

For information

LC Paper No. CB(2)1047/09-10(01)

**Legislative Council
House Committee**

**Planning for Development of Boundary Areas
between Hong Kong and the Mainland**

Background

At the Special House Committee meeting held on 7 January 2010 when discussing the major work in relation to Hong Kong/Guangdong economic cooperation (LC paper No. CB(2)669/09-10(01)), Members requested the Administration to provide a paper on the overall policy and blueprint for the development of the boundary areas between Hong Kong and the Mainland.

2. This paper sets out the overall planning for the development of the boundary areas between Hong Kong and the Mainland as envisaged in the recently completed and on-going planning studies.

Hong Kong 2030: Planning Vision and Strategy

3. Hong Kong 2030 – Planning Vision and Strategy Study (HK 2030 Study), which sets out the broad planning framework to guide the future development of Hong Kong, was completed in 2007. Noting the increasing trend in cross-boundary person and vehicle trips in recent years¹, the HK 2030 Study acknowledges that Hong Kong's social and economic ties with the Mainland have intensified in many facets over the years. Hence, one of the three broad directions for the future roadmap of Hong Kong recommended under the HK 2030 Study is to strengthen our links with the Mainland. It is recognized that maintaining smooth and unimpeded flows of people, vehicles and goods is important to sustain Hong Kong's growth. While the commissioning

¹ The cross-boundary person trips rose from about 75 million in 1997 to about 160 million in 2006 and vehicle trips grew from 10 million to 15 million in the same period.

of the Hong Kong-Shenzhen Western Corridor (SWC) and the Lok Ma Chau Spur Line in mid 2007 could help satisfy part of the demand, new infrastructure will be needed for the medium to long term. An overall strategy for the development of cross-boundary transport infrastructure is considered necessary to cater for the regional development needs.

4. Other than improving cross-boundary transport infrastructure, development in the boundary areas could also help strengthen our links with the Mainland. To capitalize on the strategic locational advantages of boundary areas, study on the development of the Lok Ma Chau Loop (the Loop) is being undertaken. For the large part of the Frontier Closed Area (FCA) on Hong Kong side to be released, the development proposals are also being examined in the Study on Land Use Planning for the Closed Area (FCA Study) to take into account, amongst other factors, its strategic boundary location with Shenzhen. These proposals will be described below.

5. Under the overarching goal for sustainable development, the HK2030 Study has also derived a preferred development pattern embracing prudent use of land resources by concentrating future development around rail stations and optimizing development opportunities in the urban areas. It has identified the need for the development of New Development Areas (NDAs) in the long term to meet the housing and other social needs, such as employment and education, of the population. With its close proximity to the Mainland, the identified NDAs² have the potential to promote cross-boundary activities to cater for the increasing socio-economic ties with the Mainland. The major development proposals of the Planning and Engineering Study for the North East New Territories NDAs (NENT NDAs Study) will be described below.

Cross-boundary Infrastructure

6. The “Outline of the Plan for the Reform and Development of the Pearl River Delta (2008-2020)” (the Outline) promulgated by the National Development and Reform Commission in January 2009 supports closer cooperation of the Pearl River Delta (PRD) region with Hong Kong and Macao in various aspects including cross-boundary transport infrastructure development. The Outline envisages the development of a highly convenient and efficient

² The HK 2030 Study has identified Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling (three-in-one) NDAs and Hung Shui Kiu NDA with priority for implementation.

transport network in the PRD Region by 2020, which would play an important role in enhancing unimpeded flows of people, goods and vehicles and thereby fostering closer socio-economic ties between Hong Kong and the Mainland cities.

