春坎角
Chung Hom Kok

Annex B
Visual Impact Assessment

Section 16 Planning Application for Proposed Public Utility Installation (Submarine Cable and Landing System) on Government Land near Rural Building Lot No. 1220 and 1221, Chung Hom Kok, Hong Kong Island

Visual Impact Assessment (Final)

Revision 0

Document No. 003

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LIST OF ABBREVIATIONS

ALC	Asia Link Cable
CPA	Coastal Protection Area
EIAO	Environmental Impact Assessment Ordinance
FOV	Field of View
HKSAR	Hong Kong Special Administrative Region
m	Metres
OU	Other Specified Use
OZP	Outline Zoning Plan
RBL	Rural Building Lot
s16	Section 16 of the Town Planning Ordinance
TPB	Town Planning Board
TPO	Town Planning Ordinance
VIA	Visual Impact Assessment

1 INTRODUCTION

1.1 BACKGROUND AND PURPOSE

1.1.1 URBIS Limited has been commissioned to prepare a Visual Impact Assessment (VIA) in support of a planning application under section 16 (s16) of the Town Planning Ordinance (Cap. 131) (TPO) for a proposed 'Public Utility Installation' use at Chung Hom Kok, Hong Kong Island. The proposed utility installation consists of land-based works comprising a pair of Cable Landing Ducts with associated Draw Pits, a pair of Beach Manholes, and the shore-end part of the feed-in underground Submarine Cables on Government land near Rural Building Lot (RBL) No. 1220 and 1221 ("the Project Site"). The Project Site also includes the proposed works area which comprises a 1.5 metre (m) offset from the proposed installation.

1.1.2 The proposed installation is the enabling works necessary to facilitate the landing of the Asia Link Cable (ALC) which is a regional submarine cable system that will connect the Hong Kong Special Administrative Region (HKSAR) China, and Singapore, whilst branching into other regions in Asia at the Cable Landing Station at Lots RBL No. 1220, and future feed-in submarine cable at Lot RBL No. 1221 which are both under development by the Applicant of the subject planning application.

1.1.3 The purpose of this VIA is to evaluate the potential visual impact arising from the proposed installation, with regard to the visual relationship between the proposed installation and its surrounding context, in accordance with Town Planning Board's (TPB) Guidelines TPB PG-No. 41 'Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board'.

1.2 THE SITE AND THE PROPOSED INSTALLATION

1.2.1 **Figure 1.1** shows the location of the proposed installation and its immediate environs.

1.2.2 The Project Site comprises an area of approximately 1242.58m^2 in extent encompassing the following two areas:

- a larger area zoned "Other Specified Use" annotated "Composite Signals Organization Station Complex" ("OU(CSOSC)") on the Approved Stanley Outline Zoning Plan (OZP) No. S/H19/16 ("the OZP") within which the proposed installation as utility installation ancillary to the specified use is always permitted (approximately 79% of the Project Site); and

- a smaller area zoned "Coastal Protection Area" ("CPA") on the OZP within which 'Public Utility Installation' is a Column 2 use that will require planning permission from the TPB (approximately 21% of the Project Site), and is therefore the Application Site for which the subject planning application is submitted.

1.2.3 The Project Site is entirely above the marine high-water mark. All of the proposed works are land-based works. It should be noted that whilst the subject application is submitted for the Application Site, this VIA applies to the Project Site so as to account for the visual impacts of the proposed installation in its entirety.

1.2.4 The proposed installation will run through sparse secondary woodland and scrub on the slopes above the southern shore of Chung Hom Kok. The proposed alignment is of a shortest viable length from the Project Site to the Applicant's Cable Landing Stations with a routing designed to avoid conflicts with

existing trees as far as practically feasible. Supported by steel racks at approximately 6m interval, the proposed cable landing ducts can be adjusted on site section by section to resolve conflicts with existing trees so as to preserve them as far as practically feasible. Please refer to the submitted Planning Statement which accompanies the subject planning application for a summary of the basic details and schematic design of the proposed installation.

