3.7.10 *Evaluation of Residual Impact*

3.7.10.1 Provided that mitigation measures are implemented, no residual impact is expected for residual development. All residential developments in SEKD are 100% complied with the traffic noise standard.

3.7.10.2 School sites would need a combination of direct and indirect measures in order to achieve full compliance.

3.7.10.3 There are some residual impacts to planned NSRs arising from the proposed widening of Sung Wong Toi Road. The residual impact would impose constrains for future application of redevelopment of existing industrial sites. Further consideration in the mitigation measures or alternative alignment design should be explored in the next stage of study when detail assessments of constrains imposed by underground utilities could be examined in full details.

3.7.10.4 For Road D1, some mitigation measures are proposed on the railway reserve or tunnel area. Further investigation to assess the feasibility and design details is recommended for the next stage of study.

3.8 Impact from Railway Noise

3.8.1.1 The railway network comprising the existing MTR Kwun Tong Line and the proposed Shatin to Central Link (SCL) forms the backbone of public transportation for the future development. The future Kai Tak (KTA) and To Kwa Wan (TKW) Stations of SCL would be at central locations of the SEKD area easily accessible from the Kai Tak North Apron and town centre areas.

3.8.1.2 The proposed SCL line would be underground and operational noise impact is therefore controlled and contained. In addition, the railway depot together with the approach rail fan located at Site 2A and Site 1J would be concealed to shield the noise generated from maintenance activities and related train movements. Insurmountable impact is therefore not expected under these circumstances. The proposed railway depot would be located at immediately below the podium of the residential buildings at Site 2A. To summarize, potential noise impact arising from the depots are expected to be minimal provided that the following measures are considered:

- Adopt a complete podium decking over noisy depot facilities and rail tracks;
- Enclose or screen the approaching rail tracks

3.8.1.3 The SCL project itself would be a designated project under the EIAO. Available information in this SEKD study may not be sufficient to cover all the environmental issues particularly those outside SEKD boundary. A separate EIA is recommended to address the environmental impacts under the EIAO.

3.9 Impact from Shuttle System - LRT/Trolley Bus

3.9.1.1 The shuttle service provides an environmental friendly and efficient feeder system to the railway network. A number of transport modes have been assessed in a Working Paper by adopting a robust Multi-Criteria Decision Analysis (MCDA) approach. As a result, LRT/Trolley Bus has been identified to be the more preferred options. Given the similar high score for LRT/Trolley Bus System, a provision has been made in the layout for either system. The market force may perhaps determine the ultimate choice. As tendering for the shuttle service would occur close to the time when Shatin to Central Link is scheduled to be commissioned (i.e. between the years 2008 and 2011), the factors prevalent at that time may