



PLANNING FOR THE INTERNATIONAL CITY
EXPLORING URBAN PLANNING & URBAN DESIGN THROUGH HALCROW PROJECTS

打造全球化城市

合乐的城市规划和城市设计探索

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本书主要介绍了全球范围内的城市发展项目，并特别强调了一种影响当今全世界范围内发展项目的普遍驱动力——全球化。无论在世界的哪个角落，社会经济及各种外界环境条件的大同化正在使规划项目从内容乃至最终成果上呈现愈发相似的情况。

本书的前半部分精选了合乐的国际化城市设计项目。总部位于英国伦敦的合乐公司是一家大型的多专业公司，在全世界拥有6700多名不同学科的专业技术人员，在约70个国家中设有70多个办公室，其中5家在中国注册。

本书的后半部分是关于“全球化”概念和“全球化城市”的论述。文章不仅在经济层面上，更从实际规划层面出发，试图将所展示的合乐项目置于一个日益全球化的背景中。

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This year marked a profound shift in world demographics. According to researchers at the University of North Carolina and the University of Georgia, May 23, 2007 was the first time in history that the majority of the world's population lived in cities rather than rural areas.

This book is about urban development projects across the world, and in particular, it is about globally common forces that seem to govern many contemporary projects. The socio-economic and regulatory conditions that influence project briefs may be partly responsible for the remarkable similarity that is apparent in both the content and in the final design of projects, regardless of their geographic location.

The following section of this book exhibits a selection of international urban design projects from the portfolio of Halcrow, a large multi-disciplinary company based in the United Kingdom. Halcrow employs some 6,700 professionals and has a network of offices in some 70 countries. Five of these offices are registered in China.

In its final part, this book presents an essay on "Globalisation" in general and the "Global City" in particular. The essay is intended to place the projects shown earlier, within the framework of an increasingly global community, not only in economic terms but also in the physical planning dimension.

It is written by Asad Shaheed and John Yarwood.

Asad Shaheed is a US-trained architect, and is chartered in the UK as an urban planner and geographer. Currently based in London, he heads up the International Planning Department of Halcrow, a position he has held for the past 15 years. He has worked in some 40 countries in five continents, on different scales of urban planning, urban design and architecture projects. All Halcrow projects presented in this book have been initiated or directed by him.

Dr John Yarwood is an architect and an urban/regional planner. He worked for two city councils and a New Town Development Corporation. Since then he has worked for private planning consultancies including Halcrow, where he and Asad worked together for three years. Afterward, he worked for the British Government and the European Union in Bosnia, where he was Director for Reconstruction in Mostar. For this he received an MBE. He has worked in several Gulf States, Turkey, Russia and Eastern Europe as well as China and the Philippines. He has taught in several British Irish and US universities. Four of his books have been published between 1999 and 2006.

Many others have assisted in the compilation of this book, and in the development of the plans and designs of Halcrow projects included herein. These contributors are listed in the Acknowledgements section at the closing stages of this book.

2007年在世界人口统计学上是历史性的一年。根据美国北卡罗莱纳大学和佐治亚大学的调查数据，2007年5月23日，有历史记录以来城市居住人口首次超过了农村居住人口。也就是说，全世界的大部分人口都已成为了城市人口。

本书主要介绍了全球范围内的城市发展项目，并特别强调了一种影响当今全世界范围内发展项目的普遍驱动力——全球化。无论在世界的哪个角落，社会经济及各种外界环境条件的大同化正在使规划项目从内容乃至最终成果上呈现愈发相似的情况。

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本书由两人合著完成，作者分别是Asad Shaheed和John Yarwood。

Asad Shaheed，建筑师，曾在英国受训，并在英国成为特许城市规划师和地理学家。目前他居住于伦敦，近15年来一直领导着合乐的国际化规划部门。他在五大洲的40个国家工作过，参与过不同规模的城市规划、城市设计和建筑项目。本书中介绍的所有的合乐项目都由他主持或指导。

John Yarwood博士，建筑师、城市/地区规划师。早年曾在两个市议会和一家新城开发公司任职。之后，他开始为包括合乐在内的私人开发咨询公司工作。后来他受聘于英国政府和欧盟，并在波斯尼亚担任重建部门主管。为此，他获得英国政府颁发的荣誉勋章。他还曾在海湾地区国家、土耳其、俄罗斯和一些东欧国家、中国和菲律宾工作，并曾在爱尔兰和美国的一些大学中任教。在合乐，他与Asad在规划项目方面共同合作了三年。1999年至2006年期间，他出版了四本书。

本书的编撰工作以及书中涵盖的合乐项目的开发和设计也得到了来自其他许多人的帮助。这些人的名字将在本书最后部分的致谢中予以列出。



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简介

Introduction

Copycats?

In different cities of the world, there is evidence of an increasing similarity in the final outcome of urban design projects. Is this because one designer is simply copying the work of another? Or is it because the same designer has created an attractive design in one city, and is now indolently replicating it in another? Or is it perhaps that the training received by the authors of two different plans in two different cities was equivalent?

To an extent all the above explanations carry legitimacy, but the underlying and ultimately more robust reason for this similarity may also lie in the internationalisation of norms in development planning and engineering, and in the economic drivers that right from the outset, will fundamentally inform the development brief, which in turn will shape any development project.

