**SUBMISSION**

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**TO Lantau Development Advisory Committee**

**FROM Andrew Kinloch**

 **Logie Group Limited**

**RE LANTAU DEVELOPMENT PLAN**

**DATE 13 April 2016**

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Dear Sir / Madam,

The Lantau Development Advisory Committee has called for comments from the public on plans to develop Lantau and nearby islands into a transport – tourism - economic metropolis housing 1 million people serving largely the mainland.

I am a long term resident of Hong Kong. My business is advising on infrastructure finance across Asia. For more on me, please visit [www.logiegroup.com](http://www.logiegroup.com). I comment as follows:

1. You should explain why this development is needed in the first place. Is it to address the current shortage of housing? No – this needs to be addressed sooner and via measures such as greater flexibility in permitted use. Or jobs? No – the service industry is already undersupplied. Is it to attract new residents to HK? Yes, in that you forecast the population to rise to 9 million. This will not happen by natural birth rate so it will happen as a result of our immigration policy – about which there is no debate in HK. HK is already overcrowded so what is the purpose in making it even more so? When China’s population growth is easing off, why is it imperative to accommodate yet more growth in the most expensive corner of the country?
2. You should explain how much this will cost and why this money is better spent on this development rather than on alternative uses such as hospitals, dignified old age pensions, etc. This was the sort of debate that conspicuously did not take place on white elephants such as the HK – Zhuhai – Macau bridge.
3. Should the development be built on largely reclaimed land or country park? Encroaching on country park will be extremely unpopular so the intention is to fill in more harbour – but, again, at what cost? At some point, it is not worth spending the money so as to save some country park.
4. Will the rail link be for passengers only or freight too? Probably passengers only. The opportunity for any rail was missed on the HZM bridge which could have fed the Shenzhen ports via the TM – CLK link (the Tuen Mun bypass will surely need to go ahead too). But Kwai Tsing will not need freight rail – it has never had it and it will all be residential real estate, like Manhattan and London, in twenty years’ time anyway.
5. What are the geotechnical implications for the movement of silt etc of filling in so much of the western harbour? Urmston Road already needs dredging; the third runway will have a major impact too.

I know only too well that planning massive infrastructure is a complex and politically fraught exercise. A public consultation is a key component of this but the Government needs to address the above points if it is to be seen as sincere when doing so.

I look forward to hearing from you.

Regards



Andrew Kinloch

Logie Group Limited

[www.logiegroup.com](http://www.logiegroup.com)