

The Government of the Hong Kong Special Administrative Region

房屋及規劃地政局
香港花園道美利大廈



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Clerk to Panel on Planning, Lands and Works,
Legislative Council Secretariat,
Legislative Council Building,
8 Jackson Road,
Central, Hong Kong

(Attn: Ms Anita SIT)

Dear Ms SIT,

Panel on Planning, Lands and Works
Motion passed at the special meeting on 20 September 2006

At the meeting held on 20 September 2006, the Panel endorsed a motion on the deferment of the demolition of the existing Star Ferry Pier and its clock tower in Central. Our response to the motion is set out below.

As we have stated in the paper CB(1)2208/05-06(02) submitted to the Panel, the existing Star Ferry Pier will be affected by the following public works projects and had been arranged to be relocated to the location in the new Central harbourfront. Also, all these projects have to be commenced according to programme and contracts awarded. Hence, it has to be demolished as planned.

The considerations of these programmes relevant to the relocation of the Star Ferry Pier are as follows:

- (a) Road P2 is an extension of Man Cheung Street and the current alignment was decided having gone through thorough study. We have considered shifting the alignment northwards from the junction of Man Cheung Street and Man Yiu Street. However, this is infeasible as it would result in a staggered junction which would be a substandard traffic engineering design. On the other, traffic moving in and out between Road P2 and Man Cheung Street would have to make a “S” turn causing road safety concern;
- (b) taking into account the safety considerations and to meet future demand of rail transport, the EOT of the AR has to be extended by a total of 500 m. The existing EOT is close to the pier. Given that the alignment of the EOT cannot be shifted sharply, the relocation of the Star Ferry Pier is inevitable;
- (c) the existing drainage box culvert located at the waterfront of Man Yiu Street has to be extended to the new waterfront to continue its operation. As the level of the culvert clashes with that of the EOT mentioned in paragraph (b) above, the culvert cannot be extended northwards along Man Yiu Street and has to run eastwards along the southern side of the EOT. Moreover, the extent of realigning the culvert to the south is constrained by the presence of General Post Office and Hongkong Land’s cooling water mains. Therefore, there is no room to adjust the project; and
- (d) the implementation schedule of the above projects has already been very tight. The existing Star Ferry Pier and its clock tower have to be demolished first to make way for the implementation of these projects. Any delay will seriously affect the progress of the project and result in significant contractual claims.

We understand that there are views in the community that the Star Ferry Pier and its clock tower should be preserved to enable collective memory of the “Star Ferry” icon. We would consider, from a urban design point of view, how to incorporate some special features of the existing Star Ferry Pier and its clock tower in the new Central harbourfront under the Central Reclamation Urban Design Study, which will commence shortly.



(Ms Lydia Lam)

for Secretary for Housing, Planning and Lands

c.c.:

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