



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





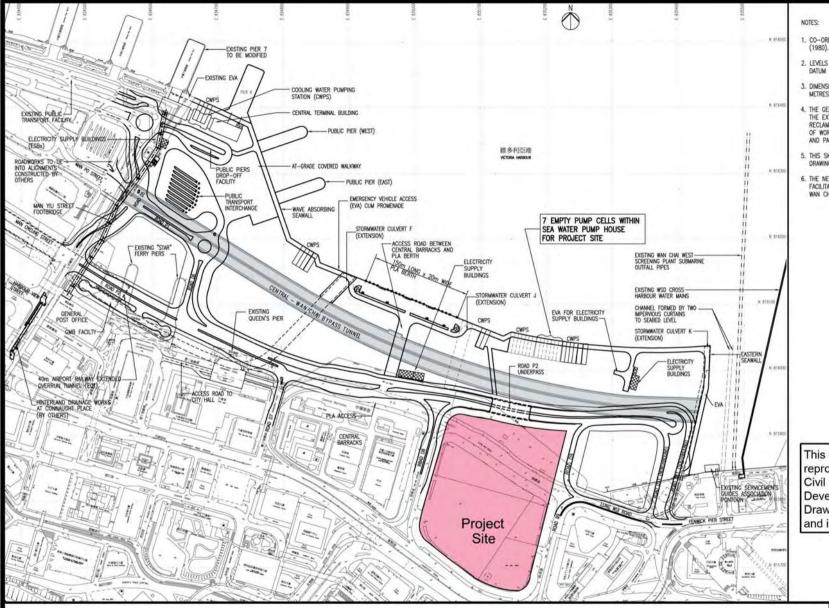
## Myth 2: Preserving Queen's Pier will make P2 design Unacceptable.





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





- CO-ORDINATES RELATE TO HONG KONG METRIC GRID (1980).
- LEVELS ARE IN METRES AND REFER TO PRINCIPAL DATUM (mPD).
- 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 CENT RECLAMATION PHASE III CONTRACT. THE FULL EXTENT OF WORKS ARE DEFINED IN THE CONTRACT DRAWING! AND PARTICULAR SPECIFICATION.
- THIS SKETCH IS TO BE READ IN CONJUNCTION WITH DRAWING NO. 3128/ACL/1001A.
- THE NEED OF THE REALIGNMENT OF ROAD D5 TO FACILITATE THE CONSTRUCTION OF THE CENTRAL – WAN CHAI BYPASS IS CURRENTLY UNDER REVIEW.

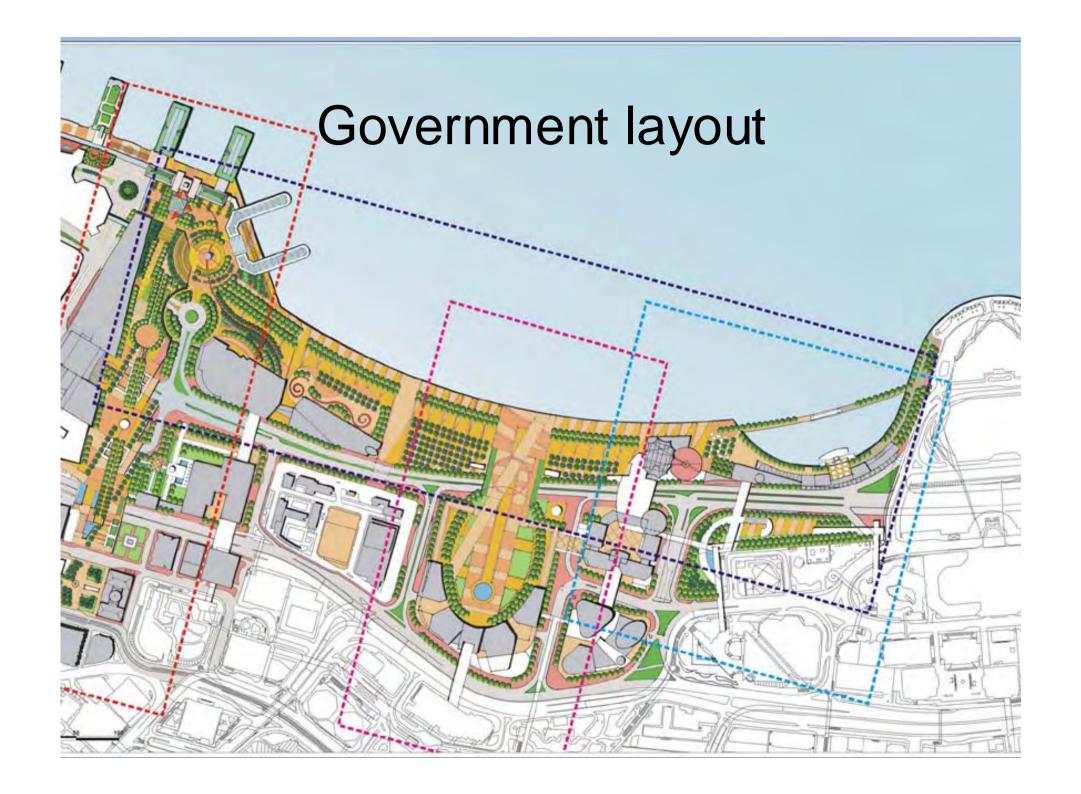
This drawing is a part plan reproduced from Civil Engineering and Development Department Drawing No. HK 12/02/C/146 and is subject to revision.





CENTRAL RECLAMATION PHASE III SITE LAYOUT

PLAN 5





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

