

**Modification of Hing Wah Street between  
Lai Chi Kok Road and Cheung Sha Wan Road for  
Two-Way Traffic**

**Project Profile**

**Highways Department**

**November 2010**

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## **Modification of Hing Wah Street between Lai Chi Kok Road and Cheung Sha Wan Road for Two-Way Traffic**

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Drawing No. HKHD31010-GL0004

Location of the Project

Drawing No. HKHD31010-GL0005

Locations of Sensitive Receivers

## 1. BASIC INFORMATION

### Project Title

- 1.1 The title of this project is known as “Modification of Hing Wah Street between Lai Chi Kok Road and Cheung Sha Wan Road for Two-Way Traffic” (which is hereafter referred to as the “Project”).

### Purpose and Nature of Project

- 1.2 The existing Hing Wah Street between Cheung Sha Wan Road and Fortune Street is a single 3-lane one-way carriageway and the section between Fortune Street and Lai Chi Kok Road is a single 4-lane one-way carriageway. In order to meet anticipated traffic need and to address public demands, road widening and junction modification works would be carried out for converting the concerned section of Hing Wah Street from one-way traffic into two-way traffic.

### Name of Project Proponent

- 1.3 The Project Proponent is the Highways Department.

### Location and Scale of Works

- 1.4 The Project is located at Hing Wah Street section between Lai Chi Kok Road and Cheung Sha Wan Road. The works mainly include conversion of about 380m<sup>2</sup> of the existing footpath into carriageway and conversion of about 530m<sup>2</sup> of the existing carriageway into footpath. **Drawing No.** HKHD31010-GL0004 shows the location of the Project.
- 1.5 The scope of the Project includes the following:
  - (a) Road modification along Hing Wah Street between Lai Chi Kok Road and Hang Cheung Street to a single 5-lane 2-way carriageway (i.e. 2-lane northbound and 3-lane southbound). The road length involved is about 195m long.
  - (b) Road modification along Hing Wah Street between Hang Cheung Street and Cheung Sha Wan Road to a single 6-lane 2-way carriageway (i.e. 3-lane northbound and 3-lane southbound). The road length involved is about 75m long.

- (c) Associated junction modification works at Lai Chi Kok Road, Cheung Sha Wan Road and other connected local roads.
- (d) Associated road drainage works, traffic aids and street lighting modification works and environmental mitigation measures if required.

### **Type of Designated Project**

1.6 The proposed road widening works is considered as a major improvement to an existing Hing Wah Street which is a district distributor. The Project is hence classified a Designated Project under Item A.1, Part I of Schedule 2 of Environmental Impact Assessment Ordinance (EIAO) Cap.499, “A road which is an expressway, trunk road, primary distributor or district distributor road including new roads, and major extensions or improvements to existing roads”, and requires an environmental permit before the commencement of works.

### **Contact Person**

1.7 For details of the Project, please contact

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## **2. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME**

2.1 The Project Profile only covers the Project. The Project is to be delivered by in-house resources of the Highways Department with specialist consultants conducting impact assessments studies.

### **Project Timetable**

2.2 According to the tentative programme, the Environmental Impact Assessment (EIA) study and other impact assessment studies are to be carried out between end 2010 and end 2011. Construction works would be between end 2012 and end 2013.

## **Interaction with Other Projects**

2.3 It is anticipated that the Project would have no interaction with other projects.

## **3. POSSIBLE IMPACT ON THE ENVIRONMENT**

### **Potential Environmental Impacts**

#### **Air Quality**

- 3.1 During construction, dust is the potential air quality impact which would be generated from construction activities such as material handling, excavation, vehicle movement and stockpiles. The potential air quality impact however is anticipated to be short-term and be controlled through good site practice.
- 3.2 During operation, as the Project will increase the number of traffic lanes, it will generate additional traffic. The air quality shall be assessed and the associated mitigation measures shall be recommended, where necessary, under the EIA study.

