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Panel on Planning, Lands and Works

**Subcommittee to Review the Planning for the
Central Waterfront (including the Tamar Site)**

**Background brief on
planning for the new Central waterfront**

Purpose

This paper provides background information on the planning for the Central waterfront and set out the relevant major issues raised during the past discussions on the subject at Council meetings and at meetings of the Panel on Planning, Lands and Works (the Panel) and the Subcommittee to Review the Planning for the Central Waterfront (including the Tamar Site) (the Subcommittee).

2. Please refer to the Background Brief on "Central and Wan Chai reclamation" (LC Paper No. CB(1)921/04-05(02)) for background information on the reclamation projects in Central for the period from July 1993 and March 2004.

Call for review of the planning for the new Central waterfront

3. The planning for the reclamation area under the Central Reclamation Phase III (CRIII) was discussed at the Panel meeting on 25 October 2005. Some members considered that the extent of new developments along the Central waterfront was excessive, giving rise to adverse environmental and traffic impacts and was not concordant with the present-day aspirations of the public. They were particularly concerned that there might be too much commercial development at the new Central waterfront. They asked the Administration to critically review the planning for the Central waterfront in consultation with the public and based on sustainability principles. The following motion was passed at the meeting --

"本事務委員會要求政府大幅減低中環填海計劃第三期內的商業用地，不容許任何寫字樓、酒店等商業樓宇，把土地轉為休憩用地。所有填海土地均應以以民為本的原則歸公眾使用。"

(Translation)

"That the Panel demands the Government to substantially reduce the amount of area for commercial uses under Central Reclamation Phase III; prohibit the use of the reclaimed land for any commercial developments such as office premises, hotels, etc; and rezone the relevant sites to "Open Space". All reclaimed land should be designated for public use in line with the people-oriented principle."

4. Between November 2005 and May 2006, the Panel and the Subcommittee held a series of discussions on issues relating to the Tamar development project, and at the same time, listened to views from interested groups and individuals on wider planning issues covering the new Central waterfront and even the entire Central district. Deputations were mainly concerned about the intensities of the future developments on the new Central waterfront and the impacts of those developments on air quality and traffic. Other concerns include accessibility of the waterfront to pedestrians, built form of the future developments, and the configuration and design of Road P2.

5. Following the release of an illustrative design concept for the New Central Harbourfront by the Planning Department in late May 2006, Hon Audrey EU Yuet-mee raised an oral question at the Council meeting on 5 July 2006 regarding two "Comprehensive Development Area" (CDA) sites and a "Commercial" site at the new Central waterfront. She enquired about the total gross floor area of the future buildings on the sites, the anticipated traffic volume to be generated upon occupation of the buildings, and whether the construction of these buildings was in line with the promise made by the former Chief Executive at a Council meeting in October 2004 that any new reclaimed land would be used only to a limited extent for low-density commercial use. In their follow-up questions, Ms EU and some other Members also queried how those future developments, which would cover a total gross site area of about 7.5 hectares with a total gross floor area of 306 550 square metres, could comply with the "overriding public need" principle laid down by the Court of Final Appeal in its judgment delivered on 9 January 2004 in respect of the draft Wan Chai North OZP.

6. During the motion debate on "Protecting the Harbour" at the Council meeting on 12 July 2006, some Members also expressed reservation on the apparently large amount of new commercial developments planned for the new Central waterfront, in particular the "groundscraper" at the "CDA" site to the

north of Statue Square with a maximum height of 44 metres and gross floor area (GFA) of 190 000 square metres.

Urban Design Study for the New Central Harbourfront

7. At the Subcommittee meeting on 6 October 2006, the Administration briefed members on its plan to conduct the Urban Design Study for the New Central Harbourfront (the Study). The study area covers the entire planning scheme area of the approved Central District (Extension) Outline Zoning Plan, the adjacent waterfront area of Central Reclamation Phase I around the Central Piers and a portion of Wan Chai Development Phase II. According to the Administration, the Study is conducted in response to the request of the Town Planning Board made on 5 August 2005 to refine the existing urban design framework and to prepare planning/design briefs to guide future development of the key sites in the Central reclamation. The scope and objectives of the Study are detailed in the paper (LC Paper No. CB(1)2219/05-06(01)) provided by the Administration in mid-September 2006 to the Subcommittee.

