY TURNED INTO DUAL CYCLE-LANE 把現時沿海行人路改為雙向單車徑</td><td>4.8</td><td>18.4</td></tr> <tr> <td>35.2</td><td>26.2</td><td>21.3</td><td>e. RENOVATED RESTAURANTS 重新設計熟食中心</td><td>10.6</td><td>6.5</td></tr> <tr> <td><b>38.6</b></td><td>17.7</td><td>17.7</td><td>f. NEW PEDESTRIAN WALKWAY OVERHANGING THE SEA 興建沿海新行人路</td><td>12.6</td><td>13.4</td></tr> <tr> <td>30.5</td><td>23.1</td><td>23.1</td><td>a. EXTENDED COVERED AREA 擴大有蓋範圍</td><td>9.1</td><td>14.0</td></tr> <tr> <td>18.8</td><td>26.4</td><td>34.1</td><td>B. VENUE FOR SPECIAL FUNCTIONS 增建特別用途場地</td><td>9.4</td><td>11.1</td></tr> <tr> <td>18.5</td><td>26.5</td><td>28.3</td><td>i. RE-DESIGNED STREETS IN TOWN CENTER 重新設計鎮中心的街道</td><td>11.5</td><td>23.8</td></tr> <tr> <td>23.6</td><td>21.2</td><td>20.4</td><td>k. ROADS &amp; PATHS TURNED INTO CYCLE-TRACKS FOR VISITORS 把村內小徑改為供遊客使用之單車徑</td><td>11.8</td><td>22.8</td></tr> <tr> <td>18.6</td><td>14.4 5</td><td>26.2</td><td>d. NEW SHOPS 建新商店</td><td>16.9</td><td>23.7</td></tr> <tr> <td>13.5</td><td>13.5</td><td>23.7</td><td>h. NEW CONSTRUCTIONS IN AND AROUND TOWN SQUARE 於廣場內和周圍建新建築</td><td>12.7</td><td>36.4</td></tr> <tr> <td>10.5</td><td>13.8</td><td>18</td><td>i. SILVER LANDMARK STATUE 銀造地標雕塑</td><td>13.8</td><td><b>43.9</b></td></tr> <tr> <td>11.4</td><td>9.9</td><td>18.1</td><td>c. BICYCLE-PARK SMALLER AND FURTHER FROM PIER 縮小單車停泊處及將現時單車停泊處搬離碼頭較遠之位置</td><td>12.3</td><td><b>48.3</b></td></tr> </table> <p><b>3.1.2 Comments</b></p> <p>It has been written elsewhere that Mui Wo had Hong Kong's largest bicycle parking place, if not China's. People who come to live here are fully aware of that, and for many, it is an important element of their choice, as it helps controlling fuel-powered traffic. In this respect, the new Plan should make sure that safety, convenience, and of course, health of the cycling population are the priority, along with those of the pedestrians, the other prevailing segment in a rural place of leisure (items g, f, c).</p>					A	B	C		D	E	<b>41.6</b>	24.8	10.4	g. EXISTING WALKWAY TURNED INTO DUAL CYCLE-LANE 把現時沿海行人路改為雙向單車徑	4.8	18.4	35.2	26.2	21.3	e. RENOVATED RESTAURANTS 重新設計熟食中心	10.6	6.5	<b>38.6</b>	17.7	17.7	f. NEW PEDESTRIAN WALKWAY OVERHANGING THE SEA 興建沿海新行人路	12.6	13.4	30.5	23.1	23.1	a. EXTENDED COVERED AREA 擴大有蓋範圍	9.1	14.0	18.8	26.4	34.1	B. VENUE FOR SPECIAL FUNCTIONS 增建特別用途場地	9.4	11.1	18.5	26.5	28.3	i. RE-DESIGNED STREETS IN TOWN CENTER 重新設計鎮中心的街道	11.5	23.8	23.6	21.2	20.4	k. ROADS & PATHS TURNED INTO CYCLE-TRACKS FOR VISITORS 把村內小徑改為供遊客使用之單車徑	11.8	22.8	18.6	14.4 5	26.2	d. NEW SHOPS 建新商店	16.9	23.7	13.5	13.5	23.7	h. NEW CONSTRUCTIONS IN AND AROUND TOWN SQUARE 於廣場內和周圍建新建築	12.7	36.4	10.5	13.8	18	i. SILVER LANDMARK STATUE 銀造地標雕塑	13.8	<b>43.9</b>	11.4	9.9	18.1	c. BICYCLE-PARK SMALLER AND FURTHER FROM PIER 縮小單車停泊處及將現時單車停泊處搬離碼頭較遠之位置	12.3	<b>48.3</b>
A	B	C		D	E																																																																								
<b>41.6</b>	24.8	10.4	g. EXISTING WALKWAY TURNED INTO DUAL CYCLE-LANE 把現時沿海行人路改為雙向單車徑	4.8	18.4																																																																								
35.2	26.2	21.3	e. RENOVATED RESTAURANTS 重新設計熟食中心	10.6	6.5																																																																								
<b>38.6</b>	17.7	17.7	f. NEW PEDESTRIAN WALKWAY OVERHANGING THE SEA 興建沿海新行人路	12.6	13.4																																																																								
30.5	23.1	23.1	a. EXTENDED COVERED AREA 擴大有蓋範圍	9.1	14.0																																																																								
18.8	26.4	34.1	B. VENUE FOR SPECIAL FUNCTIONS 增建特別用途場地	9.4	11.1																																																																								
18.5	26.5	28.3	i. RE-DESIGNED STREETS IN TOWN CENTER 重新設計鎮中心的街道	11.5	23.8																																																																								
23.6	21.2	20.4	k. ROADS & PATHS TURNED INTO CYCLE-TRACKS FOR VISITORS 把村內小徑改為供遊客使用之單車徑	11.8	22.8																																																																								
18.6	14.4 5	26.2	d. NEW SHOPS 建新商店	16.9	23.7																																																																								
13.5	13.5	23.7	h. NEW CONSTRUCTIONS IN AND AROUND TOWN SQUARE 於廣場內和周圍建新建築	12.7	36.4																																																																								
10.5	13.8	18	i. SILVER LANDMARK STATUE 銀造地標雕塑	13.8	<b>43.9</b>																																																																								
11.4	9.9	18.1	c. BICYCLE-PARK SMALLER AND FURTHER FROM PIER 縮小單車停泊處及將現時單車停泊處搬離碼頭較遠之位置	12.3	<b>48.3</b>																																																																								