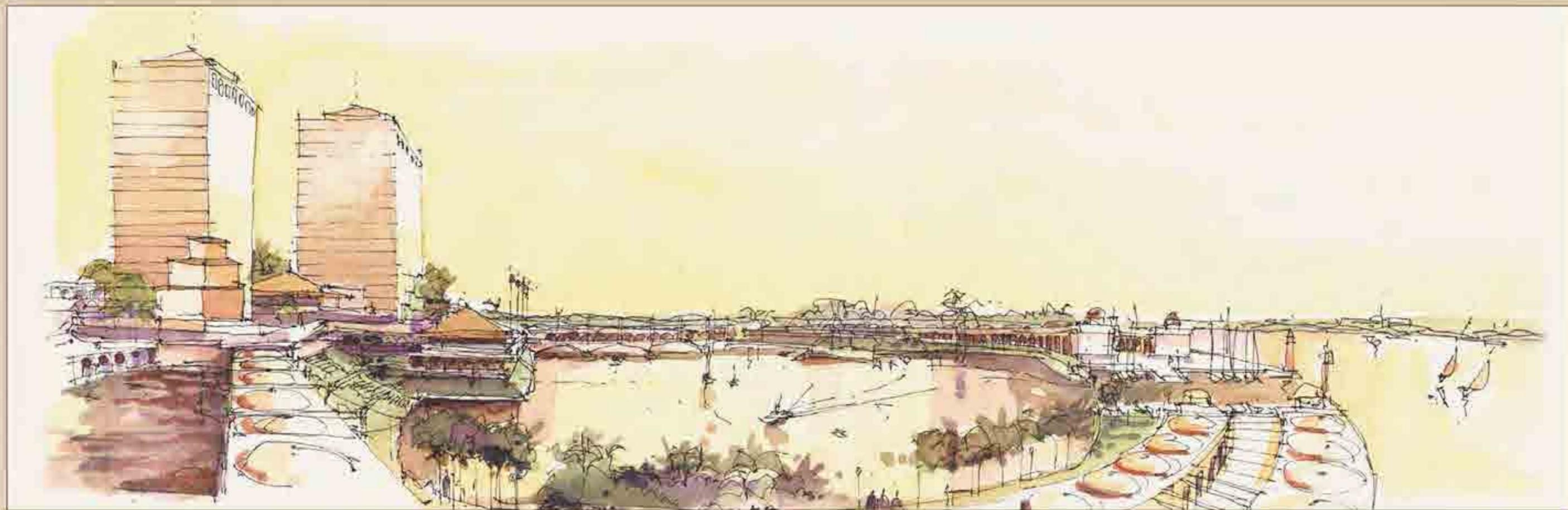
Why do office towers in different city centres appear identical? It may not be a case of simple plagiarism. It may be because land designated for business use in any city is subdivided into internationally accepted parcels of some 2,500 m² (or multiples thereof), and because universally accepted plot development guidelines are likely to act as a common mould within which building mass must uniformly fit. Additionally client aspirations may have dictated the need to project a certain corporate brand or adopt a particular architectural language that conforms to an internationally accepted image of a modern

盲目效仿?

在全世界不同的城市里，城市设计项目的最终成果展现出越来越相似的趋势。这仅仅是因为设计师之间的相互模仿？抑或是因为同一位设计师在一座城市创造了优秀的设计之后，在另一座城市进行机械的复制？又或者是因为两座不同城市的两位不同的设计师接受的是相同的专业培训？

某种程度上说，以上的解释都合乎逻辑。但造成这种普遍相似的更实质原因是在于开发规划和工程规范的国际化，及其最本质的经济因素。这两点是组成开发项目的主要元素，同时也会对开发项目产生一定的影响。

为什么不同的城市中心矗立的摩天写字楼都如出一辙？这不仅仅只是简单的作品剽窃问题。一般在任何一个城市中，规划的商务办公用地都是按照国际标准划分为大约2500平方米大小的地块。而建筑体量须整齐统一是一种普遍接受的地块开发准则，所以雷同性也就成为一种普遍模式。此外，项目业主也总是在符合国际办公开发形象的前提下，建立具有企业品牌特色的或采用某种独特的建筑语言企业形象。



office development.

A change in the use of urban space

City centres, the traditional engines of economic activity in mature industrial urban settlements, are under pressure for rapid transformation whether this is in London, Shanghai or any other major city. The common drivers of transformation are changes to urban and regional economies, changes in the manner in which people trade and do business, and changes in the demographic and socio-economic make-up of urban dwellers. The existing quantum and distribution of different land uses in mature cities (i.e. space for offices, housing, industry, community facilities, etc.) are being redefined in response to new user needs. Existing built form too is being re-examined for new usage. Industrial lofts, institutional buildings and deconsecrated churches are being refitted for housing use. First-time industrial land within or close to the heart of cities, such as docks and related manufacturing and warehousing, is now no longer required for its intended purpose. There is now market pressure for that same land to be re-designated for a new brand of office that caters for knowledge based economies, or for new city centre housing, or for related recreational activity – all of which better reflect the real needs of the present urban economies.

In parallel, new city centres are being created for emerging post-industrial cities such as Dubai, and former regional centres such as Chengdu in Sichuan Province, China. Where there is limited historic urban fabric to transform, it becomes possible to develop new plans that respond directly to the spatial needs of present urban economies and to their end-

城市空间的功能转变

在成熟工业城市背景下，市中心往往是经济活动的引擎。但如今无论在伦敦、上海或任何其他大城市中，市中心都由于快速的转型而承受着巨大的压力。转型的普遍驱动力是城市和经济结构的转变，是人们进行商务活动及工作方式的改变，以及城市居住者在人口结构和社会经济结构中的变化。为了适应新的需求，原先城市中不同功能的用地（比如办公、住宅、工业、社区设施等空间）在数量和分布上都需要进行重新调整。而现有的建筑形式也需要重新考虑以适应新的用途。一些旧的工业厂房、公共建筑以及教堂都被改建成为住宅。昔日城市中心内或周边地区的工业用地，如码头、工厂和仓库等都已不再具备原先的用途。同时这些用地也面临着来自市场的压力。它们或成为写字楼，或成为新的城市中心住宅，或成为相关的娱乐活动场所。这些都更清楚地反映当前城市经济的真正需求。

与此同时，在迪拜这样的后工业城市以及中国成都这样的昔日地区中心，新的城市中心正在成形。在这些地区，由于可改造的历史传统城市组织十分有限，这给全新的开发规划创造了条件，而新的开发规划将直接迎合现有城市经济的空间需求及其终端用户的要求。如此一来，新城市中心的建设能够跨越城市转型的变革，如城市复兴和城市重建等，或

user requirements. New city centres have thus been able to skip or at least minimise the evolutionary steps of urban transformation that typically involve urban regeneration and urban renewal. These cities have leaptfrogged to present day urban needs.

New means of doing business, perhaps reminiscent of pre-industrial tradesmen's guilds and oriental bazaars, now favour the clustering of interlinked economic activity. As such "cities within cities" are increasingly evident within new (and sometimes mature) urban areas. In addition to the traditional coarse layering and distribution of land uses, new cities are often provided with a further and finer layer of hubs that are intended to draw together various levels of any given sub-economic activity. In this manner a new "Internet City" may assemble computer company headquarters, software development, hardware sales, research and development activity, marketing, and even housing and related amenity for workers, all within a defined urban territory.

