

Appendix VI

Response to Departmental Comments

A. Response to Departmental Comments on Initial Enquiry on Planning Application Requirement as Submission dated 23 January 2026

Item	Department	Comment	Response
1.	Chief Town Planner/Town Planning Board, Planning Department (Received via email dated 30.1.2026)	The Site is zoned “Residential (Group C)” (“R(C)”) on the approved Pok Fu Lam Outline Zoning Plan (OZP) No. S/H10/23 (the OZP). According to the Notes of the OZP for “R(C)” zone, ‘Flat’ use [1] is always permitted. ‘Residential Institution’ [2] and ‘Hotel’ [3], which are Column 2 uses, require planning permission from TPB.	Noted, a s.16 planning application is prepared and submitted for TPB’s approval.
2.		The enquirer claimed that the proposed student hostel would resemble residential-type service apartment, which should be regarded as a ‘Flat’ use always permitted within the “R(C)” zone. However, there is no information in the current submission on whether each apartment is self-contained (i.e. with its own entrance, kitchen/ kitchenette/ pantry, living/ dining room, bedroom, bathroom/toilet) that conformed to the definition for ‘Flat’ use.	Same as above.
3.		Based on the information currently available, the proponent is advised to seek planning permission for operating the proposed student hostel as ‘Residential Institution’ use. If the proponent would like to opt for operating the proposed student hostel in the form of non-domestic building, subject to EDB’s confirmation of eligibility of the proposed student hostel under the Hostels in the City	Same as above.

		Scheme, the proponent may seek planning permission for 'Hotel (Student Hostel)' use.	
4.		<p>In any case, when preparing planning application for the proposed student hostel, the proponent should provide schematic layout and detailed development parameters (e.g. domestic and/or non-domestic plot ratio, building height, site coverage, etc.), and indicate any proposed ancillary facilities (such as the convenience store for exclusive use by the hostel users as indicated in the current submission) in the planning application.</p> <p>Notes:</p> <p>[1] means any self-contained apartment, usually on one floor of a building, which has its own entrance, kitchen/ kitchenette/ pantry, living/ dining room, bedroom, bathroom/ toilet, and sometimes servant's quarters according to the Definitions of Terms. It includes duplex apartment, penthouse and apartment-like service apartment provided with central services and/or central management and communal facilities. It also includes staff quarters and Government staff quarters in the form of apartment blocks.</p> <p>[2] means any institution established within a building which is wholly owned and managed or operated by a body or organization and which provides residential accommodation for persons who meet the eligibility criteria as</p>	Same as above.

		<p>prescribed by the body or organization according to the Definitions of Terms. It normally refers to residential facilities in a wholly owned development managed or operated by an institution, society, college, religious/voluntary/charitable body or other organizations. It includes hostel, dormitory, and elderly housing provided not as a form of social welfare facility but excludes hotel and guesthouse regulated under the Hotel and Guesthouse Accommodation Ordinance (Cap. 349), and other residential facilities provided as a form of social welfare facility such as boys'/girls' homes, residential care home for the elderly, drug treatment centre, etc.</p> <p>[3] means any premises which are held out as providing sleeping accommodation to any person presenting themselves who are willing to pay a fee for the sleeping accommodation according to the Definitions of Terms. It includes a boarding house (but not one which falls within the definition of 'Social Welfare Facility'), common lodging house, guesthouse, holiday house, and hotel-like service apartment. It also includes student hostels supported by Government's policy but excludes those student hostels provided in the form of 'Residential Institution'.</p>	
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<p>5.</p>	<p>Antiquities and Monuments Office (Received via email dated 4.2.2026)</p>	<p>Please be informed that the Buildings are not declared monuments, graded historic buildings, new items for grading assessment by the Antiquities Advisory Board (AAB) nor government historic sites identified by AMO. Nevertheless, Pok Fu Lam Conduit (Conduit Bridges and Inverted Syphon Piers)(the “Conduit”), a proposed Grade 2 historic structure, is located in the close vicinity of the Buildings. The grading of the Conduit is expected to be finalised during the AAB meeting scheduled for 11 June 2026. The project proponent should ensure that the structural stability and historic fabrics associated with the Conduit will not be adversely affected by the proposed works arising from the captioned project. Prior consultation with AMO should be sought before the commencement of works if there are any proposed works that may affect the Conduit.</p>	<p>The project only involves internal repartitioning works and do not involve piling, demolition or vibration-intensive activities. Construction traffic will continue to be routed via the current Pok Fu Lam Road, avoiding any additional impact on the Pok Fu Lam Conduit. Based on the above, the conduit shall not be affected and the project team will further address comments from AMO as appropriate.</p>
<p>6.</p>	<p>Commissioner for Transport (Received via email dated 11.2.2026)</p>	<p>With reference to the submission from the applicant, the applicant proposed to covert the existing staff quarter to student hostels with 900 to 1000 beds. The subject application would involve changes of use from 'flat' to ‘residential institution’ with increase in population. The project proponent should assess the traffic impact induced by the proposed development and submit the traffic impact assessment (TIA) report for review.</p>	<p>Noted, TIA is prepared and submitted together with the s.16 application for review. The proposed number of bed spaces remains at 900.</p>