No.	Comments																																	
	<p>The renovated restaurants also appear to have a definite appeal, as well as the extended covered area.</p> <p>Items i and j, although they enjoy a rather strong support, are simultaneously rejected by a substantial number of people.</p> <h3>3.1.3 Expected Duration of Works</h3> <p>Q.17 - How long would you be prepared to accept Mui Wo being turned into a large-scale building-site? 你可接受梅窩變成一個大型工地的時間是：</p> <table><tr><td>¼ year 三個月</td><td>½ year 六個月</td><td>1 year 一年</td><td>1.5 year 一年半</td><td>2 years 兩年</td><td>2.5 years 兩年半</td><td>3 years 三年</td></tr><tr><td>15.5</td><td>14.6</td><td>28.4</td><td>9.4</td><td>17.2</td><td>1.7</td><td>12.9</td></tr><tr><td colspan="3">58.5</td><td>9.4</td><td colspan="3">31.8</td></tr></table> <h3>3.2 Local initiative</h3> <h4>3.2.1 Backgrounds</h4> <p>A set of animals big and small have turned up on the grass at various spots in Mui Wo, the presence of which raises a number of questions. What is their relevance with the more global Facelifts Plan? How does such still-life zoo relate to Mui Wo? How does it contribute to defining our place? How does it improve its appeal? Are the giant roosters and geese a reminder of the shadow of avian flu? How many children have so far been disturbed by the monster-insects? How many adults have been aesthetically offended? How does the exhibition meet the residents' expectations? Is it here to stay, or is it just temporary? Obviously, a consultation of the Community is urgently required.</p> <p>The Silver Bauhinia statue proposed for erection in Chung Hau generates similar line of questioning. The project was mentioned by Planning Department in its initial “Facelift for Mui Wo” document, and its relevance to Mui Wo, as well as its overall acceptability, were questioned by many at an early stage.</p> <p>The questionnaire approached the issue in two ways: first, as one among other facelifts; then a later question focused upon the choice of the Bauhinia flower.</p> <h4>3.2.2 Silver landmark statue</h4> <p>Q.3 - Do you think the following Facelift would improve or degrade the quality of life in Mui Wo? Rate from A (improve) to E (degrade) 你認為以下的「梅窩翻新」項目是改善還是破壞梅窩？請於合適的方格內填寫「✓」 (A：改善→E：破壞)</p> <table><tr><td>A</td><td>B</td><td>C</td><td>D</td><td>E</td><td></td></tr><tr><td>10.5</td><td>13.8</td><td>17.8</td><td>13.8</td><td>43.9</td><td>SILVER LANDMARK STATUE 銀造地標雕塑</td></tr></table>	¼ year 三個月	½ year 六個月	1 year 一年	1.5 year 一年半	2 years 兩年	2.5 years 兩年半	3 years 三年	15.5	14.6	28.4	9.4	17.2	1.7	12.9	58.5			9.4	31.8			A	B	C	D	E		10.5	13.8	17.8	13.8	43.9	SILVER LANDMARK STATUE 銀造地標雕塑
¼ year 三個月	½ year 六個月	1 year 一年	1.5 year 一年半	2 years 兩年	2.5 years 兩年半	3 years 三年																												
15.5	14.6	28.4	9.4	17.2	1.7	12.9																												
58.5			9.4	31.8																														
A	B	C	D	E																														
10.5	13.8	17.8	13.8	43.9	SILVER LANDMARK STATUE 銀造地標雕塑																													

No.	Comments															
	<p>3.2.3 Bauhinia Flower</p> <p>Q.14 - Bauhinia is the flower of Hong Kong. Yet, the Chinese name Mui Wo refers to plums, while there are many cotton-trees around. So, if any, the proposed town center landmark should be: 洋紫荆雖是香港市花，但由於梅窩是以「梅」花為名，而梅窩四周亦種了不少木棉樹； 梅窩翻新」計劃中建議街市外興建之一座地標雕像應該以甚麼作為參考？</p> <table><tr><td>洋紫荆 BAUHINIA FLOWER</td><td>梅 PLUM FLOWER</td><td>木棉花 COTTON-TREE FLOWER</td><td>其他（請註明 OTHER（SPECIFY）</td><td>無需建地標雕像 NONE</td></tr><tr><td>7.9</td><td>23.8</td><td>12.6</td><td>11.1</td><td>44.4</td></tr><tr><td>7.9</td><td colspan="3">47.5</td><td>44.4</td></tr></table> <p>3.2.4 Comments</p> <p>In view of these findings, it is to be hoped that the project will be seriously reconsidered, and that its promoters will think further before erecting a monument so clearly against the wishes voiced by a large majority.</p> <p>Instead of expressing and strengthening the unity of the Community, the silver bauhinia landmark statue would only play as an element of division, simultaneously feeding the negative feelings revealed by the responses to question Q7 (not covered by this report, see Annex D).</p> <p><b><u>Conclusions</u></b></p> <p>Extracts from “news.gov.hk”. Oct23/Nov 12 2006 ‘To capture [Mui Wo] special character, and to create a delightful and relaxing place for people to enjoy the area’s natural beauty and rustic charm, the Department has proposed a leisure-historic-rural-township theme for the area”</p> <p>The findings exposed here clearly show that:</p> <ul style="list-style-type: none"><li>1- Mui Wo being already such a delightful and relaxing place, there does not seem to be much point in re-creating it.</li><li>2- Many Quality of Life expectations are not addressed by the Plan. While some facelifts appear to meet overall Community expectations, others are only reluctantly considered, with a few whole-heartedly rejected. In any case, it seems that no Facelift should be forced upon the Community before further consultation, while a handful should be definitely cancelled.</li><li>3- Inasmuch as they are expected to enhance the quality of life, the level of convenience and design of all ”Facelifts” should be properly tested. The case arising, their implementation should be carefully handled. Aesthetics sensitivity is high in a large sector of the Community, who shows little desire for having its home refurbished by others.</li></ul> <p>Planning Department’s refusal to get involved made it impossible to provide Civil Engineering Department and the Community with fully analyzed results before adjusted plans are presented to the public on September 8.</p>	洋紫荆 BAUHINIA FLOWER	梅 PLUM FLOWER	木棉花 COTTON-TREE FLOWER	其他（請註明 OTHER（SPECIFY）	無需建地標雕像 NONE	7.9	23.8	12.6	11.1	44.4	7.9	47.5			44.4
洋紫荆 BAUHINIA FLOWER	梅 PLUM FLOWER	木棉花 COTTON-TREE FLOWER	其他（請註明 OTHER（SPECIFY）	無需建地標雕像 NONE												
7.9	23.8	12.6	11.1	44.4												
7.9	47.5			44.4												

