

**S.16 Planning Application  
Proposed Conversion of Part of The Pulse into Hotel in  
“Other Specified Uses (Beach Related Leisure Use)” and  
“Government, Institution or Community” Zones  
at No. 28 Beach Road, Repulse Bay**

**(Planning Application No. A/H17/143)**

Comments	Responses
<b>Comments from Transport Department (Contact Person: Mr. Vincent TAM, Tel: 2829 5407)</b>	
<p>1. As mentioned in our previous comments, the traffic at Beach Road is congested with high demand of kerbside activities. The applicant should assess the potential traffic impact induced by the proposed development, in particular during swimming peak season in Summer holiday and consider suitable traffic improvement and management measures to minimize its potential traffic impact to the nearby roads and junctions.</p>	<p>The TIA has been updated with traffic surveys conducted in July 2025 during the swimming peak season in summer (hereinafter the “Updated TIA”), of which concluded the Proposed Conversion will have no adverse traffic impact to surrounding road networks.</p> <p>Internal transport facilities provided satisfies the maximum HKPSG recommendation. That being said, in addition to the high-end requirement as set out in the HKPSG, additional 8 nos. of private carparking spaces will also be provided. Traffic management measures detailed in the Updated TIA will also be implemented by the Applicant to minimize the potential traffic impact on Beach Road, and the Proposed Conversion is not expected to affect the kerbside activities on Beach Road.</p> <p>The TIA has been updated with traffic surveys conducted in July 2025 during the swimming peak season in summer (hereinafter the “Updated TIA”), of which concluded the Proposed Conversion will have no adverse traffic impact to surrounding road networks.</p> <p><b>(Annex D refers)</b></p>
<p>2. Please note that the “seasonal adjustment factor” of 1.05 as mentioned in Section 2.24 of the revised TIA is based on the daily traffic flow of Annual Traffic Census (ATC), which could not represent the peak hour traffic situation. In addition, please note that not all traffic entering into Beach Road would pass through the ATC Core Station 1011 (Repulse Bay Road &amp; Stanley Gap Road). The “seasonal adjustment factor” obtained from the</p>	<p>The TIA has been updated with traffic surveys conducted in July 2025 during the swimming peak season in summer. Please refer to the Updated TIA for details, of which concluded that the Proposed Conversion will have no adverse traffic impact.</p>

Comments	Responses
ATC Core Station 1011 may not represent the peak hour traffic situation at Beach Road.	
3. From our observation, there is a significant increase in the number of tour buses visiting Repulse Bay on both weekdays and weekends in 2025. Please demonstrate that the ATC data collected in 2023 is applicable for the traffic assessment.	The Updated TIA has been revised based on traffic surveys conducted in July 2025, which show more tour buses at Beach Road. Nevertheless, the Updated TIA concluded that the Proposed Conversion will have no adverse traffic impact.
4. A “seasonal adjustment factor” of 2 was applied to the pedestrian survey data conducted in Winter season to estimate the pedestrian flow in Summer season. As the “seasonal adjustment factor” was based on the visitor record to the retail space of existing development, please demonstrate that the “seasonal adjustment factor” would be applicable for the traffic assessment on footpaths near the beach area.	The TIA has been updated based on pedestrian surveys conducted in July 2025 during the swimming peak season in summer and concluded that the Proposed Conversion will result in no adverse pedestrian impact.
5. The existing peak hour junction performance in Table 2.5 is identical for weekday and weekend. Please review.	Table 2.5 in the Update TIA has been amended.
6. Please advise the utilization rate of the existing parking spaces at The Pulse during peak swimming season.	The maximum occupancy of the existing car park for Friday, 4th July 2025 and Sunday, 6th July 2025 was 32 and 58 cars respectively.
7. According to table 3.3, it is noted that the weekday trip generation rate has adopted the mean trip rate value in TPDM directly. Please demonstrate that the adopted trip rates reflect the specific traffic characteristic of the developments.	The upper-limit trip rates of TPDM are adopted to provide more conservative estimation.
8. According to paragraph 3.17, the traffic survey at WM hotel was conducted on 10 January 2025 (Fri) and 11 January 2025 (Sat) during Winter season. Please advise the occupancy rate of the WM during the survey period and demonstrate that the weekday/ weekend ratio obtained in the Winter season from this selected hotel is applicable to the proposed development and could reflect the traffic situation in Summer Holiday. Factors including remoteness to city center, nearby tourism attractions, availability of public transport services near the hotel, provision of internal transport facilities, etc. should be considered to justify the suitability of the selected hotel as a reference case.	<p>Updated surveys were conducted at the WM Hotels in July 2025 during summer.</p> <p>The WM Hotel in Sai Kung is adopted for trip generation survey because it has similar characteristics as the Proposed Conversion. Table 1 below compares the 2 premises.</p> <p>TABLE 1            COMPARISON OF THE WM HOTEL AND THE PROPOSED CONVERSION</p>