8. According to the Administration's paper, the Study is to be conducted within the land use and planning framework of the current Outline Zoning Plans (OZPs), and that unless there are very strong reasons, the Study should not result in any major change to the maximum GFAs and building heights specified in the relevant OZPs. Some members raised queries on why the Study and the associated public engagement exercise should be subject to those pre-determined constraints. The Administration's explanation was that the land use zonings on the Central reclamation were based on the relevant statutory OZPs which had undergone a due process under the Town Planning Ordinance before approval. As the maximum GFAs and building heights were statutory controls specified in the relevant OZPs, they could not be amended administratively in the Study. The terms of the motion passed at the meeting are in **Appendix I**. The Administration has provided a written response to the motion vide LC Paper No. CB(1)193/06-07(01).

9. The Planning Department commissioned the Study in late March 2007, and launched the Stage 1 Public Engagement for the Study on 3 May 2007.

Comprehensive Development Area adjoining Central Piers No. 4 to No. 6 and the commercial site to the north of Two International Finance Centre

10. The planning for the above two sites was discussed at the Subcommittee meeting on 8 March 2007. The two subject sites and adjoining areas were formed under the Central Reclamation Phase I project and are covered by the Central District Outline Zoning Plan. The land use zonings on the OZP basically follow the proposals in the "Central and Wan Chai Reclamation

Development -- Development of Urban Design Parameters Study" completed in 1994.

11. For the CDA site, the planning intention is for comprehensive development of the piers and the adjacent land to enhance the harbour setting for public enjoyment. According to the Notes of the OZP, the site is subject to a maximum GFA of 55 740 m² for retail shops, offices and hotels (equivalent to a plot ratio of about 2.95). The future developer will be required to submit a Master Layout Plan for approval by the Town Planning Board (TPB), and to proceed with the development after TPB's approval is granted. The commercial site covers an area of about 0.41 ha. The site is intended for commercial development to provide land for the business and financial sectors. Uses always permitted on the site include offices, hotels, retail shops, service sector, etc.

12. According to the illustrative design concept released by the Administration in late May 2006, the CDA site would have a maximum commercial GFA of 55,740 m², and the indicative scheme would comprise a hotel/commercial development of 12 and 14 storeys on a 3-level podium, with at-grade and elevated pedestrian linkages and a facelift of the piers. As regards the commercial site, the indicative office development scheme would have 28 storeys (including a public transport interchange reprovisioned at ground level).

13. Some members considered that the Administration should review the planning for the two subject sites in order to protect the harbourfront environment. They pointed out that the public's consensus was that construction of buildings on the harbourfront should be avoided as far as possible, and if such buildings were necessary, they should be low rise. Some other members however expressed the view that the current planning for the two sites had struck a balance between the protecting the harbourfront and the need to provide land for commercial developments in the Central District. In response to members' request, the Administration has provided supplementary information after the meeting on the following issues vide LC Paper No. CB(1)1287/06-07(01) --

- (a) enhancement works that have been undertaken along the harbourfront area adjoining the Central Ferry Piers;
- (b) confirmation on whether the width of Road P2 can be reduced if the planned developments at the two sites in question are not implemented;
- (c) relevant data to substantiate the purported need to reserve land for commercial/hotel developments at the two sites in question; and
- (d) relevant extracts from the minutes of those meetings of the Harbour-front Enhancement Committee when the planning for the

Central waterfront including the two sites in question was discussed.

Design and alignment of Road P2

14. At the meeting on 7 May 2007, the Subcommittee discussed the design and alignment of Road P2 with deputations and the Administration. According to the Administration, Road P2 in the Central Reclamation Area Phase III is an extension of the existing Man Cheung Street. It serves two main functions --

- (a) in the short term, it will provide an alternative access to the existing developments in the Central Reclamation area and relieves the congestion around the Connaught Road Central and Connaught Place junction; and
- (b) in the medium to long term, after the completion of the Central-Wan Chai Bypass, Road P2 will serve to distribute traffic from the strategic east-west traffic corridor formed by Central-Wan Chai Bypass and the Rumsey Street Flyover to the neighbouring areas including Central, Central Reclamation, Admiralty, Mid-levels, Wan Chai and Wan Chai North, and vice versa from these areas to the corridor.

