

and agreed previously in consultation with MTRC. In this case, the Trunk Road tunnel structure will lie completely above the seabed level, with a road level of around -7mPD . Taking into account the height of the Trunk Road tunnel, the top of the tunnel structure would then lie above sea level, at a level of around $+2.5\text{mPD}$, and needs to be contained within reclamation.

- 6.2.4 The Trunk Road tunnel continues through the HKCEC water channel and along the Wan Chai shoreline, with the tunnel structure still above seabed level. Again, reclamation is required for the shallow cut-and-cover tunnel construction and to contain the tunnel structure above seabed level. This reclamation will also accommodate the slip road connections in Wan Chai North.
- 6.2.5 Further east, the tunnel passes beneath the Cross Harbour Tunnel portal at a level of around -30mPD ; this depth is required in order to avoid conflict with the existing rock anchors of the CHT portal structure.
- 6.2.6 The low level of the Trunk Road tunnel under the Cross Harbour Tunnel means that the tunnel structure lies entirely below the seabed level of the adjacent ex-PCWA basin and the Causeway Bay Typhoon Shelter, only rising up above seabed level to a ground level tunnel portal east of the Causeway Bay Typhoon Shelter. Permanent reclamation in the ex-PCWA basin and in the Causeway Bay Typhoon Shelter is not essential. While temporary works will be required (which may include temporary land formation for tunnel construction purposes) these can be removed afterwards and the existing seabed and water area reinstated.
- 6.2.7 To the east of the Causeway Bay Typhoon Shelter, along the North Point shoreline, the Trunk Road rises up above seabed level to the ground level portal, where once again, reclamation is required for the cut-and-cover tunnel construction and to contain and protect the tunnel structure. The Trunk Road then rises on flyover structure to connect with the existing elevated IEC. Connection to the existing IEC elevated road structure, at road levels between $+12\text{mPD}$ and $+15\text{mPD}$, is made to the northern side of the IEC. The existing IEC connections back