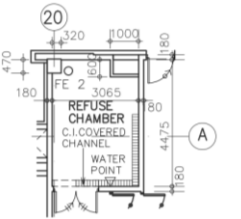
Comments	Responses		
	<b>Items</b>	<b>WM Hotel</b>	<b>Proposed Conversion</b>
	Location	Sai Kung	Repulse Bay
	Distance from nearest MTR Station (Travel Distance / Journey Time)	Wu Kai Sha Station (10km / 15 min) – Tuen Ma Line	Ocean Park Station (5km / 10min) – South Island Line
	Distance from nearest MTR Station in the city centre (Travel Distance / Journey Time)	Choi Hung Station (13km / 20min) – Kwun Tong Line	Causeway Bay Station (9km / 15min) – Island Line
	Availability of public transport services to/from city centre	Franchised Bus Route – 9 routes. GMB – 4 routes	Franchised Bus Route – 9 routes GMB – 4 routes
	Tourist attractions nearby	Hong Kong UNESCO Global Geopark	Repulse Bay Beach, Stanley, Ocean Park etc.
	<p>Table 1 shows the following similarities:</p> <ul style="list-style-type: none"> <li>(i) Both are located no more than 10 to 15 minutes from the nearest MTR Stations, and are some 15 to 20 minutes from a MTR Station located within the city centre.</li> <li>(ii) Both locations are also served by similar numbers of franchised bus and GMB routes to/from city centre.</li> <li>(iii) Both are located near major tourist attractions.</li> </ul> <p>Other leisure hotels in the remote area were considered and reviewed, but none are considered suitable and the reasons are given below:</p> <ul style="list-style-type: none"> <li>(i) The Pier Hotel at 9 Pak Sha Wan Street in Sai Kung with 40 guestrooms is found to have very low trip rates. If these trip rates are adopted, the traffic generation would be under-estimated;</li> <li>(ii) Gold Coast Hotel in Tuen Mun, and the hotels in the Hong Kong Disneyland Resort, have more guestrooms, i.e. over 400 with frequent shuttle service. These hotels do not have similar operational characteristic; and</li> <li>(iii) The Auberge Discovery Bay Hong Kong and the Silvermine Resort Hotel are located on Lantau Island, with restricted access by both private and public transport. These hotels have different transport characteristics, and are not considered.</li> </ul> <p>In view of the above, it is opined the WM Hotel is a suitable for reference.</p>		

