Annex A

Replacement Pages of Supporting Planning Statement

3. PROPOSED CONVERSION SCHEME

3.1 Alteration and Addition Works for the Proposed Hotel

3.1.1 The Proposed Conversion involves some demolition and alteration works for converting the B1/F, UG/F and 1/F of the existing building, which are currently occupied by changing rooms, shops and restaurants, into a hotel with provision of 96 guest rooms. While the external facade of UG/F and 1/F will be partially demolished and set back to make way for the hotel rooms with balcony (those fronting the Repulse Bay Beach only), portion of 1/F will also be removed in order to allow sufficient headroom for Loading/unloading (L/UL) facilities. The existing building height will remain unchanged at 18.05mPD (main roof level). Shops and restaurants on B1/F and LG/F will continue to serve visitors to The Pulse and Repulse Bay Beach. L/UL facilities and carparking spaces will be provided at UG/F and B3/F respectively. The Indicative architectural drawings and artist impression are devised and presented in **Appendices 1** and **2** of this Supporting Planning Statement, while the key development parameters and floor uses are shown in **Tables 3.1** and **3.2** respectively.

Table 3.1: Key Development Parameters

	Parameters (approx.)
Site Area	4,230m^2
Total GFA (approx.) • Shops & Restaurants & E&M Facilities (B2/F, B1/F & LG/F) • Hotel (B1/F, UG/F & 1/F) • Others (incl. Carparking Facilities (B3/F)) (1)	13,728m^2 5,841m^2 6,590m^2 1,297m^2
No. of Hotel Room	96
Building Height at Main Roof	18.05mPD

Note

(1) The GFA incurred from the carparking facilities is subject to further review, consideration and approval by the Building Authority at GBP submission stage. In any case, the total GFA upon conversion would not exceed the existing total GFA.

Table 3.2: Floor Uses Upon Proposed Conversion

Floor	Use(s)
R/F	E&M facilities
1/F	Hotel
UG/F	Hotel & L/UL facilities
LG/F	Shops & Restaurants
B1/F	Hotel & Shops
B2/F	E&M facilities
B3/F	Carpark

3.1.2 Upon conversion, the total GFA would not exceed the existing total GFA (i.e. 13,728m^2). The Proposed Hotel would account for a GFA of approx. 6,590m^2, while the carparking facilities will not be more than 1,297m^2. For the ease of reference, a comparison of the major development parameters of the existing development and the Proposed Conversion scheme are provided in **Table 3.3**. It is anticipated that the Proposed Conversion would be completed by 2027.

Table 3.3: Comparison of Major Development Parameters

	Existing Development (a)	Conversion Scheme (b)	Differences (%) (b) - (a)
Site Area (approx.)	4,230m^2	4,230m^2	No Change
Total GFA (approx.) • Shops & Restaurants & E&M Facilities • Hotel • Others (incl. Carparking Facilities)	13,728m^2 13,728m^2 (B2/F - 1/F) Nil (-) Nil (-)	13,728m^2 5,841m^2 (B2/F - LG/F) 6,590m^2 (B1/F, UG/F & 1/F) 1,297m^2 (B3/F)	No Change @ **-7,887m^2** **+6,590m^2** **+1,297m^2 @**
No. of Hotel Room	Nil	96	**+96**
No. of Storey	6 (including 1/F, UG/F, LG/F, B1-B3/F)	6 (including 1/F, UG/F, LG/F, B1-B3/F)	No Change
Building Height (at Main Roof)	18.05mPD	18.05mPD	No Change

@ The calculation of accountable GFA and GFA concession are subject to further review, consideration and approval by BD under GBP submission stage. In any case, the total GFA upon conversion would not exceed the existing total GFA.

3.2 Access and Transportation Provisions

3.2.1 The vehicular accesses to the existing building are situated at LG/F and UG/F via the ingress/egress points on Beach Road. Upon conversion, 50[7] nos. and 5 nos. of parking spaces for private car and motorcycle will be provided respectively at B3/F. In addition to the high-end requirement as set out in the HKPSG, additional 8 nos. of private carparking space will also be provided.