7. To enhance Hong Kong's strategic role as an international transport hub, the Government is pressing ahead two major cross-boundary transport infrastructure, namely, the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong-Zhuhai-Macao Bridge (HZMB). The former running from West Kowloon in Hong Kong to Shibi in Guangzhou is scheduled to be completed in 2015. The XRL will connect Hong Kong to the national high-speed rail network in the Mainland and substantially reduce the travelling time between Hong Kong and cities in the PRD. The HZMB will be a direct road-link connecting Hong Kong, Zhuhai and Macao. When it opens in 2016, it will not only provide a much shorter route between Hong Kong and the western part of PRD Region, but also readily connect to the pan-PRD region and South East Asia through the national road network. On the other hand, cross-boundary traffic movement in the east would be enhanced upon the commissioning of the new Boundary Control Point (BCP) at Liantang/Heung Yuen Wai, scheduled for 2018. The new BCP will provide an efficient connection between Hong Kong and the eastern part of the Guangdong Province and its adjacent provinces through the Eastern Corridor in Shenzhen, and will greatly facilitate future regional cooperation and development. It will also help extend the economic hinterland of Hong Kong and Shenzhen, and enhance closer integration between the two cities.

8. Hong Kong and Shenzhen will continue to consider the planning for the Hong Kong - Shenzhen Western Express Line (WEL). The line may serve multiple purposes, which will not only provide an express rail link between the airports in the two cities, but will also support integration of the developments of Qianhai in Shenzhen and the North West New Territories in Hong Kong. The WEL will be subject to further studies undertaken jointly by Hong Kong and Shenzhen Governments.

Development in the Boundary Areas

9. The "Planning Study on the Co-ordinated Development of the Greater PRD Townships" commissioned by Guangdong, Hong Kong and Macao

(completed in 2009) made a number of recommendations on, inter alia, spatial development strategy. The findings of the Study provide useful reference to the three Governments in formulating strategic planning policies. Based on the recommendations, a “Study on the Action Area for the Bay Area of Pearl River Estuary” will soon be commissioned to further explore the feasible proposals for the coordinated development of the Bay Area.

10. A Draft Development Plan (DDP) covering the area to be released from the FCA in phases has been formulated in the FCA study. A sustainable development framework has been adopted with a view to balancing the conservation and development needs while respecting the existing rural environment and local traditions, and way of life. As proposed in the DDP, the areas will generally be maintained as a belt of conservation, cultural heritage and sustainable uses (**Plan 1**). Nature conservation and passive recreation and tourism uses are proposed in the eastern and western portions of the area, whereas low-density residential and cultural tourism developments are proposed in the central portion to promote the concept of green living and preservation of cultural heritage respectively. To capitalize on the strategic boundary location, development corridors are proposed along the major cross-boundary transport routes near Lok Ma Chau and Man Kam To. The proposed Lok Ma Chau Development Corridor will have the potential to provide for commercial, shopping and entertainment facilities to support the development of the Loop while the proposed Man Kam To Development Corridor may be developed for various cross-boundary supporting service and logistics uses to meet the needs of both Hong Kong and Shenzhen residents. Similar development corridors may also be identified along the strategic road link leading to the new Liantang/Heung Yuen Wai BCP in the long term. For details of the DDP, Members may refer to the Paper (CB(1)396/09-10(07)) submitted to the Panel on Development on 24 November 2009. The Study is expected to be completed this year.

11. The proposed development of the Loop with higher education as the leading use, complemented with high-tech research and development facilities as well as cultural and creative industries is a major pilot scheme to take advantage of its unique strategic location in close proximity to Shenzhen. The Planning and Engineering Study on Development of the Loop jointly commissioned by Hong Kong and Shenzhen authorities commenced in mid-2009 and is expected to be completed by end 2011. It is expected that some main buildings and associated facilities of the tertiary institutions can commence operation in 2020.

NDA Development

12. The NENT NDAs Study was commissioned in 2008 with an objective to formulate a planning and development framework for Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling NDAs. The Preliminary Outline Development Plans (PODPs) for the three NDAs were presented to the public at the Stage Two Public Engagement carried out between November 2009 and January 2010. The planning for the NDAs has taken into account their unique location being close to the boundary and the existing Fanling/Sheung Shui New Towns as well as other proposed developments in the boundary area, such as the Loop and the FCA (**Plan 2**).

