

政府總部  
公務員事務局  
香港金鐘添美道 2 號  
政府總部西翼



CIVIL SERVICE BUREAU  
GOVERNMENT SECRETARIAT

WEST WING  
CENTRAL GOVERNMENT OFFICES  
2 TIM MEI AVENUE, ADMIRALTY  
HONG KONG

本函檔號 Our Ref.:

來函檔號 Your Ref.: CSB CSTD I GR/1-55/22/4 C

電話號碼 Tel. No. : 2810 3153

傳真號碼 Fax No. : 2868 5069

電郵地址 E-mail Address: csbts@csb.gov.hk

網址 Homepage Address: <http://www.csb.gov.hk>

Clerk to Public Works Subcommittee  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Connie HO)

4 October 2021

Dear Ms HO,

### **Public Works Subcommittee Meeting on 15 September 2021**

#### **Kwun Tong Composite Development Project (193GK): Supplementary Information**

At the meeting on 15 September 2021, the Public Works Subcommittee endorsed the proposal to recommend to the Finance Committee the upgrading of the above works project to Category A. In the course of discussion, some Members requested supplementary information on whether the number of car parking spaces in the ancillary carpark and the public vehicle park in the Kwun Tong Composite Development (KTCD) Project could be increased through the deployment of innovative technological solutions such as Automatic Parking System (APS). The relevant information is set out below.

The KTCD Project will provide an ancillary carpark with about 65 parking spaces / loading and unloading bays for use by departments, staff and visitors, and a public vehicle park with about 70 parking spaces. It is very difficult to increase the number of car parking spaces, mainly due to the shallow underground rock head level of the location, which lies as shallow as only 1 to 3 metres below ground in the central part of the site. Any large-scale excavation will have serious cost implications and prolong the construction

period. Moreover, the site is traversed by an underground high voltage cable which supplies electricity to an extensive area in Kwun Tong, and this has added to the difficulty for the basement floor to be joined up at the central part of the site. Apart from these site constraints, the construction programme of the works project will have to take into account other practical considerations, such as the need to maintain operation of some public transport facilities in-situ during the construction period. All these factors have posed significant constraints on the size of the basement car parks.

Notwithstanding the above circumstances, we will explore more thoroughly, at the subsequent design stages, the possibility of capitalising on innovative technological solutions to increase the number of car parking spaces in the public vehicle park. We will, for example, reserve sufficient headroom in the basement to facilitate installation of APS in future, if this is feasible, to provide additional car parking spaces. The feasibility and cost effectiveness of such installation, and the actual number of car parking spaces which can be delivered by such installation, would have to be subject to the additional ancillary facilities required by the APS, the development of the relevant technological systems in the next few years, and the overall detailed design proposal eventually selected in the tender exercise.

To further increase the number of car parking spaces for public use, we will also consider in future opening up some of the staff parking spaces for public use during non-office hours, having regard to the actual operational needs of the user departments concerned.

Yours sincerely,



(Gary POON)

for Secretary for the Civil Service

c.c. Secretary for Financial Services and the Treasury  
Director of Architectural Services