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Date : 24th September, 2024
Our Ref. : ADCL/POT-10753/L006

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
(Planning Application No. A/H15/287)**

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. Additionally, 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**. However, it is clarified that since participants of the proposed use will be encouraged to use public transport, the need for passenger pick-up or drop-off activities is not anticipated. Therefore, the proposed use will not generate additional demand for passenger pick-up or drop-off space.

The application premises would be equipped with adequate soundproofing design to mitigate any potential noise. The newly constructed partition walls will use sound-proof cotton. Similarly, the partitions surrounding the stage will be made from the same material, and sound-absorbing materials will be incorporated into the ceiling above the stage. Furthermore, movable windows near the stage will be installed with double glazing or sealed by soundproof partitions, while fixed windows in that area will be fitted with sound-absorbing fabric. With these soundproofing measures in place, any noise impact on the surrounding area is not anticipated. In addition to the soundproofing design and installation, the Applicant is committed to actively managing the volume levels of participants during activities. This will be achieved through a combination of measures, including staff training, clear communication guidelines, and the implementation of sound management policies, further minimising potential noise impact to neighbours.

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 [REDACTED].

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



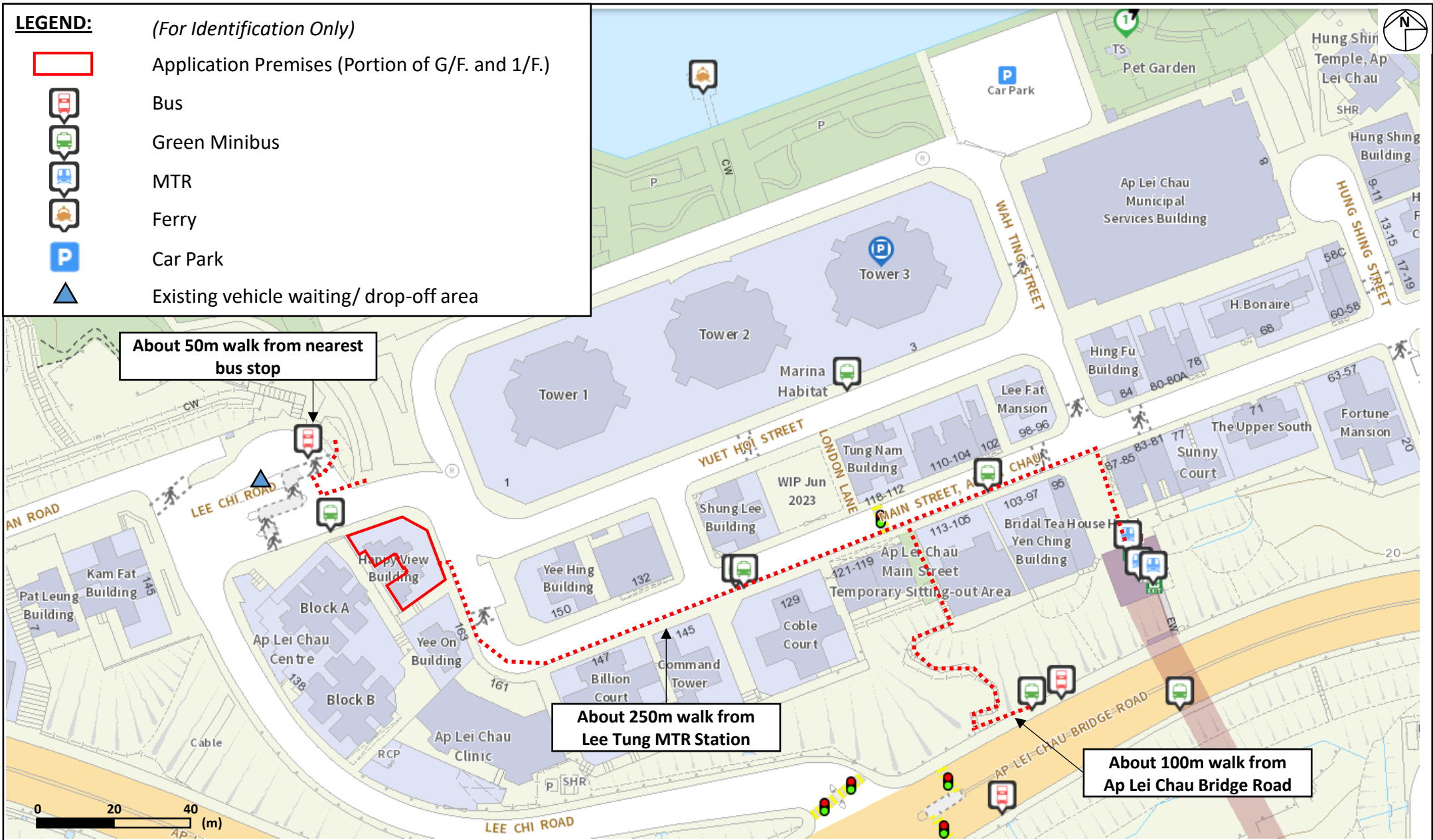
Ferry



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	(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;	The Applicant will actively promote the use of public transport among staff, participants, and visitors during assemblies, small group meetings, and fellowship events. To support this initiative, the Applicant will distribute informational leaflets and send out emails containing detailed information about public transport options. This will include timetables, routes, and fare information, all aimed at raising awareness and encouraging the participants to use public transport.
		(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 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;	Since participants of the proposed use will be encouraged to use public transport, the need for passenger pick-up or drop-off activities is not anticipated. Therefore, the proposed use will not generate additional demand for passenger pick-up or drop-off space.
		(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;	As the participants of the proposed use would be encouraged to utilize public transport, no additional demand for parking spaces is anticipated.
		(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	The proposed use will not occupy the public footpath for activities under any circumstances. According to the Applicant, there will be no scenario in which a large group of participants arrives or departs simultaneously. This is ensured by

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Department	Date	Comments	Responses to Departmental Comments
		<p>sufficient waiting spaces within their premise, allow sufficient time gap between each activities, etc; &</p>	<p>scheduling large group activities with sufficient time gaps, allowing participants to arrive and leave the proposed church in a staggered manner, which prevents congestion or obstruction on the public footpath.</p> <p>In addition, sufficient waiting spaces are provided within the application premises, which consists of the ground floor (G/F) and first floor (1/F), both equipped with designated waiting areas. Overall, the proposed layout offers adequate waiting areas across different levels, ensuring all activities remain 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>Considering there is sufficient waiting area within the application premises and the careful scheduling of large group activities, there will be no circumstances under which the proposed use will occupy the public footpath for activities.</p>