#### **Noise**

- 3.3 During construction, the source of noise nuisance is primarily from the use of powered mechanical equipment on site and the temporary increase of road traffic due to construction vehicles. The construction activities involve the use of plant for excavation, concreting, etc. and the traffic traveling to and from the site. Construction noise impact is anticipated to be short-term and can be reduced to an acceptable level with the implementation of proper mitigation measures.
- 3.4 During operation, as the Project will increase the number of traffic lanes, it will generate additional traffic. The traffic noise impacts shall be assessed and appropriate mitigation measures shall be recommended, where necessary, under the EIA study.

#### **Water Quality**

- 3.5 During construction, the key potential water quality impact resulting from the construction works will be mainly related to construction site runoff; drainage, debris, refuse and liquid spillages from general construction activities. The potential water quality is anticipated to be short-term and be readily mitigated with the adoption of good site management practices.

3.6 During operation, there will be no significant change in the road drainage system. Hence, no major operational water impact is expected.

### Waste Disposal

3.7 Waste would be generated from excavation, demolition and construction activities. Waste generation will first be avoided and reduced following by reusing materials on-site in order to minimize the off-site waste disposal as far as practicable. With proper waste management, adverse impact from the Project is unlikely.

### Landscape and Visual Impact

3.8 Since the construction works will be carried out along an existing road, significant landscape impact during the construction phase is not expected.

3.9 During operation, there would be visual impacts arisen from road widening of the existing road and any proposed noise barriers/enclosures. These impacts will be assessed and appropriate mitigation measures will be recommended, where necessary, under the EIA study.

## 4. MAJOR ELEMENTS OF THE SURROUNDIND ENVIRONMENT

4.1 Sensitive receivers that may be affected by the Project are summarized as follows. Detailed identification will be carried out in the EIA study. The locations of these receivers are shown in **Drawing No. HKHD31010-GL0005**.

Receiver No.	Name	Type	Status
SR1	Cheung Sha Wan Temporary Wholesale Poultry Market at the south	Market	Existing
SR2	Cheung Sha Wan Temporary Wholesale Poultry Market at the north	Market	Existing
SR3	Hong Kong Institution of Vocational Education (Haking Wong)	Educational	Existing
SR4	Hang Chun Court	Residential	Existing
SR5	Trade Square	Commercial	Existing
SR6	Sham Shui Po Sports Ground	Recreational	Existing
SR7	Un Hong House of Un Chau Estate	Residential	Existing
SR8	Cheung Sha Wan Sports Centre	Recreational	Existing
SR9	Football field next to Un Hong House	Recreational	Existing

SR10	Cheung Sha Wan Catholic Secondary School	Educational	Existing
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## **5. ENVIRONMENTAL PROTECTION MEASURES AND ENVIRONMENTAL IMPLICATIONS**

### **5.1 Environmental Protection Measures at Construction Phase**

#### **Air Quality**

5.1.1 Dust suppression measures set out in the Air Pollution Control (Construction Dust) Regulation will be applied, such as

- (a) Vehicle wheel and body washing facilities at site exits;
- (b) Reduction of vehicular speed on site roads;
- (c) Regular wetting of the site to reduce dust;
- (d) Careful planning of earthmoving activities including transportation to and from site; and
- (e) Use of Ultra Low Sulphur Diesel, as defined in Schedule 1 of the Air Pollution Control (Motor Vehicle Fuel) Regulation, for all construction plants powered by diesel fuel.

#### **Noise**

5.1.2 Construction noise will be abated by the following measures:

- (a) Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc;
- (b) Use of temporary acoustic barriers and acoustic machinery enclosures;
- (c) Noisy emitting plant shall be placed at maximum distance from noise sensitive receivers;
- (d) Utilisation of construction noise specification and clauses;
- (e) Use of appropriately powered equipment; and
- (f) Regular maintenance of site plant/equipment.

## **Water Quality**

5.1.3 Water pollution associated with construction activities will be prevented or minimized by adopting good site practices as recommended in the Practice Note for Professional Persons 1/94 issued by the Environmental Protection Department. The practices include, but not limited to, the following:

- (a) Discharge of surface run-off into storm drains via adequately designed sand/silt removal facilities; and
- (b) Covering open stockpiles of construction materials on site.