15. Regarding its layout, Road P2 is essentially a dual 2-lane road and will be operated by traffic signals at junctions. Dedicated turning pockets in front of signal controlled junctions are provided to avoid queuing problem. An extra traffic lane is also provided at some junctions to allow safe and smooth weaving of merging traffic. At-grade pedestrian crossings will be provided at junctions of Road P2 to enable unrestricted pedestrian access between the hinterland and the future waterfront. Priority will be given to pedestrians crossing Road P2.

16. Deputations were mainly concerned about the scale of Road P2 and the undesirable environmental impacts of Road P2 on the waterfront promenade, such as noise and air pollution. Some deputations pointed out that the land reserved for Road P2 was too much even after taking into consideration the space designated for greening. There were comments that instead of designing Road P2 as a 40-metre wide road with trees planted in the middle of the road, it should be made narrower with trees planted on the two sides. The design and alignment of Road P2 should not encourage high levels of through traffic and should allow the public to access the waterfront easily. The current alignment should be amended to respond to the community's call for in-situ preservation of the Queen's Pier. Members generally shared the concerns of deputations. The following motion was passed at the meeting --

"由於中環及灣仔規劃重新檢討及諮詢尚未完成，該區的交通流量仍未確定，政府應停止現時 P2 路建設，重新檢討 P2 路的設計及其規模，並應以保育海港、減少中環新填海區之發展密度及活化海濱之原則下，另行設計 P2 路。"

(Translation)

"That, with the Central and Wan Chai planning reviews and consultation exercise still underway and the traffic flow of the district has yet to be ascertained, the Government should halt the construction of the present Road P2 to review afresh the design and scale of Road P2; the Government should also re-design Road P2 in keeping with the principles of preserving the harbour, reducing the development intensity of the new Central reclamation area and regenerating the harbourfront."

17. The Administration has provided a written response to the above motion vide LC Paper No. CB(1)1962/06-07(01).

Reconstruction of the clock tower of the former Star Ferry Pier and reassembly of the Queen's Pier

18. Between September 2006 to April 2007, the Panel held a series of discussions with the Administration, relevant local professional bodies and interested groups and individuals on planning issues relating to the preservation of the old Star Ferry Pier and Queen's Pier in Central. On 20 September 2006, the Panel passed a motion urging the Government to defer its plan to demolish the Star Ferry Pier and to incorporate, upon extensive public consultation, the existing clock tower together with the relevant building structures into the future new development plan for the Central District, with a view to preserving, on a people-oriented basis, the historical traces that formed part of the collective memory.

19. In its written response to the above motion, the Administration reiterated that the old Star Ferry Pier would be affected by the public works projects of the planned Road P2 network, the Airport Railway Hong Kong Station Extended Overrun Tunnel and the extension of an existing drainage box culvert at Man Yiu Street. All these projects had to be commenced according to programme and contracts awarded. Hence, the old Star Ferry Pier had to be demolished as planned. Having regard to the views in the community that the old Star Ferry Pier and its clock tower should be preserved to enable collective memory of the "Star Ferry" icon, the Administration would consider, from an urban design point of view, how to incorporate some special features of the old Star Ferry Pier and its clock tower in the new Central harbourfront under the Central Reclamation Urban Design Study. The subject was discussed again at the Panel meetings on

14 November 2006 and 14 December 2006. The Administration maintained that demolition of the Star Ferry Pier was inevitable.

20. At the Panel meeting on 18 December 2006, the Administration informed members that the clock tower had been disposed of at public fill reception facilities and mixed with other materials. The faces and the mechanical parts of the old clock had been preserved for possible use in future. The Administration promised that the Government would reassemble the clock and re-erect it on a new clock tower to be constructed at a suitable location.