1.3 STRUCTURE OF THE VISUAL IMAPCT ASSESSMENT

1.3.1 This VIA follows the structure set out below:

- Chapter 1 (above) provides an introduction to the purpose of this VIA, the current site context and **the proposed installation**;
- Chapter 2 outlines the **methodology** followed in accordance with TPB PG-No. 41;
- Chapter 3 presents the **visual envelope** and key **public viewing points (VPs)**;
- Chapter 4 establishes the **visual baseline**;
- Chapter 5 evaluates the **sensitivity** of the identified VPs;
- Chapter 6 appraises the **potential visual change** resulting from the proposed installation;
- Chapter 7 assesses the **potential visual impact** arising from the identified visual change; and
- Chapter 8 summarises the **findings and conclusions** of the VIA.

2 METHODOLOGY

2.1 INTRODUCTION

2.1.1 This VIA follows a methodology based on the requirements set out in TPB's Guidelines TPB PG-No. 41 'Guidelines on Submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board'.

2.1.2 It should be noted that the assessment of visual impacts is not an objective science, but is rather based upon a structured and reasoned evaluation of predicted impacts, informed by professional judgement and experience.

2.1.3 The methodology of this VIA comprises the following steps:

- identification of baseline visual conditions;
- identification of potential source of impact;
- assessment of significance of visual impacts; and
- evaluation of overall visual impact.

2.2 DEFINITION OF ASSESSMENT AREA

2.2.1 The assessment area, i.e. the primary visual envelope, comprises an area of visual influence within which the proposed installation will be clearly visible as an identifiable feature from key sensitive public viewers (**Figure 1.1** refers). For the purposes of this assessment, the Primary Visual Envelope is defined as that area within 500m of the proposed installation from which a direct line of sight can be drawn. Beyond this distance, it is assumed that the detail of the installation will not be discernible to the naked eye.

2.3 SELECTION OF VIEWING POINTS AND EVALUATION OF VISUAL SENSITIVITY

2.3.1 Those Key Public Viewing Points (VPs) (which could be kinetic or static), which will be potentially most affected by the proposed installation will be identified. The visual sensitivity of each VP identified will be described and evaluated, as "high", "medium" or "low". Common examples of key public VPs include:

- key public destinations and nodes;
- popular areas frequently used by the public or tourists for different purposes, e.g. outdoor activities, recreation, rest, etc.; and
- prominent travel routes where travellers' visual attention may be caught by the proposed installation.

2.4 IDENTIFICATION OF VISUAL ELEMENTS

2.4.1 The VIA will identify key visual elements which together form the overall visual outlook that will come into the sight of key public viewers, including any visual resources (or attractors) and eyesores (or detractors).

2.5 APPRAISAL OF VISUAL CHANGE

2.5.1 The effects of visual changes on Key Public VPs will be appraised, as required by TPB PG-No. 41.

2.5.2 Photomontages showing existing and future views of the proposed installation from Key Public VPs will be created to illustrate potential visual changes.

2.5.3 It should be noted that visual impacts may represent changes that may be positive or negative.

2.5.4 In accordance with TPB PG-No. 41, the assessment of visual impacts will consider the following aspects and issues:

- the compatibility of the proposed installation with the visual composition of its surroundings;
- the extent of visual obstruction to key sensitive public viewers;
- potential visual effect on key sensitive public viewers; and
- potential effect on visual resources.

2.6 ASSESSMENT OF VISUAL IMPACTS AT EACH KEY PUBLIC VIEWING POINT

2.6.1 The visual impacts of the proposed installation will be assessed with regard to the visual sensitivity of Visually Sensitive Receivers at each Key Public VP; the magnitude, extent and duration of impact; and any consequent improvement or degradation of visual quality and character as well as planning intention of the surrounding area.

2.7 ASSESSMENT OF OVERALL VISUAL IMPACT

2.7.1 Based on the above, the overall visual impact of the proposed installation will be assessed with a view to determining the visual acceptability of the proposed installation (with or without mitigation), having due regard to:

- the identified sensitivity of key public viewers, visual resources and visual amenities to be affected;
- the magnitude, extent and duration of impact, together with any resultant improvement or degradation in the visual quality and character of the surrounding area; and
- the planning intention and known planned developments of the area.

2.8 CONCLUSION

2.8.1 This chapter of the VIA has presented the methodology and each of the steps which the VIA will follow, in accordance to the requirements of TPB PG-No. 41.

2.8.2 The following chapter will set out the visual baseline conditions within the identified Primary Visual Envelope, as well as the Key Public VPs at which the proposed installation is visible to sensitive visual receivers and their sensitivity to visual change.

