

INTEGRATED PLANNING OVER THE BOUNDARIES WITHIN CHINA (1096)

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Abstract. Integrated planning and design over administrative and political boundaries are becoming a hot topic in China, especially in the case of the Greater Bay Area on the account of Hong Kong and Macao two special regions. Focusing on the emergence and drivers of transboundary development, this paper discusses how China promoted this process in the context of multi-level governance. The paper unveils the transitions from the recent infrastructure projects to strategic policies for closer regional cooperation at the mega-regional and local levels. This transition is more linked with broader concerns like unbalanced development, economic resilience, convenient connectivity, etc. Hengqin, a typical case described in this paper, gives an example of the emergence of soft space since the Opening Up Policy issued in the late 1970s. For this special case, extra problems needed to be considered in the urban designs associated with the cooperation with Macao, like customs inspections, regulations, and mutual recognition.

Keywords: Macao, Hengqin, the Greater Bay Area, cross-boundary cooperation, soft space, soft planning.

1. Introduction

Transboundary development associated with the mainland, Macao, and Hong Kong has a long history that can date back to the late 1970s following the Reform and Opening-up policy. At that time, China had just opened its doors to the world. There was a lack of funds, talent, and understanding of the international market. To attract foreign capital, technology, and management expertise became a necessity. Taking advantage of its proximity to Hong Kong and Macao, Shenzhen began to import funds and technology from Hong Kong and engaged in commercial activities such as "processing supplied materials," "assembling supplied parts," "processing based on samples," and "compensation trade."

Stepping into the 2000s, this traditional commercial model retreated from the arena and new development models gradually emerged. For instance, the Closer Economic

Partnership Arrangement (CEPA) was launched in 2003, which aimed to eliminate barriers between the mainland and Hong Kong, promoting trade and service liberalization, cross-border investment, and facilitation of customs clearance. Between 2017 and 2022, the central government issued a series of significant national and regional policies with an emphasis on enhancing the collaboration between mainland cities, Hong Kong and Macao. This research paper narrowed down the story in the mega-region Guangdong-Hong Kong-Macao Greater Bay Area (GBA for short, in Chinese, 粤港澳大湾区) and check the cooperation within it.

The GBA is located in the south of China, consisting of two special administrative regions of Hongkong and Macau, and nine cities in Guangdong Province including Shenzhen, Dongguan, Huizhou, Guangzhou, Foshan, Zhaoqing, Zhongshan, Zhuhai, and Jiangmen. This area is first proposed in 2015 and gradually defined in a series of national documents from 2017 to 2019 (Guangzhou United Front, 2017). It is designed to work as an engine to enhance the development of manufacturing, innovation, and economic growth between cities(Xinhua News, 2019a). Some say that the Chinese government aims to make it come up with San Francisco Bay Area, New York Bay, and Tokyo Bay.



Figure 21. Greater Bay Area (GDP of cities in 2021)

Source: authors, adaptation based on (Foshan Census and Statistics Department, no date; Government of Macao Special Administrative Region Statistics and Census Service, no date; National Bureau of Statistics, no date; Government of Hongkong Special Administrative Region Census and Statistics Department, 2022); Note: 1 USD=6.91 RMB, 1 USD=7.85 HKD, 1 USD=8.08 Macanese Pataca, the exchange rate at 2023.5.6

One reason that makes this region out of the ordinary is its economic position in China. With 56098 km², it is home to 86.7 million people in 2021, achieving a GDP (Gross Domestic Product) of 12.6 trillion yuan, accounting for 11% of the national GDP (Shenzhen Dream, 2022; Xinhua News, 2022). Another reason is the ‘one country, two systems’ principle. This principle is formulated in the early 1980s and describes a constitutional rule of China to deal with the development of Hongkong and Macau. It provides that 1) there is only one China; 2) mainland China uses the socialist system

while ‘other regions’, like Hongkong and Macau, could retain and continue their own economic and administrative systems. Although dramatic economic growth and political changes have taken place over the last two decades since 1997 and 1999, this proposal has been always insisted on by China with no changes. Under this proposal, Hongkong and Macau have built a special partnership with the mainland as well as developed their own governmental structures, legal systems, and financial rules to manage internal affairs and external trade with foreign countries. All of them are independent of those of the mainland.

As a member of an urban design team from the South China University of Technology, we participated in the international competition ‘Urban Design for the Hengqin Guangdong-Macao Deep Cooperation Zone’ in 2022. We, thus, have the opportunity to put forward some design proposals and recommendations to the local government on how to promote transboundary cooperation initiatives. Based on this background, this paper explores 1) how transboundary development is developed at different levels against the GBA background, and 2) how urban design as a tool rebuilds spatial imaginations or visions across boundaries.

Section 2 uncovers the state-driven regional development in the GBA and the measures to promote transboundary cooperation. It reveals the complex and contested spatialities associated with dynamic transboundary cooperation. Section 3 examines the emergence of soft spaces at Hengqin Island, and uncovers the local initiatives to mitigate administrative-political boundaries between Hengqin and Macao. Our design practices are included as well. Finally, section 4 concludes with experience and lesson learning.