21. Planning issues relating to the preservation of the Queen's Pier were discussed at the Panel meetings on 23 January 2007, 27 March 2007 and 23 April 2007. The Administration considered that preserving the above-ground structure of the Queen's Pier as far as practicable for reassembling in close proximity to its original location or at another appropriate location was a practical way forward, with relatively less delay to the CRIII works and less cost implications. At the Panel meeting on 23 April 2007, the Administration indicated that as there had been adequate discussions on the issue in the community, it planned to seek funding support from the Public Works Subcommittee of about \$50 million for the preservation of the Queen's Pier. Some members expressed strong reservation on the Administration's proposed preservation arrangements, and considered that more time should be allowed for professionals and experts in the community to examine and identify preservation options that could avoid the demolition of the Queen's Pier. After discussion, the Panel decided by voting that it supported the Administration to put up the relevant funding proposal based on the proposed preservation arrangements mentioned above to the Public Works Subcommittee. The relevant funding proposal was endorsed by the Public Works Subcommittee on 23 May 2007 and approved by the Finance Committee on 15 June 2007.

22. At the Council meeting on 2 May 2007, Hon Alan LEONG Kah-kit moved a motion urging the Government to expeditiously implement the most effective proposal for preserving the Pier in-situ, including proper adjustments to the current works projects and designs of future projects to avoid damaging the existing structure of the Pier. The motion was negatived.

23. According to the Administration, the locations and design ideas for reconstructing the clock tower of the former Star Ferry Pier and reassembling the Queen's Pier would be decided after extensive discussions with the public, and one of the objectives of the Study is to identify such locations and design ideas.

Military dock for naval vessels of the Hong Kong Garrison of the People's Liberation Army

24. Hon LEE Wing-tat raised an oral question on the above subject at the Council meeting on 6 June 2007. The question and the Administration's reply are in **Appendix II**. Members were mainly concerned whether the military facility would impede the use of facilities along the waterfront promenade by the public. In response to Members' further questions, the Secretary for Housing, Planning and Lands advised that the military dock would occupy a total area of 0.3 hectare only when it was in military use. The low-rise basic facilities that would be provided within the military dock include a reception room, a duty room, a plant room for fire services and three sets of landing steps.

Relevant papers

25. A list of relevant papers is at **Appendix III**.

Council Business Division 1
Legislative Council Secretariat
27 June 2007

Panel on Planning, Lands and Works

**Subcommittee to Review the Planning for the
Central Waterfront (including the Tamar Site)**

Motion passed at the meeting on 6 October 2006

(Translation)

"That this Subcommittee requires that in conducting the urban design study for the new Central reclamation area, the Administration should:

- (a) re-designate the land uses to reduce the amount of area for commercial uses and increase that for green belt and open space purposes;
- (b) delete from the study outline the limitation that "the Study should not result in any major change to the maximum gross floor areas and building heights specified in the relevant Outline Zoning Plans";
- (c) release to the public the tender document and requirements regarding the design and construction of the new Central Government Complex; and
- (d) immediately conduct a public consultation on the design of the new Central Government Complex, in particular the facilities open to public use; and incorporate the requests made by the public into the essential requirements of the tender document, including the provision of a viewing platform, roof garden and other facilities open to public uses in the Complex."

Moved by : Dr Hon KWOK Ka-ki

(Draft)

(Translation)

LEGCO QUESTION No. 6

(Oral Reply)

Asked by: Hon. LEE Wing-tat

Date of Meeting: 6 June 2007

**Replied by: Secretary for Housing,
Planning and Lands**

Question:

It has been learnt that the overall planning concept of the Central Reclamation Phase III project is to provide leisure facilities for the public along the waterfront promenade in Central, and to enable the public to enjoy the view of the Victoria Harbour. Some 150 metres of the waterfront have been reserved in the area of the project for the construction of a military dock for naval vessels of the Hong Kong Garrison of the People's Liberation Army ("PLA"). In this connection, will the Government inform this Council whether:

- (a) it has studied the compatibility of such a military facility with the overall planning concept of the above project; if it has, of the results of the study;
- (b) the use of the facilities along the above waterfront promenade by the public in the future have to give way to the operation of the military dock, and whether the view of the Harbour will be blocked by structures of the military dock; if the view will be blocked, of the building height restriction for the site; whether the periphery of the military dock will be designated as a closed area; if so, whether the closed area will impede the use of facilities along the waterfront promenade by the public; and
- (c) it will consider discussing with the PLA afresh the future location of the dock?