No.	Comments																		
	<p>Members of the Community, who enthusiastically replied to the Questionnaire, will receive a copy of the current report. Undoubtedly, and even at this later stage, they will expect their opinions to be given full attention.</p> <p>Ahead of Saturday 8 September Forum, they will have noticed that the original objectives of the Facelifts have been drastically transformed. They now aim at “Enhancing the Environment and Attractiveness”, as well as “Revitalizing Local Economy”, a far cry from Planning Department’s initial concept, not to mention the fourth objective, “Explore” Recreational Potential. Besides expecting to be explained how any Facelift may perform as an “exploring” device, members of the Community will question the validity and acceptability of the new objectives.</p> <p>They will carefully scrutinize the new plan, looking for concrete signs both supporting this radical evolution of the philosophy and meeting their expectations. In addition, they will certainly appreciate being informed about the process leading to the selection of Meinhardt Infrastructure and Development Ltd at this point of time.</p> <p>Ultimately, it is to be hoped that the new Plan redesigned out of the narrow consultation exercise run by Planning Department will be tested in a more systematic and reliable manner.</p> <p><b><u>Annexes</u></b></p> <p><b>A- Government Communication evaluation</b></p> <p>Q.18 -Do you think the expectations of the Community were duly considered when planning for the facelifts? 你認為政府在構思「梅窩翻新」計劃的過程中，是否已充分考慮梅窩居民的期望？</p> <table><tr><td>Yes 是</td><td>16.5</td><td>No 否</td><td><b>80</b></td></tr></table> <p><b>B- Community Determination assessment</b></p> <p>Q.21 - Do you think the Community should have the final say regarding the design of each facelift? 就每個「翻新」項目的設計，你是否認為梅窩居民應有最後決定權？</p> <table><tr><td>Yes 是</td><td><b>88</b></td><td>No 否</td><td>8.8</td></tr></table> <p>Q.15 - If facelifts you strongly disagree with were eventually implemented, your reaction would be to: 如果你強烈反對的翻新項目最終被落實，你將會</p> <table><tr><td>Accept 接受</td><td>Oppose 反對</td><td>Leave 離開梅窩</td><td>Oppose+Leave Duplication</td><td>NR</td></tr><tr><td>36.3</td><td>50</td><td>12.9</td><td>4.0</td><td>4.8</td></tr></table> <p><b>C- Population estimate and acceptable increase</b></p> <p>1- Population estimate</p>	Yes 是	16.5	No 否	<b>80</b>	Yes 是	<b>88</b>	No 否	8.8	Accept 接受	Oppose 反對	Leave 離開梅窩	Oppose+Leave Duplication	NR	36.3	50	12.9	4.0	4.8
Yes 是	16.5	No 否	<b>80</b>																
Yes 是	<b>88</b>	No 否	8.8																
Accept 接受	Oppose 反對	Leave 離開梅窩	Oppose+Leave Duplication	NR															
36.3	50	12.9	4.0	4.8															

No.	Comments																																																														
	<p>Q.8 - In your estimate, how many people live in Mui Wo? 你估計梅窩現時居住了多少居民？</p> <table><tr><td>1500</td><td>2500</td><td>3500</td><td>4500</td><td>5500</td><td>6500</td><td>7500</td></tr><tr><td>1.6</td><td>12.3</td><td>23.9</td><td>27.2</td><td>16.5</td><td>4.9</td><td>13.2</td></tr><tr><td colspan="3">37.8</td><td colspan="2">43.7</td><td colspan="2">18.1</td></tr></table> <p>A tendency to underestimate the population with 65 % providing a figure of 4,500 or under. Conversely, a mere 34.4 estimate it at 5,500 or above, with an odd peak at the top figure of 7,500. For information, Government’s estimate for 2004 was 4,700, meaning that less than half the sample approached the actual figure. 2-Acceptable Population increase</p> <p>Q.9 - How many more residents could Mui Wo accommodate, and yet remain the Mui Wo you like? 你估計梅窩可再容納多少居民，而仍能保存你所喜歡的梅窩面貌？</p> <table><tr><td>500</td><td>1000</td><td>1500</td><td>2000</td><td>2500</td><td>3000</td><td>3500</td></tr><tr><td>26.4</td><td>19.6</td><td>14.5</td><td>11.1</td><td>5.1</td><td>6.8</td><td>16.2</td></tr><tr><td colspan="2">46</td><td colspan="3">25.6</td><td colspan="2">28.1</td></tr></table> <p>Over a quarter expect it to be kept to a minimum of 500, while 60.7 % are prepared to have it remaining under the 1,500 figure, with only 39.3 ready to see raise up to 2000 or above. A similar oddity may be noticed in the high bracket, with 16.2 expecting it to reach 7,500. Overall, expectations are a far cry from the Government planned figures.</p> <p><b>D- Community self image</b></p> <p>Q.7 - Select 4 words from this list to describe Mui Wo Community. Grade 1 the most accurate 請選出 <u>四個</u>詞語來描述梅窩社區，並把<u>最能準確</u>地描述梅窩社區的填寫。</p> <table><tr><td>FRAGMENTED 分割</td><td>DIVERSE 多樣化</td><td>FRIENDLY 友善</td><td>CONFLICTING 衝突</td><td></td></tr><tr><td>HARMONIOUS 和諧</td><td>INEXISTENT 不存在</td><td>FEUDAL 封建</td><td>COMMUNAL 團結</td><td></td></tr><tr><td>WARM 熱情</td><td>CLOSED 封閉</td><td>DISTANT 疏離</td><td>OPEN 開放</td><td></td></tr><tr><td>HOSTILE 敵意</td><td>RELAXED 舒閒</td><td>HAPPY 快樂</td><td>IMPERSONAL 非人化</td><td></td></tr></table>	1500	2500	3500	4500	5500	6500	7500	1.6	12.3	23.9	27.2	16.5	4.9	13.2	37.8			43.7		18.1		500	1000	1500	2000	2500	3000	3500	26.4	19.6	14.5	11.1	5.1	6.8	16.2	46		25.6			28.1		FRAGMENTED 分割	DIVERSE 多樣化	FRIENDLY 友善	CONFLICTING 衝突		HARMONIOUS 和諧	INEXISTENT 不存在	FEUDAL 封建	COMMUNAL 團結		WARM 熱情	CLOSED 封閉	DISTANT 疏離	OPEN 開放		HOSTILE 敵意	RELAXED 舒閒	HAPPY 快樂	IMPERSONAL 非人化	
1500	2500	3500	4500	5500	6500	7500																																																									
1.6	12.3	23.9	27.2	16.5	4.9	13.2																																																									
37.8			43.7		18.1																																																										
500	1000	1500	2000	2500	3000	3500																																																									
26.4	19.6	14.5	11.1	5.1	6.8	16.2																																																									
46		25.6			28.1																																																										
FRAGMENTED 分割	DIVERSE 多樣化	FRIENDLY 友善	CONFLICTING 衝突																																																												
HARMONIOUS 和諧	INEXISTENT 不存在	FEUDAL 封建	COMMUNAL 團結																																																												
WARM 熱情	CLOSED 封閉	DISTANT 疏離	OPEN 開放																																																												
HOSTILE 敵意	RELAXED 舒閒	HAPPY 快樂	IMPERSONAL 非人化																																																												