Mobile workforces with high aspirations

There is now a global workforce with unbounded access to international travel and to relaxed cross-national labour laws. The populations of major cities have become increasingly international and progressively sophisticated, with high aspirations of lifestyle quality. Families relocating to new parts of the world for work expect to find not only the comfort, but also the cultural reference points they may have enjoyed at home. And as spending power increases for those already resident in that city, so too does their desire to live in better housing and to enjoy an enhanced quality of life and urban amenity in the form of social, recreational and cultural facilities.

至少使变革的程度最小化，跨越上述阶段，直接满足目前的城市需求。

也许人们还在回忆着从未工业化时期商人和东方集市，而今新的商务和贸易方式青睐的则是互相紧密联动的经济活动。比如“城中城”越来越多地出现在新建的或现有的城市中心区。除了传统的简单分层和用地功能配置，新城市对用地中心分层则更为细致和深入，把城市中的各种活动和功能有机地串联在一起。举例来说，在这样的城市布局方式中，一个新建的“网络城市”将汇集电脑公司总部、软件开发、硬件销售、调查和开发活动、市场营销，甚至住宅等，并且为就业者提供有关便利设施。

高期望值的流动劳动力

现今的全球化劳动力，可以较为自由地在世界各地流动，并享受宽松的跨国劳动法。大城市的人口结构一方面越来越国际化，另一方面也越来越复杂，对生活质量具有很高的期望。一些为了工作而去世界其它地方定居的家庭不仅渴望生活得舒适，更希望在异乡感受到家乡的文化氛围。同时，随着那些城市原住民的消费能力日益提高，他们也渴望有更好的居住条件，享受到更高的生活质量以及社会、娱乐和文化设施带来的便利。



The benchmark for measuring urban design quality is also being raised by end-users, especially in the planning and design of private housing projects. Now no longer satisfied with the traditional metrics of good urban design practice (affording a sense of scale, legibility, efficiency and functionality), end-users seek added value in the form of uniqueness, "sense of place" (genius loci) and landscape character. These supplementary features, they anticipate, will make their development distinct, more exclusive and ultimately more attractive. In order to achieve this objective, the designer will often borrow from historic and foreign themes, or create highly exotic themes for the site planning, landscape design and architectural expression of new development projects.

Corporate and personal affluence

Corporate and personal affluence across the world is underwriting a buoyant market in international real estate. Corporate capital is moving across continents, and so is the lifestyle promoted by different international investors. Large scale investors, generally backed by their own government, will often promote the export of some cultural values as part of their venture. Foreign sponsored enclaves of development can be seen in different parts of the world, where there is as much foreign flavour to the development (in terms of both content and physical expression), as there is regional flavour influenced by local socio-cultural and environmental conditions.

The amplified purchasing power of individuals has also created a healthy market for second and third homes, sometimes within the country of residence, but more often abroad in increasingly remote parts of the world. Individuals, when buying abroad, are looking primarily for a sound financial investment in an exotic location. They also seek the standard of quality they would expect at home, and expect familiar institutional and legal mechanisms that will eventually govern their real estate. Developers across the world are thus catering for a global clientele and are responding by offering a very international product.

Planning for the needs of the presently poor

It is important to recognise that the urban poor of today are likely to become the city's middle classes of tomorrow. Across the developing world's cities, the urban poor vastly outnumber other economic groups, but too often they are forgotten in the development process and city politics. Frequently migrants from other regions or immigrants from other countries, they are unlikely to have formal residency in the city or legal tenure of the property they occupy and are more likely to be employed in the informal economy. The

随着终端用户的要求不断提高, 衡量城市设计质量的标准也不断地提高, 尤其在私人住宅的规划设计项目方面。传统的城市设计的衡量标准(提供规模、辨识度、效率和功能性)已经无法被满足, 终端用户在独特性、“空间感”及景观特色上提出更高的要求, 寻求额外的价值。他们追求特点更鲜明、风格更独特, 更具有吸引力。为了达到这个目标, 设计师常常借用历史和异域题材, 或运用一种非常深邃的主题来进行项目的场地规划、景观设计和建筑表达。

集团和个人资金流动

全世界范围的公司和人才流动使国际房地产市场日益繁荣。公司资金在各大洲飞速转移, 各地国际投资者带来的不同生活风格也在各大洲流转。一些有政府背景的大规模投资者往往将促进某种文化价值的提升作为其投资的一部分。世界各地涌现了大量外贸赞助的开发项目, 这些项目在规划内容和设计风格上既具有异国情调, 同时因受到当地社会文化和环境状况的影响, 也极具地方特色。

个人日益增长的购买力也为人们购买第二套和第三套住宅创造了健康的市场。这种第二住宅可能是在现居的国家购买, 但更多的情况是人们在海外相对偏远的地方购置住房。当个人在海外购置房产时, 他们所寻求的是在异地进行可靠的金融投资的机会。同时, 他们也希望能够以和国内一样的质量标准, 以及同样健全的法律机制, 来最终保障他们的房产。在这种发展趋势下, 全球范围内的开发商都在寻求全球化的客户, 并为他们提供非常国际化的产品。

为贫困群体的需求进行规划

我们需要认识到, 现在城市中的贫困人群很有可能成为未来城市中的中产阶级。纵观各个发展中国家的城市, 城市里贫困人群的数目远远超过其它经济团体, 但通常在城市发展过程中, 他们也是被遗忘的一个群体。一些外来者或外国移民在城市中往往无法拥有正式的居住权或合法的地产保有, 而且他们的就业往往不受保障, 这已经成为非常普遍的

ironic reality is that the city could not operate without them. They form essential pieces in the jigsaw puzzle of the urban economy.

Planning for their needs has two time frames. In the immediate term, their urgent needs must be met by perhaps plugging gaps in the provision of basic shelter and services and provide secure spaces for them to work and play. In the medium to longer term, efforts should be made to legitimise their citizenship through providing them with secure settlements and access to educational, health and social welfare services. The institutional and financial frameworks which may be impede or exclude poorer households from gaining access to employment and finance, must also be revisited in tandem with other urban development initiatives. These medium and long term measures must be replicable, because in-migration to cities is a phenomenon that is likely to be repeated, as the preceding populations are absorbed into the city and its economy.