2. State-driven regional development and transboundary cooperation in the Greater Bay Area

2.1 Flagship infrastructure projects at the macro-regional level

For many years, a series of projects have been launched to enhance the cooperation between Hong Kong, Macao, and other cities in the GBA. Taking Hong Kong-Zhuhai-Macao Bridge as an example, the construction commenced in December 2009 and the bridge was opened for traffic in October 2018. It reduces the distance between the east and west coasts of the Pearl River and creates a swift regional passage corridor (Xinhua News, 2019a). Guangzhou-Shenzhen-Hong Kong Express Rail Link started to build the Guangzhou section in December 2004 and was fully open to service in September 2018. It shortens the travel time from Hong Kong to Beijing to nine hours. Other infrastructures like Shenzhen-Zhongshan Bridge and Humen Pearl River Bridge facilitate the regional movement between Shenzhen, Zhongshan, Guangzhou, and Dongguan.



Figure 22. Hong Kong- Zhuhai- Macao Bridge

Source: (Xinhua News, 2019a)

A driving force of these projects is to address the imbalanced development in the GBA. Figure 3 presents the GDP of 11 cities in the GBA. It indicates that Hongkong, Shenzhen, and Guangzhou are the top-three cities. Foshan and Dongguan's GDP are in the second league (around 1/3-1/2 of the top three cities in 2021). The remaining cities are in the third league (around 1/14-1/5 of the top three cities in 2021). As with the locations of all these cities in the GBA, the cities at the eastern bank of the Pearl River or in the center of the Pearl River Delta have better economic conditions. The western bank and marginalized areas are not in good shape for many years.

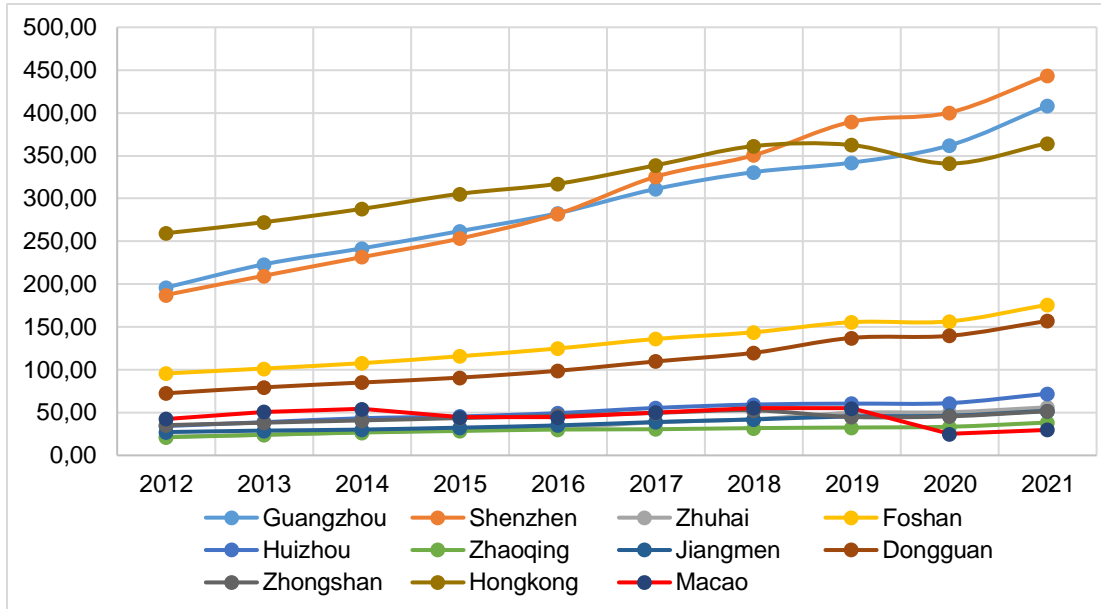


Figure 23. GDP of cities in the GBA from 2012-2021 (USD, billions)

Source: authors, based on (Foshan Census and Statistics Department, no date; Government of Macao Special Administrative Region Statistics and Census Service, no date; National Bureau of Statistics, no date; Government of Hongkong Special Administrative Region Census and Statistics Department, 2022); Note: 1 USD=6.91 RMB, 1 USD=7.85 HKD, 1 USD=8.08 Macanese Pataca, the exchange rate at 2023.5.6

The entire region is supposed to have benefits from a more integrated market, if the movement of people and resources is smoother (BBC News, 2019). These flagship projects contribute to this vision. For Hong Kong, facilitating the relocation of Hong Kong citizens to the mainland could potentially alleviate the pressure on its overheated housing market. It can also make use of its collaboration with the manufacturing industries in the GBA cities such as Shenzhen, Dongguan, and Zhongshan to diversify its industry landscape and mitigate the risks associated with excessive financialization. The same applies to Macao, given its overcrowded living conditions and heavy reliance on the casino industry (Eilo, 2014). For other cities in the GBA, Hong Kong and Macao have advantages in their trades with the global market, for instance, broadly recognized brands and standards. Taking them as a finance and trade hub can facilitate their foreign trade and internationalization.