Comments	Responses
<p>9. According to para. 3.19 of the revised TIA, the tenancy rate of the development is 80% during the survey period in January 2025. As the development is close to Repulse Bay Beach, please demonstrate that the calculated weekend/weekday ratio for the existing retail portion of development based on the traffic survey in Winter season would be applicable for peak Summer season and with full tenancy of the development.</p>	<p>The Updated TIA with traffic surveys conducted in July 2025 during the swimming peak season in summer concluded the Proposed Conversion will have no adverse traffic impact to surrounding road networks.</p>
<p>10. Please review the traffic impact of using the recommended access route as detailed in para. 3.31 of the revised TIA (i.e. via South Bay Road and South Bay Path), in particular for the roundabout of Repulse Bay Road and South Bay Road, roundabout of South Bay Road and South Bay Path and the priority junction of South Bay Path and Beach Road.</p>	<p>Figure 3.4 shows the recommended access routes, which is incorporated in the capacity analyses in the Updated TIA.</p>
<p>11. The applicant should indicate any banquet and/or conference venues in the hotel and provide sufficient internal transport facilities for the banquet and/or conference venues in accordance with the requirements in HKPSG. Appropriate traffic management measures should be considered to minimize the potential traffic impact during conference or event.</p>	<p>The Proposed Conversion includes a restaurant with some 300m<sup>2</sup> GFA, which could be used as a banquet facility. Additional internal transport facilities for banquet facility under Hotel use in accordance to the HKPSG recommendation are now provided.</p>
<p>12. The proposed hotel intends to be a high tariff luxury accommodation according to paragraph 3.32 of the revised TIA. The applicant should review the proposed provision of 1 no. of car parking space, 1 no. of loading/unloading bay, 2 nos. of taxi/private cars pick up/drop off point and 1 no. of single-deck tour bus layby for the proposed hotel and consider to provide more internal transport facilities as appropriate.</p>	<p><b><u>Car Parking Space</u></b> Car parking spaces for hotel use are provided in accordance to the maximum HKPSG recommendation. That being said, in addition to the high-end requirement as set out in the HKPSG, additional 8 nos. of private carparking spaces will also be provided.</p> <p><b><u>Goods Vehicle Loading / Unloading Bay</u></b> Goods vehicle loading / unloading bays are provided in accordance to the maximum HKPSG recommendation.</p> <p><b><u>Layby for Taxi and Private Car</u></b> Provision of 2 laybys for 96 rooms is equivalent to 1 layby per 48 rooms, which is 3 times more than the HKPSG recommendation of 2 laybys per 299 rooms, i.e. 1 layby per 149.5 rooms [<i>Calculation</i> <math>149.5 \div 48 = 3.1</math>].</p>

Comments	Responses
	<p><b><u>Layby for Single-Deck Tour Bus</u></b>  Provision of 1 layby for 96 rooms is 3 times more than the HKPSG recommendation of 1 layby per 299 rooms [<i>Calculation</i> <math>299 \div 96 = 3.1</math>].</p> <p>In view of the above, the proposed internal transport provision for hotel use is opined sufficient.</p>
<p>13. For table 4.1, it is noted that the growth rate adopted is averaged from the 4 ATC stations namely 1011, 1245, 1835 and 2603. Furthermore, the average annual growth rate adopted is referred to the traffic data between 2019 and 2023, which covers the pandemic period. The applicant should review their adopted traffic growth rate for assessment and demonstrate it could represent the traffic situation near the proposed development in the design year.</p>	<p>In the Updated TIA, additional ATC stations located along Island Road and Wong Chuk Hang Road have been included to the analyses, and the ATC review period is from 2016 to 2023. In addition, due to the pandemic, the ATC traffic data for years 2020, 2021 and 2022 are excluded from the analyses but presented for reference only.</p> <p>With the above update, the annual growth between 2016 and 2023 is found to be +0.9% per annum, hence, an updated conservative growth rate of 1.5% per annum is adopted.</p>
<p>14. According to SP01, it is noted that vehicles entering/leaving the proposed pick up/drop off point near the vehicular access of the site (UG/F) would require reverse maneuvering. The applicant should demonstrate that such maneuvers would not be in conflict with vehicles entering into the parking or leaving from the loading/unloading bay. Besides, please demonstrate there is sufficient visibility for motorists entering the vehicular access to observe the proposed taxi/private cars pick up/drop off point.</p>	<p>Road markings will be implemented at the vehicular access so that the entering vehicle will maneuver away from the layby for taxi / private car within the loading / unloading area of UG/F.</p> <p>Vehicle accessing the layby for taxi / private car will first enter the loading / unloading area, and conduct a simple 3-point turn away from the entrance, and then proceed to the layby. Subsequently, the vehicle will depart in forward movement. Figure SP01 has been updated to show this maneuvering.</p> <p>Therefore, operation of the layby for taxi / private car at UG/F will not affect operation of the loading / unloading bays, nor will it cause tailback onto public road.</p>
<p>15. Please provide the swept path analysis to demonstrate that LGV could maneuver smoothly to/from the proposed L/UL bay nearest to the vehicular access at UG/F.</p>	<p>The requested swept paths of LGV are added to Figure SP01.</p>
<p>16. For the response to comment (RtC) item 11 from the Applicant, please indicate the location of the hotel lobby on the drawing and indicate the</p>	<p>The pedestrian access route between the layby for single-deck tour is shown in Figure 3.5.</p>

