



## **HKGCC / HBF Harbour Walks**

Walk 1: Causeway Bay (Royal Hong Kong Yacht Club) -> Central (Queen's Pier)

Breakfast: 8:00am  
 Start: 8:20am  
 Finish: 10:00am  
 Walk length: 3.35 km

### **Detailed programme**

Times indicate listening points for brief talks by our following speakers:

- |          |       |  |
|----------|-------|--|
| <b>1</b> | 8:00  | <b>RHKYC</b><br>Breakfast - RHKYC Chart room<br><i>RHKYC and Water Activities</i><br>Inge Strompf-Jepsen and Alan Lau              |
| <b>2</b> | 8:20  | <b>Overlooking Marina and typhoon shelter</b><br><i>Causeway Bay review</i><br>Steve Townsend                                      |
| <b>3</b> | 8:35  | <b>Wan Chai public cargo handling area</b><br><i>Review of transport plans for Central and Wan Chai</i><br>Fred Brown, Chapman Lam |
| <b>4</b> | 8:50  | <b>HKCEC Extension Site</b><br><i>HKCEC Extension</i><br>Sarah Monks   |
| <b>5</b> | 9:00  | <b>Golden Bauhinia Square</b><br><i>Harbour waterfront promenade</i><br>Roger Nissim.  |
| <b>6</b> | 9:30  | <b>Tamar</b><br><i>Central Park</i><br>Christine Loh   |
| <b>7</b> | 9:40  | <b>HK Planning &amp; Infrastructure Exhibition Gallery</b><br><i>Government Plans for Central</i><br>Phyllis Li                    |
| <b>8</b> | 9:50  | <b>City Hall deck</b><br><i>Central: Hong Kong's frontyard</i><br>Steve Townsend , Sylvester Wong                                  |
| <b>9</b> | 10:00 | <b>Queen's Pier (Finish)</b><br><i>Remarks - Dr. Andrew Thomson</i>  |

Additional guides: WK Chan, Paul Zimmerman

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### **1 Inge Strompf-Jepsen and Alan Lau - Royal Hong Kong Yacht Club RHKYC and Water Activities**

Throughout the Royal Hong Kong Yacht Club's history, it has served as a community centre for yachting and rowing enthusiasts in Hong Kong. Together with the Harbour Business Forum, the Club has been a major supporter and organiser of Harbour Day in 2005, which coincided with our Round the Island Race.

The Club's contributions to yachting and waterfront development are not limited to local efforts. During the Inter-club Commodore's Forum 2006, an international conference hosted by the Royal Hong Kong Yacht Club this May, one of the major discussions will be "Sailing and its Role in the Community".

As sailors and water sports enthusiasts, the Club envision that diversity and water vibrancy are essential elements in developing a world-class harbour like the Victoria Harbour. Hong Kong needs a diverse range of activities at various pockets of interests to serve the community's interests, whilst preserving the cultural heritage of the area. Activities, both afloat and ashore, showcase the Harbour as a valuable natural, social and economic resource to the Hong Kong community. This cannot be accomplished without proactive participation by different stakeholders and holistic planning is necessary to balance the interests of all parties.

