

**For information
on 20 September 2006**

**LEGISLATIVE COUNCIL
PANEL ON PLANNING, LANDS AND WORKS**

Reprovisioning of Star Ferry Pier in Central

Purpose

This paper informs Members of the arrangement for reprovisioning of the Star Ferry Pier in Central.

The Need for relocating the existing Star Ferry Pier

2. The existing Star Ferry Pier will be affected by the planned Road P2 network in the Central Reclamation Phase III (CRIII) area and some underground works including the Airport Railway (AR) Hong Kong Station Extended Overrun Tunnel (EOT) and the extension of an existing drainage box culvert at Man Yiu Street. A plan showing the location of these infrastructure works is at **Annex A**.

3. Road P2 is a part of the road network to be provided in the CRIII area. Its purpose is to alleviate the traffic congestion in the Central Reclamation Phase I Area where the International Finance Centre I & II, the Four Seasons Hotel, AR Hong Kong Station and the ferry piers are located. Completion of Road P2 will provide great relief to the very congested junctions of Man Yiu Street / Harbour View Street and Connaught Place / Connaught Road Central. The Expert Panel Forum on “Sustainable Transport Planning and Central – Wan Chai Bypass” was held in September 2005 to review and make recommendations on the sustainable transport planning for the northern shore of the Hong Kong Island. The Panel echoes the need for Road P2 as an important and interim measure in addressing traffic congestion in the Central Reclamation Areas before the completion of the Central – Wan Chai Bypass. Road P2 is an extension of Man Cheung Street and its alignment is in conflict with the Star Ferry Pier.

4. The existing overrun tunnel of the AR to the east of the Hong Kong Station is about 80 metres (m) long. This will have to be extended by a total of 500 m for full operation of AR comprising the Airport Express Line and the Tung Chung Line. About 40 m of the extension is required to enhance safety and has to be completed within the scope of the CRIII contract as soon as practicable. The remaining 460 m of the extension is required for turn back of trains in order to enable shorter headways and hence higher capacities to meet future demand. The EOT is also required to extend the Tung Chung Line for connection with the future North Hong Kong Island Line. It is in conflict with the Star Ferry Pier.

5. Due to the reclamation, the existing drainage box culvert at Man Yiu Street has to be extended to the new waterfront. As the level of the culvert clashes with that of the EOT thereat, the culvert has to run eastwards along the southern side of the EOT. The alignment of the culvert is therefore in conflict with the Star Ferry Pier.

6. Given the above constraints, the existing Star Ferry Pier will have to be demolished after the ferry services of “Star” Ferry Company Limited (SF) are relocated to the new Central Ferry Piers, tentatively scheduled for 12 November 2006.

Reprovisioning Arrangement for the Star Ferry Pier

7. The current reprovisioning arrangement for the Star Ferry Pier has been concluded after going through a long process of public consultation and statutory procedures. In view of the works requirement of CRIII and the technical constraints set out in paragraphs 3 to 5 above, the relocation of Star Ferry Pier will proceed according to the CRIII contract.

8. The location and design of the new Star Ferry Pier was carefully reviewed by the Administration in liaison with the SF. As a result of a series of discussion with the SF in late 1999, the Administration agreed with the SF that the Star Ferry Pier should be reprovisioned at the existing Pier 7 and the western part of the future Pier 8. Since then, a continuous dialogue on the design of the new Star Ferry Pier has been undertaken between the Government and the SF. Different design approaches, such as a modern functional design approach modeled on the existing clock tower built in 1957 and a historical heritage design approach modeled on the pier building in 1912, were considered. The Administration finally

accepted the SF's proposed historical heritage approach using the architectonic form of the pier building in 1912 as the blueprint for reconstruction of the pier and its clock tower. According to the SF, the design is a contemporary interpretation of the Star Ferry's early pier structures in the last century. The pictures of the pier building in 1912 and the new Star Ferry Pier are at **Annex B** for Members' reference.