[7] Among the 50 nos. of car parking space for private car, 42 nos. are ancillary carpark spaces, whilst the remaining 8 nos. will be GFA accountable. The calculation of accountable GFA is subject to the consideration of BD under GBP submission stage.

3.2.2 Regarding L/UL facilities, the existing lay-by for loading and unloading near the eastern end of The Pulse along Beach Road will be converted into a lay-by for single deck tour bus, while the existing loading and unloading area on UG/F of The Pulse will be modified to provide new L/UL bays for heavy goods vehicle (HGV) and light goods vehicle (LGV). The proposed internal transport facilities, including carparking spaces for private car and motorcycle, L/UL bays for HGV, LGV and van-type vehicle, as well as lay-by for taxi and private car and single deck tour bus will meet the operational needs of the proposed hotel. Details of the internal transport facilities provision are summarised in **Table 3.4** below.

Table 3.4: Internal Transport Facilities Provision

Type of Facilities	Provision
Car Parking Spaces • *Private Car* • *Motorcycle*	**55** *50 (including 1 no. of accessible carparking space)* *5*
L/UL Bays • *HGV* • *LGV* • *Van-type Vehicle*	**9** *2* *2* *5*
Lay-by • *Taxi and Private Car* • *Single Deck Tour Bus*	**3** *2* *1*

3.2.3 A Traffic Impact Assessment ("TIA") has been carried out to assess the impact of the Proposed Conversion onto the surrounding road network and is annexed at **Appendix 3** of this Supporting Planning Statement.

experience of the beachgoers. Nonetheless, the public toilets on LG/F would be retained and continue to serve the public.

4.8 No Increase in Building Bulk

4.8.1 It should be noted that there will be no change in the physical building bulk, building height and development scale of the existing retail complex. The existing building height of The Pulse will remain unchanged at 18.05mPD (main roof level). The Proposed Conversion simply intended to convert part of The Pulse (i.e. B1/F, UG/F and 1/F), which are currently used for changing rooms, shops and restaurants, into a hotel. It would only require some demolition and alteration works within the existing building. The shops and restaurants on B1/F and LG/F will continue to serve the visitors to The Pulse and Repulse Bay Beach. In this regard, the Proposed Conversion is considered appropriate and no out of context development will be resulted.

4.9 No Adverse Traffic Impact

4.9.1 A TIA has been carried out (**Appendix 3** refers). It is estimated that, during weekend, the Proposed Conversion would reduce some 27 pcu/hr (2-way) and some 47 pcu/hr (2-way) in the AM peak and PM peak respectively, comparing to the existing development. With the increase of L/UL facilities and lay-by, the proposed internal transport facilities in association with the Proposed Hotel will be improved and considered acceptable. The surveyed junctions would continue to have sufficient capacity to accommodate the future traffic growth and the additional traffic generated by the Proposed Hotel. No adverse traffic impact would be resulted.

4.10 No Adverse Environmental Impact

4.10.1 Since The Pulse fronts directly onto the tranquil beach in the southwest and is located away from the busy Repulse Bay Road, traffic noise from the surrounding road network will not cause noise impact upon the Proposed Hotel. Similar to ordinary hotel development, the hotel guest rooms will be provided with air-conditioning. It is anticipated that the Proposed Hotel will not be subject to adverse noise impact.

4.10.2 In terms of air quality, dust control requirement as stipulated in the Air Pollution Control (Construction Dust) Regulation and relevant mitigation measures for dust emissions will be followed and implemented. It is revealed the Beach Road is classified as a Local Distributor. According to the HKPSG, the recommended buffer distance for Local Distributor shall be 5m. The Proposed Hotel will rely on centralised air-conditioning for ventilation, and that fresh air intake are positioned outside the buffer zone. There is also no industrial chimney locating within the 500m radius of the Site. In view of the above, adverse air quality impact during construction and operation phase is therefore not anticipated. Nonetheless, while the existing E&M facilities have been in operation on R/F of the Pulse since its opening (with mitigation measures such as acoustic barrier and silencer

for chillers already in place), the Applicant will ensure that the Proposed Hotel will comply with the noise standard as stipulated in HKPSG and relevant pollution control ordinances and regulations. Not least, other mitigation measures, such as low-noise equipment, acoustic enclosures or orienting away from sensitive receivers will also be explored in detailed design stage, where appropriate. A summary of mitigation measures is tabulated below for reference:

Table 4.10.1: Summary of Mitigation Measures

	Mitigation Measures
Traffic Noise	• Centralised air-conditioning
Fixed Noise	• Low-noise equipment, acoustic enclosures, or orienting away from sensitive receivers
Air Quality	Operation Phase • Centralised air-conditioning • Fresh air intake positioned outside the 5m buffer zone from local distributor Construction Phase • Good practice and control measures (e.g. dust screens, enclosed debris chute and collection chamber, spray water on debris etc.)

4.10.3 The Air Quality Impact Assessment, Noise Impact Assessment and Waste Management Assessment are summarised below:

Air Quality

4.10.4 An Air Quality Impact Assessment (**Appendix 6** refers) has been conducted. With the implementation of the recommended dust suppression measures, exhaust emissions measures and good site practice (e.g. covering/spraying of dusty materials, wetting with water after removal of dusty materials and liquid fuel with a Sulphur content of less than 0.001% by weight), adverse air quality impact is not anticipated during the construction stage.

4.10.5 In addition, the Proposed Hotel will rely on centralised air-conditioning for ventilation. There will be no air-sensitive uses, including openable window, fresh air intake and recreational uses in open space, within the 5m buffer distance from Beach Road upon conversion. There is also no industrial chimney or other industrial emission locating within the 500m radius of the Site. In view of the above, the relevant buffer requirement in HKPSG will be complied with, and that adverse air quality impact during construction and operation phases is therefore not anticipated.

Noise

4.10.6 A Noise Impact Assessment (**Appendix 7** refers) has been carried out. For traffic noise, since the Proposed Hotel will rely on centralised air-conditioning for ventilation, and that there will be reduction in traffic induced upon conversion, adverse traffic noise impact is therefore not envisaged.

4.10.7 In addition, with the implementation of noise mitigation measures as recommended in ProPECC PN 1/24 and acoustic treatments as recommended in the "Good practices for controlling noise from electrical & mechanical systems", the Proposed Conversion will not result in adverse noise impact during the construction and operation stages. The surrounding Noise Sensitive Receivers will also not be subject to adverse noise impact.

Waste Management

4.10.8 A Waste Management Assessment has been conducted (**Appendix 8** refers). With the implementation of pollution control measures in place, adverse waste management impact is not anticipated during the construction and operation phases.

4.11 No Adverse Sewerage and Water Supply Impact

4.11.1 The estimated daily sewerage flow of the existing B1/F, UG/F and 1/F of The Pulse, which are currently occupied by changing rooms, shops and restaurants, is approx. 353.5m^3/day (**Appendix 4** refers). It is estimated that the daily sewerage flow would decrease to 333.4m^3/day after the Proposed Conversion. The estimation implies that the sewerage generation from The Pulse will be lower and no adverse sewerage impact is anticipated.

4.11.2 In addition, as revealed in the water demand assessment (**Appendix 5** refers), the proposed conversion to hotel will result in a reduction in water demand as compared with the existing level.

5. CONCLUSION AND SUMMARY

5.1.1 In light of the above, it is believed that the Proposed Conversion should be favourably considered by the TPB from a planning and technical point of view.

5.1.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the on the following main reasons:

- The Proposed Hotel fully respects the history of Repulse Bay and helps to reinvigorate the legend of Repulse Bay as a famous weekend resort area.
- The Proposed Hotel would improve the existing supporting tourism facilities and strengthen Repulse Bay as a renowned tourism spot.
- The Proposed Conversion would conform with the prevailing planning intention of "OU(BRLU)" zone.
- In view of the limited beachside hotels in Hong Kong, the Proposed Hotel would widen the variety of accommodation for tourist.
- The Proposed Hotel is in-line with tourism development trend in Hong Kong according to the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030".
- There is no increase in building bulk including building height and development scale as all alteration and addition works will take place within the existing building.
- Technical assessments have been carried out and the results revealed that the Proposed Conversion will not lead to adverse traffic, sewerage and environmental impacts.