Annex B

3. THE PROPOSED SCHEME

3.1 The Scheme

3.1.1 The Schematic drawings for the proposed Exhibition or Convention Hall within the permitted in-situ conversion of existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place have been devised and are presented in **Appendix 1** of this Supporting Planning Statement. The Level 1 ("L1") floor comprises the Exhibition or Convention Hall of about 998 sq.m with supporting retail/dining facilities. The top floor of the existing building has to be demolished due to the need to comply with the domestic site coverage requirement under the Building (Planning) Regulations. As a result, the development bulk is in fact reduced and there is a reduction in number of units of the existing hotel i.e. 831 as compared to the current proposed 772 nos. of residential units (i.e. an reduction of 59 nos. of units). The whole development is targeted to be completed in 2028.

L1 Layout

3.1.2 The proposed Exhibition or Convention Hall at L1 aims to provide a venue for the public to arrange exhibitions, conventions, conferences, receptions, trade fairs and ceremonies. The hall will be well equipped with exhibition lightings, audio-visual system, multimedia projector, projection screen, display panels, ceremonial platform and furniture for holding exhibitions and various events. Movable panels will be provided to partition the hall to cater for holding different events at the same time or exhibition of different themes. Access to the Exhibition or Convention Hall is provided at On Chun Street, pedestrian footpath at the southwestern side and also via the shop entrance at the northeastern side of the Site.

3.1.3 Retail and dining facilities will be provided in support of the proposed Exhibition or Convention Hall. These facilities are proposed along the waterfront promenade as well as On Chun Street frontage to enhance the vitality and vibrancy of the area, in particularly the waterfront. Besides, bicycle parking spaces will be provided at the northeastern portion of the Site to provide parking facilities for cyclists to park their bicycles before visiting the retail/dining facilities at the Site. To enhance pedestrian safety and connectivity, a pedestrian walkway is provided at the open carpark/bicycle parking area linking On Chun Street which will open up another pedestrian/cyclist access with the waterfront promenade/cycling track in the north.

3.1.4 Ancillary carparking spaces, loading and unloading bays and driveway will also be provided at L1 floor.

Basement Floor (B/F) Layout

3.1.5 Carparking spaces and Electrical and Mechanical ("E&M") facilities are

Table 3.2 Proposed Uses of Different Floors

Floor	Current Uses	Proposed Uses
B/F	Carpark, Hotel Back-of-House ("BOH") Facilities and E&M Facilities	Carpark and E&M Facilities
L1	Hotel lobby, Shop and Services/Eating Place, Hotel BOH Facilities, E&M Facilities and Loading/Unloading Area	Exhibition / Convention Hall, Shop and Services/Eating Place, Residential Lift Lobby, Carpark (covered and uncovered), Loading/Unloading Area and E&M Facilities
M/F	Hotel rooms, Gymnasium, Hotel BOH Facilities and E&M Facilities	Residential units, Gymnasium (Commercial Facilities) and E&M Facilities
L2	Hotel Rooms, Swimming Pool, Hotel BOH Facilities and E&M Facilities	Residential Units, Swimming Pool and E&M Facilities
L3 – L17 (L4 omitted)	Hotel Rooms, Hotel BOH Facilities and E&M Facilities	Residential Units and E&M Facilities
L18	Hotel Rooms, Hotel BOH Facilities and E&M Facilities	N/A
R/F	E&M Facilities	E&M Facilities and Private Open Space

3.2 Access Arrangement and Transportation Provision

3.2.1 Vehicular access to the Proposed Development will be via the existing run-in/out at On Chun Street. It is proposed to provide 181 nos. of carparking spaces (148 nos. for residents, 5 nos. for visitors, 21 nos. for retail use and 7 nos. for Exhibition/Convention Hall), 12 nos. of motorcycle parking spaces and 120 nos. of bicycle parking spaces. 7 nos. of loading and unloading bays will be provided at L1. The internal transport facilities will be provided at B/F and L1. To maximize the provision of parking spaces, double decked mechanical carparking spaces will be adopted at L1 covered carpark area.

4.7 No Adverse Impact

Traffic

4.7.1 A Traffic Impact Assessment ("TIA") has been carried out (**Appendix 2** refers). Traffic count survey was conducted to establish the current traffic conditions at the concerned junctions during AM and PM peak periods. Based on the existing traffic flows with the adjustment factors, the junction assessments show that all junctions are operating satisfactorily during the existing AM and PM peak hours. It should be noted that the future population of the proposed residential development will be similar to the existing population of the hotel use as the proposed flat numbers are less than the hotel room numbers. Therefore, it is expected the future impact to the public transport services would be minimal.

4.7.2 As compared with the existing hotel, the Proposed Development would generate 32 pcu/hour additional traffic during AM peak hour and 19 pcu/hour additional traffic during PM peak hour. The junction capacity assessment shows that all junctions will operate with capacity for both the Reference and Design Scenarios. Public transport assessment was carried out for the future year. With the existing rail services, the public transport demand for the Proposed Development can be fully accommodated. Based on the findings of the TIA, it can be concluded that the Proposed Development will not induce adverse traffic impact onto the adjacent road network and shall be acceptable in traffic viewpoint.

Environmental Noise

4.7.3 A Noise Impact Assessment (**Appendix 3** refers) has been conducted to predict the road traffic noise impacts on the Proposed Development. The prediction of road traffic noise was carried out based on the traffic forecast for year 2043. For the Base Scenario (without any noise mitigation measures), the predicted maximum road traffic noise level of the residential flats will be 73dB(A), which exceeds the 70dB(A) noise criterion. Therefore, noise mitigation measures are required. With the provision of noise mitigation measure of acoustic window (baffle type), the assessment results indicate that the predicted road traffic noise levels at all the residential flats (i.e. 100%) will comply with the 70dB(A) noise criterion. Site survey has been conducted to investigate the fixed noise sources in the vicinity of the Proposed Development, no significant fixed noise source was identified. The Proposed Development would not be affected by the fixed noise sources.

Environmental Air Quality

4.7.4 A Environmental Air Quality Impact Assessment (**Appendix 4** refers) has been conducted. The buffer distance requirements are satisfied for vehicular and chimney emissions stipulated under the Hong Kong Planning Standards and Guidelines (re. Table 3.1, Chapter 9, HKPSG). Therefore, adverse air quality

Proposed Traffic Layout of the Proposed Pedestrian/Cyclist Access with Waterfront Promenade and Cycling Track

Existing and Proposed Pedestrian Connectivity Diagram