

Annex A of FI (5)

Replacement Page of Supporting Planning Statement

- 3.1.2 Upon conversion, the total GFA would not exceed the existing total GFA (i.e. 13,728m²). The Proposed Hotel would account for a GFA of approx. 6,590m², while the carparking facilities will not be more than 1,297m². 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.)	13,728m ²	13,728m ²	No Change @
• Shops & Restaurants & E&M Facilities	13,728m ² (B2/F - 1/F)	5,841m ² (B2/F - LG/F)	-7,887m²
• Hotel	Nil (-)	6,590m ² (B1/F, UG/F & 1/F)	+6,590m²
• Others (incl. Carparking Facilities)	Nil (-)	1,297m ² (B3/F)	+1,297m² @
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, 58⁷ and 6 nos. of parking spaces for private car and motorcycle will be provided respectively at B3/F, **thereby maintaining the existing level of car parking space provision**. In addition to the high-end requirement as set out in the HKPSG, additional 16 nos. of private carparking space will also be provided.

⁷ Among the 58 nos. of car parking space for private car, 42 nos. are ancillary carpark spaces, whilst the remaining 16 nos. will be GFA accountable. The calculation of accountable GFA is subject to the consideration of BD under GBP submission stage.

4.7 No Increase in Building Bulk

- 4.7.1 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) 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.

4.8 No Adverse Traffic Impact

- 4.8.1 A TIA has been carried out (**Appendix 3** refers) and demonstrates that all junctions and road links in the vicinity will have sufficient capacity during the summer swimming season on both weekday and weekend peak periods. With the increase of L/UL facilities and lay-by brought by the current proposal, the internal transport facilities will be improved. Not least, additional 16 nos. of parking space for private car will also be provided beyond the high-end requirement of HKPSG, thereby maintaining the existing level of car parking space provision. The TIA, therefore, concludes that there will be no adverse traffic impact, and that the Proposed Conversion is acceptable from traffic engineering point of view.

4.9 No Adverse Environmental Impact

- 4.9.1 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.
- 4.9.2 In terms of air quality, dust control requirements as stipulated in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, Air Pollution Control (Fuel Restriction) Regulations, 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 and odour source 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

Noise

- 4.9.6 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, adverse traffic noise impact is therefore not envisaged.
- 4.9.7 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.

Waste Management

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

4.10 No Adverse Sewerage and Water Supply Impact

- 4.10.1 The estimated daily sewerage flow of the existing B1/F, UG/F and 1/F of The Pulse is approx. 353.5m³/day (**Appendix 4** refers). It is estimated that the daily sewerage flow would decrease to 333.4m³/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.
- 4.10.2 In addition, as shown in the water demand assessment (**Appendix 5** refers), the proposed conversion to hotel will result in a very minor increase in water demand (approx. 10m³/day; N.B. The Pulse is currently not served by salt water supply for flushing, so the actual freshwater demand equates to the overall water demand). As advised by WSD, the actual water consumption for the Repulse Bay Fresh Water Supply Zone in 2024 was approximately 7,900m³/day, so the expected increase of 10m³/day (0.12l/s) would equate to approx. 0.1% of the overall supply zone demand only, i.e. well within the accuracy of demand estimation and therefore insignificant.