Comments	Responses
pedestrian access to the hotel from the passenger pick up/drop off point. Sufficient passenger waiting space and passenger queuing space should be provided in the hotel.	
17. According to the RtoC item 12, a minimum 1.5m passageway will be provided between Beach Road and the Repulse Bay Public Toilet through private land. As the proposed passageway is adjacent to the proposed tour bus layby, the applicant should propose suitable traffic management measures to ensure the road safety and maintain sufficient passageway at all times.	<p>A pedestrian barrier will be placed adjacent to the building line to improve sightlines for both pedestrians and driver.</p> <p>Hotel staff will be deployed to monitor the maneuvering of tour bus and ensure the pedestrian passage between Beach Road and the Repulse Bay Public Toilet is not blocked.</p>
<b>Comments from Environmental Protection Department (Contact Person: Mr. Andy KO, Tel.: 2835 1011)</b>	
i) Refer to point 1 of our comments provided by email dated 7.4.2025, the applicant should also address the concern on waste management issue in the planning statement.	A Waste Management Assessment has been conducted ( <b>Annex G</b> refers). With the implementation of pollution control measures in place, adverse waste management impact is not anticipated during the construction and operation phases.
ii) Section 4.10.3 - It is inappropriate to state "...For example, noise level will be kept under the limit of 55 dB(A) during nighttime (2300 to 0700 hours)...". Instead, the applicant should state that the proposed development could comply with the noise standard as stipulated in HKPSG. Also, a paragraph should be added to demonstrate that the proposed development will not be subject to adverse traffic noise impact as centralised air-conditioning will be adopted for all noise sensitive receivers.	The Supporting Planning Statement ( <b>Annex A</b> refers) has been updated accordingly.
<p><b>(A) Air quality impact associated with the proposed hotel</b></p> <p>(i) <u>Air quality impact from the proposed hotel to the nearby sensitive receivers</u> To address public concerns, the applicant may consider to list out the mitigation measures for air quality control during construction.</p>	According to the Air Quality Impact Assessment (AQIA) ( <b>Annex E</b> refers), the mitigation measures for air quality control during construction phase include dust suppression measures (e.g. covering/spraying of dusty materials and wetting with water after removal of dusty materials etc.) and exhaust emissions measures (e.g. liquid fuel with a Sulphur content of less than 0.001% by weight). For details, please refer to the AQIA attached. In addition, the AQIA also concludes that relevant air quality control regulations will be complied with. As such, the proposed Conversion will not result in adverse air quality impact.