7.	<p>Chief Highway Engineer/Hong Kong, Highways Department</p> <p>(Received via email dated 9.2.2026)</p>	<p>Please clarify if the conversion proposal would involve modifications of run-in/out of the site, the access road connecting the private lot RBL825 RP and Pok Fu Lam Road, public road and the associated street furniture, public lighting, slope features maintained by this office.</p>	<p>The southern end of the access road connecting to the site will be converted from existing 2-way to 1-way southbound in accordance with High West Development's planned road layout. The modified layout is included in the s.16 application submission.</p>
8.	<p>Railway Development Office</p> <p>(Received via email dated 4.2.2026)</p>	<p>The subject site does not fall within any railway protection boundary or administrative route protection boundary. We have no adverse comments on the plans from railway development point of view. Please keep this Office posted on any updates to this project in due course.</p>	<p>Noted.</p>
9.	<p>Director of Environmental Protection</p> <p>(Received via email dated 30.1.2026)</p>	<p>According to the information provided, it is noted that the sewerage discharge from the subject site is anticipated to increase after the proposed conversion, and there will be a series of planned developments in the vicinity located at upstream and downstream of the site. As such, a Sewerage Impact Assessment (SIA) with hydraulic calculations shall be required to identify the necessary sewage upgrading works for the proposed developments.</p>	<p>Relevant technical assessment has been conducted and included in the submission of planning application.</p>
10.	<p>Director of Agriculture, Conservation and Fisheries</p>	<p>It is noted that the proposed conversion only involves internal alterations and renovation works within the existing structures. No</p>	<p>Noted.</p>

	(Received via email dated 27.1.2026)	ecological impact assessment would be required for the subject project.	
11.	Chief Engineer/Water Services Department	Please provide the net increase / decrease in the fresh water / flushing water demands due to the conversion of the Middleton Towers of HKU to student hostels, for our consideration.	Relevant technical assessment has been conducted and included in the submission of planning application.
12.	(Received via email dated 11.2.2026)	Please find attached partprint of our mains record plans showing the existing water mains in the vicinity of the captioned site for your information. Please note that the alignments of the water mains are indicative only. The exact lines and levels of our water mains should be established by hand dug trial pits on site if they are of significance to your works. Some changes might have been made to the information shown on the drawings in the course of time and that digging of trial holes to ascertain the exact alignment and depth of water mains would still be necessary before any road excavation.	Noted.
13.	Head (Geotechnical Engineering Office), Civil Engineering and Development Department	He has no comment on the proposed conversion of the Middleton Towers into student hostels, Please be advised that geotechnical assessments are not required.	Noted.

	(Received via email dated 30.1.2026)		
14.	Chief Town Planner/Urban Design and Landscape (Received via email dated 4.2.2026 and 6.2.2026)	Urban Design It is noted from self-explanatory letter from the consultant that the HKU proposed to convert the existing Middleton Towers (staff quarters) into student hostels, which involves internal renovation works only. As the submission only involves conversion/regularisation of uses within existing buildings without any urban design	Noted.
15.		Landscape It is noted that the project is restricted to a modification of the existing buildings internally, without alterations to the bulk of the existing buildings, landscaping or external works. As there is no adverse impact on distinctive landscape character/resources within the Site, Landscape Assessment in accordance with Annex B of the TPB Guidance Notes under s.16 is not required.	Noted.
16.	Chief Engineer/Hong Kong and Islands, Drainage	The existing development is nearly fully paved and there should not be any significant drainage impact after the proposed development. As such, Drainage Impact Assessment is not required.	Noted.
17.	Services Department	The existing 72-flat development will be re-developed as a student hostel with 900-1,000 beds and additional sewage generation is	Relevant technical assessment has been conducted and included in the submission of planning application.

	(Received via email dated 11.2.2026)	expected. As such, Sewage Impact Assessment is required.	
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B. Response to Departmental Comments on draft S.16 Submission Package as submitted 23 March 2026

Item	Department	Comment	Response
18.	Education Bureau (EDB) and Development Projects Facilitation	The application site is the subject of the “Hostels in the City Scheme” (the Scheme) received by the EDB. On 4.3.2026, EDB confirmed the eligibility of the application under the Scheme	Noted and received EDB’s confirmation.
19.	(Received via email dated 15.4.2026)	The proposed layout shown in the subject pre-application enquiry is generally in line with that of the Scheme. On 30.3.2026, the applicant updated our office on the number of bed spaces, which is about 900, and this figure will be adopted throughout the s.16 application. We have no adverse comments on the subject pre-application enquiry.	Noted, 900 number of bed spaces are adopted for this s.16 application.
20.		The applicant should be advised that for any subsequent change(s) to the information provided under the Scheme, the applicant should notify EDB and the DPFO as soon as possible. EDB and DPFO reserve the comments on the details of the subject proposed student hostel development at the building plan	Noted. EDB will be notified should there be changes to the Scheme in the future.