13. The three NDAs are each planned with an individual theme. Kwu Tung North will be developed as a “mixed development node” to take advantage of the location of a proposed rail station on the Lok Ma Chau Spur Line and possible connection with the Loop. In addition to housing, land has been reserved for commercial, research and development and uses in support of the development of the Loop. Fanling North is proposed to be a “riverside town” with mainly residential development along the Ng Tung River. Taking advantage of its location close to the new Liantang/Heung Yuen Wai BCP, Ping Che/Ta Kwu Ling will be developed as a “quality business/residential area” providing land for special industries as well as medium to low density housing.

14. The NDAs will provide a total of 46,000 housing units accommodating a population of about 130,000. It is expected that over 40,000 job opportunities will be created upon development. Sufficient land has also been designated on the PODPs for commercial, shopping, public open space and various G/IC uses, which would not only serve the planned community in the NDAs but also the nearby existing residents. For details of the development proposals, Members may refer to the Paper (CB(1)396/09-10(09)) submitted to the Panel on Development on 24 November 2009.

15. The Government is now considering the public views received during the Stage Two Public Engagement of the NENT NDAs Study. The public comments will form the basis for refining the development proposals. The study is scheduled for completion in 2011.

Conclusion

16. Although a number of planning studies and infrastructure projects are being carried out separately in the boundary area, a holistic approach has been adopted such that the boundary area is planned in a comprehensive manner. For Hong Kong to maintain as a gateway to Mainland China, our plan is to make efficient connections to the Mainland's transport systems, especially with those cities in the PRD region. The land use planning for the boundary area and northern New Territories, including the FCA, the Loop and NDAs, has also taken consideration of their boundary location and the development plans in the PRD region, so as to make optimum use of their strategic location to promote cross-boundary interaction and yet not to downgrade the natural environment of the area.