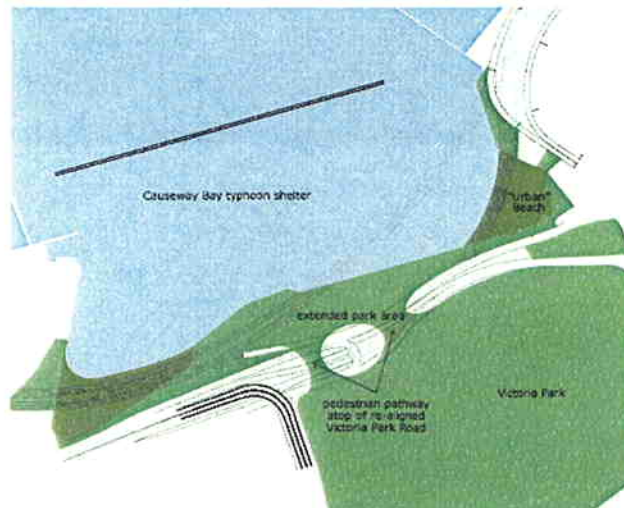
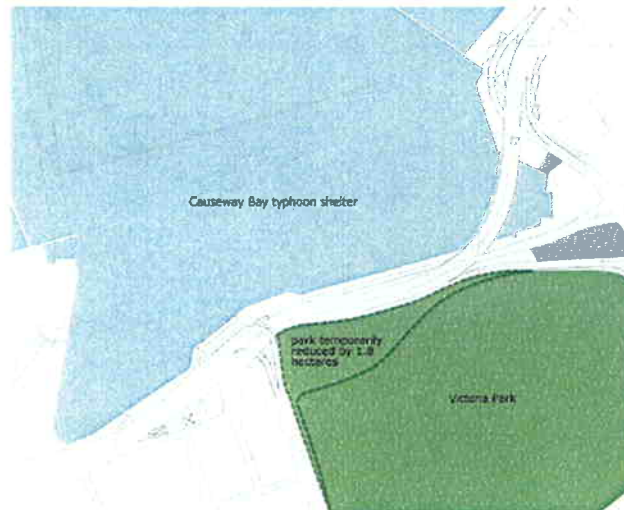
The Royal Hong Kong Yacht Club shares the mutual vision with the Harbour Business Forum and the rest of the Hong Kong community that the harbour-front can one day be enjoyed fully by the public.

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**2 Steve Townsend - Group Vice President - HOK Planning Group  
Causeway Bay review**

What makes a "World Class City"? looking at cities around Asia, it often means having a World Class Waterfront. Victoria Park is a potential piece of Hong Kong's great waterfront, and the ongoing public consultation process has surfaced innovative and rule-bending visions that can better connect the great open space with the heart of the city – the Harbour – and improve Causeway Bay's contribution to making Hong Kong's waterfront truly World Class.

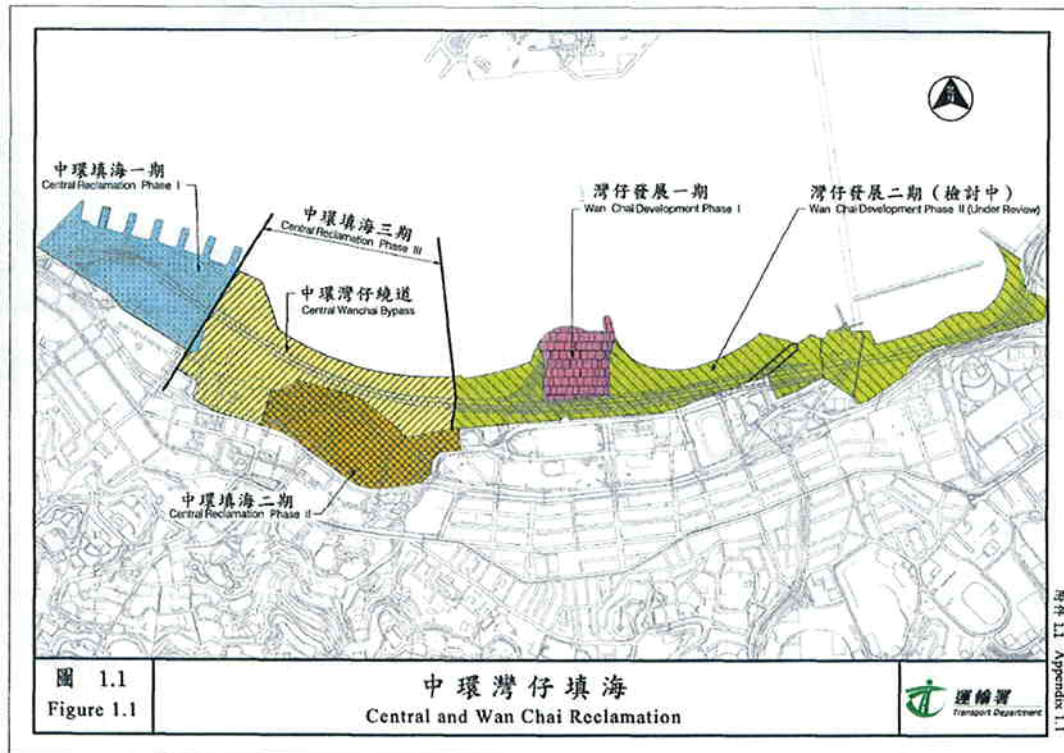




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- 3** Fred Brown – CEO, Chapman Lam - Associate - MVA Hong Kong Ltd.  
**Review of transport plans for Central and Wanchai**