2.2 National strategic policies for regional cohesion and transboundary cooperation

Promoting cooperation between Hong Kong, Macao, and other cities in the GBA, however, is not easy. Significant reductions in bureaucratic procedures concerning transportation, customs, and immigration are essential to genuinely facilitate the

seamless movement of people, goods, and capital across these areas(BBC News, 2019). Since the late 2010s, the Chinese government has launched a series of strategic policies to deal with these challenges (see Table 1).

The *GBA Development Plan* was a key document launched by the State Council In 2019, which called for an economic increase, commonwealth (correcting imbalances), technic innovations, strong manufacturing, improved infrastructures, green and low-carbon living environment, wide opening-up, and deep city-region cooperation in the GBA cities(Xinhua News, 2019b). In this policy document, Qianhai (Shenzhen), Hengqin (Zhuhai), and Nansha (Guangzhou) are selected as three target areas to enhance the deep transboundary cooperation with Hongkong and Macao under the umbrella of 'one country, two systems'. Qianhai and Hengqin are adjacent to either Hongkong or Macao. Nansha is fast linked with Hongkong by high-speed railways (35min) and shipping lines(1-2.5hours). In particular, this cross-boundary cooperation is more precisely described as cross-customs-border cooperation, because Hongkong and Macao are a part of China but with different systems.

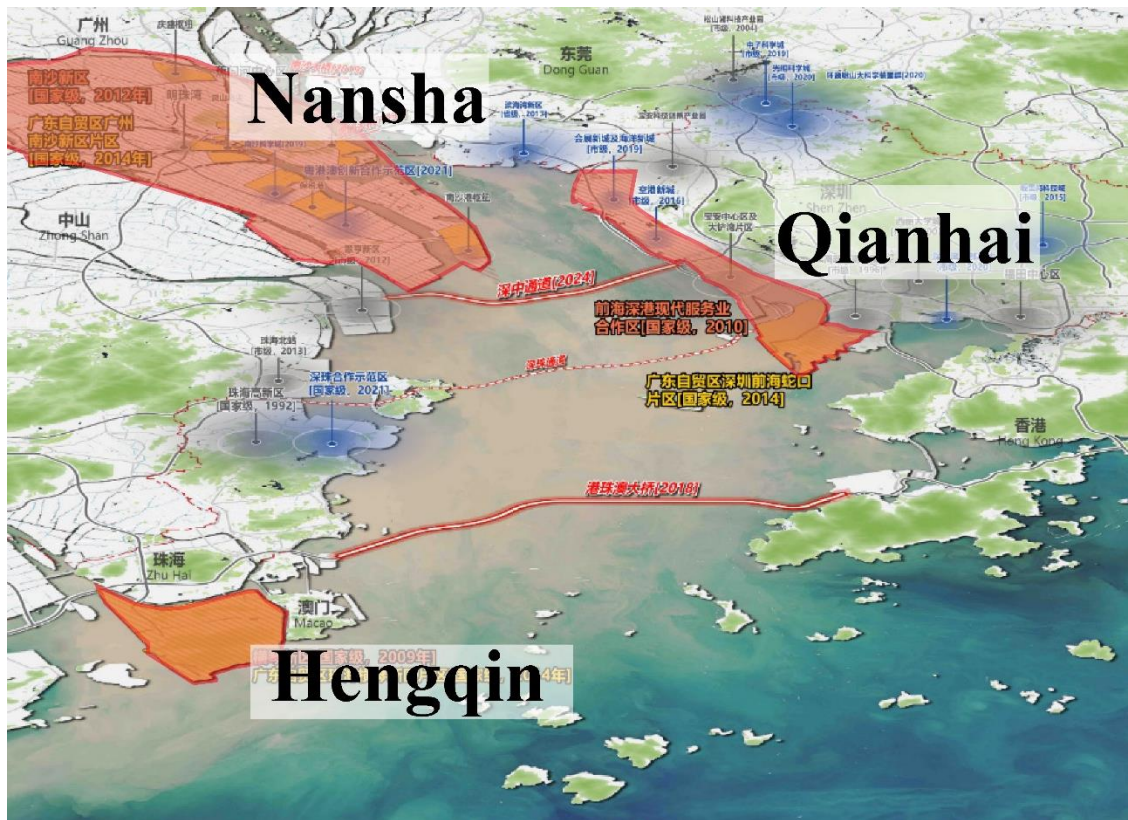


Figure 24. Three target areas: Qianhai , Hengqin, and Nansha
 Source: author based on the *GBA Development Plan*

