

**Public Works Subcommittee Meeting on 30 June 2015  
List of issues requiring follow-up actions by the Administration  
before the relevant meeting of the Finance Committee**

**Item PWSC(2015-16)9**

**3060RE – Construction of the East Kowloon Cultural Centre**

**Issue**

At the request of Ir Dr Hon LO Wai-kwok and the Chairman, the Administration will provide information on whether it was feasible to increase the number of parking spaces at the proposed East Kowloon Cultural Centre.

**Response**

The East Kowloon Cultural Centre will provide 30 private car parking spaces for use by hirers and performers. The parking spaces are located on the ground floor (G/F) near the backstage area of the auditorium. Other essential facilities that are located on the G/F due to operational requirements include drop off area for private cars/taxis/coaches; loading/unloading area for scenery and other goods items; driveways; part of the front-of-house/backstage facilities of the auditorium and the theatre, together with other ancillary facilities as well as some large electrical and mechanical plant rooms. The remaining area (of about 7,000 sq.m.) on G/F level is designed as public open spaces for the enjoyment of the general public and for holding various outdoor community functions and recreational activities. It is therefore not feasible to increase the number of parking spaces on the ground floor.

Despite the site constraints, the Architectural Services Department has made its best endeavor to optimise the design of the Cultural Centre, provision of parking spaces as well as the size and design of public open spaces on ground level while achieving cost-effectiveness of the project. If we were to provide parking spaces on 1/F, it will entail construction of long vehicular ramps connecting to the G/F. This will substantially affect the space available for other

facilities and the good connectivity on 1/F. If more parking spaces are provided through the construction of a basement, this will increase the overall construction cost. Besides, these options will also involve substantial amendments to the layout plans and re-starting the internal vetting processes which will lead to serious delay in project commencement and thus causing substantial increase in the project cost.

Having regard to the above factors and the availability of car parking spaces in the vicinity, we consider that the current design proposal has provided an optimal number of parking spaces within the confine of space in the light of cost-effectiveness.

Home Affairs Bureau  
July 2015