Comments	Responses
<p>(ii) <u>Air quality impact from public road to the proposed hotel</u>  According to Section 4.10.2, the proposed hotel will rely on centralized air-conditioning for ventilation, with fresh air intake positioned outside the buffer zone of the public road (Beach Road, classified as a Local Distributor). However, it is noted that hotel rooms facing Beach Road feature openable windows, such as balcony doors. The applicant shall ensure that both the fresh air intakes and openable windows maintain a minimum 5 m buffer distance from Beach Road to comply with the buffer distance requirements set out in the Hong Kong Planning Standards and Guidelines (HKPSG). If this minimum distance cannot be maintained, a quantitative assessment should be conducted to demonstrate that there will be no adverse air quality impact on the ASR during operational phase. In this regard, the applicant should provide figures illustrating the buffer distance from the public road, as well as the locations of fresh air intakes and openable windows, including balcony doors, to demonstrate the fulfilment of buffer distance requirement as stipulated in the HKPSG.</p>	<p>As discussed in AQIA (<b>Annex E</b> refers), no air-sensitive uses including openable window, fresh air intake and recreational uses in open space would be located within the 5m buffer distance from Beach Road, and thus the relevant requirement in HKPSG will be complied with. For details, please refer to the AQIA.</p>
<p><b>(B) Noise impact associated with the proposed hotel</b></p> <p>(i) <u>Construction noise and fixed plant noise</u>  Good practices for controlling noise from electrical &amp; mechanical systems are readily available for architects, building services engineers and other relevant professional to use as a checklist. These guidelines help ensure that appropriate measures are incorporated in the design and equipment placement to prevent noise issues. For further reference, please refer to the following Environmental Protection Department website: <a href="https://www.noiseenm.epd.gov.hk">https://www.noiseenm.epd.gov.hk</a></p> <p>In response to public concerns, the applicant may choose to address these by engaging a qualified environmental professional to conduct a fixed plant noise impact assessment and to provide detailed mitigation measures for construction noise and fixed noise sources associated with the proposed hotel.</p>	<p>A Noise Impact Assessment (NIA) has been conducted (<b>Annex F</b> refers), and concludes that, with the implementation of proposed acoustic treatments as recommended in the “Good practices for controlling noise from electrical &amp; mechanical systems”, there will be no adverse noise impact to the existing Noise Sensitive Receivers in the vicinity.</p> <p>In terms of construction phase, the relevant noise mitigation measures as recommended in ProPECC PN 1/24 will be followed, including good site practice to limit noise emission at the source and use of quality powered mechanical equipment etc. For details, please refer to the NIA attached.</p>

Comments	Responses												
<p><b>(C) Insufficient capacity of the refuse chamber to handle waste</b></p> <p>The applicant must adhere to the HKPSG and comply with all relevant pollution control regulations.</p>	<p>According to Cap. 123H Building (Refuse Storage and Material Recovery Chambers and Refuse Chutes) Regulations, the size of refuse storage is devised based on the UFS of the development. Based on the proposed GFA, the existing refuse chamber is able to comply with relevant requirement under Building Ordinance and will have sufficient capacity to meet the refuse storage need of The Pulse upon conversion. For detailed calculation, please refer to the below:</p> <div style="display: flex; align-items: flex-start;">  <div style="margin-left: 20px;"> <p><b>REFUSE CHAMBER AREA CALCULATIONS</b></p> <table border="0"> <tr> <td>U.F.S. (NON-DOMESTIC)</td><td>= 4076.458 m<sup>2</sup></td></tr> <tr> <td>U.F.S. (HOTEL AREA)(DOMESTIC)</td><td>= 2762.104 m<sup>2</sup></td></tr> <tr> <td colspan="2"><b>REFUSE CHAMBER AREA REQUIRED:</b></td></tr> <tr> <td>4076.458 / 925 + 2762.104 / 347</td><td>= 12.307 m<sup>2</sup></td></tr> <tr> <td colspan="2"><b>REFUSE CHAMBER AREA PROVIDED (EXISTING):</b></td></tr> <tr> <td>3.065 x 4.475 - 0.32 x 0.47 - 1.0 x 0.6</td><td>= 12.965 m<sup>2</sup> (Ex.) &gt; 12.307 m<sup>2</sup></td></tr> </table> <p>PLAN OF EX. REFUSE CHAMBER (UPPER GRD. FL.)</p> </div> </div> <p>Nonetheless, the compliance with BO will be further reviewed in detailed design stage and subject to further review, consideration and approval by BD under GBP submission stage.</p>	U.F.S. (NON-DOMESTIC)	= 4076.458 m <sup>2</sup>	U.F.S. (HOTEL AREA)(DOMESTIC)	= 2762.104 m <sup>2</sup>	<b>REFUSE CHAMBER AREA REQUIRED:</b>		4076.458 / 925 + 2762.104 / 347	= 12.307 m <sup>2</sup>	<b>REFUSE CHAMBER AREA PROVIDED (EXISTING):</b>		3.065 x 4.475 - 0.32 x 0.47 - 1.0 x 0.6	= 12.965 m <sup>2</sup> (Ex.) > 12.307 m <sup>2</sup>
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<p><b>(D) Underestimation on sewage impact associated with the proposed hotel with spa and restaurant</b></p> <p>It is noted that the sewage generated from the proposed hotel including the restaurant and spa facilities are considered as hotel utilization in the Sewerage Impact Assessment (SIA). In this regard, the applicant should clarify if the estimation in the SIA has already reflected the sewage generation from the restaurant and spa facilities in the proposed hotel and if there is any change to his confirmation of “no pools or other significant water features are proposed for the spa”. The applicant should review the SIA to provide a better presentation on the issues concerned.</p>	<p>The flow estimation in the SIA is based on the overall GFA of proposed hotel, under which the sewage generation from the restaurant and spa facilities have already been included and reflected in the SIA. For conservative purpose, an alternative sewerage flow calculation (<b>Annex H</b> refers) has been undertaken using a more refined GFA for separate activities and the findings from earlier assessment (i.e. slight reduction in sewerage generation as compared with the existing condition) still remain valid.</p> <p>Further, please be confirmed that no pools or other significant water features are proposed for the spa.</p>												