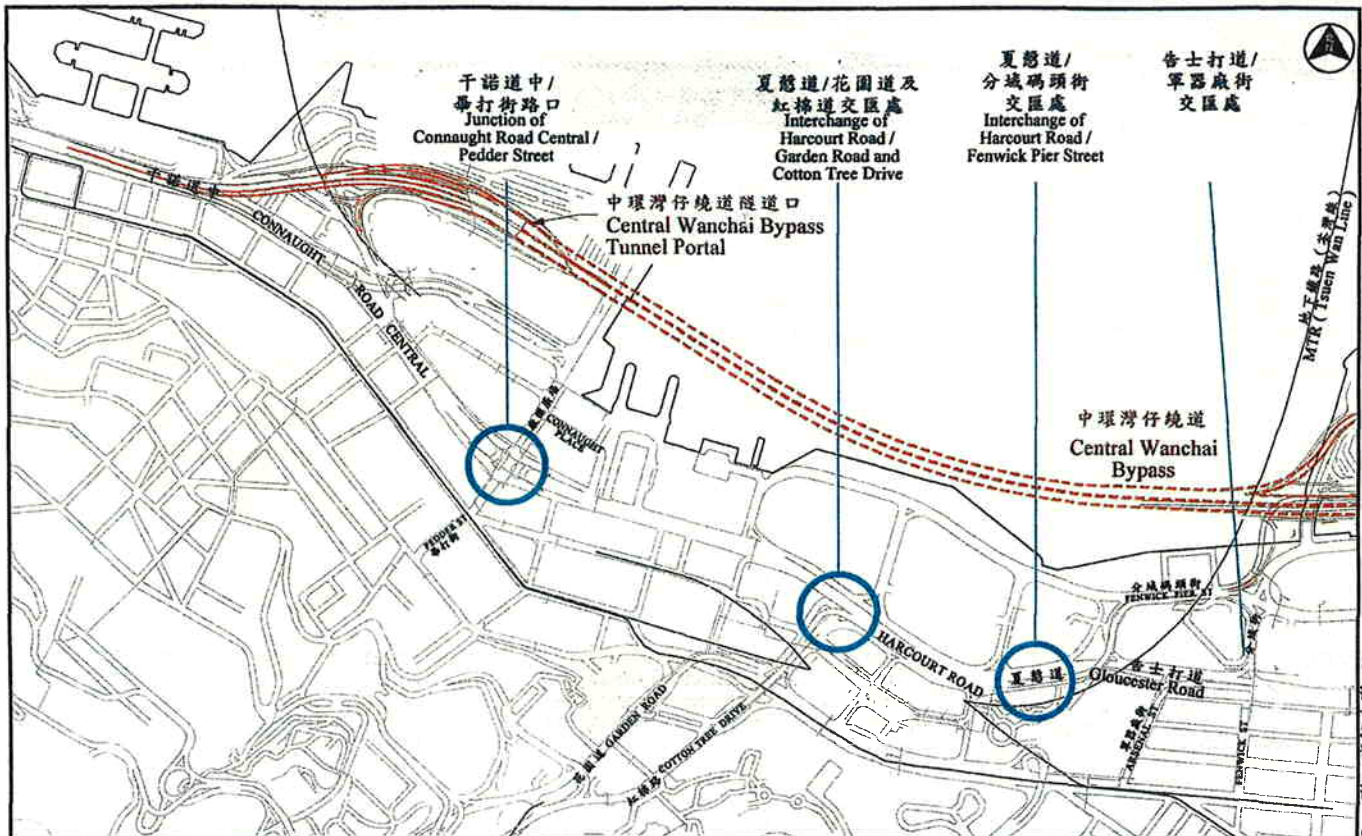


圖 1.2  
Figure 1.2

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Sheet 1 of 2

中環-灣仔繞道 (前方案)  
Central - Wan Chai Bypass (Former Scheme)