No.	Comments																								
	<p>Results will be available upon request</p> <p><b>- Samples and methodologies</b></p> <p>1- Samples</p> <table border="0"> <tr> <td>Total Questionnaires collected</td><td>182</td></tr> <tr> <td>- Discarded questionnaires (no name/ no address/ no contact / widely uncompleted...)</td><td><b>16</b></td></tr> <tr> <td>- Sample A: 20-65 year-old Mui Wo residents, with name, village and contact provided</td><td><b>126</b></td></tr> <tr> <td>    Native Mui Wo</td><td>17</td></tr> <tr> <td>    Non-Native Chinese</td><td>77</td></tr> <tr> <td>    Foreigners</td><td>32</td></tr> <tr> <td>- Sample B: Miscellaneous</td><td><b>40</b></td></tr> <tr> <td>    Mui Wo Chinese residents, under 20</td><td>9</td></tr> <tr> <td>    Chinese residents, with some ID info missing</td><td>6</td></tr> <tr> <td>    Mui Wo Foreign residents, over 65</td><td>4</td></tr> <tr> <td>    South Lantau Foreign residents</td><td>18</td></tr> <tr> <td>    South Lantau Chinese residents</td><td>3</td></tr> </table> <p>2- Methodologies</p> <p>Plan Dept published its local consultation report in June 2007. Their findings reveal certain similarities with the current report, but sharply differ regarding several points.</p> <p>Discrepancies may be explained by the differing methodologies. Plan Dept. report is based upon 2 sources. The first one was a questionnaire run during November forum, i.e. a special event with people already informed about the plan, - and about the forum.</p> <p>The second one consists of voluntary contribution from 40 members of the public collected during the consultation period. The summary of the submission is very interesting but, yet again, the opinion of 40 literate and motivated people cannot be considered as representative of the Community as a whole.</p> <p>The sample leading to this report is clearly identified, in terms of number and population distribution. Besides, the questionnaire was conducted through individual approach, in the street and shops of Mui Wo, on the ferry, and with people randomly selected.</p> <p>Lastly, there is a definite lack of precision in Planning Department report. The abundant use of the word “many”, without further specification, makes the sentence vague. The reader is indeed entitled to wonder how many others have a different view, and which. Unfortunately, the methodology is hardly conducive to providing this type of information.</p> <p>████████████████████</p>	Total Questionnaires collected	182	- Discarded questionnaires (no name/ no address/ no contact / widely uncompleted...)	<b>16</b>	- Sample A: 20-65 year-old Mui Wo residents, with name, village and contact provided	<b>126</b>	Native Mui Wo	17	Non-Native Chinese	77	Foreigners	32	- Sample B: Miscellaneous	<b>40</b>	Mui Wo Chinese residents, under 20	9	Chinese residents, with some ID info missing	6	Mui Wo Foreign residents, over 65	4	South Lantau Foreign residents	18	South Lantau Chinese residents	3
Total Questionnaires collected	182																								
- Discarded questionnaires (no name/ no address/ no contact / widely uncompleted...)	<b>16</b>																								
- Sample A: 20-65 year-old Mui Wo residents, with name, village and contact provided	<b>126</b>																								
Native Mui Wo	17																								
Non-Native Chinese	77																								
Foreigners	32																								
- Sample B: Miscellaneous	<b>40</b>																								
Mui Wo Chinese residents, under 20	9																								
Chinese residents, with some ID info missing	6																								
Mui Wo Foreign residents, over 65	4																								
South Lantau Foreign residents	18																								
South Lantau Chinese residents	3																								
5.22	<p>I would therefore suggest that the content of the “Consultation” section should receive closer attention. You are certainly aware that over 60 residents, who received copy of our “Major Findings” after providing their email address on our Questionnaire, are particularly eager to know how the authorities are currently dealing with their views. So please do not delay your reply for too long.</p>																								