## **Waste Disposal**

5.1.4 Proper waste management will be set up to reduce and to minimize the generation of construction and demolition materials in execution of construction works. The waste management will include, but not limited to, the following measures:

- (a) Sorting wastes properly on site;
- (b) Recycling metal waste; and
- (c) Solid materials and waste shall be removed from the site and taken to a designated disposal site.

## **Landscape and Visual**

5.1.5 Effective mitigation measures such as litter control, prevention of mud on roads, minimizing works site areas, screening of works located near particularly sensitive uses will be adopted to reduce the visual impacts of constructions works.

## **5.2 Environmental Protection Measures at Operation Phase**

### **Air Quality**

5.2.1 The air quality shall be assessed and the associated mitigation measures shall be recommended, where necessary, under the EIA study.



## **Noise**

5.2.2 The traffic noise impacts shall be assessed and appropriate mitigation measures shall be recommended, where necessary, under the EIA study. To reduce traffic noise during the operational phase, the following measures should be considered:

- (a) Noise enclosure and/or barrier
- (b) Noise reducing road surfacing
- (c) Indirect Measures

## **Landscape and Visual**

5.2.3 Mitigation measures to minimize the landscape and visual impacts may include aesthetic design of noise mitigation measures.

## **5.3 Environmental Monitoring and Audit**

5.3.1 This Project Profile has outlined the potential environmental impacts which would arise from the construction and operation of the Project and has introduced briefly some possible environmental mitigation measures that can be incorporated in the Project. An environmental monitoring and audit programme, for the construction and /or operational phase of the Project, will be developed, where necessary, under the EIA study.

## **5.4 Possible Severity, Distribution and Duration of Environmental Effects**

5.4.1 All construction impacts are short-term effects. Air and noise pollution will be the main environmental concerns. With the implementation and monitoring of appropriate control measures, no unacceptable environmental impacts are expected.