Projects that deal specifically with development planning for the urban poor may not be the thrust of this book, but when planning for the needs of any one socio-economic group, urban planners must be conscious of the potential impact of this work on other strata of the urban population.

A balancing act

With increased globalisation in urban planning practice, environmental and cultural sustainability become very germane. The challenge for urban design practitioners is to satisfy client aspirations, while ensuring as far as possible, that cultural and aesthetic reference is not altogether lost, nor environmental identity wholly transformed.

Cultural reference can be ensured to some extent despite the market's appetite for superficial architectural "theming". For example housing estates across China and the Middle East may sport a pastiche of European architectural facades. Yet in terms of site planning principles, development density, architectural floor plans, and the functional distribution of land uses, the same estate can retain fundamentally Chinese or Middle Eastern attributes. After all, the practice of applying foreign or historic architectural themes to the built form has been practised for centuries across the Western world, without materially affecting the way in which city blocks are structured, or the way in which the city operates in functional terms.

It is more difficult to mitigate environmental transformation. In arid climates, large luxury housing estates are often "greened up" say with imported plant species that require

现象。具有讽刺意义的是, 城市的运作却不能缺少他们。他们在整个城市经济这块七巧板中扮演了非常重要的角色。

为这个群体的需求进行规划分为两个阶段。当务之急应先满足他们最迫切的需求, 即填补差距, 为他们提供基本的居所和服务, 确保他们工作和娱乐的空间。在中期至更长的阶段, 应努力通过为他们提供具有保障的居住点, 以及教育、健康和社会福利的服务, 使他们的居民身份合法化。那些现存的不利于贫困群体获得就业机会或将他们排除在外的制度和经济上的体系必须进行修正。这些中长期举措必须是长久适用的, 因为人口向城市的迁移是个不可避免的趋势, 将来这种现象也将不断重复出现。

专门针对城市贫困群体的开发规划项目虽然不是本书的主要内容, 但在为任何社会经济团体的需求进行规划时, 城市规划师们必须意识到这部分群体对城市人口的其他阶层的潜在影响。

平衡举措

随着全球化趋势在城市规划领域中愈发明显, 环境和文化的可持续发展成为了重要的主题。对城市设计从业者来说, 目前的挑战是在满足业主要求的同时, 尽可能保证设计的文化和美学内涵, 并尽可能地保护环境不受破坏。

尽管市场对肤浅的“建筑主题化”手法兴趣浓厚, 但是在设计中文化内涵在一定程度上还是可以得到保证。比如, 中国和中东的住宅开发项目似乎都热衷于模仿欧洲的建造立面。然而就基地规划原则、开发密度、建筑面积规划, 以及土地使用的功能分配而言, 这些住宅项目也都能基本保留自己的本土特色。在西方国家, 在建筑形式上运用异域或历史主题的经验已长达数个世纪, 结果也并没有对本地城市结构或城市功能方面产生很大的影响。

因此, 减少对环境的影响成为规划设计中更为棘手的问题。在气候干旱的地区, 一些大型的高档住宅开发项目往往通过引进大量需要人工肥料和机械灌溉的进口植物来布置绿

artificial fertiliser and mechanical irrigation. In clients' minds, aesthetic perfection in landscape may well be parkland, verdant lawns and fresh water ponds. It is incumbent upon the practitioner to convince through compelling design, that alternative solutions would remain equally attractive to end-users. For example, a plan that uses salt water canals and indigenous planting can offer an equally high quality landscape setting, but will remain relatively benign in terms of its environmental impact.

Can industrial estates be designed as more attractive destinations (without compromising cost-effectiveness and efficiency) for employees who spend most of their waking life at work? If industrial processes have in fact become "cleaner" and pose reduced environmental risks, then is it possible to better integrate industry with neighbouring inhabited areas?

If the way in which business is done and offices operate has changed over the last five decades, then do new city centres still need to be planned according to the commonly accepted (and largely Western) blueprint for the layout of a downtown with tower blocks and grid-iron street patterns? Or are there new and localised ways of creating highly attractive places in which to trade and work, that in some way reflect local environmental and cultural traditions, but more importantly respond effectively to the new means by which business is undertaken?

The urban planning and urban design solutions presented in this book aim to share both the challenges and frustrations that planners and designers face when confronted with competing demands, and the eventual choices (and indeed compromises) that are made in order to endorse a balanced urban planning solution.

Asad Shaheed

化。在业主的观念里，完美的景观就应当体现在这样宛如公园的公共用地、青翠的草地和绿水盈盈的池塘。但是对于设计者来说，他们有义务说服业主，其他一些可选方案可以达到同样的景观效果，对用户也具有同样的吸引力。比如，在前述地区采用咸水河道设计和本地植物种植也能提供同样高质量的景观设计，同时对环境影响又是相对温和的。

在保证效益和效率的前提下，对于那些一生都在某个工业地区工作的人们来说，那些旧时的工业用地是否能开发成更有人气的生活聚点呢？如果工业能变得更“绿色”，对环境的影响更小，那么是否有可能将工业用地和周围的住宅区结合起来呢？

如果说商务和办公方式在过去的50年中发生了很大的变化，那么新的城市中心是否还有必要根据传统的摩天大楼街区和棋盘格状的街道布局来进行规划呢？或者说是否有新的更为本土化的方式来创造更富吸引力的商务办公环境，既体现当地环境和文化特色，又符合现代商务运作的模式呢？

本书中所展示的城市规划和城市设计方案正是想告诉我们，为了创造出综合和平衡各方面因素的城市规划方案，城市规划师和设计师在面对日益苛刻的要求而要最终做出选择（有时候甚至是妥协）的时候，面临的种种挑战和难题。

Asad Shaheed

This chapter presents a selection of Halcrow's urban planning projects. These have been chosen for their varied scales and for their geographic diversity. The projects presented have been prepared over the last twenty years or so for a variety of international clients from both the public and private sectors. They provide an insight into Halcrow's understanding of the city, and the company's approach to planning and design for different components of urban settlements.