No.	Comments
	<p>You will understand that, for the sake of balanced communication between your services and our linguistically diverse Community, we expect to receive an authorized Chinese translation of both your reply and our Comments.</p>
5.23	<p>Thank you John, and thanks to you and all concerned for a useful and interesting meeting. Generally I think we were encouraged by developments, and it is good news that we will see some tangible progress quite soon from the early implementation initiatives. I think this will be very good for local morale and help generate momentum for the greater project going forward.</p>
5.24	<p>I would like to add my thanks also.</p> <p>However, your line: "For those matters where we have no direct influence, we will pass on to relevant area of Government." is the age old Civil Service response for getting rid of a problem (until I retire!). In your case, however, I appreciate that there is nothing else you could do.</p> <p>Or maybe there is!</p> <p>You must be one of the few incursions by an outside entity into this kind of situation - where there are twenty plus agencies who can foul up pretty well anything you propose.</p> <p>Could I suggest that it is this finding that you might communicate to the Chief Secretary? I suggest him because I would have thought his job was to be responsible for the organisation of the Civil Service.</p> <p>Someone should tell him that the governance of the outlying islands is a shambles -- or something more in fashion like 'otiose to development and sustainability'.</p> <p>Come to think of it, we might do it ourselves on the basis that so many of the responses that we got from you pointed to this situation.</p>
5.25	<p>Incidentally, I now seriously think that we might write to the Chief Secretary about the fact that there are 25 government sections with a finger in the islands -- because, I think it is probably one of the most serious blocks to progress.</p>
5.26	<p>I have lived in Wang Tong Village for more than three years, and I write to you to express my very strong objection to the cycle tracks proposal for Wang Tong Village.</p> <p>I have had the advantage of reading a copy of the letter dated 3 October 2007 to you from [REDACTED] and [REDACTED] on the same subject. I endorse and whole-heartedly support their criticisms and comments, and therefore I shall not take up your time repeating them</p> <p>However, permit me to make one, central point: it is imperative that your Office (and other government agencies) realizes that "beautification" of natural areas does <u>not</u> require yet more concrete construction, as seems to be the official belief. Indeed, it is almost incredible that you would construct these cycle tracks – largely to appease non-residents – at the expense of destroying so many trees and other aspects of our natural environment.</p>



No.	Comments
	<p>Doesn't Hong Kong already have enough examples of such destructive developments?</p> <p>Please protect, not destroy, what remaining natural environment we have in Mui Wo.</p>
5.27	<p>I have had a telephone conversation with [REDACTED], a member of Mui Wo Rural Committee, this afternoon. He said he was much concerned about the proposed alignment of the cycle track and heritage trail in Luk Tei Tong Village because it may lead to resumption of many private lots and make Small House developments of the relevant lot owners impossible. He suggested that the alignment follow the existing trail as far as possible. I would like to forward his suggested alignment for your reference please.</p>
5.28	<p><u>Request for Widening of Footway and Cycle Track</u></p> <p>The existing footway and cycle track between Mui Wo River Silver Garden and Silvermine Beach Hotel, leading to Ngan Shek Street are very narrow. The turning of the street is too sharp and there are also two big trees on the cycle track, which obstruct the sight and passageway of road users.</p> <p>As the passageway locates between Silvermine Beach Hotel and the Beach, it is the main road to Silvermine Beach, and also a popular area for cyclists. For the safety of local residents and tourists, the passageway must be improved and widened. We hope that government departments can help improve and widen the footway and cycle track.</p>
5.29	<p>As a long time resident of Mui Wo I wish to object strongly against the new cycle tracks that are being proposed for Mui Wo. In particular, the BLUE track. It represents nothing less than an attack on the existing environment of quite and peace and a lovely natural tranquility that one finds today in Wang Tong Village.</p> <p>The BLUE track sets out to destroy unspoiled landscape. It degrades the existing environment. It will require expensive requisition of property rights. It will bring in illegal motor vehicle traffic. It will disrupt the lives of local residents and villages who have chosen Wang Tong for its peace and quiet. It brings no benefit to local residents.</p> <p>What the BLUE track does do is to bring in hordes of young holiday-makers, who have no idea of how to ride a bicycle and who make the existing Wang Tong roads a pedestrian hell. Already there have been numerous accidents of bike-riding kids who damage themselves and others who are quietly walking their kids or dogs. Your BLUE track will bring in even more of these idiots!</p> <p>This cycle track has been thought up by those who do not live in Mui Wo and who have no idea of how nice it is to be there at the present time. Weekends excepted when road rage erupts with young bikers.</p> <p>I would like to advise that this BLUE track would be fought tooth and nail by local residents of Wang Tong. We don't want it. It was not requested by anyone in Wang Tong. It is unnecessary. It is a low priority.</p> <p>Surely you should be looking at upgrading the beach walkways? The existing beach path is totally inadequate. Upgrading that would get the full support of Wang Tong villagers and residents.</p>

No.	Comments
	<p>Please delete this BLUE track from your plans and seriously reconsider the destructive GREEN track. Mui Wo is in need of a facelift but it needs to retain the peace and tranquility that characterizes the place now. That can only be achieved by listening to those who live in Mui Wo, their needs and aspirations.</p>
5.30	<p>We recently bought a house a full house in Wang Tong Village in order to move away from hustle and bustle of Hong Kong Island. We were attracted to the concept of Lantau Island and Lantau living as it is rural and largely unspoiled by development. We believe that it is a good place to bring up our family.</p> <p>I was gobsmacked when I found out that there was a proposal to construct access roads into this village. The reasons being given that emergency access vehicles could enter the village and also that these roads would provide additional cycling opportunities for tourists.</p> <p>This village does not need these access roads. If you need to get to people in an emergency invest in smaller emergency vehicles, which are used in places such as Lamma Island. Secondly, Wang Tong needs fewer tourists cycling along its paths not more. Wider roads would undoubtedly cause inexperienced cyclists to go faster. Thus creating greater dangers to the residents of Wang Tong. In recent years there has been a move from tourism in Wang Tong to residential living.</p> <p>If these roads are being built for job creation purposes well surely the numbers of expatriates moving into this village and keenly employing local tradesman/craftsmen is a real benefit in itself. Expatriates move and invest here because they want an alternative lifestyle to Hong Kong not more of the same, they don't want roads and unnecessary development.</p> <p>I am also greatly concerned that once these access roads are built they quickly become over grown. With the Luk Tei Tong road, highly toxic pesticide is used to keep weeds down and its our children that play along these roads.</p> <p>I am also surprised that your routes for these roads threaten beautiful farm and woodland. Surely, the future should be green not more concrete and tarmac.</p> <p>From my experience of the access roads that have already been built on Lantau they often get used as dumping grounds for building materials such as piles of bamboo and discarded waste.</p> <p>I am very concerned also as to the proposed positioning of the access road through the main field at Wang Tong. In times of severe flooding this road would act as an artificial embankment thus endangering many residents of the village. The flood plain i.e. the filed would not flood as should naturally happen in times of a severe downpour.</p> <p>Please re-evaluate our needs as residents of Wang Tong Village and cancel the plan to build access roads near or in our village.</p>