		submission stage and EDB also reserves the right to revoke the confirmation of the eligibility of the Scheme having regard to any changes to the Scheme.	
21.	Director of Environmental Protection (Received via email dated 15.4.2026)	He has no in-principle objection to the planning application, as there is no adverse environment impact observed. Having said that, the sewerage infrastructure in the region is marginal, and it is desirable to add an approval condition for sewerage impact assessment submission in the future planning application	Noted.
22.	Chief Engineer/Water Services Department	His comments on your pre-submission dated 23 January 2026 were not added to your R-to-C table. Please add them accordingly.	The comments on initial enquiry dated 23 January 2026 were well-received and documented in Item 11 and 12 above.
23.	(Received via email dated 15.4.2026)	Table 2a - Noted that an allowance has been adopted for the service trades fresh water demand, hence, no additional fresh water demand shall be computed for F&B.	Noted. Relevant technical assessment has been updated and included in the submission of planning application.
24.		Table 2a – For salt water unit demand, please adopt our latest ceiling value of 100 l/h/d (per residential population) and this computation shall have included the salt water demand for both domestic and service trades.	Noted. Relevant technical assessment has been updated and included in the submission of planning application.
25.	Commissioner for Police	Traffic Management	Noted.

	(Received via email dated 9.4.2026)	<ul style="list-style-type: none"> • During the construction and initial move-in phases, it is recommended that HKU, Police, and TD work together to develop a coordinated traffic plan to manage heavy vehicle movements effectively. • Upon the conversion from staff quarters to higher-occupancy student housing, • the frequency of taxi, delivery, and visitor movements on Pok Fu Lam Road will likely increase, particularly during peak hours. Given the limited on-site parking and loading spaces, the primary concern is potential roadside congestion. • It is recommended that property management implement a robust plan for pick-up/drop-off activities to minimize the impact on the public carriageway. 	<p>There is sufficient parking and L/UL space for student move-in, as well as queuing area, within Middleton Tower. Nevertheless, there are over 180m road distance between Middleton Tower and Pok Fu Lam Road, allowing incoming traffic queuing before causing roadside congestion to Pok Fu Lam Road.</p> <p>Pick-up/drop-off activities will be done within the Middleton Tower and unlikely to impact the public carriageway.</p>
26.		<p>Community Impact and Activity Levels</p> <ul style="list-style-type: none"> • The demographic shift from families to a larger student population will naturally increase activity levels in the area. Proactive management of communal spaces and retail hours will help the project integrate smoothly into this quiet residential neighbourhood. • It is recommended that property management establish clear guidelines for the use of ancillary shops and 	<p>The HKU currently manages multiple student hostels and has established guidelines governing the uses of common space, as well as organization of events. Relevant provisions will be incorporated into the specification to ensure that future operators comply accordingly.</p>

		common spaces, especially during evening hours.	
27.		<p>Operational Use of Facilities</p> <ul style="list-style-type: none"> Should the facilities be used for large-scale student functions or external events beyond standard residential use, it is recommended that property management prepare crowd management plans to ensure the safety and convenience of both residents and the public. 	The HKU currently manages multiple student hostels and has established guidelines governing the uses of common space, as well as organization of events. Relevant provisions will be incorporated into the specification to ensure that future operators comply accordingly.
28.	<p>District Lands Officer / Hong Kong West and South</p> <p>(Received by post dated 22.4.2026)</p>	<p>1. I refer to your captioned submission dated 23 March 2026 (“the Pre-submission”) to the Planning Department which was received by this Office on 24 March 2026. My preliminary comments and observations from the land administration point of view on the Pre-submission are set out below.</p> <p>2. According to paras. 1.2.2 and 3.1.1 of the Pre-submission, the project is limited to internal modification of existing buildings (i.e. Middleton Towers which fall within the Remaining Portion of Rural Building Lot No. 825 (“the Lot”)), existing internal roads, footpaths, landscaping and building bulk shall be maintained. However, it is noted in Table 3-1 and Figure 1.2 that Government land in-between the Lot of about 1,900m² is</p>	<p>The area that falls within Government land in-between the Lot currently functions as a service road and is related to the existing and proposed site access arrangements. It is therefore included within the application boundary to allow a holistic assessment of traffic and access arrangements.</p>