The projects are presented as falling within eight categories:

- National development (Pakistan and the West African Coast)
- Central Business Districts
- waterfront development
- industrial and Special Economic Zones
- residential development
- New Towns
- Housing for the Poor
- Recreational and Ecological development

本章节是合乐城市规划项目的作品选集。这些项目的选择考虑到不同的规模和全球地理分布。以下介绍的项目是在过去20年中由不同的国际业主委托进行的规划设计，其中既有政府部门也有私人业主。这些项目诠释了合乐对于城市的理解，并展示了合乐在城市规划和设计中针对不同城市元素的不同设计手法。

本书中介绍的合乐项目主要分为以下八类：

- 国家和地区发展规划
- 中央商务区
- 滨水地区开发
- 工业区和经济园
- 住宅开发
- 新城规划
- 贫困群体住房项目
- 休闲娱乐和生态开发





National Physical Development Plans are prepared as the physical realisation of national economic development policy, and are updated periodically in response to changing socio-economic needs. They address spatial growth and its related institutional requirements. The plans will generally operate at two levels. At a strategic level, they cover land use patterns and the expansion or containment of urban settlements, transportation and services infrastructure and requirements for agriculture, and the conservation of forests and marine environments. At a localised level, they address areas requiring special attention. These could include physical intervention (for example in the conservation or regeneration of certain urban areas) or the regulation of informal settlements, policy intervention (for example the re-designation of redundant agricultural areas for new economic activities such as eco-tourism), or institutional intervention (for example the need for the creation of a new regulatory authority for coastal protection).

The plan for a city is thus inextricably linked to its national context, which is in turn affected by changing global economic drivers. Examples selected of wider context studies include several national/regional development plans for Trinidad and Tobago, Jamaica, and Mauritius; a regional plan for Hong Kong and its city plans (Kowloon and Kowloon City).

If plans are to respond to a constantly evolving world wide economy, their preparation must encompass not only economic trends and changing population dynamics, but also address advances in technology, science and

industry, and sustainable, physically engaging environmental concerns such as climate change. It may become clear that business activities of a national economy are in irreversible decline or are no longer environmentally sustainable, and this obliges the country to divert their efforts to other activities in other sectors.

Strategic-level planning translates this shift in the political economy to a tangible form, with long-lasting impacts on the social, cultural and physical landscape of a country. A country may have a long history of infrastructure and other forms of physical development and environmental management needed. This may be more than a physical or spatial problem, particularly if local institutions and processes have become less than fully capable of executing the plan. In this situation, close partnership between technical experts and a variety of political, institutional, and social organisations is vital.

国家发展规划是为国家经济发展政策的实际转变而进行编制的，且必须定期予以更新，以适应不断变化的社会经济需求。它涉及到空间地域上的增长及其相关的组织机构的要求。规划通常在两个层面进行运作。在战略层面，它们涉及用地模式、城市居住区的扩张或控制、交通和配套基础设施、农业用地要求，以及森林和海洋环境的保护。在本地层面上，它们涉及一些当地社会亟需解决的问题和方面，可能包括实际干预（比如在某城市区域的保护或复兴方面，或非正式居住点的规范化）、政策干预（比如将多余的农业区域重新设定为新的经济活动，比如生态旅游），或者机构干预（比如有必要为保护海岸线新建的监管机构）。

因此，一个城市的规划与其国家发展背景紧密相连，而国家发展背景则又受到不断变化的全球经济驱动力的影响。本章我们选取了几个国家规划和背景研究的案例以供参考：特立尼达和多巴哥国家概念发展规划、毛里求斯国家发展规划、地摩城市开发框架、香港新界东北部区域规划，以及亚丁城和伯利兹城规划。

如果规划要适应不断发展的全球经济，它们的制定不能仅针对经济趋势和人口变化等大方面，还应考虑到技术、社会、工业及农业方面的进步，以及环境问题如气候变化等具体问题。当一个国家昔日的经济支柱产业正不可逆转地处于衰退，或不再具有环境方面的可持续性发展的优势，这就要求该国将重点调整到其他领域的活动当中。

战略层面的规划将政治经济中的调整转换为有形的形式，对一个国家的社会、文化和物理环境都有着长久的影响。因此，需要新的基础设

施、形态开发以及环境管理的配套。这不仅仅是一个形态或空间上的方案，尤其是当规划实施遇到阻力的时候，各方面的技术专家和多种行政机构及社会组织的紧密合作将显得至关重要。



国家概念性开发规划，特立尼达和多巴哥
National Conceptual Development Plan, Trinidad and Tobago



国家开发规划，毛里求斯
National Development Plan, Mauritius



迪拜城市发展框架，迪拜
Dubai Urban Development Framework, Dubai



亚丁市总体规划修订，也门
Review of City of Aden Master Plan, Yemen



南海岸可持续发展研究，牙买加
South Coast Sustainable Development Study, Jamaica



伯利兹市基础设施建设项目，伯利兹
Belize City Infrastructure Project, Belize



东北新界规划，中国香港
North East New Territories, Hong Kong



特立尼达和多巴哥

国家概念性开发规划

特立尼达和多巴哥政府

1999-2001

特立尼达和多巴哥国家概念性开发规划的制订是为了适应该国经济需求上的转变，并保持其在区域经济中的竞争力。特立尼达和多巴哥以甘蔗种植为主的传统农业经济正在逐渐衰退，利润也逐年减少。相反，天然气勘探以及一些相关的重工业正在崛起。旅游业需要新的设施和新的产品来增加游客数量和提高收益。规划的一项重要任务是再原来的农业用地重新布局发展科技产业或生态旅游。从而带动GDP的增长并给整个社会带来积极正面的效应。政府和私人业主在政策框架的指导下进行了详细规划和控制性规划。除了国家概念性规划之外，同时进行了六个补充性的地区规划，考虑了国家的一些主要问题。其中对首都城市西班牙港的地区规划提出在环绕山坡上建设临时性住宅的方案，以及城市中心和滨水地区重建开发等工程。对Sangre Grande地区的规划探讨了如何将废弃的采石场重新开发为住宅。对San Fernando地区的规划则着眼于如何通过滨水住宅的开发刺激当地的房地产市场。规划同时加强了东西城市走廊（西班牙港—Port of Spain—Trinidad）的交通联系。拥有美丽自然景观的Chaguaramas半岛将对生态旅游开放。Couva镇则规划进一步发展重工业。