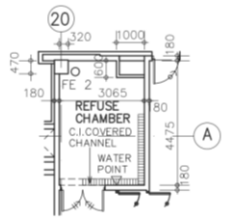
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**Public Comments received during Statutory Public Consultation Period**

Summary of Major Grounds / Comments	Responses
<p><b><u>Traffic/Transport</u></b></p> <p>(i) The Proposed Hotel will generate additional traffic flow and further aggravate the traffic congestion of the area, resulting in adverse traffic impact. The existing traffic / road network is already at capacity / overloaded, especially during weekends / peak seasons.</p> <p>(ii) The additional pedestrian and traffic (such as tour bus) arising from the Proposed Hotel will lead to pedestrian-vehicle conflict, cause noise/air quality issues, pose greater accident/safety risk, as well as exacerbating the walking environment.</p> <p>(iii) There is a severe shortage of parking and loading/unloading spaces in the area, as well as illegal parking. While the Proposed Hotel could meet the requirements set out in HKPSG, approval of the application will set a precedent that will further worsen the carparking situation.</p>	<p>(i) A Traffic Impact Assessment (TIA) was conducted to assess the traffic impact of the Proposed Conversion. The TIA concludes that the Proposed Conversion will lead to reduction in traffic flow (in both weekday and weekend during peak swimming period in summer) compared to the existing development. In other words, the Proposed Conversion will not worsen the traffic condition of the area. The junctions would have sufficient capacity to meet traffic demand and thus would not result in adverse traffic impact.</p> <p>(ii) A pedestrian flow assessment was also conducted under the TIA. It concludes that the footpaths in the area would have adequate capacity in both weekday and weekend during peak swimming period in summer. The Proposed Conversion will not induce / aggravate the pedestrian-vehicle conflict in the area.</p> <p>(iii) The Proposed Conversion has already adopted the high-end requirement for internal parking facilities as stipulated in the HKPSG. Nonetheless, on top of the high-end requirement, additional 8 nos. of private carparking space are also proposed under the latest scheme. Not least, it should be remarked that there will be increase in loading/unloading facilities and lay-bys upon conversion.</p>
<p><b><u>Environmental</u></b></p> <p>(i) The Proposed Hotel will generate adverse environmental impact (i.e. traffic noise and air quality to the area, resulting in a unpleasant environment. Banquet / conference / exhibition will cause further</p>	<p>(i) The Proposed Hotel is a partial conversion of an existing building without increasing in building bulk. Adverse environmental impact in terms of traffic noise and air quality is therefore not anticipated. That</p>