		<p>included in the proposed Section 16 planning application. Please clarify.</p> <p>3. Pursuant to the Government Lease dated 22 May 1970 governing the Lot, the proposed conversion of the existing buildings to student hostel with ancillary shop and services does not comply with the lease conditions, including but not limited to the restrictions relating to user, parking requirements, restriction on alienation and non-offensive trades clause. If the subject Section 16 planning application is approved by the Town Planning Board, the owner of the Lot will need to apply to this Office for a lease modification or temporary waiver for implementation of the proposal. The proposal will only be considered upon receipt of formal application from the owner of the Lot. However, there is no guarantee that the application, if received by this Office, will be approved. The application will be considered by Lands Department acting in the capacity as the landlord at its sole discretion. In the event that the application is approved, it will be subject to such terms and conditions as the Government shall see fit, including among others, payment of a premium and an administrative fee, subject</p>	<p>Please be advised that the application on the Lifetime Waiver has been submitted to LandsD on 9 April 2026.</p>
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		<p>to relevant Bureaux’s policy supports, as may be imposed by Lands Department.</p> <p>4. It is noted that you have proposed in Section 7 of the Form No. S16-1 attached to the Pre-submission a tentative completion year of the development proposal in 2027. Having considered that the proposal is subject to approval of the Section 16 planning application, the higher authority’s approval or relevant Bureaux’s policy supports and detailed requirements of relevant departments, it would be pre-mature for this Office to make any comment on the tentative timeline.</p> <p>5. Given the various technical assessments in the appendices of the Pre-submission are technical in nature, I shall defer to other relevant departments to comment.</p> <p>6. Please note that the comments given above are not exhaustive and my comments are hereby reserved upon receipt of further information/clarifications on the Pre-submission and the formal Section 16 planning application.</p>	<p>Noted. Please note the tentative completion year of the development proposal will be in 2028.</p> <p>Noted.</p> <p>Noted.</p>
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<p>29.</p>	<p>Antiquities and Monuments Office</p> <p>(Received via email dated 24.4.2026)</p>	<p>Please note that Heritage Impact Assessment (HIA) mechanism is applicable to all Government capital works projects since 1 January 2008. You may refer to the Development Bureau Technical Circular (Works) No. 1/2022 (the Circular) for detailed workflow of HIA mechanism. In essence, HIA is applicable to capital works projects (including both projects approved individually by Public Works Subcommittee / Finance Committee as well as Category D items but excluding certain items specified in the Circular). You may also refer to Financial Circular No. 7/2017 for the definition and categories of capital works projects. If the proposed project is regarded as a capital works project, the project proponent should follow the Circular for the procedures and requirements necessary to assess the heritage impact arising from the proposed project.</p> <p>As a gentle reminder, the project proponent is advised to observe the following heritage conservation requirements –</p> <p>(i) to check the following websites for the updated list of the declared monuments, proposed monuments, graded sites and buildings/structures, new items for grading assessment, sites of archaeological interest in Hong Kong,</p>	<p>Noted. Please note this project is not Government capital works projects. The project is confined entirely to internal repartitioning works. No external structural works, piling, demolition, excavation, or vibration-intensive activities are involved. Construction traffic will continue to be routed via the current Pok Fu Lam Road, avoiding any additional impact on the Pok Fu Lam Conduit. Accordingly, the conduit shall not be affected by the proposed works.</p>
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		<p>and Government historic sites identified by AMO (the Heritage Sites). This information, including site plan with the name and address of the Heritage Sites, and photos, should be presented in an organised manner.</p> <p>(a) Heritage Site Lists by AMO (https://www.amo.gov.hk/en/historic-buildings/heritage-sites/lists/index.html) for “List of Declared Monuments and Proposed Monuments”, “List of Graded Historic Buildings”, “List of New Items for Grading Assessment”, “List of Sites of Archaeological Interest in Hong Kong” and “List of Government Historic Sites Identified by Antiquities and Monuments Office”; and</p> <p>(b) Geographical Information System on Hong Kong Heritage by AMO (https://gish.amo.gov.hk)</p> <p>(ii) as a general heritage conservation principle, to ensure that the proposed project does not cause any disturbance or damage to the Heritage Sites; the project proponent is required to conduct a heritage appraisal to assess whether</p>	
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		<p>the proposed project has any direct or indirect impacts on the aforementioned items; to recommend and to implement the necessary mitigation or protective measures to safeguard them, presented in an organised manner in the submissions. All works should be carried out with the utmost care, with precautionary, protective, and monitoring measures devised and implemented during all stages of the project, to the satisfaction of the AMO; and</p> <p>(iii) to notify AMO should any items of possible heritage value, in addition to the Heritage Sites, be identified, and to seek guidance from AMO on the appropriate actions to be taken</p> <p>Besides, we would like to take this opportunity to update you that the Pok Fu Lam Conduit (Conduit Bridges and Inverted Syphon Piers), a Grade 2 historic structure, is situated in the vicinity of the proposed works site. The project proponent should pay attention to its grading boundary which is available at the AAB's website (https://www.aab.gov.hk/en/historic-buildings/search-for-information-on-individualbuildings/index.html) to ensure that</p>	
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		the proposed works will not cause any physical damages to this graded structure	
30.	Commissioner for Transport (Received via email dated 24.4.2026)	<p><u>Vehicular and Pedestrian Access</u></p> <p>(a) Please indicate the width of the two-way access road connecting High West and the proposed development in the Master Layout Plan. According to the swept path analysis in Appendix III, the truck with 11m long would severely encroach onto the opposite lane of the access road. Please consider appropriate traffic improvement measures to resolve the conflict.</p> <p>(b) According to the Master Layout Plan, all pedestrians and vehicles must access the proposed redevelopment via a narrow and steep access road with a footpath on one side. HKU should consider linking the proposed redevelopment to HKU High West to improve the accessibility.</p>	<p>The width of the proposed carriageway connecting to High West is 6m, while the existing access road connecting to Middleton Tower is around 4.5m - 5m. Currently, there are shuttle bus services going up to Middleton Towers via the access road with a footpath on one side.</p> <p>In future operation, traffic flow of heavy vehicle is expected to be small, and therefore the existing access road is considered sufficient. Nevertheless, traffic control management will be implemented to minimize vehicle conflicts.</p>
31.		<p><u>Internal Transport Facilities</u></p> <p>(c) According to para 2.2.2 of the Technical Note, HKU had made reference to the internal transport facilities at Jockey Club Student Village I and Jockey Club Student Village II to support their proposed provision of 10 nos. of car parking spaces and 1 no. of goods vehicle loading/unloading bays in the redevelopment site. The two reference sites are located near to the HKU MTR Station and Kennedy Town MTR</p>	<p>Parking provision of Middleton Tower has make reference to Student Hall at Sasson Road and planned High West redevelopment in appended TIA in this submission, where they are away from MTR station.</p>