No.	Comments
5.31	<p>I must say that I am disappointed with the way my inputs are treated. First of all, I am surprised when you said that my email was forwarded to you by the PD.</p> <p>I sent my letter both to the PD and your office on the same day re: October 7. A note acknowledging its receipt was sent to me on October 10. However, I didn't hear anything from your office, which prompted me to ask for updates on October 28. Nothing happened until I heard from you on NOVEMBER 30.</p> <p>I can't imagine anything but questioning the whole process of consultation.</p> <p>I am further puzzled when you simply said that my inputs would be studied (after almost two months!). This means that I, and other concerned groups in Mui Wo, won't have the chance of any meaningful discussion before the next and last forum.</p> <p>I, together with others who expressed their views but haven't heard anything from either the PD and your office, strongly demand that you offer your feedback to our questions and suggestions before the final plan is finalised which will be thrown to us.</p> <p>In this connection, I would like to know when the next forum will be.</p>
5.32	<p>In the last public consultation of the project, I requested to form a committee to include stakeholders of Mui Wo community for our direct participation in the project development, since the consultation did not include any formal exploration of community culture, nor did it include any systematic economic research to support the proposal, but was solely based on some casual suggestions gathered from a few locals. We are very concerned that the current proposal will not resolve the problems the Mui Wo communities are currently facing, nor did it take into consideration the complexity and nature of the community, and the design fails to project any strong identity of the local community.</p> <p>During the last project consultation, I expressed my concerns on the importance of finding the core values of the Mui Wo community and those values should have been central to the project development. Also, I am interested in pursuing how the local community can make the best use of government's investment as a resource to seed a sustainable development for the community. Indeed, I wish that the current government investment can help to focus the community in taking action together to deal with problems left from history. For example, the under-planned developments from the past results in pollution of the surrounding natural environment on a daily basis; the potential historical value that can be utilised and developed for the betterment of the local economy, and the neglect and mis-management of public space such as the bike parking, etc... Whether Mui Wo should be a modern tourist site, or a peaceful residential area is still open to debate and discussion by the community of Mui Wo. Current proposal also fails to include any study on the needs of the younger generation and their feelings about their home base and its future.</p> <p>I, therefore, would like to urge the Planning Department to conduct further consultation, specifically to:</p>

No.	Comments
	<ol style="list-style-type: none"> <li>1. Form a steering committee to include all stakeholders from the Mui Wo community to provide direction and monitoring of the Mui Wo Facelift development project. The committee should consist of all public services representatives, educators, villages' representatives and meetings should be open to walk-in residents to voice their opinion and to monitor progress, at least once a month.</li> <li>2. Open a project office/progress showroom in Mui Wo to allow enquiries by the local residents on a walk-in basis. This facility can make use of current government pier structure of Mui Wo pier, or be located in a vacant government building in Mui Wo.</li> <li>3. Initiate Community-based Planning workshop(s) for the community. Invite local residents or community groups of different age, interests and nationalities to come to the workshop(s) for their direct physical participation (tours of the neighbourhoods might be necessary in order to allow participants to have a good understanding of the size and environment of the development area involved in the project) and for their input of creative ideas on the future development of Mui Wo.</li> <li>4. Immediately invite one of the Universities to conduct a formal community analysis study on the environment, different needs of the local population (taking into consideration the diverse nationalities and cultures), historical background, resources for sustainable development and surrounding situation, etc. Results of the study should be made available to the public as soon as it is completed.</li> </ol> <p>I believe that one of the critical success factors for any future development of Mui Wo is the involvement of the new generation in the local community. Solicitation of the younger generation's thoughts and involvement should be the primary target of this Facelift development consultation exercise.</p> <p>This next round of public consultation should start as soon as possible.</p>
5.33	<p>I, as one of the residents of Mui Wo, am knowing that you are appointed by the government to solicit the opinions and views on the redevelopment of the above and should be grateful if you could tell me more about this project because I had missed your consultation display and seminar at Mui Wo as I was out of town during that period.</p> <p>My house is at [REDACTED] Mang Tong and I am not sure if the related project or redevelopment and improvement works would affect my house and its peripherals nearby.</p>
5.34	<p>It has been now 10 weeks since you received my Public Comments about last September Forum.</p> <p>Your long silence, -for I cannot consider your internal mails and Mr. Berry's praise of the results of our May/June questionnaire/survey as a reply to the question raised in the document in reference-, does not augur well for the coming Forum.</p> <p>According to the documents handed out on September 8, it is supposed to take place before the end of the year. Yet, nothing has been heard about the date so far.</p>

No.	Comments
	<p>Are you working so hard at meeting our expectations that you had to delay presenting us with the product of your efforts? Or have you eventually cancelled it, without informing our community, as if you were intending to settle the issue over secretive [REDACTED] ?</p>
5.35	<p>Ahead of the coming Forum, I would like to make the following request.</p> <p>You will undoubtedly agree that, under the current format, the exercise is very much one-sided. Having spent several months bringing to fruition opinions and ideas collected since September, the Government and its consultants will be fully aware of the new project, while those who provided them will be expected to discover, understand, digest and discuss it within 3 hours.</p> <p>You will hopefully understand the wish of many residents to be informed about its detailed major features ahead of the Forum, as it seems the most appropriate way to generate a real and constructive exchange of views.</p> <p>Please be assured that we are fully prepared to welcome the concrete signals of a clear Government intention to strike the right balance between the various expectations rising from our very diverse Community.</p>
5.36	<p>I am a long-term (18 years) Tung Hang Mei resident and I wish to express my objection to the development of cycle tracks and/or Emergency Vehicle Access roads through Wang Tong Village in Mui Wo.</p> <p>I feel the two proposed cycle tracks are destructive and not necessary.</p> <p>Firstly, I feel the green track you are proposing in the Butterfly Hill vicinity will be destruction to the environment as it will creating a track wider than the current footpath and require the removal of trees along the path. It may also cause damage to the river and the natural water habitats. I would object to any cycle track that would involve the removal of trees. I feel also that such a track would not be safe as the slope on both sides of the hill is very steep.</p> <p>Secondly the blue track through the centre and north of Wang Tong Village I would view as worse than the green track as it proposes a new construction through untouched land and by a small tributary which is an important by-pass for the concreted Wang Tong River and supports many different kinds of wildlife. The proposed track then is shown to go through an untouched scenic valley which is one of the last spots where the buffalo can hide away from the human population of Mui Wo. I feel that here is no justification for a cycle track to be laid in one of the last remaining wilderness areas of Mui Wo.</p> <p>I feel the Mui Wo Face-lift plan should be just what it says – a means to improve existing infrastructure - and that in no way can it justify developments in untouched territory.</p>