附件 1.2  
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Appendix 1.2  
Sheet 1 of 2

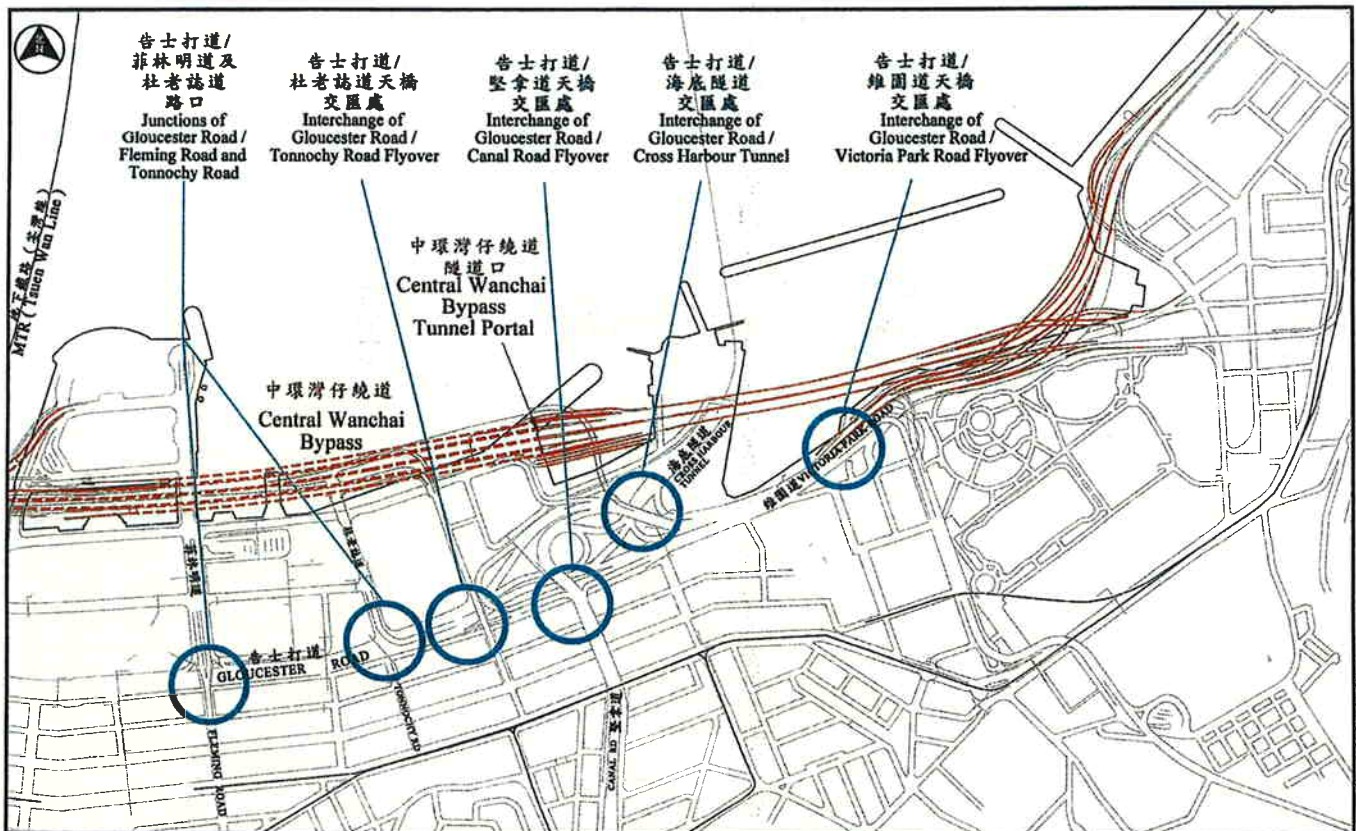