		<p>Station, which is differ from the location of redevelopment site. HKU should demonstrate is it representative to use these projects as reference for the current redevelopment.</p>	
32.		<p>Trip Generation/Attraction</p> <p>(d) It was noted that the trip generation surveys were conducted during January and February 2026. Please ensure that the surveys were not carried out during the non-school days of HKU (e.g. Semester break, Chinese New Year holidays, etc.).</p> <p>(e) HKU proposed to apply the trip-generation survey results from Tam Towers & Garden to estimate the trip generation of existing Middleton Towers. Please explain why the existing trip generation of Middleton Towers are not adopted.</p> <p>(f) HKU should demonstrate that the trip-generation of Tam Towers & Garden could represent the traffic trip pattern of the existing Middleton Towers. Besides, please provide the detailed information on Tam Towers & Garden, including its internal transport facilities, the flat sizes, and the respective number of flats.</p> <p>(g) HKU should demonstrate that the trip-generation survey results from the University Hall could represent the trip</p>	<p>The trip generation surveys were conducted after the semester break in January and not in the week of Chinese New Year Holidays in February. As mentioned in section 3.2.1 of the technical notes, it would lead to great variation for the projected trip generation for full occupancy if the trip rate is based on the current low occupancy condition. As such, a higher occupancy staff quarter in the vicinity is adopted for the surveys. In view of the accessibility to existing public transport and shuttle bus provision, the travel characteristic of Tam Towers & Garden and existing Middleton Tower are considered similar. There are around a total of 120 flats, area ranging from 165m² to 315m². As University Hall is immediately next to Middleton Tower, their travel characteristic as student hostel is expected to be similar. There are a number of 110 twin rooms with area of 14m². On survey date, there are no TTA in the public roads affecting the vehicular and pedestrian access. Survey data is collected immediate outside of University Hall, excluding the construction traffic to/from High West site,</p>

		<p>generation of the proposed Student Hostel in the redevelopment. HKU should supply detailed information on the University Hall, including its internal transport facilities, the flat sizes, the respective number of flats, existing shuttle bus service, and pedestrian and vehicular connectivity.</p> <p>(h) According to para. 3.2.4 of the Technical Note, there is currently construction work at the University Hall. To demonstrate that the estimated trip generation of the proposed Student Hostel would not be underestimated, please advise the utilization of student hostel of University Hall, and any Temporary Traffic Arrangements (TTA) that might affect vehicular and pedestrian access to University Hall during the survey. In addition, please indicate the survey locations for reference.</p>	<p>and also surveyed at Pok Fu Lam Reservoir Road for the pick-up/drop-off activities.</p>
33.		<p><u>Shuttle Bus Services</u></p> <p>(i) Please provide the details of the proposed shuttle bus services, including the routes, stops, frequency, service hours, and utilization, for reference.</p>	<p>Our school bus services proposal is to enhance the provision as proposed under High West Development. With 3 additional bus trips per hour, the new headway of school bus services is 6-7 mins.</p>