Reply:

Madam President,

The Hong Kong Special Administrative Region Government has to leave free 150 m of the eventual permanent waterfront in the plans for the Central and Wan Chai Reclamation at a place close to the Central Barracks for the construction of a military dock in compliance with the Defence Land Agreement signed between the governments of the People's Republic of China and the United Kingdom in 1994. In July 1994, the Finance Committee of the Legislative Council was briefed on the Agreement by the then Hong Kong Government.

My reply to the three-part question is as follows:

- (a) The military dock, which falls within the scope of the Central Reclamation Phase III (CRIII) project, is part and parcel of the Sino-British Defence Land Agreement. According to our planning intention, the section of 150 m waterfront will be open for public use as part of the Central waterfront promenade when it is not required for military use. The Planning Department is conducting the Urban Design Study for the New Central Harbourfront, which covers, *inter alia*, how to suitably integrate this planning intention.
- (b) The military dock will be put into operation only when it is in military use. It will be open for public use at other times as part of the waterfront promenade. It is planned that a small number of low-rise basic facilities will be provided within the military dock. The view of the Victoria Harbour will not be blocked.
- (c) As mentioned above, the military dock will be constructed in accordance with the 1994 Sino-British Defence Land Agreement. The location of the military dock is clearly shown on the Central District (Extension) Outline Zoning Plan. The question of discussing with the People's Liberation Army Hong Kong Garrison afresh does not arise.

Planning for the new Central waterfront

List of relevant papers

Council/Committee	Date of meeting	Paper
Planning, Lands and Works Panel (PLW Panel)	25 October 2005	<p>Information paper on "Central Reclamation Phase III -- Land Uses of the Reclamation Area" provided by the Administration (LC Paper No. CB(1)123/05-06(06)) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1025cb1-123-6e.pdf</p> <p>Background brief on "Central and Wan Chai reclamation" prepared by the Legislative Council Secretariat (LC Paper No. CB(1)921/04-05(02)) http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-2e.pdf</p> <p>Administration's response to the motion passed at the meeting of the Panel on Planning, Lands and Works on 25 October 2005 on the land uses of the reclamation area under Central Reclamation Phase III (LC Paper No. CB(1)444/05-06(01)) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1025cb1-444-1e.pdf</p> <p>Minutes of meeting (LC Paper No. CB(1)290/05-06) http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl051025.pdf</p>
Subcommittee to Review the Planning	9 February 2006 7 March 2006	Summary of views on the planning for the Central Waterfront raised by deputations and in submissions to the Panel on Planning, Lands and Works and

Council/Committee	Date of meeting	Paper
for the Central Waterfront (including the Tamar Site)	3 April 2006	<p>the Administration's response (LC Paper No. CB(1)855/05-06(02)) http://www.legco.gov.hk/yr05-06/english/panels/plw/plw_cw/papers/plw_cw0209cb1-855-2e.pdf</p> <p>Views of deputations on traffic and environmental issues submitted to the Subcommittee and the Administration's response (position as at 31 March 2006) (LC Paper No. CB(1)1201/05-06(01)) http://www.legco.gov.hk/yr05-06/english/panels/plw/plw_cw/papers/plw_cw0403cb1-1201-1e.pdf</p> <p>Summary of views of deputations made at the meeting of the Subcommittee to Review the Planning for the Central Waterfront (including the Tamar Site) on 3 April 2006 and the Administration's response (LC Paper No. CB(1)1320/05-06(03)) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0425cb1-1320-3e.pdf</p>
PLW Panel	--	<p>Submission dated 5 July 2006 from Designing Hong Kong to the Chairman of the Town Planning Board on comprehensive review of the planning for the Central waterfront (LC Paper No. CB(1)1983/05-06(01)) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plwcb1-1983-1ec-scan.pdf</p> <p>Reply letter dated 17 July 2006 from the Secretary, Town Planning Board to Designing Hong Kong on comprehensive review of the planning for the Central waterfront (LC Paper No. CB(1)2025/05-06(01)) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plwcb1-2025-1e-scan.pdf</p>