17. We have and will continue to consult Members as different studies progress.

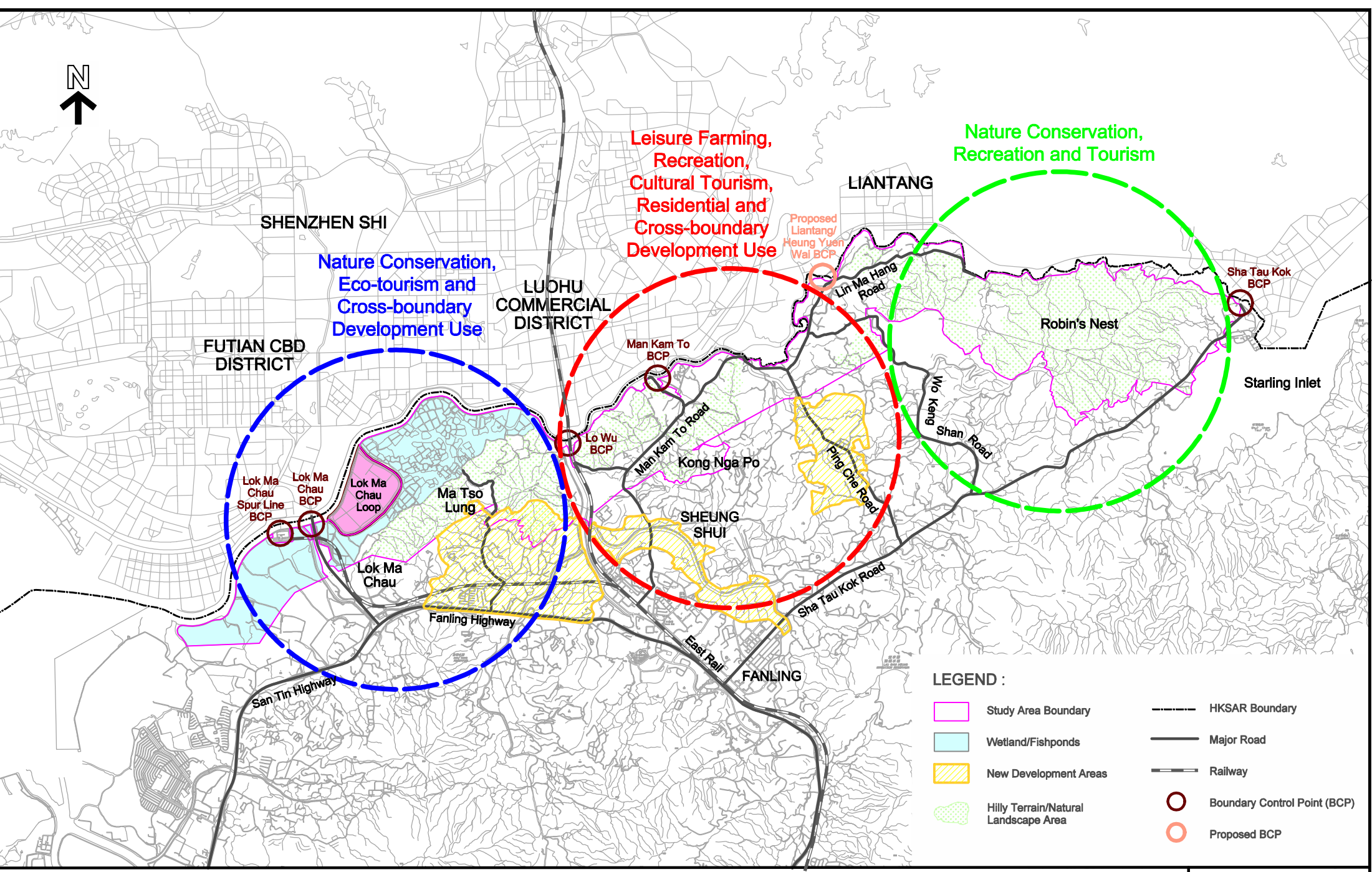
Advice Sought

18. Members are invited to note the contents of this paper.

Attachment

- Plan 1** Development proposal for the Closed Area
- Plan 2** Location of the NENT NDAs

Planning Department
March 2010



Nature Conservation,
Eco-tourism and
Cross-boundary
Development Use

Leisure Farming,
Recreation,
Cultural Tourism,
Residential and
Cross-boundary
Development Use

Nature Conservation,
Recreation and Tourism

FUTIAN CBD
DISTRICT

LUOHU
COMMERCIAL
DISTRICT

LIANTANG

SHEUNG
SHUI

FANLING

Lok Ma
Chau
Spur Line
BCP

Lok Ma
Chau
BCP

Lok Ma
Chau
Loop

Ma Tso
Lung

Lok Ma
Chau

Lo Wu
BCP

Man Kam To
BCP

Man Kam To
Road

Kong Nga Po

Lin Ma Hang
Road

Proposed
Liantang/
Heung Yuen
Wai BCP

Ping Che Road

Mo Keng
Shan Road

Robin's Nest

Sha Tau Kok
BCP

Starling Inlet


San Tin Highway

Fanling Highway

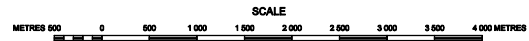
East Rail

Sha Tau Kok Road

LEGEND :

-  Study Area Boundary
-  Wetland/Fishponds
-  New Development Areas
-  Hilly Terrain/Natural Landscape Area
-  HKSAR Boundary
-  Major Road
-  Railway
-  Boundary Control Point (BCP)
-  Proposed BCP