		<p>(j) Please indicate the proposed shuttle bus stop for the proposed redevelopment in the drawing.</p> <p>(k) Please advise the size of shuttle bus and provide the relevant swept path analysis to demonstrate that the proposed shuttle bus could manoeuvre smoothly within the redevelopment site for accessing the proposed shuttle bus stop.</p> <p>(l) Please present the methodology, calculations and assumptions for estimating the patronage demand of school buses in Table 3-6.</p> <p>(m) According to Chapter 2.3 of Volume 2 of TPDM, a passenger-car unit (PCU) value of 3.0 would be assumed for a bus operating on hilly terrain. Please justify your assumption in Table 3-7 that one school bus is equivalent to 2 PCU.</p>	<p>Attached Annex A shows the proposed location of the bus stop for High West school bus services. The details of school bus operation will be further considered at a later stage subject to future population needs.</p> <p>A 12m long Coach is expected to be a 50-seater bus. Annex A demonstrated the turning is sufficient to access the bus stop.</p> <p>The patronage demand is based on the pedestrian generation rate derived from the trip generation survey, presented in Table 3-5, and multiple by 1,000 units.</p> <p>The Pok Fu Lam Road section from Middleton Tower to HKU main campus has a gradient less than 4%, which is not consider as hilly for PCU conversation.</p>
34.		<p>Traffic Assessment</p> <p>(n) The proposed redevelopment would convert the existing staff quarter (total 72 nos. of staff</p>	

		<p>quarters units) into student hostels (approximately 1,000 beds). Given the increase in population by the proposed redevelopment, HKU should provide the relevant traffic assessment for the nearby footpath and crossing facilities.</p> <p>(o) For Table 3-8, HKU assumed full occupancy of the existing staff quarters at Middleton Towers. However, only 22% of the flats are currently occupied. The actual traffic induced by the existing Middleton Towers is thus far lower than the figures indicated in Table 3-8. With the proposed redevelopment, additional trips will be induced onto the surrounding road network. HKU should evaluate the traffic impact induced by the redevelopment in the Traffic Impact Assessment and consider appropriate mitigation measures, such as widening footpaths or crossings and extending the bus lay-by on Pok Fu Lam Road.</p> <p>(p) HKU has submitted the TIA for the proposed Global Innovation Centre, which has taken into account the traffic impact by the subject redevelopment. In particular, the methodology and assumptions for deriving the traffic trip induced by the redevelopment in the TIA is different with the Technical Note. HKU is reminded to review and update their TIA and</p>	<p>Instead of a technical note, we have detailed a TIA for the redevelopment of Middleton Tower for your consideration.</p> <p>A TIA attached with junction assessment along Pok Fu Lam Road is attached under this round of submission for your review.</p> <p>The redevelopment of Middleton Tower has reduced from 1,000 student units to 900 units under this round of submission. The TIA of GIC provides a worsen scenario of Middleton Tower with 1,000 units.</p>
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		Technical Note to ensure consistent assumptions and holistic assessment.	
35.	Chief Building Surveyor/Hong Kong West, Buildings Department (Received via email dated 24.4.2026)	We have no objection in principle for the proposed conversion at 140 Pok Fu Lam Road from building point of view. Detailed consideration will be made at building plan submission stage.	Noted.
36.	Director of Fire Services (Received via email dated 24.4.2026)	Please be informed that he has no specific comment on the captioned application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services. Should the application be confirmed to fall under the regulatory regimes as stipulated in PlanD's memo dated 31.8.2023, i.e. lands, buildings, licensing and other control regimes, or be referred by Independent Checking Unit for consultation on FS requirements, we have no objection to removing the relevant approval conditions without the need for further consultation from FSD.	Noted.