3 VISUAL BASELINE CONDITIONS

3.1 INTRODUCTION

3.1.1 This chapter of the VIA describes the visual baseline conditions identified via desktop study and on-site survey, undertaken in November 2023 and July 2024.

3.2 PRIMARY VISUAL ENVELOPE AND VIEWING POINTS

3.2.1 Much of the installation is proposed to be implemented below ground. The majority of the remaining part of the proposed installation consists of racks of cable ducts supported above ground and situated under dense tree canopies on a soil slope running down to the coast of Chung Hom Kok. The proposed installation is located entirely above the high-water mark of the southern shore of Chung Hom Kok. The proposed installation is not visible from the vehicular road.

3.2.2 The Primary Visual Envelope is defined by rocky slopes above the Access Road leading to Chung Hom Kok Road to the north, the GB21 Cable STN CHK Teleport Substation to the east; Chung Hom Shan to the west. To the south, a theoretical line of sight will extend as far as the Stanley Peninsula. However, for the purposes of this assessment, the Primary Visual Envelope is defined as that area within 500m of the proposed installation from which a direct line of sight can be drawn. Beyond this distance, it is assumed that the detail of the installation will not be discernible to the naked eye. The Primary Visual Envelope is illustrated in **Figure 1.1**.

3.2.3 Taking into account the very limited scale of the proposed installation with the screening effect of tree canopies and vegetation, three Key Public VPs have been identified as follows:

- VP1 Access Road to the north of the Alignment; and
- VP2 Rocky Shore to the south of the Alignment.

3.2.4 The existing topography and man-made features largely define the visibility of the proposed installation at these Key Public VPs. It is observed that:

- the potential visibility of the proposed installation at *VP1 Access Road* is primarily confined to the vehicular road leading towards Chung Hom Kok Road, with horizontal views constrained by an international submarine cable landing station on the southeastern side of the road and a rocky slope on the opposite side; while
- the potential visibility of the proposed installation at *VP2 Rocky Shore* is largely defined by the large boulders and vegetation to the east, and the lower slopes of Chung Hom Kok to the north.

3.2.5 The Primary Visual Envelope is shown in **Figure 1.1** and the identified Key Public VPs are illustrated in **Figure 3.1**.

3.3 VISUAL BASELINE

Statutory Zoning

3.3.1 The Project Site comprises the following two zones of the Approved Stanley OZP No. S/H19/16:

- an area zoned "OU(CSOSC)" within which majority of the Project Site falls (approximately 79%); and
- an area zoned "CPA" where a minor southern portion of the Project Site (approximately 21%) is located above the high water mark.

3.3.2 According to the OZP, the "OU(CSOSC)" zone is intended to provide land for composite signals organization station complex (i.e. 'Column 1' use) and its ancillary facilities of which the proposed installation is considered one kind; whilst a 'Public Utility Installation' including the proposed installation in the "CPA" zone will require planning permission from the TPB (i.e. a 'Column 2' use).

3.3.3 The "CPA" zone which bounds the eastern and southern shores of Chung Hom Kok is, according to the OZP, intended "*to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built environment. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted*".

Visual Context and Visual Elements

3.3.4 The Project Site is situated on the southern shore of Chung Hom Kok, to the southwest of the submarine Cable Landing Station at Lots RBL No. 1220 and 1221 which are under development by the Applicant of the subject planning application. The southern coast of Chung Hom Kok is a largely natural coherent maritime landscape of natural coastal topography, including a rocky coast.

3.3.5 Secondary woodland and scrub are found on hillsides falling into the rocky shore. However, urban fringe activities, vacant land, storage land uses and ongoing development along the Access Road leading towards Chung Hom Kok Road represent incoherent man-made features in this otherwise natural landscape.

3.3.6 The visual outlook of the area around the Project Site is characterised by a combined composition of a number of diverse visual elements which come into sight of the public viewers. Key visual elements in the proximity of the Project Site are identified in **Figure 1.1** and outlined as follows:

Visual Attractors

- The coastal water to the south of the Project Site;
- Rocky shore along the southern shore of Chung Hom Kok to the south of the Project Site;
- Secondary woodland to the north of the rocky shore;
- Shrubland on rocky slopes above the Access Road.

Visual Detractors

- Temporary storage areas at intervals along the vehicular Access Road leading towards Chung Hom Kok Road;
- Vacant cleared land to the east of the Project Site; and
- Construction sites to the east and west of the Project Site.

