



Queen's Pier – Is it sustainable?



Albert Lai, Chairman, Hong Kong
People's Council for Sustainable Development





**Myth 1:
Preserving Queen's Pier
will delay Central-Wanchai
Bypass.**





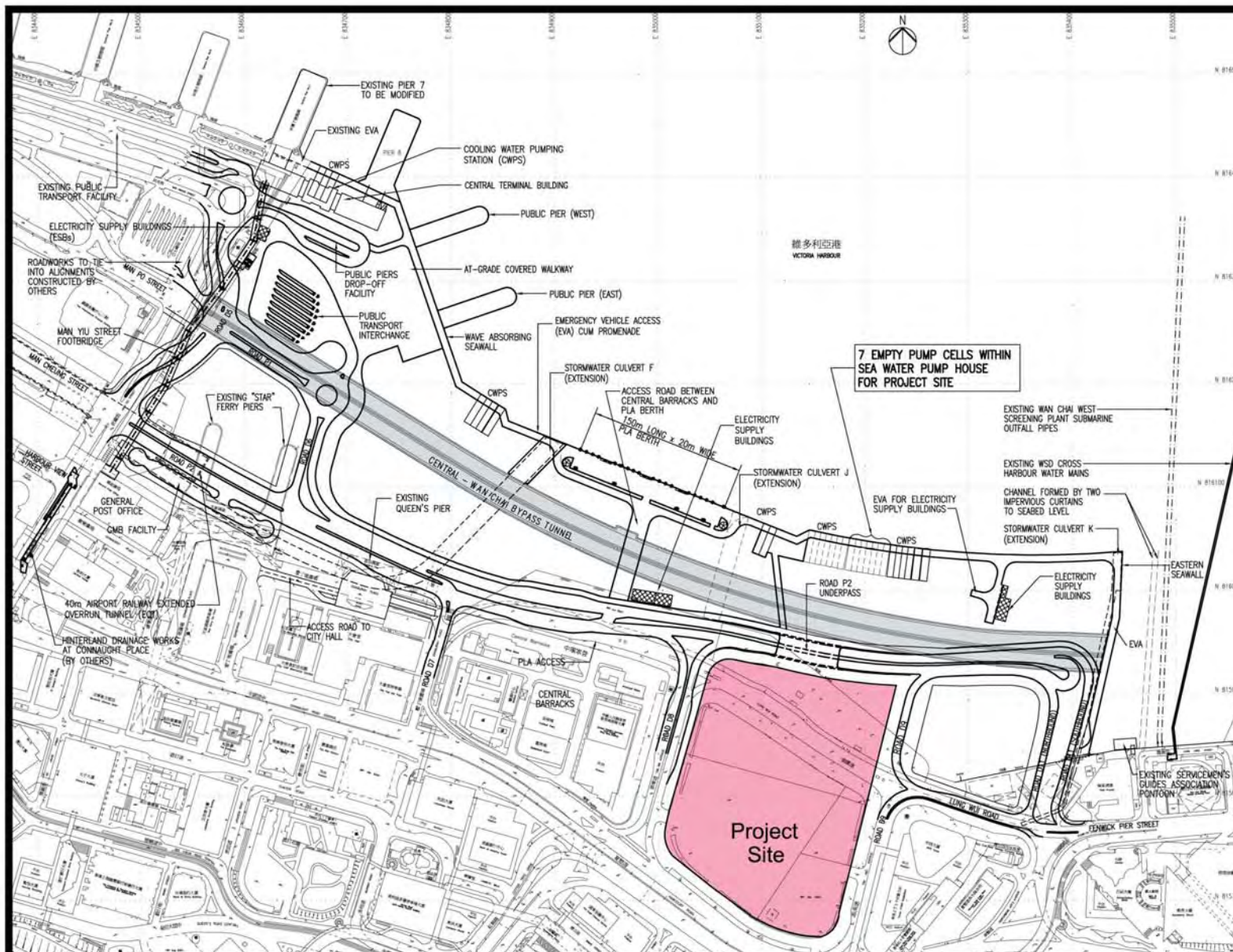
**Myth 2:
Preserving Queen's Pier
will make P2 design
Unacceptable.**





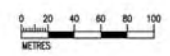
**Myth 3:
Preserving Queen's Pier
will harm development
Potential.**





- NOTES:
1. CO-ORDINATES RELATE TO HONG KONG METRIC GRID (1980).
 2. LEVELS ARE IN METRES AND REFER TO PRINCIPAL DATUM (mPD).
 3. DIMENSION ARE IN MILLIMETRES AND CHAINAGES ARE METRES UNLESS OTHERWISE SHOWN.
 4. THE GENERAL LAYOUT PLANS INDICATE GENERALLY THE EXTENT OF CONSTRUCTION WORKS IN THE CENTI RECLAMATION PHASE III CONTRACT. THE FULL EXTENT OF WORKS ARE DEFINED IN THE CONTRACT DRAWINGS AND PARTICULAR SPECIFICATION.
 5. THIS SKETCH IS TO BE READ IN CONJUNCTION WITH DRAWING NO. 3128/ACL/1001A.
 6. THE NEED OF THE REALIGNMENT OF ROAD D5 TO FACILITATE THE CONSTRUCTION OF THE CENTRAL - WAN CHAI BYPASS IS CURRENTLY UNDER REVIEW.