		<p>Nonetheless, the following advisory clauses shall be delivered to the applicant: Detailed fire safety requirements will be formulated upon receipt of the formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the emergency vehicular access (EVA) provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.</p>	
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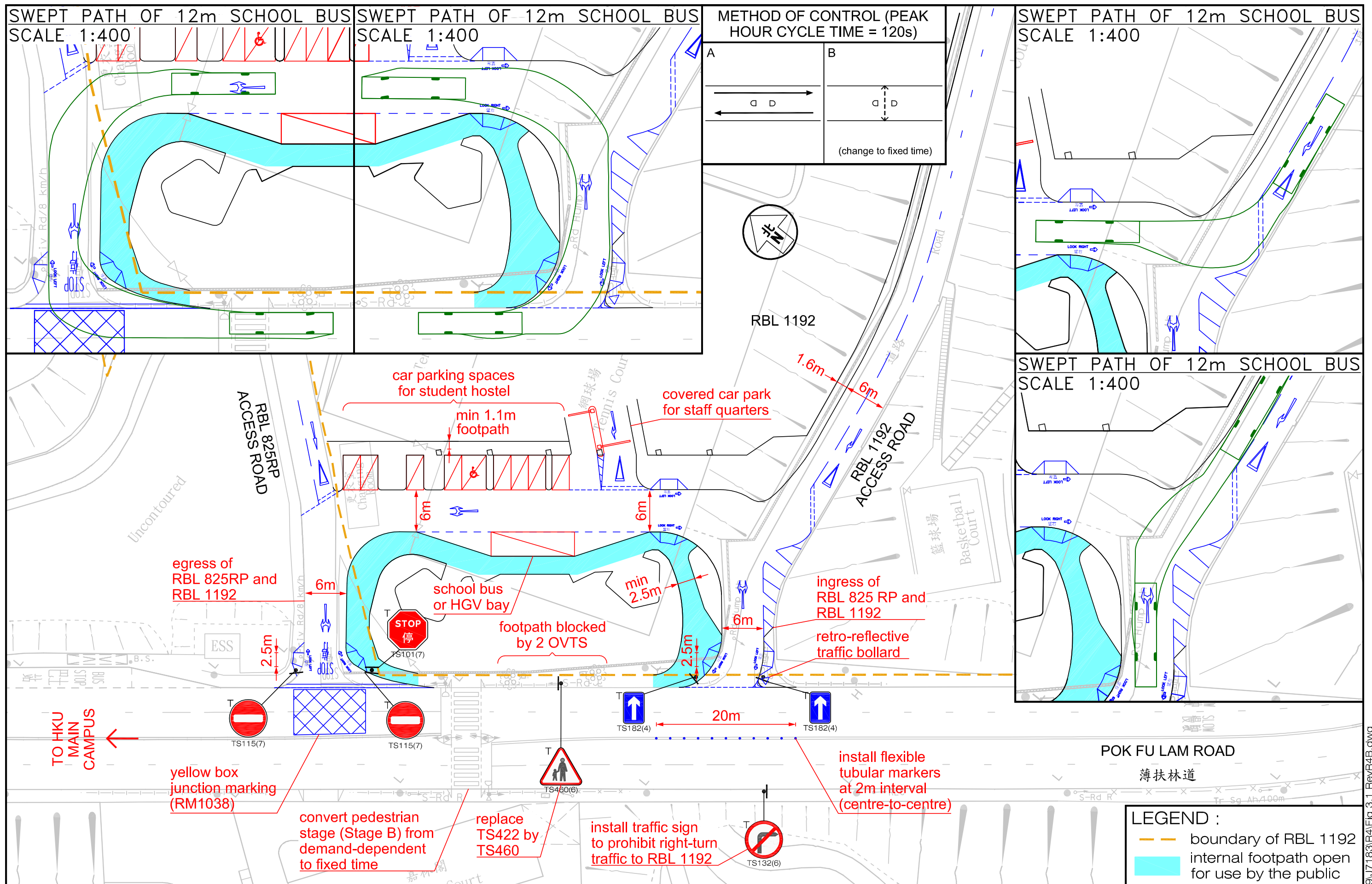
*The following Government departments have no comment / no adverse comments on the application:

- Chief Highway Engineer/Hong Kong, Highways Department;
- Railway Development Office;
- Director of Agriculture, Conservation and Fisheries;
- Head (Geotechnical Engineering Office), Civil Engineering and Development Department (CEDD);
- Project Manager (South and Sustainable Lantau), CEDD;
- Director of Leisure and Cultural Services;
- Director of Electrical and Mechanical Services; and
- Chief Town Planner/Urban Design and Landscape, Planning Department.

*Pending comments from the following Government departments:

- Chief Engineer/ Hong Kong and Island, Drainage Services Department; and
- District Officer/ Southern, Home Affairs Department

ANNEX A



Project Title	RBL 1192, HIGH WEST, 142 POK FU LAM ROAD, HKU			Figure No.	3.1	Revision	R4B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title	VEHICULAR ACCESS ARRANGEMENT OF RBL 1192			Designed by	T H C	Drawn by	C C L	
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Appendix VII

Reply Letter from Education Bureau confirming Eligibility for “Hostels in the City Scheme”



中華人民共和國香港特別行政區政府
教育局
Education Bureau
The Government of the Hong Kong Special Administrative Region
of the People's Republic of China

本局檔號 Our Ref.: (9) in EDB/FHE/SH/AP-0031(R)

電話 Telephone 3509 8533

來函檔號 Your Ref.: [REDACTED]

傳真 Fax Line:

電郵地址 Email: studenthostel@edb.gov.hk

By email and post

4 March 2026

Ms. Fan, Mei Mary
Assistant Director of Estates, HKU
The University of Hong Kong

Dear Ms. Fan,

Hostels in the City Scheme (“the Scheme”)

I refer to your application received on 13 February 2026 under the Scheme for the proposed student hostel development at 140 Pokfulam Road, Hong Kong.

I am pleased to inform you that, based on the information provided in the application form, the application is, prima facie, eligible under the Scheme.

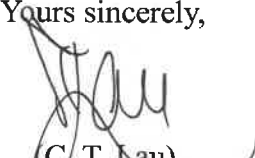
To take forward the proposed development, you may liaise with the Development Projects Facilitation Office (DPFO) under the Development Bureau for the subsequent development procedures as necessary. You may also wish to take note of the preliminary comments in relation to the proposed development from the relevant departments as appended at **Annex**.

According to the signed statutory declaration, the relevant conversion works of the proposed development should be completed within 18 months from the date of this letter, i.e. 4 March 2026. Upon completion of the works, please provide us and DPFO with a copy of the acknowledgement letter for certificate on completion of building works or the relevant occupation permit, as appropriate. Should an extension of time be required, please submit an application supported by relevant justifications at least two months prior to the end of the said 18-month period.