The national plan was prepared in order to promote the country's changing economic needs and to retain competitiveness in the regional economy. Trinidad and Tobago's traditional agricultural economy based largely on sugar cane was in decline and becoming increasingly obsolete and unprofitable. Conversely, natural gas exploration and related heavy industrial activity was on the rise. Tourism was in need of new infrastructure and new products to promote growth in visitor numbers and improve profitability. A key task was the reorientation of land from agriculture to the technology industry and tourism, with the hope that this would increase GDP with positive impacts across the whole of society. The government and the private sector were guided within a policy framework sufficient for detailed statutory planning work. In addition to the National Plan, a series of complementary local plans were produced, with a view to addressing priority issues. The local plan for the capital city, Port of Spain, thus addressed job and housing on the hills surrounding the city, and regeneration of the city centre and its waterfront. The plan for Sangre Grande examined ways in which disused quarries could be re-used for housing. The plan for San Fernando looked at stimulating the real estate market by introducing waterfront housing. The east-west urban corridor (Port of Spain/Parico/Trinidad) was strengthened in terms of transportation links. The Chaguaramas peninsula, an area of outstanding natural beauty was opened for eco-tourism, and the town of Couva was planned to further expansion in heavy industry.

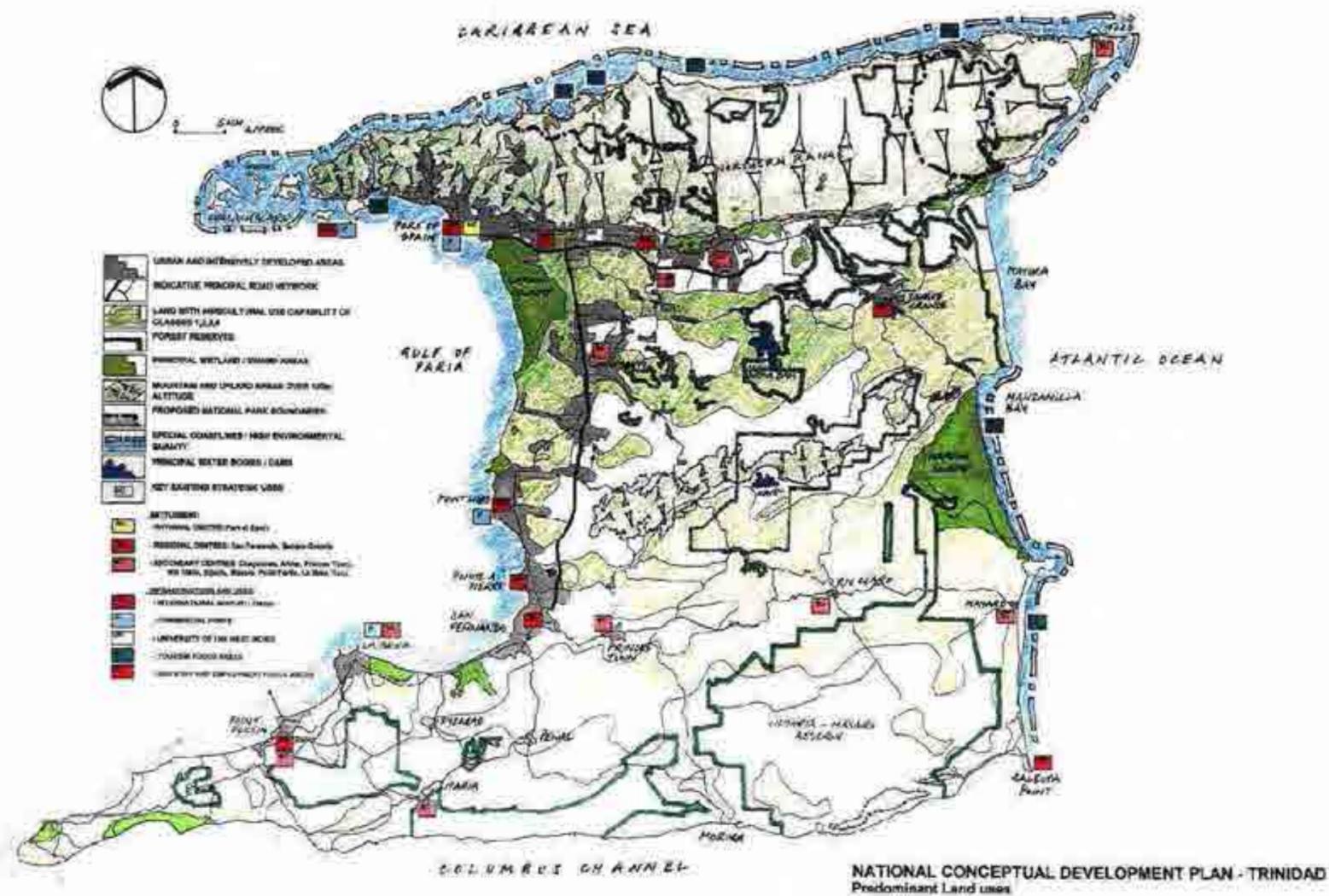
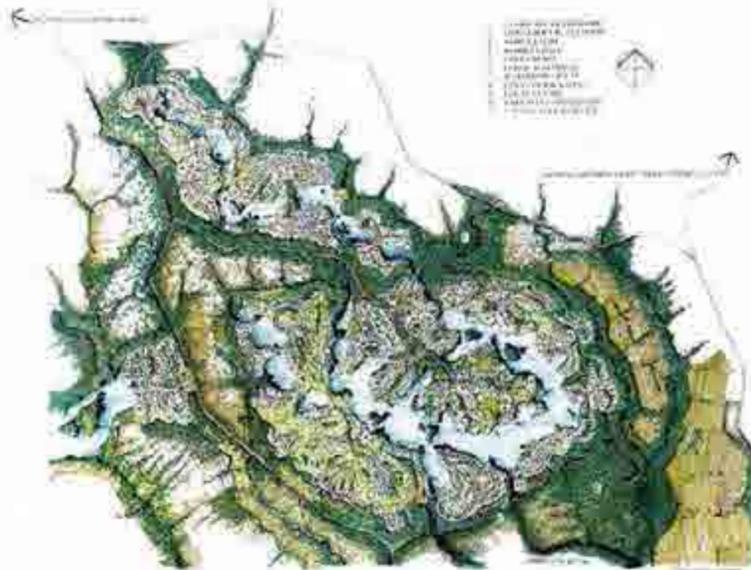
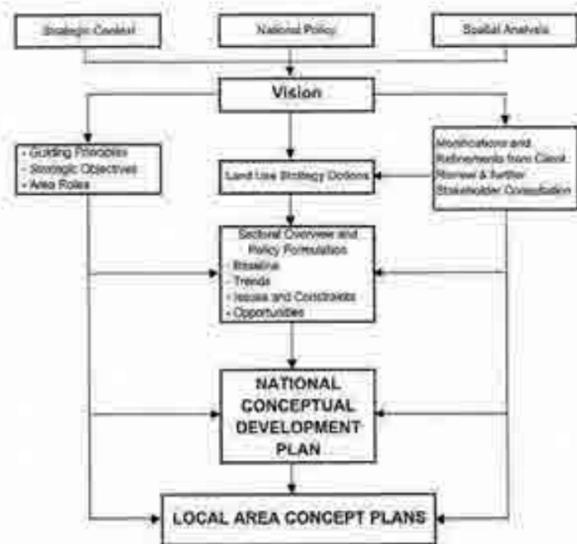
Trinidad and Tobago