No.	Comments
5.37	<p data-bbox="217 163 743 205"><u>Enhancing Mui Wo as a Rural Township</u></p> <p data-bbox="217 237 1495 422">In order to cope with the relaxing rural characteristic in Southern Lantau, government has planned to spend \$265 million dollars for “enhancing” Mui Wo. The proposal includes the construction of a new Entrance Plaza in the Ferry Pier area, a waterfront promenade with kiosks aside and the beautification of Mui Wo old town, a waterfront promenade along sea, street sculptures and performance stage, turning Mui Wo into a “Rural Township” and attracting tourist.</p> <p data-bbox="217 457 1495 674">The improvement Works for Mui Wo Facelift was included in the &lt;&lt;Lantau Concept Plan&gt;&gt; released in the end of year 2005. Civil Engineering and Development Department, which is responsible for the project, has appointed a Consulting Firm in assessing the feasibility of the project, and the views from local community were collected last month. Upon the completion of the next public forum, which is going to be held at the end of this year, the corresponding beautification works will be commenced.</p> <p data-bbox="217 709 667 751"><u>Plan to Spend \$265 million dollars</u></p> <p data-bbox="217 787 1495 1003">The consultants recommended re-zoning Mui Wo into three regional developments, hoping to create a more dynamic entrance plaza for visitors when they reach ferry terminals. The consultants recommended glass canopy to the entrance plaza to allow the light irradiation making the ferry pier brighter. Existing waterfront to the south of ferry pier is only for loading / unloading and car parking area, it is recommended to build a waterfront promenade together with a 2-storey alfresco dining such as café and small booths to revitalize the region to leisure tourism.</p> <p data-bbox="217 1039 1495 1255">The consultant recommended creating the coast with a pleasant atmosphere, following the example of foreign Fisherman's Wharf. To make use of the sea view of the waterfront, the construction of five meters wide waterfront corridor and provision of cycle track would bring holiday visitors to walk around the beach or enjoy the fun of cycling along the seaside. The consultants also suggested constructing a performance stage in the town adjacent to the municipal building as an ideal venue for local entertainment.</p> <p data-bbox="217 1291 1495 1549">In order to promote the country recreational activities, the consultants believe that further enhancement of the existing cycle track is needed, and also opening up cross-country cycling track. The former is to upgrade the existing emergency access to 3.5m wide cycle track and to provide bicycle rental and training centre, and the latter is to provide 3.5km long cross-country cycling track to let the cyclist ride along Mui Wo Ferry Pier to Chi Ma Wan Road. Silver Mine Cave is the existing natural scene. The consultant recommended the establishments of a visitor centre and ecological education trail for further promotion to visitors.</p> <p data-bbox="217 1585 727 1627"><u>Re-zone into 3 Regional Developments</u></p> <p data-bbox="217 1663 1495 1801">As for the design of the roadside area, the consultants pointed out that the roadside facilities such as street lights, railings, trash bins and planters could be considered traditional or modern design, to improve the entire community environment. Regarding the entrance plaza and old town square, tree planting will be substantially increased so as to have better shade effects.</p>

No.	Comments
5.38	<p>Point 1: Support for early implementation items - move bus terminus, develop open space out of existing lorry park cargo handling area.</p> <p>Point 2: Need to make provision for private car/taxi pick up at ferry pier. This is inadequate at present.</p> <p>Point 3: Vehicle ferry pier has not been used for "years".</p> <p>Point 4: Bike parking should be as close as possible to ferry pier.</p> <p>Point 5: Don't over-emphasise tourism aspects. LIM believe economic revitalisation depends as much on improving living environment.</p> <p>Point 6: New pier should be built. This could be used recreationally as per Lamma restaurants, as well as for Kaito - quick win?</p> <p>Point 7: Caution on over-engineering footpath/cycle track network - lighting and inappropriate design standards.</p> <p>Point 8: Too much hard landscaping at town square. Apparently locals make use of existing grass area.</p> <p>Point 9: Should not make new restaurants commercially unviable at boardwalk area.</p> <p>Point 10: A local concern group is coming up with ideas for disused school.</p>
5.39	<p>Point 1: Concern on the demolition of existing cooked food market.</p> <p>Point 2: Impact to restaurant business if the reprovision works of cooked food market takes place.</p> <p>Point 3: Idea on new restaurant layout to suit restaurant business requirement for discussion with restaurant owners and government departments.</p>
5.40	<p>Point 1: A working group among interested parties should be organized to convey their opinions to government departments.</p> <p>Point 2: Cycle parking area at the upper floor of the Mui Wo Ferry Pier should be considered.</p> <p>Point 3: The outlook of the reprovisioned cooked food centre should be in the style of several boats surrounded by seawater.</p> <p>Point 4: Tung Wan Tau Road along the Silver Mine Bay Beach should be widened to 3 metres. The widened area should be at the inland side of the existing road with existing trees at the beach side to be retained.</p> <p>Point 5: Boardwalk system should not be extended at the both sides of the River Silver as fishing boats are parked along the River Silver.</p>