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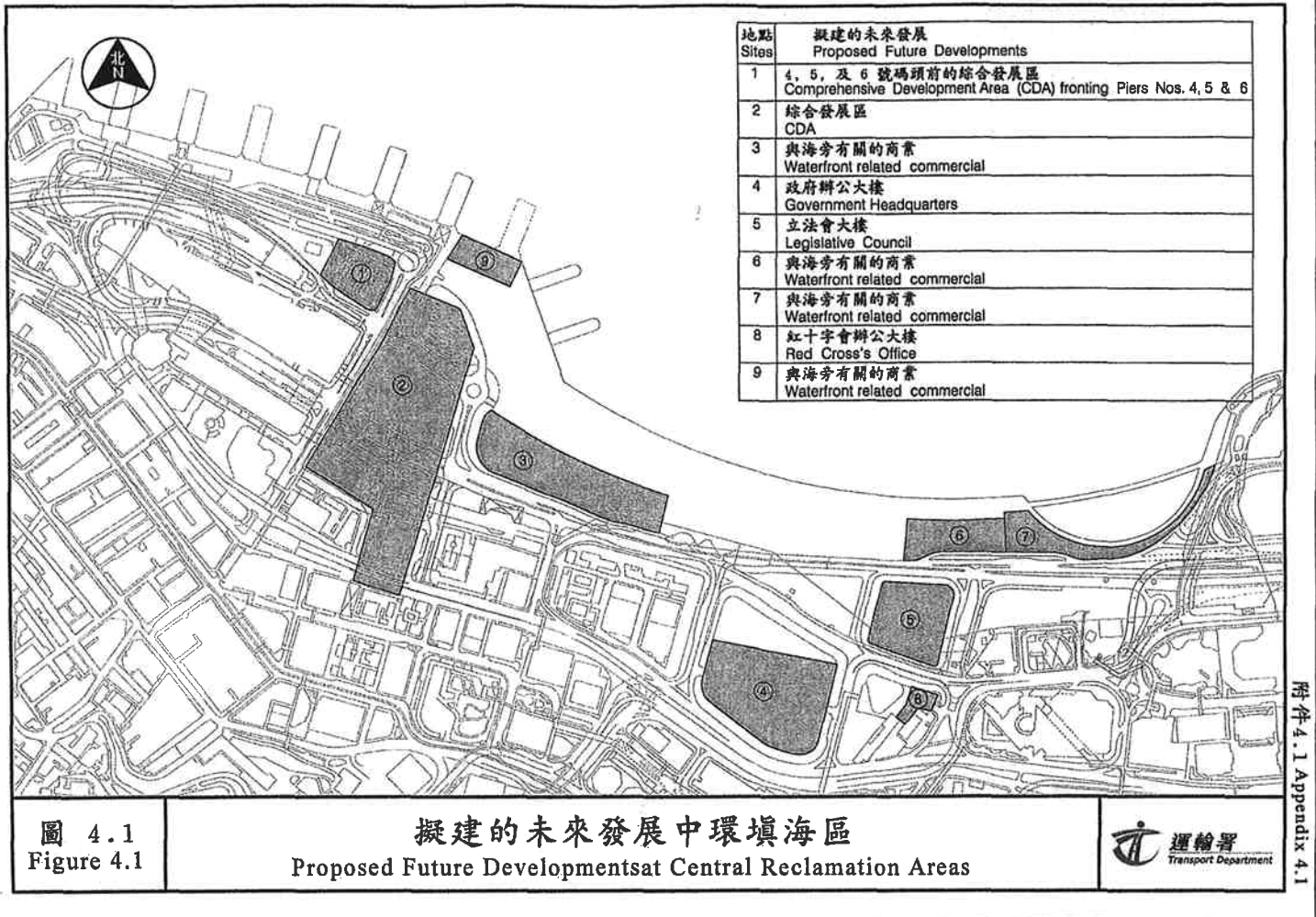