Summary of Major Grounds / Comments	Responses
<p>nuisance to nearby residents in night time. There will also be disruption to nearby locals during the construction period.</p> <p>(ii) In view that hotel rooms fronting Beach Road have openings and balconies, traffic noise impact assessment should be submitted. A min. of 5m buffer from local distributor should be provided in accordance with HKPSG. Also, the 24-hours centralised AC systems and related installations on rooftop will have potential noise and air emission impact, which will violate Noise Control Ordinance.</p> <p>(iii) The sewerage impact arising from the restaurant and spa of the Proposed Hotel have not been taken into account in the technical assessment.</p> <p>(iv) The size of refuse storage is not large enough to meet requirements under BO, which will potentially lead to illegal disposal of refuse or parking of refuse collection vehicle along beach road</p>	<p>said, environmental assessments on noise, air quality and waste management were undertaken. The findings conclude that, with the implementation of good site practice and mitigation measures, the Proposed Conversion will not lead to adverse environmental impact during both construction and operational phases. Relevant pollution ordinance will be continued to be complied with.</p> <p>(ii) The Proposed Hotel will rely on centralised air-conditioning for ventilation. Under the latest scheme, there will be no air-sensitive uses, including openable window (e.g. balcony), fresh air intake and recreational uses in open space, within the 5m buffer distance from Beach Road upon conversion. The relevant buffer requirement in HKPSG will be complied with and the Proposed Hotel will not be subject to adverse traffic noise and air quality impact.</p> <p>In terms of the proposed E&amp;M installations on rooftop, with the implementation of acoustic treatments as recommended in the “Good practices for controlling noise from electrical &amp; mechanical systems”, adverse fixed noise sources impact is not anticipated and the noise standard as stipulated in HKPSG and relevant pollution control ordinances and regulations will be complied with.</p> <p>(iii) The sewerage impact of restaurant and spa have already been taken into account and reflected in SIA. For conservative purpose, an alternative sewerage flow calculation has been undertaken using a more refined GFA for separate activities. The result concludes that there will be a slight reduction in sewerage flow as compared with the existing condition, and thus the Proposed Conversion will not lead to adverse sewerage impact.</p> <p>(iv) According to Cap. 123H Building (Refuse Storage and Material Recovery Chambers and Refuse Chutes) Regulations, the size of refuse storage is devised based on the UFS of the development. Based on the proposed GFA, the existing refuse chamber is able to comply with relevant requirement under Building Ordinance (BO) and will have sufficient capacity to meet the refuse storage need of The Pulse upon conversion. For detailed calculation, please refer to the</p>

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<b>REFUSE CHAMBER AREA PROVIDED (EXISTING):</b>													
3.065 x 4.475 - 0.32 x 0.47 - 1.0 x 0.6	= 12.965 m <sup>2</sup> (EX.) > 12.307 m <sup>2</sup>												
<p><b><u>Impact on Local Community / Repulse Bay Beach</u></b></p> <p>(i) The Pulse is a popular recreational / gathering space among the locals. The proposal will deprive the general public of enjoyment of the beach by privatising existing floorspace and making it only accessible by hotel guest. A balance should be struck between development of tourism and well-being of local community.</p> <p>(ii) The proposal will lead to significant reduction of retail floorspace in the area, thus adversely affecting the daily life and convenience of local residents. Approval of the application may cause a knock-on effect in the area.</p> <p>(iii) The conversion of changing room without re-provisioning will have adverse impact, especially when the public changing room at Repulse Bay Beach Building is currently under renovation.</p> <p>(iv) The influx of visitors arising from the Proposed Hotel will not only pose security risk and increase crime rate, but also comprises the scenery and tranquillity of the Repulse Bay Beach on the other. The proposal will adversely affect attractiveness of the Repulse Bay.</p>	<p>(i) The Pulse is an shopping arcade, which provides services/space to visitors/customers for gathering/recreational/consumption purpose. The nature of The Pulse will remain unchanged upon partial conversion to hotel on the upper floors. Nonetheless, the LG/F (comprising restaurants and shops &amp; services) will not be affected by the proposal, thereby providing a gathering space for both locals and tourists, while also synergising with the Repulse Bay Beach. Thus, a balance has been struck taking into account the development, local and tourism need.</p> <p>(ii) The Pulse is a beachfront site situating at a strategic location and zoned "Other Specified Uses (Beach Related Leisure Use)" on the OZP. The planning intention of the Site is to enhance the role of Repulse Bay as a recreational and tourism district. Meanwhile, there are two "Commercial" zones at the Repulse Bay, containing three existing commercial developments, namely Beach Centre (33 Beach Road), 35 Beach Road, and Parade of Shops (2H South Bay Road). The planning intention of the "Commercial" zone is "primarily for neighbourhood commercial developments.... functions mainly as local shopping centre(s) serving local residents and beach goers in the</p>												