The routes for the transboundary cooperation between Hong Kong, Macao, and the target areas are further explained in three national policies in 2021 and 2022. They are 1) the *overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin*, 2) the *opening-up reform of Qianhai (Shenzhen)-Hong Kong modern service industry cooperation zone*, and 3) the *development of Nansha (Guangzhou) to deepen the comprehensive cooperation in the Guangdong-Hong Kong-Macao Greater Bay Area and expand the high-standard opening-up* (see Table 1). These documents share concentration on initiatives to promote:

- Industrial development/transition
- Social welfare and public service integration
- transport infrastructure connection
- Laws and rules connection
- Cross-border investment, trade, and finance

On account of localised conditions, peculiar measures are also proposed case by case. For instance, the *overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin* puts priority to coordinate the local visions and rules with the long-term

development of Macao. This document highlights 1) diversifying industrial structure to support the resiliency of Macao, 2) facilitating goods transport, people movement, and capital investment across the customs boundary, 3) developing co-governance between Hengqin and Macao under the principle of "one country, two systems, and 4) taking use of Macao-Zhuhai's cooperation to stimulate the economic development of the west bank of the Pearl River for the commonwealth.

Table 2. National policies and projects issued by the State Council in relation to Shenzhen-Hongkong, Zhuhai-Macao, and Nansha in the GBA

Year	Policy document	Key policy activities concerning cross-boundary cooperation
2019	The GBA Development Plan	1) Promoting economic development and regional balance 2) Building research and innovation clusters 3) Improving transport, ICT, energy, and water systems at the regional level, 4) Enhancing advanced manufacture, service, maritime, and emerging industries 5) Improving living, working, and welfare conditions 6) Enlarging opening-up policy and city-regional cooperation (Shenzhen-Hongkong, Zhuhai-Macao, and Nansha Area)*
2021	The overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin	1) Diversifying industries by developing technology-intensive industries (like artificial intelligence, biomedicine, smart city, IoT, clean energy, new materials), high-end manufacturing industries (like integrated circuit, electron components), tourism, cross-border finance, exchange, and insurance, etc, to diverse the industries of Macao, 2) Docking Hengqin's public services and social welfare systems with Macao, in relation to study, work, business, and living, 3) Docking transport infrastructure with those of Macao 4) *Facilitating goods transport, people movement and capital investment across the customs boundary from Macao to Hengqin, 5) *Enhancing the innovative governance of Hengqin to promote the co-decision, co-development, co-management, and benefit-sharing with Macao under the principle of "one country, two systems",

		<p>6) *Supporting the cooperative Macao-Zhuhai relations and driving the development of the west bank of the Pearl River,</p> <p>7) Explore the connection of different legal systems and cross-border legal rules to manage international affairs and regional disputes in the GBA. Macao experience is the reference.</p> <p>8) Recognition of the qualification of Macao's financial practitioners, architects, and urban planners, and allowing professionals in the medical field to start business in Nansha</p>
2021	The opening-up reform of Qianhai (Shenzhen)-Hong Kong modern service industry cooperation zone	<p>1) Furthering the support for technology-intensive industries, like artificial intelligence, biomedicine, financial technology, smart city, IoT, clean energy, new materials, and marine science,</p> <p>2) Provide convenience for young people from Hong Kong and Macao to study, work, reside, live, and start a business in Qianhai, as well as convenience for visas, residence permits, and permanent residence permits.</p> <p>3) *Deepening the liberalization of service trades with Hong Kong and Macao, docking with the rules in the service industry professional qualifications, service standards, communication, information, and payment,</p> <p>4) Strengthening the transport connections in ports, airports, and highways.</p> <p>5) *Deepening the open-up of the financial industry, for instance, the cross-border RMB business, foreign exchange, cross-border investment, insurance,</p> <p>6) Explore the connection of different legal systems and cross-border legal rules to manage international affairs and regional disputes in the GBA. Hongkong experience is the key reference.</p>
2022	The development of Nansha (Guangzhou) to deepen the comprehensive cooperation in the Guangdong-	<p>1) Enhancing technology-intensive industries (like artificial intelligence, biomedicine, smart city, IoT, big data, new material), high-end manufacturing industries (new energy vehicles, robots), marine science, cross-border finance, exchange and insurance,</p> <p>2) *Providing convenience for young people from Hong Kong and Macao to study, work, reside, live, and start a business in Nansha, as well as convenience for elder people in medical care and elderly care</p>

	Hong Kong-Macao Greater Bay Area and expand the high-standard opening-up	<p>3) Docking with the rules of Hongkong in the service industry professional qualifications, service standards, communication, and information,</p> <p>4) Strengthening the transport connections in ports and rails.</p> <p>5) *Strengthening international economic and trade cooperation with Japan, South Korea, and ASEAN countries, and supporting the implementation of the "Regional Comprehensive Economic Partnership Agreement" (RCEP) and 'One Belt, One Road' policy</p> <p>6) Recognition of the qualification of Hong Kong's architects, structural engineers, and building surveyors, and allowing Hongkong and Macao's engineering companies to work on infrastructure construction in Nansha.</p>
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Source: authors, based on (Xinhua News, 2021a, 2021b; State Council, 2022).

