

Table 8.7 Cumulative Heritage Impacts

Scheme	Heritage Site (Deemed or Declared Monument)	Horizontal Distance to Nearest Station (m)	Horizontal Distance from alignment (m)
NIL	The Exterior of the Old Supreme Court Central	380 m (HOK)	230 m (underground alignment)
FHC (CEW via VIP/ LEH)	Tin Hau Temple, Causeway Bay	220 m (VIP)	200 m (underground alignment)
	The Exterior of the Main Building, the Helena May, Garden Road, Central	70 m (HKP)	70 m (underground alignment)
	St. John's Cathedral, Garden Road	50 m (HKP)	50 m (underground alignment)
	Former French Mission Building, Battery Path, Central	100 m (HKP)	100 m (underground alignment)
	Government House, Upper Albert Rd	100 m (HKP)	20 m (underground alignment)
	Duddell Street Step and Gas Lamps	240 m (HKP)	40 m (underground alignment)
	Victoria Prison, Central Police Station Compound & Former Central Magistracy	20 m (CEW)	20 m (underground alignment)
	Old Wanchai Post Office	150 m (WCS)	80 m (underground alignment)
	Old Pathological Institute, Caine Lane, Sheung Wan	340 m (CEW)	40 m (underground alignment)
FHC (CEW via EXH/ ADM)	Flagstaff House, Cotton Tree Drive, Central	350 m (ADM)	90 m (underground alignment)
	The Exterior of the Main Building, the Helena May, Garden Road, Central	-	50 m (underground alignment)
	Government House, Upper Albert Rd	-	100 m (underground alignment)
	Duddell Street Step and Gas Lamps	-	150 m (underground alignment)
	St. John's Cathedral, Garden Road	-	160 m (underground alignment)
	Victoria Prison, Central Police Station Compound & Former Central Magistracy.	30 m (CEW)	30 m (underground alignment)
WIL (via SHW to KEN)	Western Market, Sheung Wan	10 m (SHW)	10 m (underground alignment)
	The Exterior of Hung Hing Ying Building, the University of Hong Kong	260 m (DVR)	260 m (underground alignment)
	The Exterior of Tang Chi Ngong Building, University of Hong Kong	280 m (DVR)	280 m (underground alignment)

Scheme	Heritage Site (Deemed or Declared Monument)	Horizontal Distance to Nearest Station (m)	Horizontal Distance from alignment (m)
WIL (via FHC from CEW to KEN)	Main Building of St. Stephen's Girls College	-	5 m (underground alignment)
	Old Pathological Institute, Caine Lane, Sheung Wan	100 m (CEW)	60 m (underground alignment)
	The Exterior of Tang Chi Ngong Building, University of Hong Kong	-	80 m (underground alignment)
	The Exterior of the Main Building, University Hong Kong	-	160 m (underground alignment)
	The Exterior of Hung Hing Ying Building, the University of Hong Kong	-	260 m (underground alignment)
REL - East Rail	King Law Ka Shuk Ancestral Hall	-	700 m (underground alignment)
	Enclosed wall and corner watch tower of Kun Lung Wai and Lung Gate Tower	400 m (FAE)	400 m (above ground alignment)
	Entrance Tower and Enclosing Wall of Lo Wai	-	440 m (above ground alignment)
	Entrance Tower of Ma Wat Wai	-	620 m (above ground alignment)
	Tang Chung Ling Ancestral Hall	-	300 m (above ground alignment)
	Liu Man Shek Ancestral Hall	-	800 m (above ground alignment)
	<u>Historic Buildings, Structures and Archaeological Sites</u>		
	San UK Tsuen & Sin Shut Study Hall	500 m (FAE)	500 m (above ground alignment)
	Wing Ling Wai	-	600 m (above ground alignment)
	Tung Kok Wai	-	250 m (above ground alignment)
	Two Stone Tablets of Chung Hin Bridge	-	960 m (above ground alignment)
	Sheung Shui Wah Shan Archaeological Site		580 m (underground alignment)
	Man Ming Temple	-	340 m (underground alignment)

Scheme	Heritage Site (Deemed or Declared Monument)	Horizontal Distance to Nearest Station (m)	Horizontal Distance from alignment (m)
	Shung Him Church,	-	800 m (above ground alignment)
	Tin Hau Temple,	-	400 m (above ground alignment)
NOL	Yi Tai Study Hall, Kam Tin,	-	500 m (above ground alignment)
	Man Lun-Fung Ancestral Hall	-	400 m (above ground alignment)
	Tai Fu Tai	-	400 m (above ground alignment)
	Hau Kui Shek Ancestral Hall*	-	90 m (above ground alignment)
	Tang Kwong U Ancestral Hall*	-	420 m (above ground alignment)
	Cheung Chun Yuen*	-	500 m (above ground alignment)
	<u>Historic Buildings, Structures and Archaeological Sites</u>		
	Hung Shing Temple and Pai Fung Temple	-	60 m (above ground alignment)
	Sin Wai Nunnery	-	60 m (above ground alignment)
	Lady Ho Tong (Dispensary)	560 m (KTU)	560 m (above ground alignment)
	The Manor House	600 m (KTU)	600 m (above ground alignment)
	Bok Man School	-	1200 m (above ground alignment)
	Hakka Wai	-	1260 m (above ground alignment)

Scheme	Heritage Site (Deemed or Declared Monument)	Horizontal Distance to Nearest Station (m)	Horizontal Distance from alignment (m)
KSL	Former Marine Police Headquarters	-	0 m (underground alignment)
	Former Kowloon-Canton Railway, Clock Tower	-	200m (underground alignment)

* Deemed Monuments

8.5 Cumulative Landtake Impacts

8.5.1 In relation to landtake issues, an indication of the potential cumulative impacts that would result from the implementation of the proposed rail development options can be gained by making reference to the total lengths of new railways that are currently proposed, and more precisely, the proposed length of above ground track. Whilst the provision of stations and depots will also require additional land requirements these have not been included in the assessment because the schemes are still under development.

8.5.2 Table 8.8 provides a summary of the total length of new railways proposed for each of the Component Schemes.

Table 8.8 Lengths of Proposed Railway Schemes

Scheme	Length (km)
North Island Line	3.8
East Kowloon Line (via HMT)	5.1
Fourth Harbour Crossing (EKL - CEW to HUH)	6.0
Fourth Harbour Crossing (ER - CEW to MKK)	8.3
Fourth Harbour Crossing (EKL - CEW to HUH)	7.3
Fourth Harbour Crossing (ER - CEW to MKK)	9.5
Tai Wai to Diamond Hill Link (through running with MOS)	5.6
Tai Wai to Diamond Hill Link (3-way interchange at TAW)	6.3
Kowloon Southern Link (NAC to HUH)	5.7
Northern Links	12.8
East Rail Express (HUH to LOW)	28.2
West Rail Express (HUH to KSR)	22.5
Port Rail Line	8.3

8.5.3 The total length of new railway will be dependant upon which option is implemented (eg in relation to the FHC or the TDL). To give an indication of the maximum landtake that may be required for the implementation of the rail development options, it has been assumed, for the purposes of this calculation, that the alignment options with the greatest length will be implemented. With this assumption, the maximum length of new railways that would be constructed (both above and below ground) as a result of the implementation of the rail development option would be 75.9 km (this assumes that if the ERX is implemented, the WRE will not).