Council/Committee	Date of meeting	Paper
Council meeting	5 July 2006	Oral question raised by Hon Audrey EU Yuet-mee on the provisions of buildings at the new Central harbourfront (Hansard, "page 41") http://www.legco.gov.hk/yr05-06/chinese/counmtg/floor/cm0705ti-confirm-c.pdf
Council meeting	12 July 2006	A motion moved by Dr Hon KWOK Ka-ki on "Protecting the Harbour" (Hansard, "page 181") http://www.legco.gov.hk/yr05-06/english/counmtg/hansard/cm0713-translate-e.pdf
PLW Panel (Discussions on the former Star Ferry Pier and Queen's Pier in Central)	20 September 2006 14 November 2006 14 December 2006 18 December 2006 23 January 2007 27 March 2007 23 April 2007	Please refer to the following hyperlink for all relevant papers -- http://www.legco.gov.hk/yr06-07/english/panels/plw/papers/plw_hs.htm
Council meeting	13 December 2006	A motion moved by Dr Hon Fernando CHEUNG Chiu-hung to adjourn the Council meeting for the purpose of debating the issue of "Demolition of the clock tower at the Star Ferry Pier" (Hansard, "page 86") http://www.legco.gov.hk/yr06-07/chinese/counmtg/floor/cm1213-confirm-ec.pdf
Council meeting	24 January 2007	A written question raised by Hon CHOY So-yuk on demolition project for the old Star Ferry Pier Clock Tower (Hansard, "page 83") http://www.legco.gov.hk/yr06-07/chinese/counmtg/floor/cm0124-confirm-ec.pdf
Subcommittee to Review the Planning	8 March 2007	Information paper on "Planning for the Comprehensive Development Area adjoining Central Piers No. 4 to No. 6 and the commercial site to the north of

Council/Committee	Date of meeting	Paper
for the Central Waterfront (including the Tamar Site)		<p>Two International Finance Centre" provided by the Administration (LC Paper No. CB(1)1083/06-07(01)) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/papers/plw_cw0308cb1-1083-1-e.pdf</p> <p>Minutes of meeting (LC Paper No. CB(1)1401/06-07) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/minutes/cw070308.pdf</p> <p>Letter dated 13 April 2007 from Hon Abraham SHEK Lai-him on "Planning for the Comprehensive Development Area adjoining Central Piers No. 4 to No. 6 and the commercial site to the north of Two International Finance Centre" (Chinese version only) (LC Paper No. CB(1)1415/06-07(01)) http://www.legco.gov.hk/yr06-07/chinese/panels/plw/plw_cw/papers/plw_cw0308cb1-1415-1-c.pdf</p> <p>The Administration's reply dated 1 June 2007 to Hon Abraham SHEK Lai-him's letter dated 13 April 2007 (Chinese version only) (LC Paper No. CB(1)1827/06-07(01)) http://www.legco.gov.hk/yr06-07/chinese/panels/plw/plw_cw/papers/plw_cw0308cb1-1827-1-c.pdf</p>
Council meeting	2 May 2007	A motion moved by Hon Alan LEONG Kah-kit on "Conserving the Queen's Pier" (Hansard, not yet available)
Subcommittee to Review the Planning for the Central Waterfront (including	7 May 2007	<p>Letter dated 30 April 2007 from the Administration (LC Paper No. CB(1)1498/06-07(01)) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/papers/plw_cw0507cb1-1498-1-e.pdf</p>

Council/Committee	Date of meeting	Paper
the Tamar Site)		<p>Information paper on "Coordination between Tamar Development Project and Central Waterfront Promenade" provided by the Administration (LC Paper No. CB(1)1498/06-07(02)) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/papers/plw_cw0507cb1-1498-2-e.pdf</p> <p>Information paper on "Functions and Layout of Road P2 in Central Reclamation Area" provided by the Administration (LC Paper No. CB(1)1498/06-07(06)) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/papers/plw_cw0507cb1-1498-6-e.pdf</p> <p>The Administration's response to the motion on the design and alignment of Road P2 passed by the Subcommittee at the meeting on 7 May 2007 (LC Paper No. CB(1)1962/06-07(01)) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/papers/plw_cw0507cb1-1962-1-e.pdf</p> <p>Summary of views of deputations on the design and alignment of Road P2 made at the meeting of the Subcommittee to Review the Planning for the Central Waterfront (including the Tamar Site) on 7 May 2007 and the Administration's response (LC Paper No. CB(1)1976/06-07(01)) http://www.legco.gov.hk/yr06-07/english/panels/plw/plw_cw/papers/plw_cw0507cb1-1976-1-e.pdf</p>