3. Soft space, transboundary development, and spatial designs at the local level

3.1 Co-governance between Macao and Guangdong Province in Hengqin

Hengqin is an island in Zhuhai, adjacent to Macao, with the Crossgate Channel separating them (see Figure 5). It was formerly made up of two islands, Xiaohengqin (小橫琴) and Dahengqin (大橫琴), which were recently connected as a result of land reclamation in the 1970s. Now it is 106.46 km². This study refers to the use of the concept of 'soft space' to understand Hengqin, as its development has been always influenced by both Macao and Guangdong Province while under the jurisdiction of Guangdong's Zhuhai City (Pengpai News, 2021).

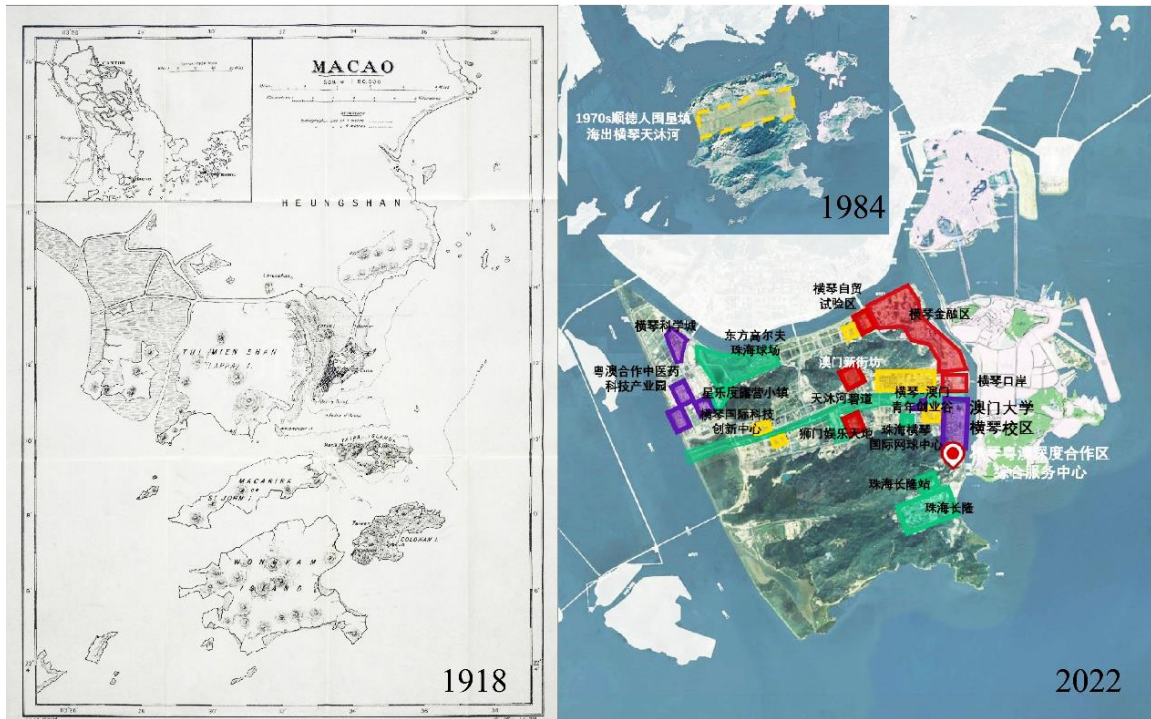


Figure 25. Hengqin and Macao in 1918, 1984, 2022

Source: authors

It is a special area for the long term with limited land availability for urban development because of unconfirmed visions. A turning point came in 2003 when Guangdong Province and the Macao Special Administrative Region reached a consensus to jointly develop Hengqin (China News, 2003). In 2009, the Macao government leased 1.09 square kilometers of land on Hengqin Island in Zhuhai for a land rental fee of 1.2 billion Macau patacas. The lease grants the right to use the land until the year 2049, specifically for the construction of the new campus of the University of Macao. After the expiration, the ways to continue the lease remained open, allowing for continued co-discussions. The Macao government retains jurisdiction over this land in accordance with Macao laws (Xinkuai News, 2009), which was consented by Macao Legislative Assembly and the Chinese central government.

It is a good thing that Guangdong province and Macao have found ways to manage transboundary development. Since then, a series of major projects were initiated and the development of Hengqin stepped into an accelerating route. In 2010, Guangdong Chimelong Group Co., Ltd., a mainland company that owns and operates theme parks and tourism, started to build the Chimelong Ocean Kingdom in Hengqin (News Express, 2010). In 2015, Hengqing Financial Island (a financial center) commenced (Pengpai News, 2021). Enterprises in Macau have also started investing in the development and

construction of Hengqin. For instance, in 2020, Macao Urban Renewal Limited (MUR) has been participating in the construction of the Macao New Home Residential Development Project (Macao Urban Renewal Limited, 2020).