9. There are views in the community that the Clock Tower should be preserved to enable collective memory of the existing "Star Ferry" icon. It should be noted that while the Clock Tower is Government property, the clock belongs to the SF. Having conducted a technical feasibility study in 2005 for relocating the existing clock to the new clock tower, the SF considered that this is not feasible as new parts and components of the clock necessary for the relocation and subsequent maintenance are not available. A new clock with similar rhythmic sound will therefore be installed in the new clock tower and the existing chime will be dismantled and displayed at the new clock tower.

Consultations Conducted

10. In the course of preparing the Outline Zoning Plan (OZP) covering the CRIII area, the Town Planning Board (TPB) considered an objection relating to the relocation of the Star Ferry Pier in 1999. The TPB recognized the historical significance and importance of the "Star Ferry" icon as one of the landmarks and major tourist attractions in Hong Kong, and agreed that its identity should be recreated in the new Central waterfront. It was agreed that upon further study, the exact location and design proposal of the new Star Ferry Pier would need to be submitted to the TPB for consideration.

11. SF's proposed historical heritage approach as mentioned in paragraph 8 above was submitted to the TPB in January 2002 when considering the proposed amendments to the OZP relating to the reprovisioning arrangement of the Star Ferry Pier. The amendments to the OZP, which included amendments to allow reprovisioning of the Star Ferry Pier, were subsequently exhibited for public inspection in February 2002, and no objection was received.

12. Members were also informed of the reprovisioning arrangement of the Star Ferry Pier on 10 June 1999 and 1 March 2002 when the Panel was briefed on the engineering works relating to the CRIII project (LC Paper Nos. CB(1)1443/98-99(01) and CB(1)1134/01-02(03) refer).

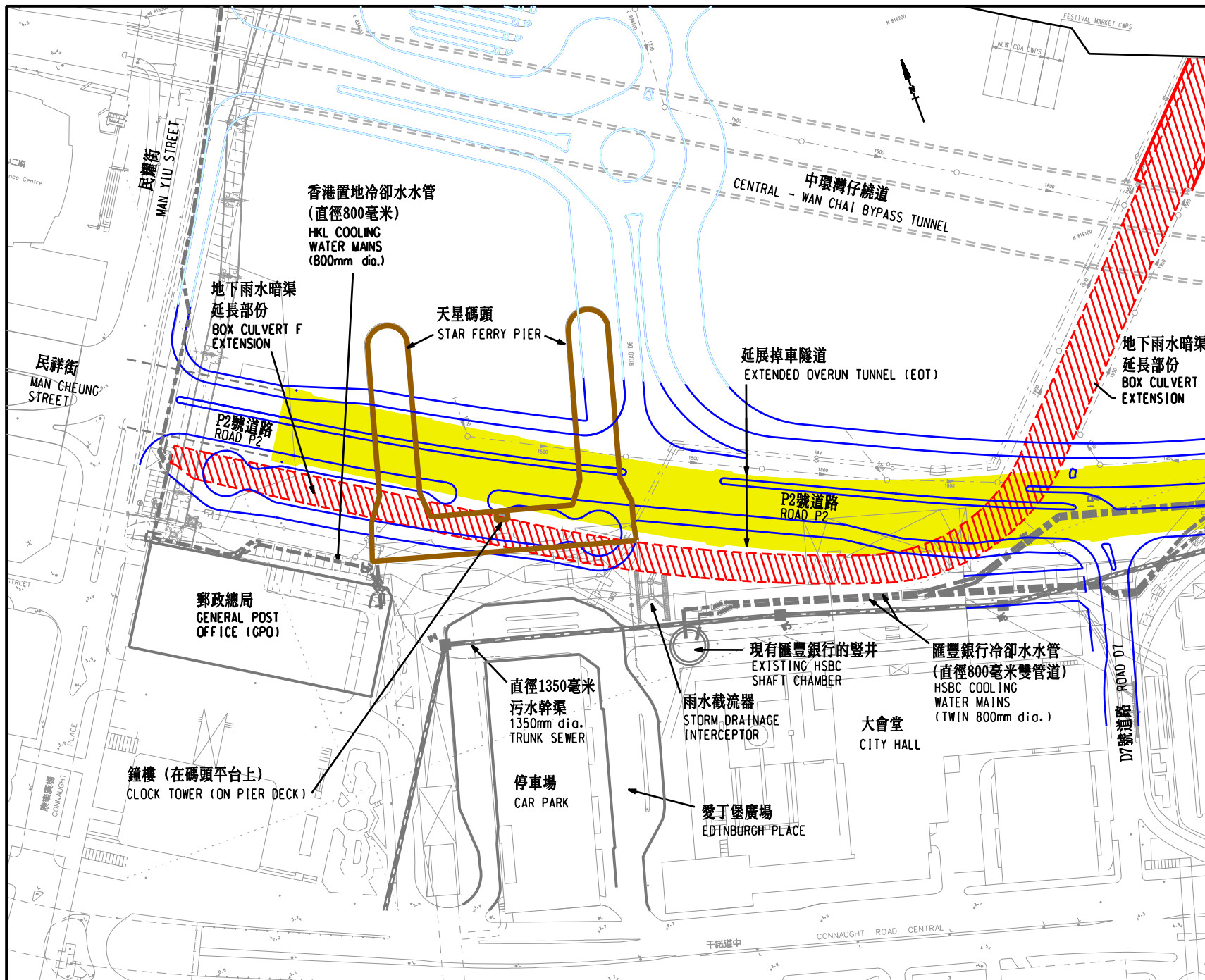
13. The Antiquities Advisory Board (AAB) was briefed on 13 March 2002 regarding the findings and recommendations of the Built Heritage Impact Assessment for the CRIII. The AAB also noted the reprovisioning arrangement for the Star Ferry Pier, which is neither a declared monument nor a graded historical building, and the adoption of the historical heritage approach for the general layout and design of the new piers while the clock tower would be recreated as a landmark in the new piers. The AAB had no particular views on the proposed reprovisioning arrangement.

