

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).