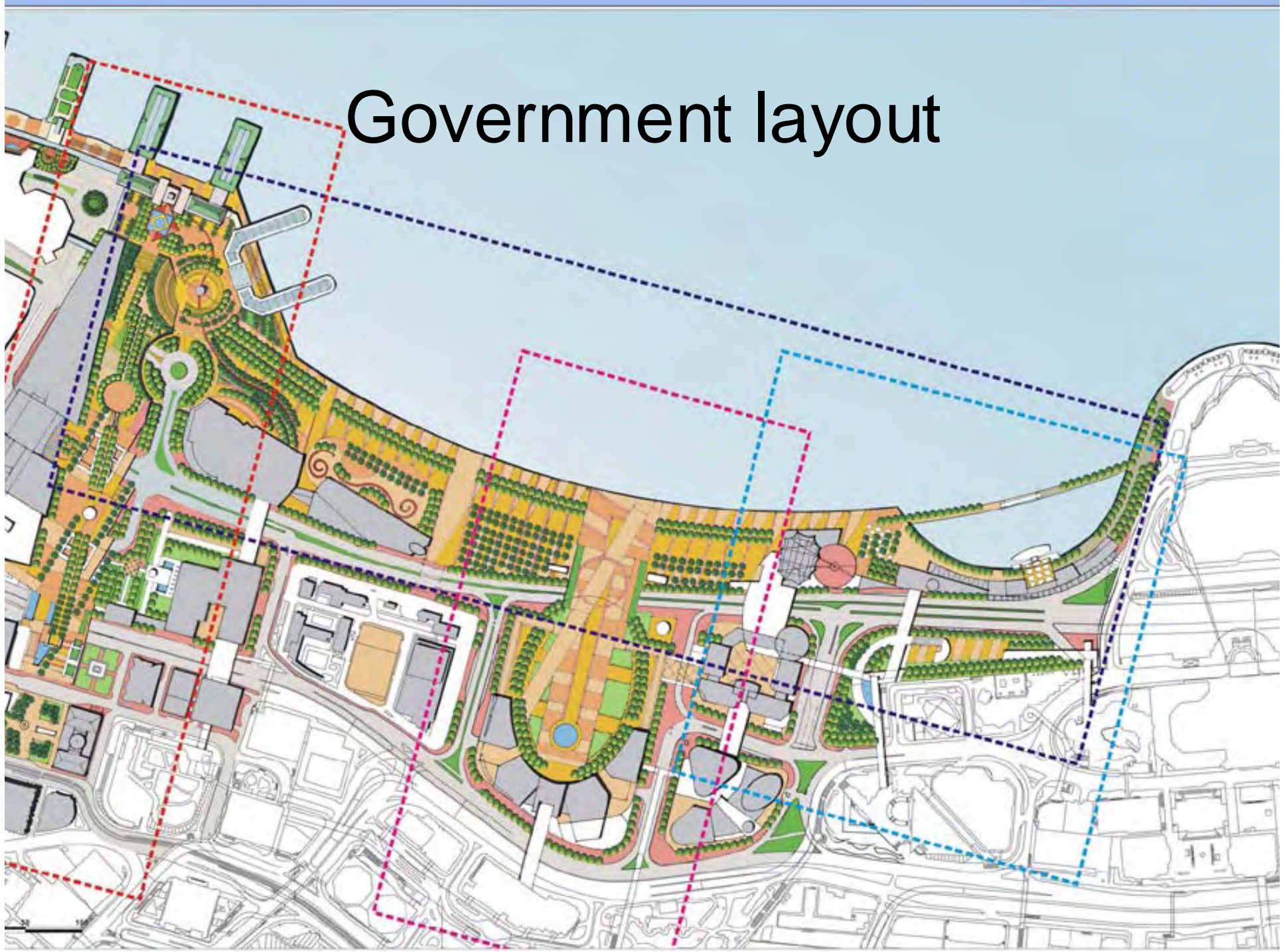
This drawing is a part plan reproduced from Civil Engineering and Development Department Drawing No. HK 12/02/C/146 and is subject to revision.



CENTRAL RECLAMATION PHASE III SITE LAYOUT

PLAN 5

Government layout





**A moral question:
The principle of
Cross-generational Equity**