National Conceptual Development Plan

Government of Trinidad and Tobago

1999-2001





Mauritius

National Development Plan

Government of Mauritius

2003

毛里求斯

国家开发规划

毛里求斯政府

2003



毛里求斯的传统经济主要依靠单一经济作物甘蔗的种植。随着商品的价格下跌，经济多元化的需求日益强烈，急需发展旅游业、制造业等新型产业。国家政府的经济改革计划使毛里求斯成为了稳定的中等收入国家，并被世界银行和国际货币基金组织树立为发展中国家的典范。毛里求斯经济改革的成功也得益于国家开发规划的制订。规划为支持经济改革和鼓励私人投资制定了政策框架。

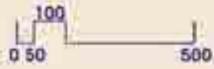
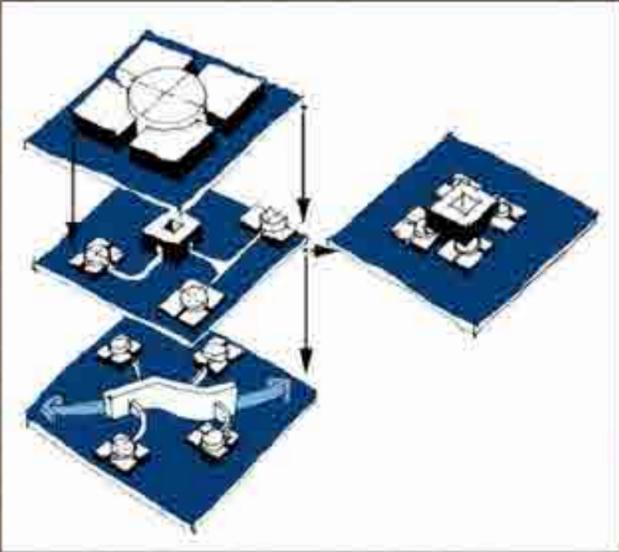
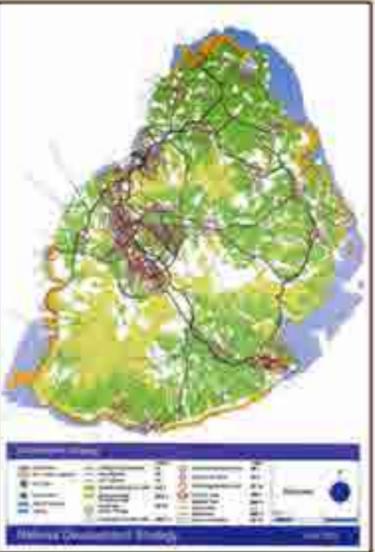
国家开发规划主要针对四个主要问题：1. 国家主要经济作物甘蔗的利润空间下降；2. 不断增长的人口（与其他面积相仿的岛国国家相比，毛里求斯的人口密度和车辆拥有量名列前茅）；3. 非控制性的城市增长；4. 旅游业多元化的需求。

国家开发规划是在与所有的利益相关方协商后制订的。规划探讨了如何将中部地区的甘蔗种植园改为混合经济作物种植区并开发旅游业。比如在山顶规划一个茶叶种植园，配合小型的高档酒店，并提供徒步旅行路线。规划同时确定了在原先用于种植甘蔗的用地上新建经济适用房，并发展知识经济，如互联网科技业务、客服中心和高尔夫支持中心（外包中心）。除了国家开发规划，也制订了一些地区性的规划，如 Le Touchea 居住规划，科多尔高地地区的商务区和生活规划等。

The Mauritian economy has traditionally been dominated by a sugar monocrop. With commodity prices in decline, calls to diversify the economy and embrace new industries including tourism and manufacturing became urgent. The leadership's commitment to change has allowed Mauritius to succeed in transforming its economy and becoming a stable middle income country, heralded by World Bank and the IMF as a model for other developing economies. This economic transformation has been aided by its National Development Plan which has created a physical policy framework to support change and encourage private sector investment.

The National Development Plan was developed around four key issues. Firstly, the declining profitability of the primary product sugar cane; the rising population (Mauritius holds one of the highest population - and consequently density - when compared to other island nations far less socio-economically developed); and the need to diversify the tourism industry.

The plan's national development plan was prepared in close consultation with all stakeholders and outlined ways in which unprofitable sugar cane plantations within the central land mass could be re-used for a combination of cash crop businesses and tourism. An example was an organic-try tea plantation, offering a small boutique hotel and hiking trails within its land boundary. The plan also identified land (formerly used to grow sugar cane) for the new affordable housing, and to accommodate new knowledge based economic such as internet technology businesses, call centres and business support (outourcing) centres. Local area plans were also produced, e.g. housing at Highlands.