圖 4.1  
Figure 4.1

擬建的未來發展中環填海區  
Proposed Future Developments at Central Reclamation Areas



附件 4.1 Appendix 4.1

Site Ref.	Intended Land Use	GFA (m <sup>2</sup> )	Breakdowns of Land Use (GFA in m <sup>2</sup> )
1	Comprehensive Development Area (CDA) fronting Piers Nos. 4, 5 & 6	92,465	Retail (16,315) Office (76,150)
2	CDA	190,875	Retail (106,303) Office (54,733) Commercial Parking (29,839) (850 space)
3	Waterfront related commercial	40,879	Retail (40,879)
4	Government Headquarters	342,975	Office (313,411) Parking (29,564)*
5	Legislative Council	146,087	Office (134,400) Parking (11,687)*
6	Waterfront related commercial	14,387	Retail (14,387)
7	Waterfront related commercial	10,028	Retail (10,028)
8	Red Cross's Office	19,320	Office (16,892) Parking (2,428)*
9	Waterfront related commercial	2,245	Retail (2,245)

\* : Parking spaces in these buildings are for the staff only and not for commercial use and hence, will not generate additional trips.



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#### **4 Sarah Monks – Director of communications - Trade Development Council**

#### **EXPANSION OF THE HONG KONG CONVENTION AND EXHIBITION CENTRE (CEC)**

##### **The Project**

- Create additional downtown exhibition space that is badly needed
- Modify the CEC *without* reclamation, significant visual impact or any requirement for new roads
- Expand into airspace either side of the suspended Atrium that currently bridges the CEC's two buildings

##### **Key Facts**

- Spearheaded by the Trade Development Council (TDC)
- Additional exhibition space of 19,400 sq.m., across three halls
- Cost: HK\$1.3 bn, independently financed by TDC
- Construction: May 2006-early 2009

##### **Benefits to Hong Kong**

- Allows 1,000 more exhibition booths
- Scope for existing mega fairs to be number one in the world for their industries
- HK\$40 bn in additional visitor expenditure in first 15 years
- 92,000 more jobs
- Leverages and maximises Hong Kong's previous investment in the CEC

##### **The Urgency**

- External trade fair competition is increasing fast in Hong Kong's time zone
- The CEC cannot meet existing demand for exhibition space
- There are long waiting lists of exhibitors for local mega fairs
- We must act before these events are lured to competing cities

# Creating the World's Trade Fair Capital

Expanding the Convention and Exhibition Centre is a Must!

## The proposal

- Create badly-needed additional exhibition space downtown
- Modify the CEC without reclamation or significant visual impact
- Expand into airspace either side of the suspended Atrium bridge linking the CEC's two buildings
- Rebuild the Atrium wider to enlarge existing halls
- Stay almost within the existing envelope
- Preserve the environmental integrity of this special site
- Leverage and maximise Hong Kong's previous investment in the CEC

## Key facts

Spearheaded by: the Trade Development Council (TDC)

Extra exhibition space: 19,400 sq m

Cost: HK\$1.3 bn, independently financed by TDC

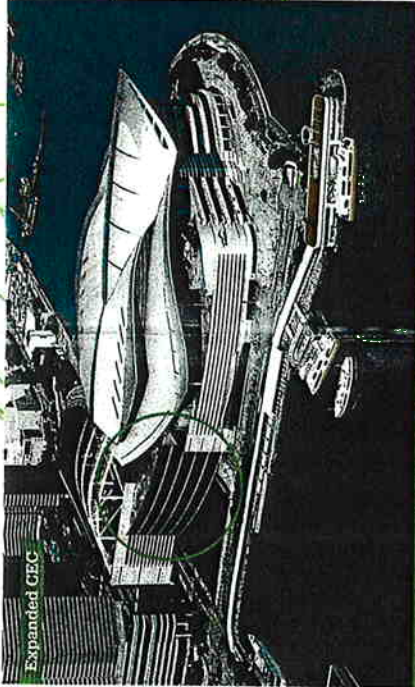
Completion: 2009, subject to necessary approvals

