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Date : 16th September, 2024
Your Ref. : TPB/A/H15/287
Our Ref. : ADCL/POT-10753/L004

The Secretary
Town Planning Board
15/F., North Point Government Offices
333 Java Road, North Point, Hong Kong

By Email

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Religious Institution (Church) at Shop C (Portion) and Shop D on G/F. and 1/F., Happy View Building, Nos. 165-167 Main Street, Ap Lei Chau, Hong Kong, Ap Lei Chau Inland Lot No. 91

We refer to the comments from Transport Department dated 13.9.2024 regarding the subject application and would like to enclose herewith our Responses-to-Comments Table to address the abovementioned departmental comments for their consideration.

We would like to clarify that the operation hour of the proposed church on Sundays would be from 10 am to 1 pm. The location of the existing vehicle waiting/ drop-off area located at the north of the application site is indicated in **Illustration 3**.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Miss Isa YUEN or Mr. Thomas LUK at 3180 7811.

Yours sincerely,
Aikon Development Consultancy Limited

Encl.
c.c. Client

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LEGEND:

(For Identification Only)



Application Premises (Portion of G/F. and 1/F.)



Bus



Green Minibus



MTR



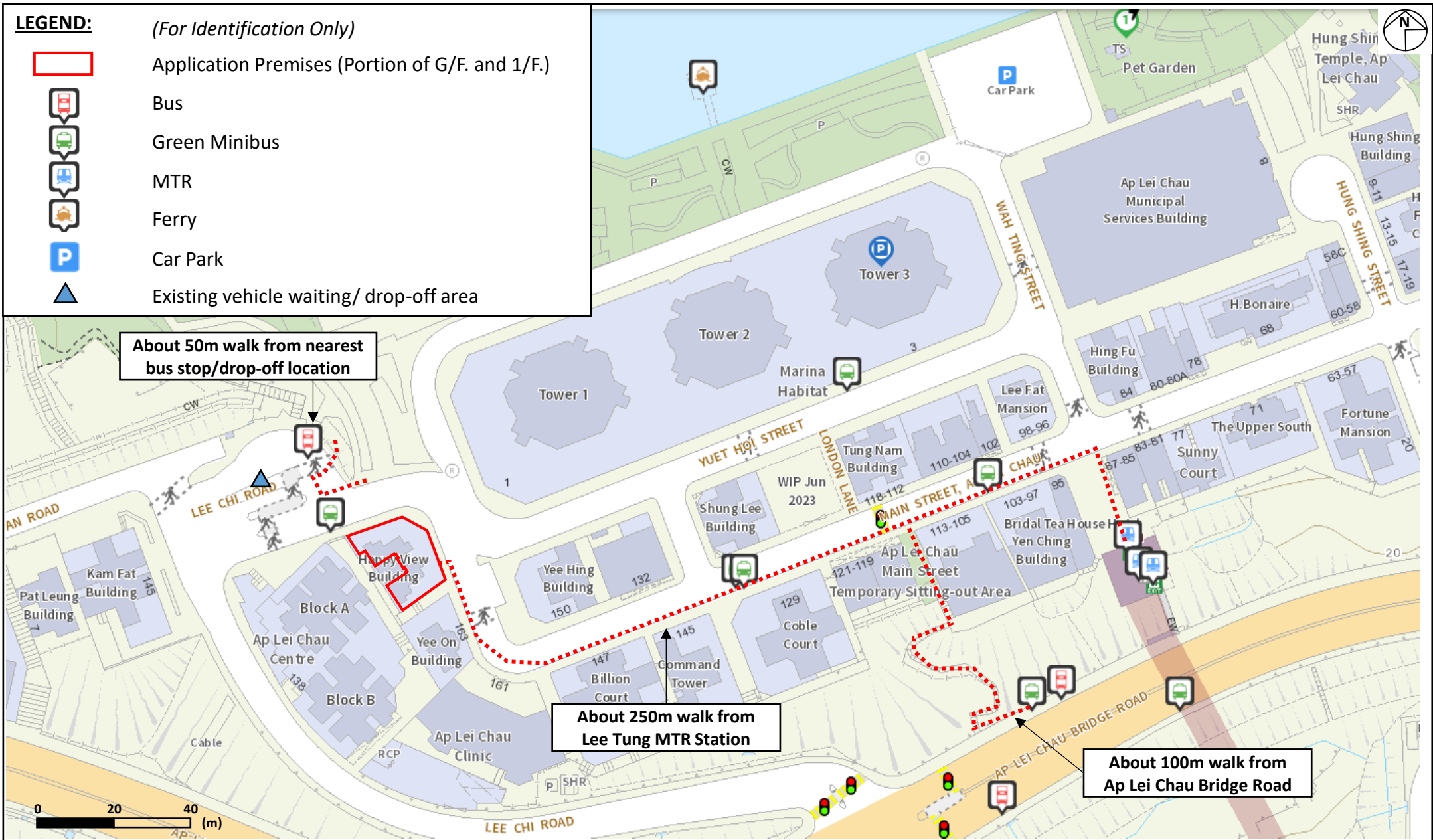
Ferry



Car Park



Existing vehicle waiting/ drop-off area



Project:
 Section 16 Planning Application for Proposed Religious Institution (Church) at Shop C (Portion) and Shop D on G/F. and 1/F., Happy View Building, Nos. 165-167 Main Street, Ap Lei Chau, Hong Kong, Ap Lei Chau Inland Lot No. 91

Title:
 Accessibility of the Application Premises

Illustration:
 3

Scale:
 Not to Scale

Date:
 Sep 2024

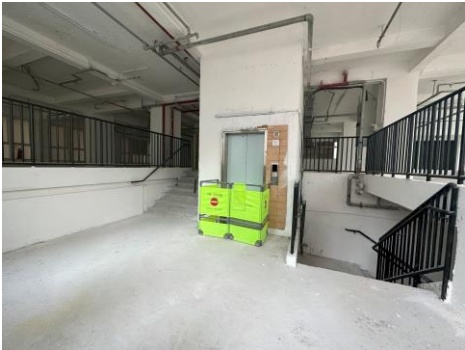



Section 16 Planning Application for Proposed Religious Institution (Church) at Shop C (Portion) and Shop D on G/F and 1/F, Happy View Building, 165-167 Main Street, Ap Lei Chau, Hong Kong

| Department | Date | Comments | Responses to Departmental Comments |
|----------------------|-----------|--|--|
| Transport Department | 13.9.2024 | <p>(a) According to para 4.2.3 of the Planning statement, the applicant would encourage the participants of the proposed use to utilize public transport. Please consider and advise the management measures that will be adopted to encourage the staff/participants/visitors to use the public transport to reduce any traffic impact;</p> | <p>The church has been a cornerstone of Ap Lei Chau Main Street since 1982, serving the community for over 40 years. After its relocation due to redevelopment in 2022, the church is seeking to return to its original neighbourhood. The proposed church aims to resume its previous operations at Ap Lei Chau Main Street, with participants continuing to utilize public transport.