3.2 The latest planning practices in response to the Overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin

Our team was invited, as one of the participating teams, to attend the international competition 'Urban Design for the Hengqin Guangdong-Macao Deep Cooperation Zone' in 2022. This competition was a local response from Hengqin to the national call in the *Overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin*. We propose many 'transboundary' initiatives, which are associated with regional railways, customs, local transport, water supplement, industry, etc.

The first initiative is associated with customs. According to the 'first line simplification, second line regulation' decision in the *Overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin*. The first line refers to the boundary between Hengqin island and Macao while the second line refers to the boundary between Hengqin island and other mainland areas (see Figure 6). Goods entering Hengqin through the second line from the mainland are treated as exports. Value-added tax (VAT) and consumption tax can be refunded, but export tariffs are levied. Goods entering the mainland from Hengqin via the second line are regarded as imports. Customs collect customs duties and import-related taxes¹.

People entering Hengqin from the mainland need no inspections but should follow the current costumes rules if they cross through the first line to enter Macao. People entering Hengqin from Macao follow the current costumes rules. However, inspections are supposed to be simplified to facilitate fast crossing between the two areas.

¹ Goods produced by enterprises within Hengqin that do not contain imported components or have a 30% added-value or more are exempt from import tariffs when entering the mainland through the "second line."

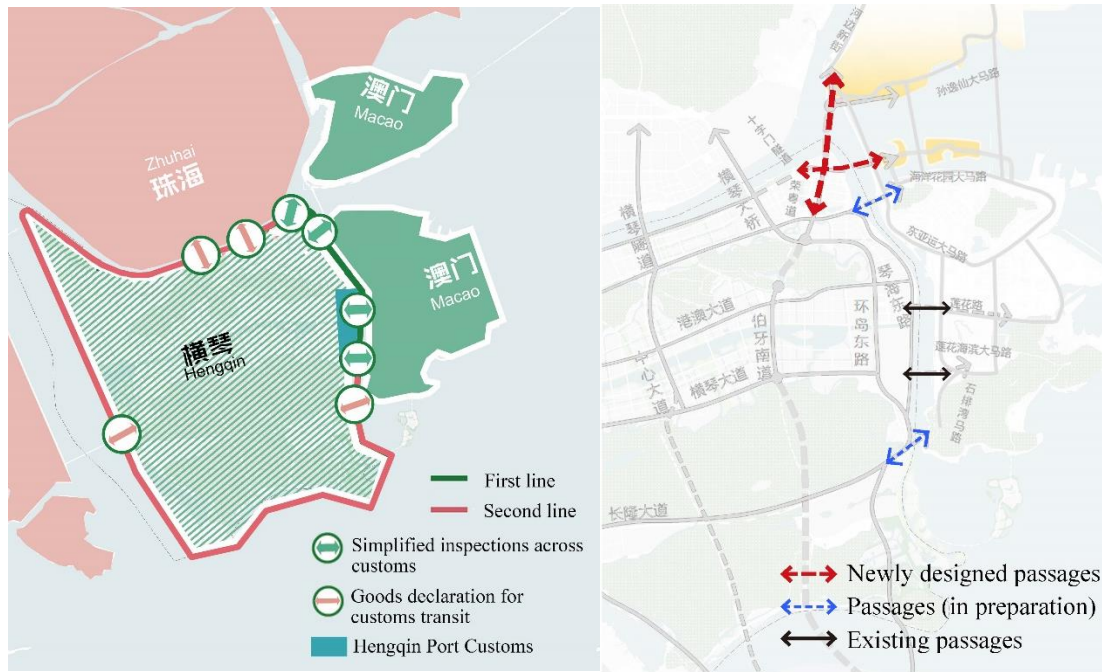


Figure 26. ‘First line simplification, second line regulation’ (left), newly added passages in our proposal (right)

Source: authors, based on the international competition ‘Urban design for the Hengqin Guangdong-Macao Deep Cooperation Zone’

We suggest adding two more passages between Hengqin and Macao. Considering the planned two passages before and the existing two passages, six passages will be available for people moving. It aims to mitigate the complaints from Macao residents that transboundary moving is time-consuming and passages are limited (ref.).

Second, we envision a bright future in which residents living in this area - no matter from the mainland or Macao - have convenient transportation with the railway network in the GBA as well as a good connection with Macao and Hongkong. The previously designed Guangzhou-Zhuhai-Macao high-speed railway is supposed to be extended to Macao Airport and Hongkong-Zhuhai-Macao Bridge rather than a full stop at Hengqin customs.