14. The Central and Western District Council (C&WDC) was briefed on 16 March 2000 about the CRIII project. Members were informed of the proposed relocation of the Star Ferry Pier to Pier 7 and Pier 8 and that the design of the pier structure and clock tower was being undertaken. The C&WDC was also briefed on 14 March 2002 about the proposed amendments to the OZP relating to the reprovisioning arrangement of Star Ferry Pier and the adoption of the historical heritage design approach for construction of the new pier structure and its clock tower. The C&WDC raised no objection to the proposed arrangement on both occasions.

Attachments

- Annex A Infrastructure Works around Star Ferry Pier
- Annex B Star Ferry Pier in 1912 and the New Design

**Housing, Planning and Lands Bureau
Civil Engineering and Development Department
Planning Department
September 2006**



- LEGEND**
- 延展掉車隧道
EXTENDED OVERUN TUNNEL (EOT)
 - 地下水暗渠延長部份
BOX CULVERT F EXTENSION
 - P2號道路
ROAD P2

合約 contract
 合約編號 BK12/02
 中環填海計劃第III期工程
 CONTRACT NO. HK 12/02
 CENTRAL RECLAMATION PHASE III
 ENGINEERING WORKS

圖則名稱 drawing title
 天星碼頭旁的基建工程
 INFRASTRUCTURE WORKS AROUND
 STAR FERRY PIER

圖則編號 drawing no. 比例 scale
 HKI-21136A

辦事處 office
 港島及離島拓展處
 HONG KONG ISLAND AND ISLANDS
 DEVELOPMENT OFFICE





一九一二年天星碼頭的外貌

Appearance of Star Ferry Pier in Year 1912



新天星碼頭採用歷史文物的設計

New Star Ferry Piers adopting the historical heritage design