

Harbour will be so adversely affected that the principle of preserving and protecting the Harbour under the PHO can be regarded as infringed.

- 3.4.32 This is not a “no-reclamation” idea and, as the affected area of the Harbour is greater than that arising from the conventional cut-and-cover tunnel approach, under the PHO this should not be pursued further.

3.5 Conclusions on “No Reclamation” Options

Is there any “no reclamation” option ?

- 3.5.1 All possible alignments for the Trunk Road, including suggestions from the public, have been examined, taking into account land use and infrastructural constraints, with a view to determining if there are any that do not require any reclamation for the Trunk Road construction. It is found that the feasible Trunk Road routeing is along the foreshore of Wan Chai and Causeway Bay.
- 3.5.2 However, foreshore alignments do require reclamation for Trunk Road tunnel construction at the western end of WDII where the Trunk Road tunnel crosses over the MTR Tsuen Wan Line, and at the eastern end of WDII where the Trunk Road tunnel must rise to ground level for the connection with the elevated IEC, at least.
- 3.5.3 Alternative Trunk Road ideas that have been proposed to avoid reclamation are found to be not feasible, or would result in an even greater area of reclamation or affected area of the harbour.
- 3.5.4 Consequently, it is concluded that there is no feasible “no-reclamation” alignment for the Trunk Road, and it must be accepted that at least some reclamation will be required for the Trunk Road construction.