Figure 27. Regional railways (current vision-up) and our proposal (future vision-down)
 Source: authors, based on the international competition 'Urban design for the Hengqin Guangdong-Macao Deep Cooperation Zone'

The third initiative is to facilitate the connection between Hengqin and Macao via local rail traffic. We suggest three new light rail lines so that people living in two islands of Macao can have easy access to Hengqin. Two lines are proposed in Hengqin which are connected to Macao's subway systems. One is located in Macao along the coast, which stretches to Hongkong-Zhuhai-Macao Bridge.



Figure 28. Local subways (current vision-left) and our proposal (future vision-right)
 Source: authors, based on the international competition 'Urban design for the Hengqin
 Guangdong-Macao Deep Cooperation Zone'

Water supply is another issue that we care about but is neglected by the *overall plan for building a Guangdong-Macao in-depth cooperation zone in Hengqin*. We propose to

build a freshwater cycle in Hengqin on account of precipitation collection and seawater desalination (see Figure 9). The concepts of 'the area as a sponge based on nature-based solutions (NBs)', the 'collection, storage and reuse of water', and 'clean-energy-driven water purification' are encouraged to restore the water balance between the urban area and its environment. The proposal is also regarded as an option to offer fresh water to Macao as a bonus, which helps to diversify its water resources, now heavily relying on Zhuhai (the mainland part) by over 96%.



Figure 29. Water supply in our proposal (future vision)

Source: authors, based on the international competition 'Urban design for the Hengqin Guangdong-Macao Deep Cooperation Zone'

We have an ambition that Hengqin will attract foreigners, Macao residents, as well as the mainland to live here. A diverse range of houses are proposed in Hengqin's market in response to Macao's housing structure transition which predicts a demand for 44500 units (see figure 10). These include:

- Public rental housing (20-40%): Similar to Macao's social housing and elderly apartments, these are government-funded housing units intended for foreigners, Macao residents, and talents from the mainland.
- Semi-owned housing (20-40%): Corresponding to Macao's affordable housing and sandwiched housing, these government-funded properties are mainly targeted at Macao residents, especially the citizens with lower incomes.
- Private/Commercial housing (40-60%): This category encompasses various types of commercial housing units to cater to different groups of people. Examples include single-person apartments, elderly care households, and multi-generational households.

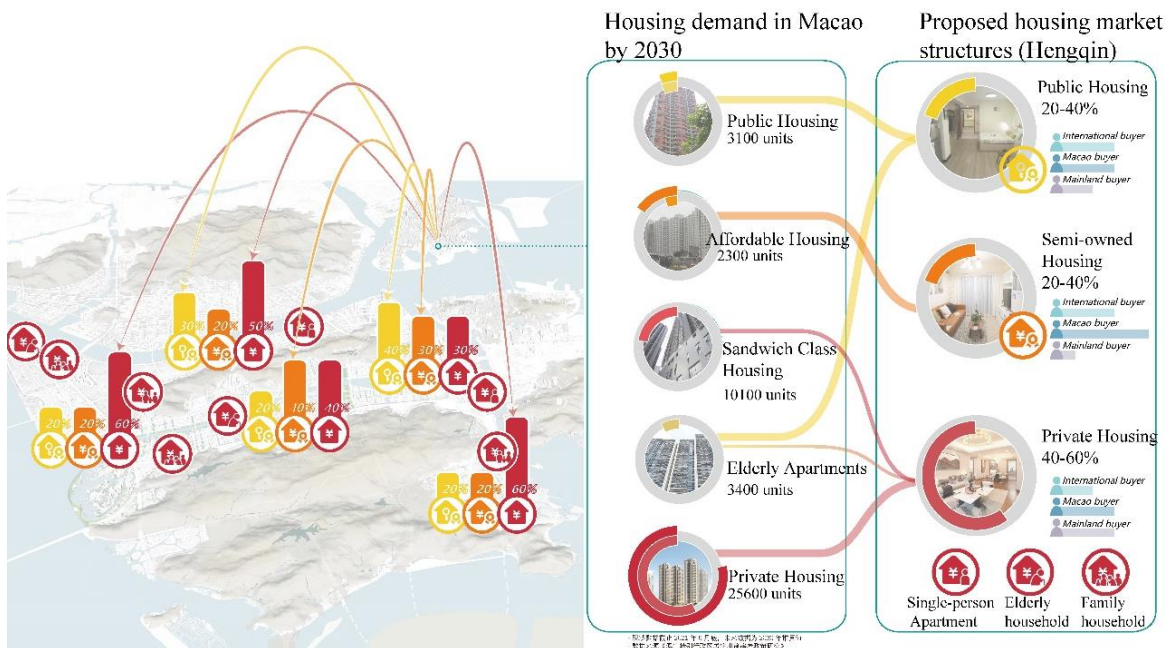


Figure 30. Housing strategies for Hengqin

Source: authors, based on the international competition 'Urban design for the Hengqin Guangdong-Macao Deep Cooperation Zone'

We propose the development of Hengqin along four axes.