No.	Comments
	<p>Point 6: Nullah should be constructed on the beach to deliver storm water from the Wang Tong River to the sea to avoid changing the outlook of the beach along the coastal area.</p> <p>Point 7: Concern with the coordination works of different projects at Mui Wo was raised.</p> <p>Point 8: Vacant lands should be temporarily used by others, for example, a piece of land adjacent to a Mui Wo Playground and another piece of land adjacent to Mui Wo Government Offices Buildings.</p> <p>Point 9: A museum should be built in front of the Mui Wo River Silver Garden near the beach to show the history of agriculture, fishery, Silvermine cave and Man Mo Temple.</p> <p>Point 10: Early implementation works were supported, including and waterfront promenade.</p> <p>Point 11: Vehicular ferry pier should be relocated.</p> <p>Point 12: Refuse collection point should be relocated away from the reprovision of cooked food centre at a vacant land at the south of the NT Heung Yee Kuk Southern District Secondary School.</p>
5.41	<p>Great! Someone has just told me that [REDACTED] has been making models for the bohini (how to spell it?) statue already. They [REDACTED] have been doing so much bad thing for Mui Wo.</p>
5.42	<p>This is what can sometimes happen when boardwalks are planned locally with no reference to conservation and sustainability elsewhere on the planet.</p> <p>I have in the meantime read through the Revised Lantau Development Plan and the Local Consultation Reports for development in Tai O and Mui Wo. Would you be able to send me one more copy of the Tai O Consultation Report?</p> <p>Thanks!</p>
5.43	<p>Thank you for your e-mail. It is hoped CEDD as the executor of PD plans for Lantau will show greater awareness than PD on the need to preserve valuable forest habitats worldwide.</p> <p>It is noted that over the past 15 years CEDD have been receptive to GLA requests for the replacement of hardwood fenders at government ferry piers with steel reinforced recycled plastic fenders. The now largely completed fender replacement exercise was carried out territory-wide over several years and involved the designing of new and more expensive ferry pier fender support structures to cater for the higher flexibility of plastic fenders as compared to wooden ones.</p> <p>More recently there was good cooperation between CEDD and GLA on the provision of the Tai O Sheltered Boat Anchorage and compensation mangroves project and particularly on the material for the railings and the rain shelters erected on the re-constructed sea promenade for which only imitation wood steel reinforced plastic material was used.</p> <p>We are optimistic that CEDD will come up with an environmentally acceptable approach to the designing of the proposed Mui Wo promenade extension and other promenades being proposed by the Lantau Development Taskforce elsewhere on Lantau.</p>



No.	Comments
	<p>On this particular issue we are more interested in the understanding of specific technical design details for the proposed boardwalks than in the broader discussions taking place at public engagement events and we would therefore be grateful if CEDD could give GLA a briefing on their intended design for the Mui Wo and other possible boardwalks.</p>
5.44	<p>Thank you for the invitation. From the attached introduction I note that in spite of your positive assurances about the intention to use recycled plastic materials for the proposed boardwalks, the Chinese language version of the attachment still refers to boardwalks as being made of “wooden boards”. Grateful if you could explain the apparent discrepancy.</p>
5.45	<p>If your intention is merely to refer to a boardwalk type structure without the wish to overstress that it will be made of wood you could use the expression 海濱人行道. Actually both this Chinese expression and the English “boardwalk” tend to evoke the idea of a structure made with wooden planks. If your current intention is, commendably, to use imitation wood planks, then in your leaflets you could use the expression 膠仿似木板造的海濱人行道 or 仿木膠板走廊 or an equivalent expression of your choice.</p> <p>If during the consultation that has taken place so far PD and CEDD have used the expression 木板走廊 then a very clear preconception among consulted Chinese speakers would have been created that the boardwalk would be a wooden one. If this has been the case, can we expect that a correction is added to the existing material and implemented in the new material to the effect that the boardwalk will not be, or will not necessarily be a wooden boardwalk?</p> <p>This is a matter of some importance especially because it was noted that at least two of the PD Lantau Development Taskforce team members in charge of conducting consultation on the Mui Wo Development Project appeared to be unshakably convinced that wood would be the only viable material for the proposed Mui Wo promenade and other similar structures.</p>
5.46	<p>Thank you for circulating an easily downloadable reduced-size attachment and for introducing changes to the text to reflect GLA concern about the earlier Chinese expression for “boardwalk”. Indeed it may be a good idea to now adjust the English expression accordingly and substitute “boardwalk” with “pedestrian corridor”. This way Chinese and English would match, leaving less room for misunderstanding.</p>
5.47	<p>I was wondering how things are going with the Mui Wo plan...?</p> <p>Everything seems to have been fairly quiet, so we would be interested to hear where things have got to, what proposals are under discussion, and whether or not any such proposals will be open to consultation or review?</p>
5.48	<p>There has been considerable concern about reckless cyclists and it really has come to a head in the last week with two idiots that could have caused serious harm.</p> <p>This leads me to want to suggest that cycles that are hired out should have both bells and lamps. I don't think that the law requires this -- only if you are caught at night without a light. Also, they should require the hirer to make a record of his name and ID number -- from an ID card.</p>

No.	Comments
	<p>After a near miss a couple of years ago, all that the police could come up with was to suggest that I call them. So I asked them what they could do then!!! No response. This was followed soon after by a near-fatal accident when a guy went down our hill, came off the bike and his head met a tree trunk at speed!!!. The result of that is that we now have three poles with notices on bearing the command 'Cyclists must dismount'.</p> <p>Two of these notices are pointing towards people going up the hill -- which make them redundant - - and the others have no effect at all on cyclists. It strikes me that notices should not give a command but should tell a story like 'crack your skull here if you wish'!!!</p> <p>The other thing that you need to know if you are designing cycle paths (I which I hope you are not) is that visitors keep to the left on the paths -- as is the rule of the road -- but locals, still following the old tradition cycle on the right. As I cyclist, I find it adds interest. When you see someone coming, you have to decide if he is a local or a visitor before you get too close. I am sure that you will be able to solve this problem very easily (!!!).</p> <p>For residents, all we want is the cyclists that we already have to be separated from the pedestrian paths -- we don't want more paths that just encourage more traffic.</p> <p>Incidentally, did you see that rather good commentary about the lack of grass spaces in HK? This ties in with what I think we were trying to say ourselves -- that the open area should be a place of natural beauty without grand concrete vistas, fountains and statues. Just grass and trees --- what a hope!</p>
5.49	<p><b>PUBLIC FORUM!!! Ugh!!</b></p> <p>If it were to be conducted by a facilitator in a modern manner similar to those set up by the Sustainable Development Council, it would be fine.</p> <p>But if it is like the last ones held in Mui Wo -- in that appalling shed with dreadful loudhailers, inadequate translation a free for all shouting of points and no attempt to generate ideas and put them together -- we probably won't come!</p> <p>Would it be possible to arrange a meetings in a more congenial place with a trained facilitator using modern methods of getting ideas from people -- please?</p> <p>If you want help on this, I can give you a name of someone who has done it properly for the government in the past.</p>