3.4 SENSITIVITY OF VISUAL RECEIVERS AT KEY PUBLIC VIEWING POINTS

VP1 Access Road

3.4.1 Located on the Access Road leading towards Chung Hom Kok Road, VP1 is the location of transient views of drivers, pedestrians and/or workers working in nearby construction site(s) who walk by the Project Site via the access road (**Figure 3.2** refers). As these visual receivers are a variety of those who are working and those who are accessing the shore for pleasure, the sensitivity of these visual receivers is assessed as Moderate.

VP2 Southern Beach

3.4.2 At the shore to the southwest of the Project Site, visual receivers at VP2 will be almost exclusively those who have made the arduous descent in order to enjoy the environment of the shire. As these visual receivers will be recreational in character, their sensitivity to visual change as assessed is High (**Figure 3.4** refers).

3.5 CONCLUSION

3.5.1 This chapter of the VIA has described the visual baseline conditions within the primary visual envelope by setting out the statutory planning and visual context of the Project Site, and the sensitivity of the VPs. The following chapter will set out the assessment of visual impacts arising from the proposed installation.

4 ASSESSMENT OF VISUAL IMPACTS

4.1 INTRODUCTION

4.1.1 To assess the visual impacts of the proposed installation, this chapter of the VIA will appraise the anticipated visual change at each Key Public VP and an assessment of the overall visual impact.

4.2 SOURCE OF VISUAL IMPACT

4.2.1 An extensive part of the proposed installation abutting Lots RBL No. 1220 and 1221, and travelling along the Access Road which leads towards Chung Hom Kok Road, together with the proposed Beach Manholes and future end-shore part of the ALC, will be laid underground.

4.2.2 The remaining surface mounted sections of the proposed cable landing ducts supported on racks which emerge above ground from the top of the soil slope below the Access Road and travel downhill to reach the proposed beach manholes are the main source of visual impact.

4.2.3 The permanent works components of the proposed installation which may give rise to potential visual impacts during the operational phase include the presence of approximately 26.60 linear metres of proposed surface mounted cable landing ducts within the Application Site. For PlanD's reference, outside the Application Site and within the Project Site, approximately 169.04 linear metres of the proposed surface mounted and underground cable landing ducts will be present.

4.3 PROPOSED VISUAL MITIGTAION MEASURES

4.3.1 The visual mitigation measures set out in **Table 4.1** are proposed to reduce or eliminate the landscape impacts of the proposed installation.

Table 4.1: Proposed Visual Mitigation Measures

ID No.	Landscape Mitigation Measures
Design Stage Mitigation Measures	
DM1	Optimal / Sensitive Alignment of Cable Landing Ducts
DM2	Optimal / Sensitive Location of Beach Manholes
Construction Stage Mitigation Measures	
CM1	Minimal Extent of Working Areas
CM2	Minimal Duration of Construction Works
CM3	Removal and Replacement / Making Good of Boulders / Shingle Disturbed by Works
Operational Stage Mitigation Measures	
OM1	Minimal Sizing of All Built Structures
OM2	Recessive Chromatic Treatment of Built Structures (including Cable Landing Ducts)
OM3	Compensatory Planting for Felled Trees

4.3.2 These mitigation measures are set out in more detail below.

Design Stage Mitigation Measures

DM1 - Optimal / Sensitive Alignment of Cable Landing Ducts

4.3.3 The alignment of the proposed cable landing ducts has been optimised to facilitate the landing of the ALC at the cable landing stations at Lots RBL No. 1220 and 1221 within the shortest possible distance from the high-water mark, thereby minimising its footprint within the "CPA" zone. It has also been designed to avoid trees as far as practicable, with the possibility of supporting racks being further adjusted section by section to account for on-site conditions, so as to minimise impact to trees and boulders.

DM2 - Optimal / Sensitive Location of Beach Manholes

4.3.4 The location of the proposed beach manholes has been selected to minimise disturbance to existing boulders on the rocky shore, thereby preserving the character of the shore as far as possible, whilst avoiding conflict with other existing and planned cable landing facilities in the same beach area.

Construction Stage Mitigation Measures

CM1 - Minimal Extent of Working Areas

4.3.5 The extent of the construction works area has been limited to a maximum 1.5m from the proposed cable duct alignment and associated structures. This will minimise potential disturbance to surrounding landscape and trees.