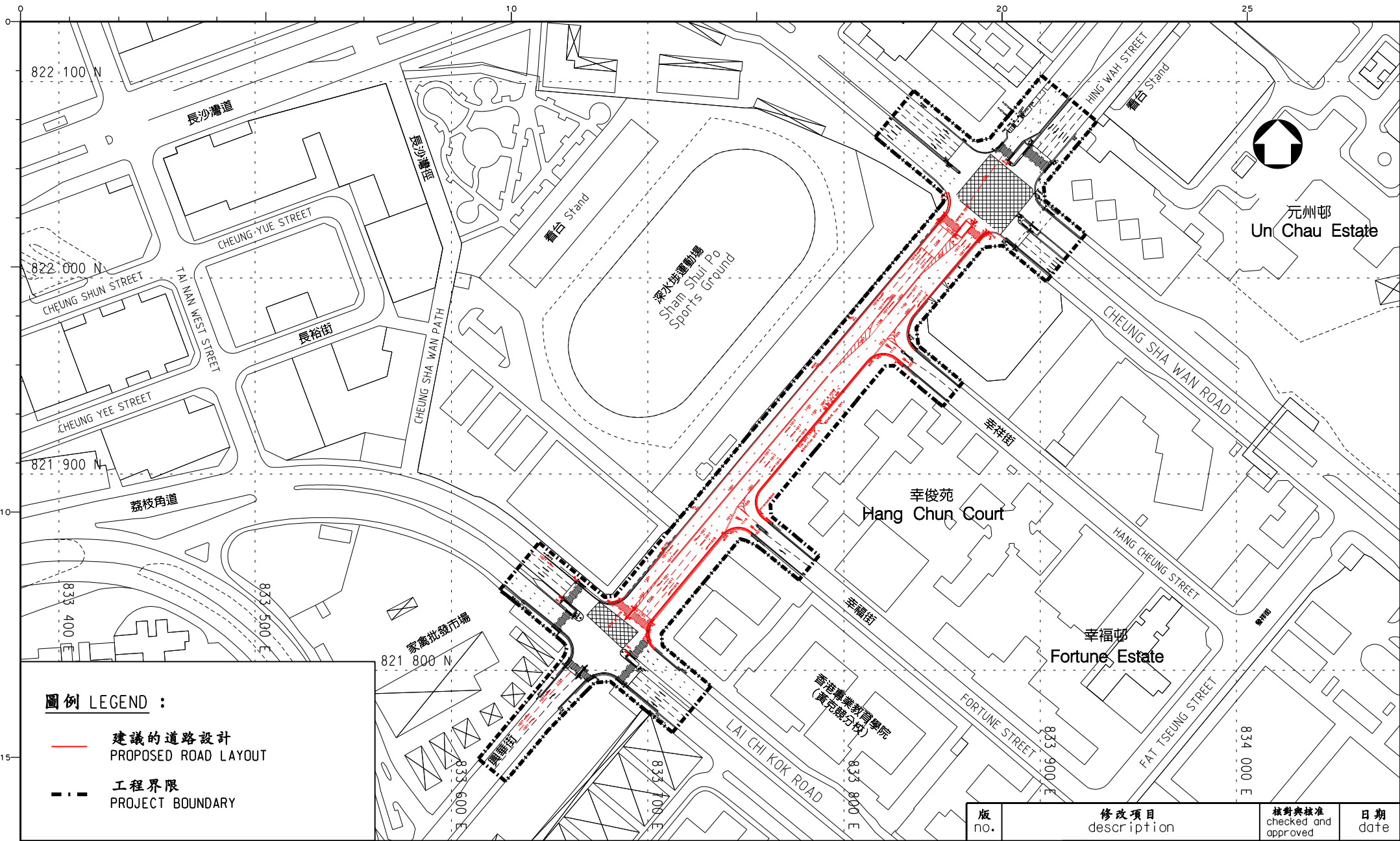
5.4.2 Operational impacts are long-term effects. Assessment will be carried out to determine the traffic noise impact in detail and the requirement of suitable mitigation measures. The EIA study will also address the air quality, visual and landscape impact and assess the requirement for mitigation measures.

5.4.3 It is envisaged that with proper implementation and monitoring of the mitigation measures, adverse environmental effects shall be minimized during the construction and operation phases.

## **6 Use of Previously Approved EIA Reports**

6.1 No previously approved EIA report exists for the Project. However, reference may be made from the following reports.

- (a) Fortune Street UC Site, Environmental Design Assessment Study, Draft Final Report, November 1996; by Hong Kong Housing Authority;
- (b) Environmental Impact Assessment of Road Widening Works at Hing Wah Street Affecting Haking Wong Technical Institute, Draft Final Report, July 1998; by Hong Kong Housing Authority; and
- (c) Proposed Road Widening of Hing Wah Street Environmental Impact Assessment, Final Report, Nov 2001, by Hong Kong Housing Authority.



**圖例 LEGEND :**

- 建議的道路設計  
PROPOSED ROAD LAYOUT
- - - 工程界限  
PROJECT BOUNDARY

圖則名稱 title

工程項目地點  
LOCATION OF THE PROJECT

工程名稱 project title

改建荔枝角道與長沙灣道之間的一段  
興華街以實施雙程行車  
MODIFICATION OF HING WAH STREET BETWEEN  
LAI CHI KOK ROAD AND CHEUNG SHA WAN ROAD  
FOR TWO-WAY TRAFFIC

圖則編號 drawing no.