## The urgency

- External competition is rising fast in our time zone
- The CEC cannot meet demand for downtown exhibition space
- There are long waiting lists of exhibitors for local mega fairs
- We must act before these events are lured to competing cities
- Even on a fast track, the project will take 36 months to complete

For more details on this proposal, please refer to the TDC's submission to the Town Planning Board

Enquiry: 2231 5000 (Town Planning Board Public Enquiry Counter)



## Maximum Benefit

- 19,400sq m more exhibition space (allows 1,000 more booths)
- Hong Kong's existing mega fairs can become number one in the world
- HK\$40 bn in additional visitor expenditure in first 15 years
- 92,000 more jobs



## Maximum Care

- No reclamation
- No significant visual impact
- No additional roads or trade fair traffic jams
- Best environmental practices for construction
- Opportunities for better pedestrian access
- Scope for harbour-front activities

## The public consultation

### 2004

- TDC submits Atrium expansion proposal to Government, (Sept)
- Press conference and publication of proposal details (Sept)
- Extensive TDC consultation with stakeholders, policy-makers, community organisations and special interest groups (Sept-present)
- Appearance by TDC before Legco's Commerce and Industry Panel (Oct)
- Presentation to Wanchai District Council (Nov)

### 2005

- Presentation to Harbour-front Enhancement Committee (HEC), (Jan)
- Government begins independent survey of exhibition demand (Jan)
- Government survey confirms demand for more downtown exhibition space (April)
- TDC revises initial Atrium expansion plan, taking account of comments during consultations. Enhanced scheme to cost HK\$100 mn more (May)
- Participation by TDC in HEC public consultation sessions (June)
- Government announces that the Executive Council has given it's essential policy support to the CEC expansion proposal (mid-June)
- TDC submits proposal to Town Planning Board and its consultation process (end-June)
- TDC continues to listen to views arising from various public consultations on how further to improve its plan (from July)

"The trade fair business is about pulling in the greatest number of exhibitors and buyers faster than your competitors can. As a community, we must push the CEC expansion forward as soon as possible. This is urgent!"

TDC Chairman, Peter Woo

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#### **5 Roger Nissim – Manager - Sun Hung Kai Properties Ltd.**

#### **Harbour waterfront promenade**

- Now that the frontage of both the north and southern shores of Victoria Harbour can be safely drawn it is now the right time to have clearly defined plans for these areas.
- As a long term plan there should be a pedestrian/cycle track planned, as far as is physically possible to run along the waterfront, from Sai Wan Ho to Kennedy Town on HK Island and from Lei Yue Mun to Tsim Sha Tsui on Kowloon side.
- It is important to have good, ground level, pedestrian connectivity from the urban hinterland to the waterfront as other outdoor activities should be encouraged to take advantage of our magnificent harbour.
- 4.The first phase of this plan for HK Island should be to connect Victoria Park to the waterfront and then have a pedestrian/cycle route laid out from there through to the Central Ferry Piers.
- To enable such plans to be properly drawn up and executed there is a need for an authority, such as a Harbour Authority, who would be dedicated and funded by Government to ensure such ideas can be implemented.
- A separate Harbour Authority is needed because at the moment there are 19 different Outline Zoning Plans and multiple Government departments such as LCSD, Highways, Drainage Services etc whose work needs to be properly co-ordinated by such an overriding Authority to ensure the proper delivery of these ideas.