</p> <p>The proposed church is a small-scale church, with average participants of 30 persons daily and maximum participants of 80 persons. According to the Applicant, a majority of their participants live in the immediate neighbourhood and prefer using public transport to reach the proposed church, particularly using MTR from South Horizons Station to Lei Tung Station. Specifically, about 63% of church participants (50 persons) take the MTR, about 12% walk (10 persons), about 22.5% travel by franchised bus and minibus (18 persons), and only about 2.5% travel by car (2 persons). As the proposed church aims to continue serving the residents in the vicinity, and with various modes of public transport available, no adverse traffic impact is anticipated.</p> <p>The Applicant will continue encouraging staff/participants/visitors to use the public transport during assembly, small groups and fellowships.</p> |
| | | <p>(b) While the applicant mentioned that the participants of the proposed use would be encouraged to utilize public transport, the applicant mentioned the existing passenger pick up/drop off space at the Lee Man Road Bus Terminus and the roadside car parking spaces at the vicinity of the subject site for private vehicles in para 4.2.3 of the Planning statement. The applicant should be forewarned that this Department reserves the rights to impose the necessary traffic management measures and there is no guarantee of passenger pick up/drop off area space or roadside car parking spaces on public road in vicinity of the subject location. The applicant should determine the frequency of any required loading/unloading activities, passenger pick</p> | <p>Noted. The proposal indicates that the area offers alternatives that should mitigate potential traffic impact from the proposed use.</p> <p>The proposed church has been undertaken with careful consideration of traffic implications, ensuring that it does not place undue strain on the existing traffic network.</p> <p>The majority of participants are expected to utilize public transport, with only about 2.5% (2 participants) traveling by car. Participants will utilize the adjacent carpark in nearby developments to further minimize any traffic concerns. Therefore, it is anticipated that passenger pick-up and drop-off activities would be exceptional and insignificant. Given the nature as a</p> |