CM2 - Minimal Duration of Construction Works

4.3.6 The duration of the proposed construction works has been limited to the shortest possible time required to undertake the works whilst putting in place the necessary safety and environmental mitigation measures. This will ensure that the duration of the proposed works is minimised whilst ensuring safety and environmental acceptability of the works.

CM3- Removal and Replacement / Making Good of Boulders / Shingle Disturbed by Works

4.3.7 Boulders and shingle disturbed by the proposed construction works will be removed or lifted, stored and placed back at their original locations after the completion of works. This will ensure that the proposed works does not substantially alter the resources or character of the rocky shore on which a very limited portion of the proposed works lie.

Operational Stage Mitigation Measures

OM1 - Minimal Sizing of All Built Structures

4.3.8 All built structures are designed to be compact and of minimal sizing so as to minimise the overall footprint of the proposed installation. This will contribute to minimising ground vegetation clearance and visual prominence of the installation.

OM2 - Recessive Chromatic Treatment of Built Structures (including Cable Landing Ducts)

4.3.9 The above-ground sections of the proposed cable landing ducts (including supports) will be treated chromatically so as to minimise their visual prominence. To this end, a dark charcoal colour with a matte finish will be adopted.

OM3 - Compensatory Planting for Felled Trees

4.3.10 Compensatory planting will be provided for any fell trees arising from the proposed construction works, apart from invasive species that are unfavourable to the local ecosystem (e.g. *Leucaena leucocephala*). Native species that can adapt to an on-shore, and slope environment will be selected where practical in the provision of compensatory planting. This will not only minimise the proposed works' impact on trees and the natural landscape but also further reduces its visual impact.

4.4 APPRAISAL OF VISUAL CHANGE

VP1 Access Road

Visual Composition

4.4.1 The sky is visible in the background, whilst the Access Road leading towards Chung Hom Kok Road can be seen at the bottom of the foreground abutting a pedestrian footpath. In the middle ground lies existing vegetation along the edge of a slope which abuts the southwestern boundary of Lot RBL No. 1158. Entrance of the stairs which lead to a seemingly unmaintained, littered paved footpath heading towards the southern shore of Chung Hom Kok is barely visible behind the existing low scrubs in the middle ground.

4.4.2 The proposed cable landing ducts will emerge above ground from a pair of draw pits proposed to facilitate change in the direction of travel towards the shore to the south. Given that the cable landing ducts will enter the bank at low level and out of sight, they will not be visible from VP1 during the operational phase. As such, visual receivers are not expected to experience any change to the visual composition at VP1 following the implementation of the proposed installation.

Visual Obstruction

4.4.3 By entering the bank at lower level, the emergence of the proposed installation will not intercept or block any view of the sky nor the Access Road. The proposed installation will also not give rise to visual obstruction of trees and vegetation abutting the Access Road as it will be at lower level covered by the dense and seemingly overgrown low scrub and ground vegetation.

Visual Elements

4.4.4 A paved and seemingly overgrown pedestrian pavement abutting the vehicular Access Road is visible at lower level, with low scrub in the middle distance, and secondary woodland abutting the International Submarine Cable Landing Station in the background. The proposed installation will enter the bank at lower level and out of sight and therefore will not give rise to any change to the identified elements.

Visual Resources

4.4.5 The visual resources at VP1 mainly comprise secondary woodland abutting the seemingly overgrown pedestrian pavement and vehicular Access Road. The proposed installation will be barely visible at VP1 as it will be mostly screened by existing vegetation on the Access Road. It is therefore considered that the proposed installation will not change the condition, quality and character of the view which are largely shaped by the visual resources of VP1.

VP2 Southern Beach

Visual Composition

4.4.6 The existing view at VP2 is primarily composed of sandy and rocky shore in the foreground and middle ground, accompanied by secondary woodland above the shore in the background.

4.4.7 As the proposed beach manholes will be buried below ground with only the manhole cover at ground level be hidden by re-established grass, and given the very limited scale of the proposed installation overall, it is anticipated that the proposed installation will not substantially change the visual composition at VP2.

Visual Obstruction

4.4.8 Since the proposed installation will be screened by dense vegetation on the hillside, and since the

proposed beach manholes will eventually be hidden by re-established grass (and therefore not be visible at VP2), it is considered that the proposed installation will not give rise to any visual obstruction at VP2.