Please be reminded that this letter serves only to confirm the eligibility of your application for facilitation under the Scheme and it does not constitute any form of approval for subsequent development applications (as necessary).

For enquiries on eligibility of the application, please contact Mr. Martin NG [Education Officer (Higher Education)] at 3509 7399 or the undersigned [Planning Coordinator (Further and Higher Education)] at 3509 8533, or through email to studenthostel@edb.gov.hk. For enquiries on development facilitation, please contact Miss Ada CHAN [Executive Assistant/Planning & Lands] at 3841 7286, or through email to dpfo@devb.gov.hk.

Yours sincerely,


(C. T. Lau)
for Secretary for Education

c.c.

DPFO, DEVB

(Attn: Miss Ada CHAN)

PlanD

(Attn: Ms LEE Kai Chuk, Bonnie)

(Attn: Mr LAU Hei, Jack)

LandsD

(Attn: Mr HO Chi Kin, Eric)

BD

(Attn: Mr. YEUNG Pak Shing, Perry)

Annex

Preliminary Comments from Relevant Departments

1. Comments from the Planning Department:

- (a) The subject site falls within an area zoned “Residential (Group C)” (“R(C)”) on the approved Pok Fu Lam Outline Zoning Plan (OZP) No. S/H10/23. According to the Notes of the OZP for the “R(C)” zone, ‘Residential Institution’ and ‘Hotel’ (which includes student hostels supported by Government’s policy) are Column 2 uses which require planning permission from the Town Planning Board (TPB).
- (b) The subject application involves wholesale conversion of the three existing blocks of staff quarters into a student hostel. Hostel rooms will be provided on 1/F to 12/F of each block, with a main lobby on G/F and common areas on each floor. Based on the information currently available, **planning permission from the TPB is required for operating the proposed student hostel as ‘Residential Institution’ or ‘Hotel (Student Hostel)’ use.** However, whether the proposed student hostel will exceed the Plot Ratio (PR) and Site Coverage (SC) permissible under the OZP or the PR and SC of the existing building will be subject to the Buildings Department’s advice.

2. Comments from the Lands Department:

- (a) Subject to the detailed proposal to be submitted by HKU, the proposed student hostel by conversion of the existing buildings does not comply with the lease conditions, including but not limited to the restrictions relating to user, parking requirement, restriction on alienation and non-offensive trade clause. HKU will need to **apply to Lands Department for a lease modification or temporary waiver or licence** for implementation of the proposal. The proposal will only be considered upon receipt of formal application from HKU. However, there is no guarantee that the application, if received by Lands Department, will be approved. The application will be considered by Lands Department acting in the capacity as the landlord at its sole discretion. In the event that the application is approved, it will be subject to such terms and conditions as the Government shall see fit.
- (b) The Lot falls within the Pokfulam Moratorium (“the Moratorium”). You may wish to consult the Transport Department as to whether partial-uplifting of the Moratorium is required for land application for the proposal.

3. Comments from the Buildings Department:

- (a) Student hostel is a domestic use under the Buildings Ordinance (BO), and is subject to compliance with the relevant criteria as stipulated in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-173, application for modifications / exemptions to the following items is required and may be considered at the building plan submission stage to:
 - (i) treat a student hostel as a non-domestic building for the purposes of regulations 19, 20 and 21 of the Building (Planning) Regulations (B(P)R);
 - (ii) allow the non-provision of open space and service lane under regulations 25 and 28 of the B(P)R; and
 - (iii) permit the non-provision of kitchens in individual hostel units under regulation 45 of B(P)R.

- (b) The provision of natural lighting and ventilation for guest rooms should be demonstrated in compliance with regulations 30 and 31 of the B(P)R at the building plan submission stage.

- (c) The provision of barrier free access and facilities for hostel use (such as initial access at the building entrance on G/F from a prominent point on the lot boundary, accessible lift, accessible guest rooms, accessible lavatories, and additional assistive provisions, etc) should comply with regulation 72 of the B(P)R and the Design Manual: Barrier Free Access 2008 (2025 Edition).

- (d) Adequate fire resisting construction under regulation 35 of the Building (Construction) Regulation should be provided.

- (e) Provision of adequate means of escape in accordance with regulation 41(1) of the B(P)R and the Code of Practice for Fire Safety in Buildings 2011 (2024 Edition) (FS Code) is required. In particular, provision of temporary refuge spaces should be demonstrated.

- (f) The applicant should particularly pay attention to the following issues at the plans submission stage:
 - (i) The additional SC and PR resulting from the “built-over light well” in compliance with First Schedule of B(P)R should be demonstrated.
 - (ii) Provision of fireman’s lift in accordance with regulation 41B of the B(P)R and the FS Code should be demonstrated.

- (g) Detailed comments on all aspects under the BO will be given at the building plan submission stage. The applicant is also reminded to follow the requirements as stipulated in PNAP APP-173.