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|------------|------|--|---|
| | | <p>up/drop off activities and car parking demand, if any, in related to the subject application and work out the solutions to address the demands;</p> | <p>religious institution and the small scale of the proposed church, the Applicant does not expect any substantial loading or unloading operations.</p> |
| | | <p>(c) Regarding the numbers of parking spaces in the existing carparks nearby, the applicant is advised to conduct an investigation to ascertain if there will be any available parking spaces during the time of any planned activities;</p> | <p>It is noted that only about 2.5% of participants are expected to travel by car, translating to a demand for 2 car parking spaces. The available car parking spaces in the existing carparks nearby (such as Marina Habitat, and Ap Lei Chau Waterfront Promenade Carpark), collectively offer more than about 100 spaces, which is more than sufficient to accommodate this demand.</p> <p>Also, the church has been rooted in Ap Lei Chau Main Street for over 40 years and is currently seeking to return to its original community and resuming its previous operations. According to the Applicant, there have been no previous instances of insufficient parking availability during planned activities.</p> <p>With no substantial change in operations and numbers of members, it is anticipated that the existing parking spaces can continue to adequately accommodate the minimal parking demand generated by the proposed church.</p> |
| | | <p>(d) The applicant should consider and advise their proposed measures to avoid large group of participants waiting at the public footpath for their activities. For instance, provision of sufficient waiting spaces within their premise, allow sufficient time gap between each activities, etc; &</p> | <p>According to the Applicant, the worship services typically attract around 70 to 80 attendees. It is important to note that the congregation does not arrive at the church simultaneously. The choir and staff arrive early to prepare, followed by members who come in small groups, with a few individuals arriving every couple of minutes. As a result, there will be no scenario in which a large group of participants arrives simultaneously. After the service, participants also do not leave at once. Approximately 30 members remain for Sunday school, and others stay to engage in conversation and fellowship. There is sufficient time gap and arrangement for large group activities. Consequently, even with an attendance of 70 to 80 people, participants leave the proposed church in a staggered manner, preventing any congestion or obstruction on the public footpath.</p> |

| Department | Date | Comments | Responses to Departmental Comments |
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| | | | <p>In addition, sufficient waiting spaces are provided within the application premises. The application premises consists of G/F and 1/F, both of which designated with waiting areas. The G/F. (and M/F.) of the application premises features a lobby and a spacious waiting area capable of accommodating over 25 individuals. This layout facilitating gatherings of members before and after assembly without causing any overflow of activities onto the main street.</p>  <p style="text-align: center;"><i>Spacious waiting area within application premises</i></p> <p>Moreover, the 1/F. provides additional waiting spaces and includes a spacious circulation area at its centre, which is designed to enhance movement and offer further space for waiting and gathering. The proposed layout provides sufficient waiting spaces at different levels within the application premises, thereby confining all activities indoors and preventing any spillover onto the public footpath.</p> |
| | | <p>(e) Concerning the impact to the nearby footpath created by an additional pedestrian flow, the applicant is advised to assess the maximum numbers of participants in large scale activities and assess the level of services of the footpath, in particular at narrow sections.</p> | <p>According to the Applicant, the average participants of 30 persons daily and maximum numbers of participants in large scale activities would be approximately 70 - 80 individuals. The footpath in front of the application premises has a width of about 4 meters, which is considered more than adequate for a standard footpath. The footpath in the narrow sections is</p> |

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| | | | <p>approximately 2 meters wide, which is similar to the width of the footpaths along Ap Lei Chau Main Street.</p>  <p><i>Footpath in front of the application premises</i></p> <p>It is important to reiterated that the congregation does not arrive at the church simultaneously, with sufficient time gap and arrangement for large group activities as mentioned, the arrival and departure of participants at the proposed premises are well-managed and orderly. The proposed use is considered more orderly controlled than the previous fast-food shop operations, which did not require planning permission. The Applicant will continue to monitor attendance and ensuring sufficient time gaps between each activity, preventing any congestion or obstruction on the public footpath. Therefore, there will not be substantial increase in pedestrian flow.</p> <p>Additionally, the proposed layout includes sufficient waiting spaces distributed across various levels (G.F., M.F. and 1.F.), within the application premises, thereby preventing any overflow onto the public footpath or overstraining its capacity.</p> |