Visual Elements

4.4.9 The visual elements visible at VP2 include coastal water, boulders and shingle on the rocky and sandy shore in the foreground and middle ground, and secondary woodland in the background. The proposed beach manholes will not be visible at VP2 given the screening effect of the re-established grass. Taking into account the very limited footprint of the proposed installation, it is not anticipated that the proposed installation will significantly alter the view as shaped by a composition of these visual elements.

Visual Resources

4.4.10 Given the very small scale of the proposed installation and the screening effect offered by the dense vegetation forming part of the secondary woodland on the toe of the hillside, only a very minor part of the proposed installation will be exposed and will be hardly visible at VP2. It is therefore considered that the proposed installation will not substantially affect the condition, quality and character of the view as defined by the visual resources identified.

4.5 IMPACT ON PUBLIC VIEWERS

VP1 Access Road

4.5.1 During the operation of the proposed installation, public viewers will not have clear views of the installation given that the works will leave the supporting racks and enter underground ducts in the bank below the level of the Access Road itself. These viewers are also expected to focus on their respective activities and therefore will likely not notice the proposed installation, and will continue to enjoy views of existing vegetation abutting the access road.

4.5.2 Taking into consideration the lack of visibility of the proposed installation, the Moderate sensitivity of the public viewers, and that the proposed installation will not give rise to any substantial visual change at VP1, there will be **Negligible** impact on public viewers resulting from the proposed installation.

VP2 Southern Beach

4.5.3 Whilst a very minor southern portion of the proposed installation will be visible, it will gradually be covered by vegetation over time. Given that and the small scale of the proposed installation, with the implementation of proposed visual mitigation measures, the proposed installation is not anticipated to give rise to any visual obstruction nor substantially alter the visual composition, visual elements and visual resources of VP2. Taking into account the limited visibility, the High visual sensitivity of VP2, the Negligible visual change arising from the proposed installation following the implementation of the proposed mitigation measures, the potential impact of the potential installation at VP2 is considered **Negligible**.

4.6 ASSESSMENT OF OVERALL VISUAL IMPACT

4.6.1 The visual impact of the proposed installation is summarised in **Table 4.2**, taking into account the sensitivity of key public viewers, visual resources and amenities identified, the magnitude, extent and duration of impact, any consequent improvement and/or degradation of the surrounding area's visual quality and character, as well as the planning intention and any known planned developments in the area. As can be seen, the proposed installation is expected to result in an overall **Negligible** visual impact as defined in TPB PG-No. 41.

Table 4.2: Summary of Visual Impact Assessment

Viewing Point	VP1: Access Road	VP2: Southern Shore
Sensitivity of Public Viewers	Moderate	High
Effect on Visual Composition	Negligible	Negligible
Visual Obstruction	None	None
Effect on Public Viewers	Negligible	Very Slight upon completion and become Negligible over a period of time
Effect on Visual Resources	Negligible	Negligible
Overall Magnitude of Visual Change	Negligible	Very Small
Overall Visual Impact at Viewing Point	**Negligible**	**Negligible**
Overall Visual Impact of the Proposed Installation	**Negligible**	

4.7 CONCLUSION

4.7.1 This chapter of the Report has set out the assessment of visual impacts arising from the proposed installation by undertaking an appraisal of visual change and resultant visual impact at each VP. A summary of the proposed installation's visual impact has also been provided.

4.7.2 The following chapter will provide conclusions regarding the VIA and the overall visual impact of the proposed installation.

5 CONCLUSION

5.1 NEGLIGIBLE VISUAL IMPACT OVERALL

5.1.1 In accordance with TPB PG-No. 41, this VIA has been conducted for the proposed utility installation which adjoins Lots RBL No. 1220 and 1221 at Chung Hom Kok, Hong Kong Island.

5.1.2 It has been demonstrated that the proposed installation will be visible only from a small number of key public viewpoints. It is also demonstrated that it is relatively small in scale and mostly screened by dense vegetation, and therefore will be barely visible from the stairs on the slope below the Access Road leading towards Chung Hom Kok Road or from the southern shore of Chung Hom Kok which are used by maintenance personnel and occasional recreational users.