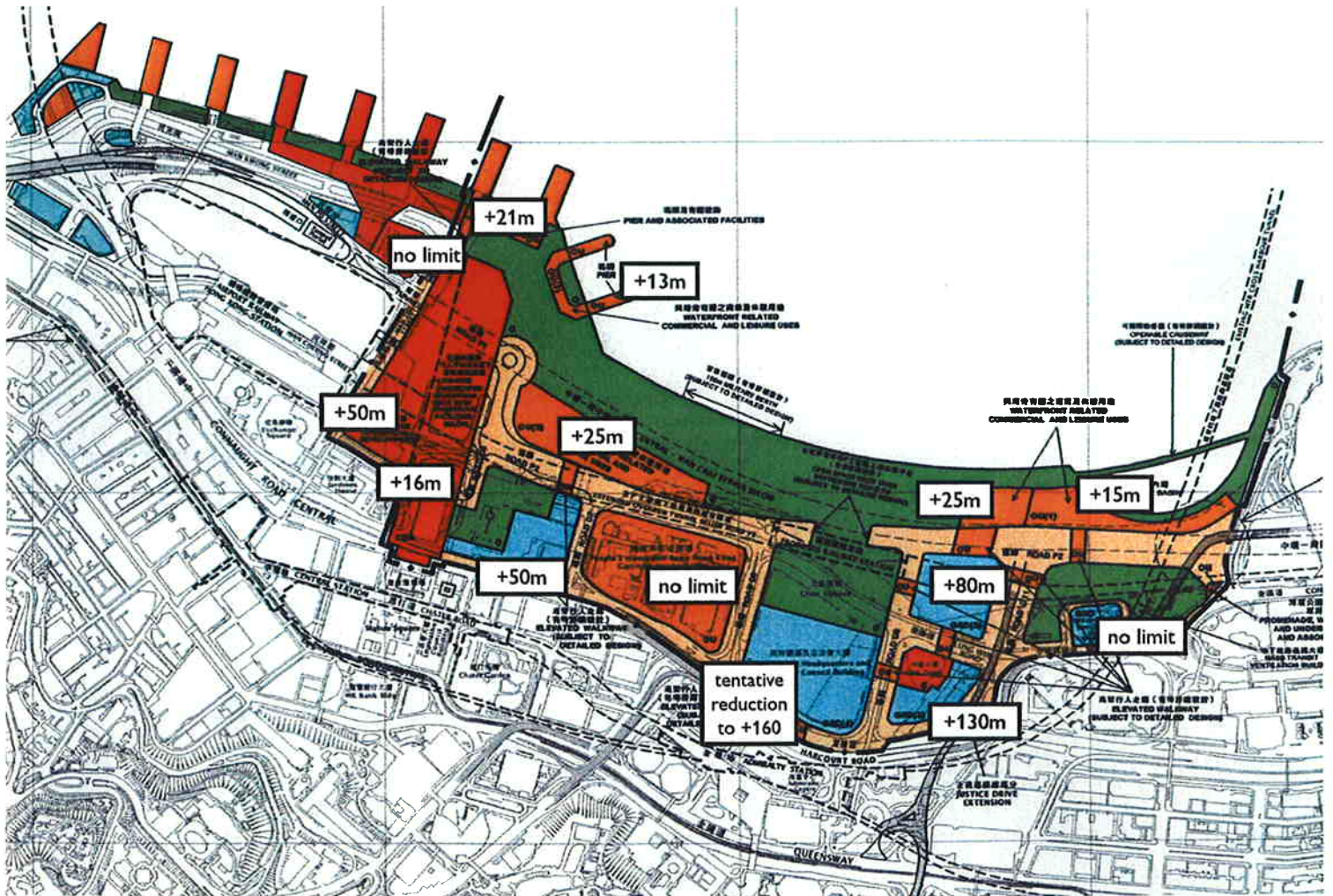
Clockwise from top left: San Francisco, Singapore, New York, Singapore

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**6 Christine Loh – CEO - Civic Exchange**  
**Constraints, options and consequences for Central**

- The impact of additional density for the Central harbourfront
- The 'tunnel' effect of tall and/or massive buildings on air quality
- The on-going construction of highway systems that will likely preclude further rail expansion.
- Civic Exchange's 'New Central' Plan and how it will be used to stimulate further debate about the kind of waterfront development Hong Kong can have.



The terms "Current OZP" and "Central Extension OZP" refer to S/H24/6 Hong Kong Planning Area N. 24 - Central District (Extension) - Outline Zoning Plan, Town Planning Ordinance, Hong Kong Town Planning Boards

- C : Commercial
- CDA: Comprehensive Development Area
- G/IC : Government/ Institutions or Community
- O : Open Space
- OU : Other Specified Uses

North Arrow (N) SCALE 1:10,000 @ A3 500m