- Firstly, the horizontal core development axis connects Macau's Lotus Flower Checkpoint to Hengqin Port, extending westward along the Guangzhou-Zhuhai-Macao Railway (under construction). Along this axis, we propose the development of industries such as financial services, legal consulting, consumer services, ICT, technology headquarters, manufacturing industry, etc.
- The second axis follows the Crossgate Channel to the south, leveraging the riverfront area's environmental advantages and connecting historical landmarks on both sides.

This axis can be developed with clusters of exhibition services, commercial finance, educational and research institutions, etc.

- The two secondary horizontal axes, north, and south, adopt different development models. The north axis will primarily focus on the development of industries such as biomedical research, enterprise incubation, and technology logistics. The south axis will leverage the advantages of the coastal area to develop industries such as tourism, leisure, and healthcare.

By strategically developing along these four axes, Hengqin would maximize its potential for economic growth, diversify its industries, and create a well-connected and vibrant region that complements the development of Macao and the Greater Bay Area as a whole.

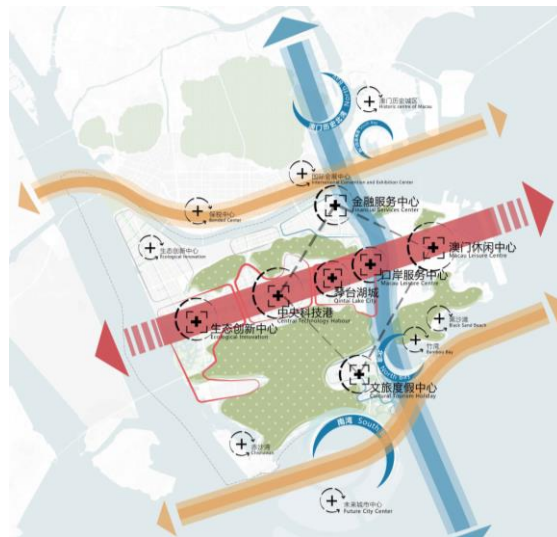


Figure 31. Hengqin's development along four visions

Source: authors, based on the international competition 'Urban design for the Hengqin Guangdong-Macao Deep Cooperation Zone'

4. Discussion

Our proposals in Hengqin can be regarded as a kind of ‘soft solutions’ or ‘soft designs’ to manage transboundary issues between the mainland and Macao. Even though they have received positive feedback and appreciation from local authorities, their implementation would still be faced with many barriers. For instance, we suggest extending the Guangzhou-Zhuhai-Macao railway across Hengqin to Macao to enable better ease of travel within the Greater Bay Area. This proposal comes with the complexity of the inspection. Two options can be potential solutions. One relies on the ‘one site, two checkpoints’ policy. After a pre-check at either Hezhou Station, Tianmu Station, or Hengqin Port Station, people from the mainland can enter Macao. People enter the mainland after a pre-check at the Macao Airport Station or Hongkong-Zhuhai-Macao Bridge Station. The other option relies on the current rules that people enter or exit Macao after the inspection procedures at Hengqing customs.

The second challenge lies in the alignment of rules and regulations between Hengqin and Macau, such as the integration of different metro construction standards as we suggest integrated subway systems. Efforts should be made to align technical standards, specifications, and design criteria for metro systems between Hengqin and Macau. This can involve conducting joint studies, sharing best practices, and adopting a harmonized approach to ensure compatibility and interoperability between the two systems.

The third challenge would be the appeal of Hengqin for Macao residents. Macao is still attached to the casino industry. Whether the residents are willing to work in Hengqin and whether the capital is interested in investing in ICT, manufacturing industries, finance industries, etc, needs more observation.

5. Conclusion

This article examines the transboundary development process of the Greater Bay Area from both a mega-regional and local perspective. It highlights the roles played by the central government and local authorities as drivers of this development since the onset of reform and opening-up. In the early stages, the focus was primarily on flagship or major projects, with both the central government and local governments taking proactive roles in promoting cross-border initiatives. These projects served as catalysts for regional integration and cooperation.

Since the launch of the *Overall plan for the Greater Bay Area* in 2019, there has been a shift towards more strategic policies that encompass broader regional concerns, for instance, cross-boundary cohesion, convenient connectivity, and balanced development. Three targeted regions are regarded as the frontier to realise ambitions including Hengqin, Nansha, and Qianhai.

Our design experience in Hengqin shows a potential future in response to the national call from the *Overall plan for building a Guangdong-Macao in-depth cooperation zone* in Hengqin. Even so, implementing these proposals is faced with many challenges. More efforts are needed from both central government and local stakeholders.

Future research can be explored in the following case:

- What are the impacts of the *Overall Plan for Building a Guangdong-Macao in-depth cooperation zone*, for instance, on laws, institutional setting, financial rules, immigration policies, etc?
- What are the facilitators and obstacles that can either promote or hinder the transboundary between Hengqin and Macao?
- Compared with Hengqin, what is the situation of the other two targeted areas mentioned by the *Overall Plan for the Greater Bay Area*, like Hengqin and Nansha?

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