5.1.3 Given the very limited scale of the proposed installation, limited number of key VPs, and the limited visibility of the works, it is considered that, with appropriate mitigation measures in place, the overall visual impact arising from the proposed installation will be **Negligible**. The proposed installation is considered visually acceptable with the implementation of mitigation measures.

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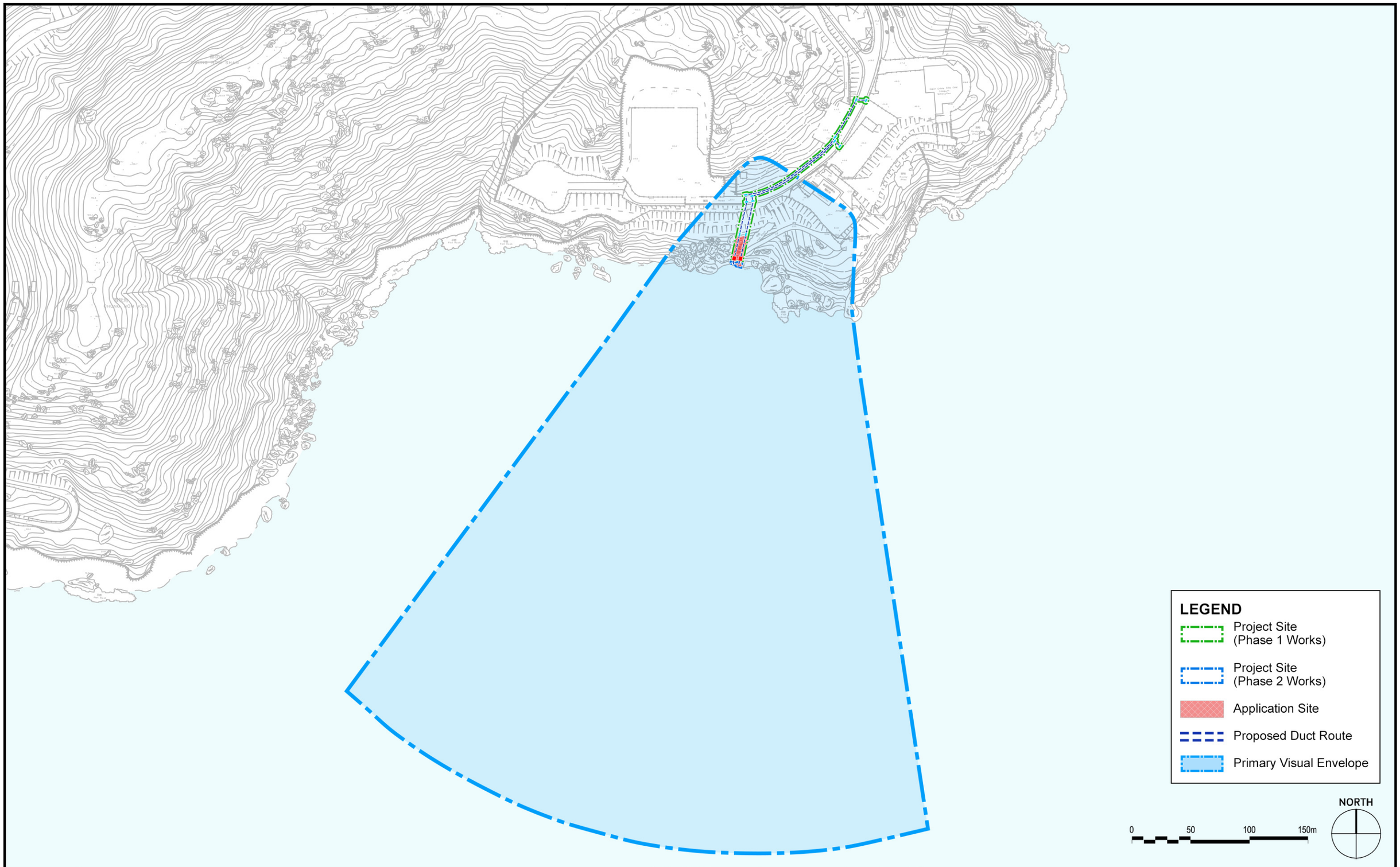
Figures



Section 16 Planning Application for Proposed Public Utility Installation (Submarine Cable and Landing System) at Chung Hom Kok, Hong Kong Island