Summary of Major Grounds / Comments	Responses
	<p><i>immediate neighbourhood</i>".</p> <p>While essential shops and services (e.g. daily necessities, groceries shops or services) have already been provided within the said developments, the LG/F of The Pulse will not be affected by the Proposed Conversion and continue to provide commercial floorspace to meeting the demand of the area.</p> <p>(iii) It is trusted that the capacity of changing rooms and toilets of the Repulse Bay Beach Building has been carefully assessed, and sufficient to cater for the demand of the Beach goes on its own. Nonetheless, the renovation works is temporary in nature.</p> <p>(iv) Rather than drawing a large amount of tourist to the Repulse Bay, the Proposed Hotel, intended as a high-end boutique hotel, will likely encourage over-night stay and a longer duration at the Repulse Bay. Given only 96 nos. of guest room is proposed, influx of visitors is not envisaged and also highly unlikely.</p> <p>It is understood that while the Repulse Bay is a popular tourist spot with large amount of tourist during weekend and swimming seasons, it is often a tranquil neighbourhood in weekdays. Though, as discussed above, the Proposed Hotel, with a total guest room of 96 nos., is not envisaged to attract a large amount of tourists and will likely encourage over-night stay instead.</p> <p>In terms of security, various security measures have been proposed (e.g. lock at window/balcony of each guest room and 24-hour cameras and security guard) to address security concern.</p>
<p><b>Misc</b></p> <p>(i) There are various hotel options within Island South (e.g. Marriott Hotel and Fullerton of Ocean Park in Wong Chuk Hang). It is questionable whether a new hotel at Repulse Bay is justified. Also, there is a lack of nighttime activities in the area to attract over-night stay at Repulse Bay.</p> <p>(ii) Given the small room size of the Proposed Hotel, it will end up being a low-</p>	<p>(i) While it is noted that there are various hotels options at Island South (e.g. hotels at Ocean Park), the Proposed Hotel at Repulse Bay is believed to be different in nature and direction, in which it is intended to serve as a seaside resort and high-end boutique hotel, capitalising on the world-class scenery of the Repulse Bay Beach. This is also in line with the planning concept of Lau Fau Shan NDA, where seaview</p>

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<p>budget hotel, which will only attract low-quality tourists.</p> <p>(iii) Upon conversion to Hotel, the existing pedestrian connections to the Repulse Bay Beach will be disconnected.</p>	<p>resort hotels with retail/dining/entertainment facilities are proposed along the coast line at Tsim Bei Tsui and Pak Nai with a view to maximise opportunities brought by the panoramic view of Deep Bay.</p> <p>While there is a lack of nighttime activities in the area, the scenery of dawn at Repulse Bay Beach will be highly-attractive and highly-sought after experience warranting an over-night stay.</p> <p>(ii) The Proposed Hotel is intended to be developed as a high-end boutique hotel, which offers a diverse range of hotel rooms (i.e. 200 - 800 sq ft), subject to potential revision in the detail design stage.</p> <p>(iii) The existing pedestrian connections between the Beach Road and Repulse Bay Beach are not affected by the Proposed Hotel and will be maintained. Thus, the connections to Repulse Bay Beach will not be adversely affected by the proposal.</p>

Compiled by: KTA  
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