Development Proposal for the Closed Area



PLANNING
DEPARTMENT

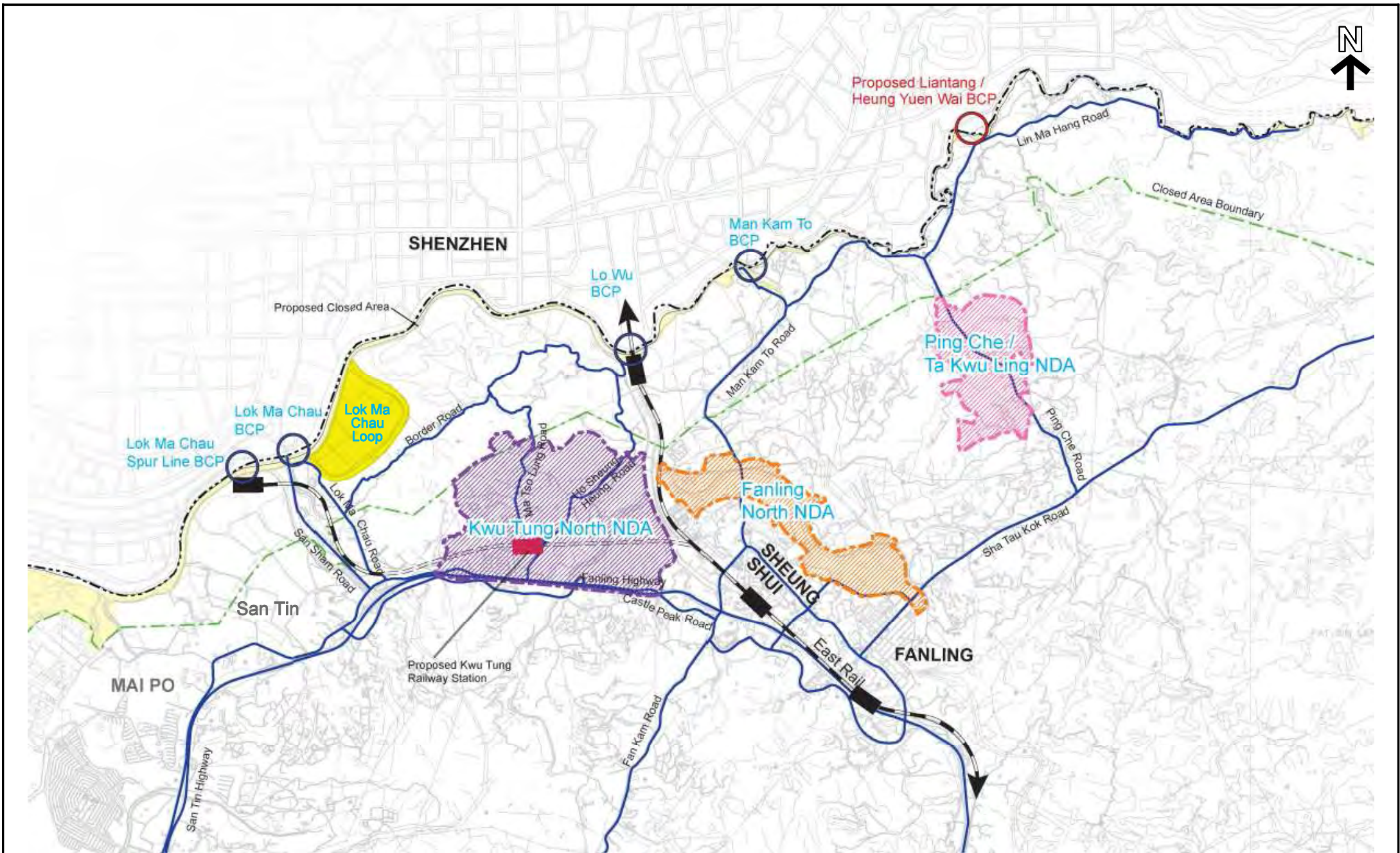


FCA/SR/10_004


Plan

DATE : 11/02/2010

1



Location of the NENT NDAs

PLANNING DEPARTMENT		
FCA_SR_10_004_2		
Date: 11/02/2010		
		PLAN 2