Urbis Limited 雅邦

Title: Primary Visual Envelope		
Scale: 1:3,000 @ A3	Date: July 2024	Figure No.: **1.1**

VP1 - View from Access Road

VP2 - View from Rocky Shore

VP1

VP2

RBL 1220

RBL 1221

GB21 Cable STN CHK Teleport Substation

Smartone STN Kiukiang Substation

Antenna

Flat Rock

Rocky Area

Road

Pipeline

HWM

CUL

TS

FP

LEGEND

- Project Site (Phase 1 Works)
- Project Site (Phase 2 Works)
- Application Site
- Proposed Beach Manhole
- Proposed Drawpit
- Proposed Duct Route
- RBL 1220 – Submarine Telecommunications Cable Landing Station
- RBL 1221 – Submarine Telecommunications Cable Landing Station
- Primary Visual Envelope
- VP1 View from Access Road
- VP2 View from Rocky Shore

NORTH

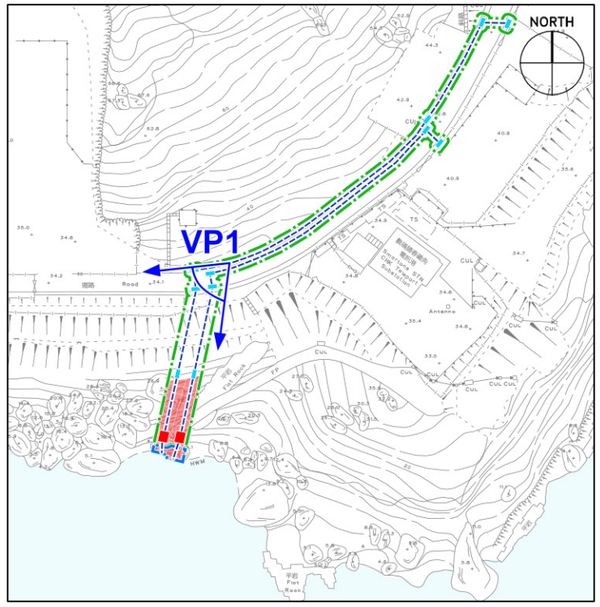
0 20 40 60 80m

Section 16 Planning Application for Proposed Public Utility Installation (Submarine Cable and Landing System) at Chung Hom Kok, Hong Kong Island

Title: Visual Envelope and Location of Public Viewing Points

Scale	Date	Figure No.
1:1,000 @ A3	July 2024	3.1

Before Implementation



Key Plan

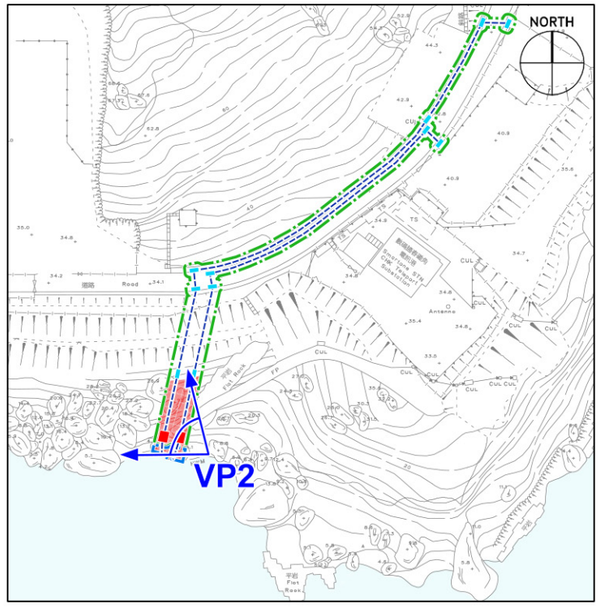
After Implementation

Section 16 Planning Application for Proposed Public Utility Installation (Submarine Cable and Landing System) at Chung Hom Kok, Hong Kong Island

Title: VP1 View & Photomontage from Access Road – Looking Southwest

Scale	Date	Figure No.
N.T.S.@ A3	July 2024	**3.2**

Before Implementation



Key Plan

After Implementation

Section 16 Planning Application for Proposed Public Utility Installation (Submarine Cable and Landing System) at Chung Hom Kok, Hong Kong Island

Title: VP2 View & Photomontage from Rocky Shore – Looking Northwest

Scale	Date	Figure No.
N.T.S.@ A3	July 2024	**3.3**