HKHD31010-GL0004

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修改項目 description

比例 scale

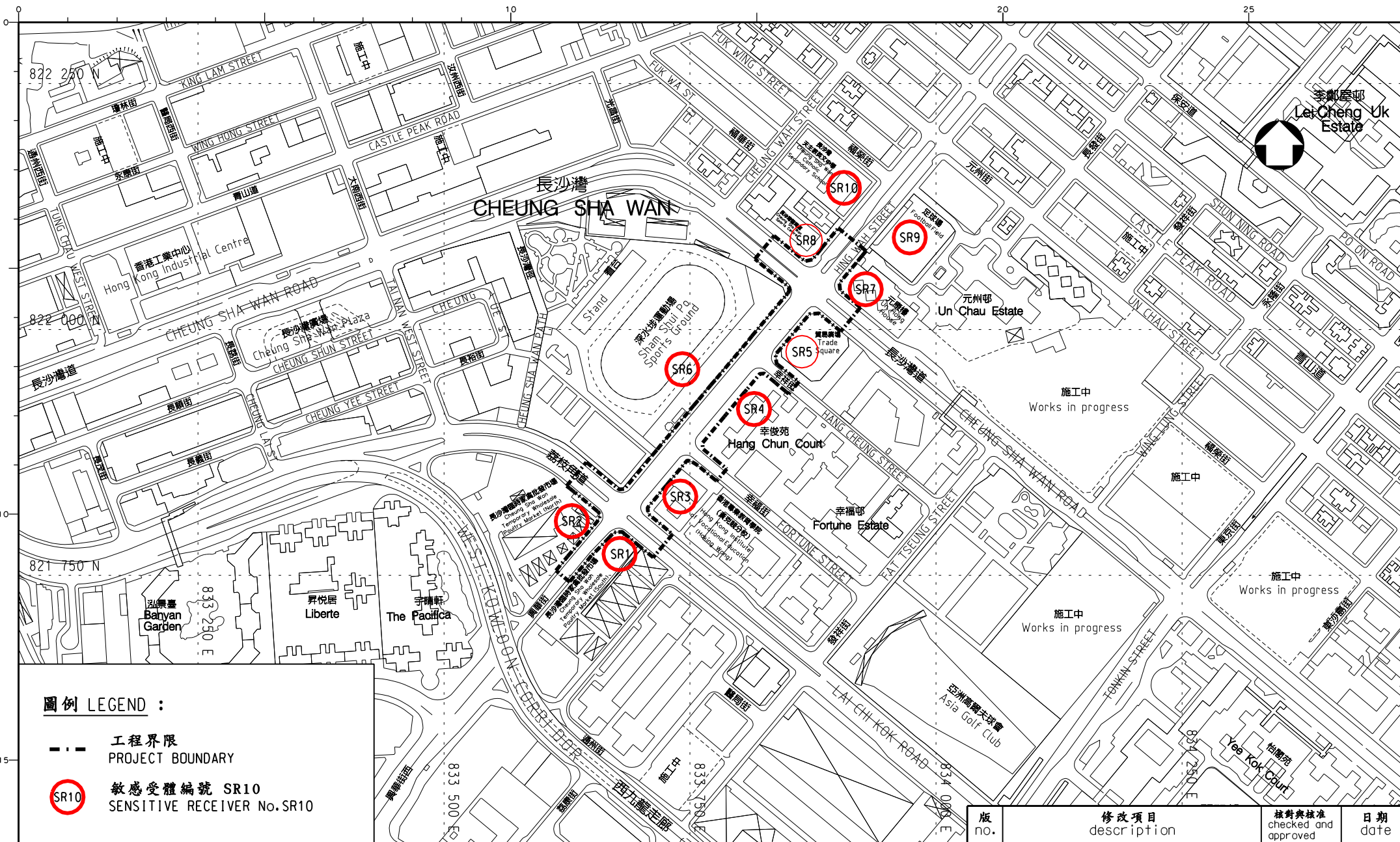
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**圖例 LEGEND :**

--- 工程界限  
PROJECT BOUNDARY

SR10 敏感受體編號  
SENSITIVE RECEIVER No. SR10

圖則名稱 title

敏感受體位置

LOCATIONS OF SENSITIVE RECEIVERS

工程名稱 project title

改建荔枝角道與長沙灣道之間的一段興華街以實施雙程行車  
MODIFICATION OF HING WAH STREET BETWEEN LAI CHI KOK ROAD AND CHEUNG SHA WAN ROAD FOR TWO-WAY TRAFFIC

圖則編號 drawing no.

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