DUBAI URBAN DEVELOPMENT FRAMEWORK

Long Term Urban Vision · Urban and Regional Plans · Legal and Institutional Framework

Dubai

REQUEST FOR PROPOSAL FOR CONSULTANCY SERVICES

2005

2007

2010

2015

2020

迪拜政府任命合乐为迪拜制定城市发展框架，以指导和控制迪拜到2020年及以后的城市发展。

迪拜以每年16%的经济增长速度迅速发展，在过去五年间已成为全球最具经济活力和发展最快的地区之一。这种增长伴随的是快速的城市扩张，以适应商业发展和全球专业人才的聚集。如此大规模和快速的发展的动力来自于超过预期的超大型开发项目、房地产项目和其他投资项目的启动和建设。然而，经济飞速增长的背后也有严重的代价。迪拜良好的硬件环境一直是吸引外资的一个重要因素，而现在却面临着高涨的房价使中等收入家庭难以负荷的窘境。目前这个城市最大的隐患是交通拥堵和猛涨的房屋租金。

根据《迪拜2015年战略规划》（迪拜酋长HH Sheikh Mohammad Bin Rashid Al Maktoum的社会经济观点陈述和国家发展战略），迪拜城市发展框架将作为一个确保迪拜未来平衡发展和可持续发展的机制，并解决一些社会和环境问题，以及空间发展的议题。

Halcrow has been engaged by the Dubai Government to manage the preparation of a new Urban Development Framework to guide and control Dubai's growth to the year 2020 and beyond.

With year on year growth levels at 16% Dubai has over the last half decade achieved global recognition as one of the most dynamic and fast growing economies of the world. This growth has been accompanied by rapid physical expansion to accommodate new and growing businesses and the global talent which is seeking the unprecedented opportunities offered by Dubai. The scale and pace of this development are being fuelled by the launch of spectacular and innovative mega projects and a level of real estate and other investment that has surpassed all expectations. This economic boom however, has come at a cost. Dubai's attractive hard infrastructure, a key magnet for international investment, is itself under pressure with rising property prices making much of the housing stock unaffordable to middle income families. Traffic congestion and sky-rocketing rents are cited as the key ailments of the present city.

Guided by the Dubai Strategic Plan 2015 (HH Sheikh Mohammad Bin Rashid Al Maktoum's socio-economic vision statement and strategy for the Emirate's growth), the Dubai Urban Development Framework will serve as the vehicle for ensuring balanced and sustainable growth for the Emirate, and will address social and environmental issues in addition to spatial development.

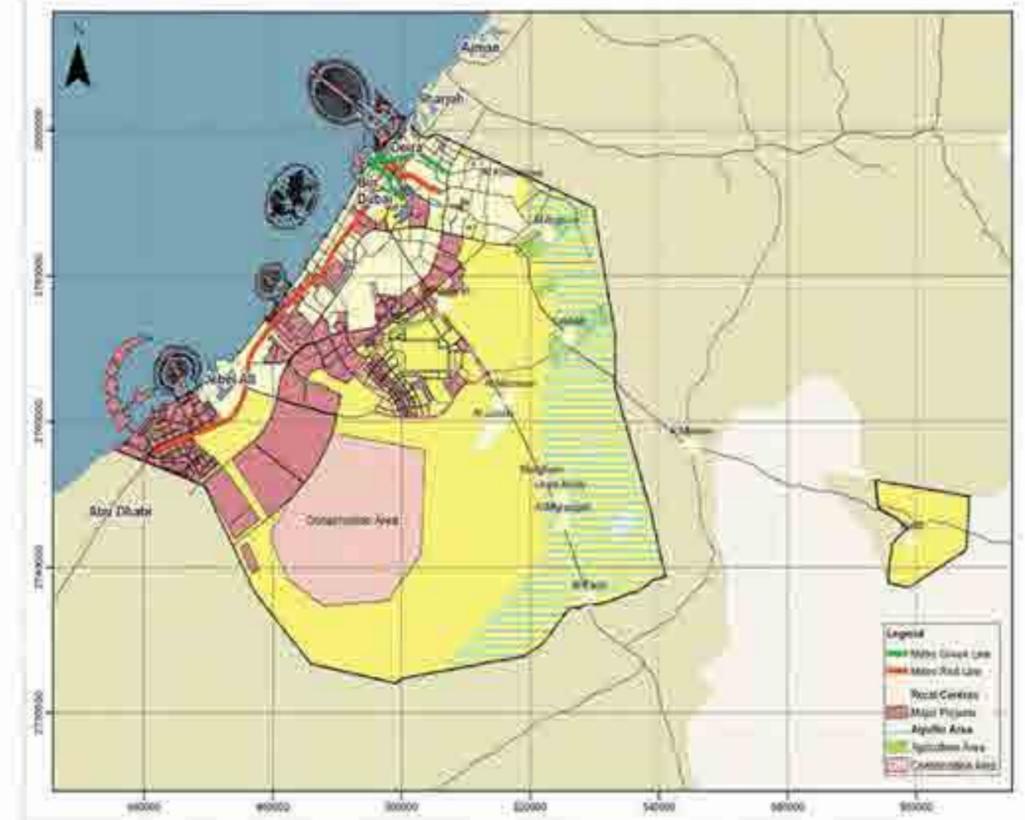
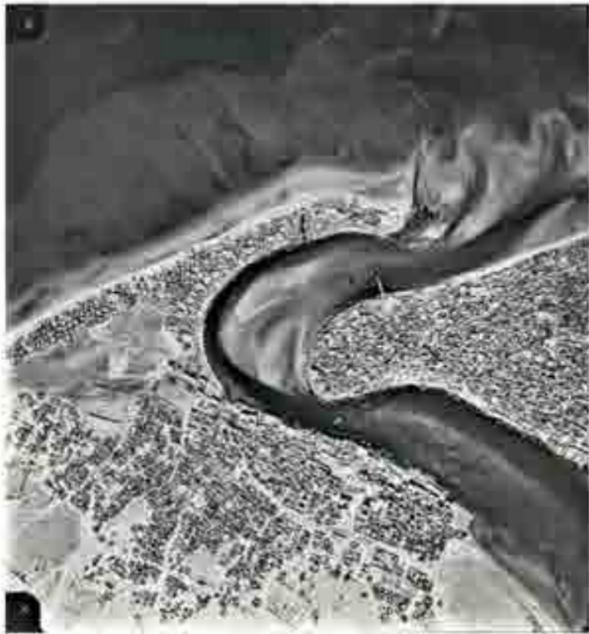
迪拜城市发展框架

迪拜政府
2007至今

Dubai Urban Development Framework
Government of Dubai
2007-present

迪拜

Dubai



也门

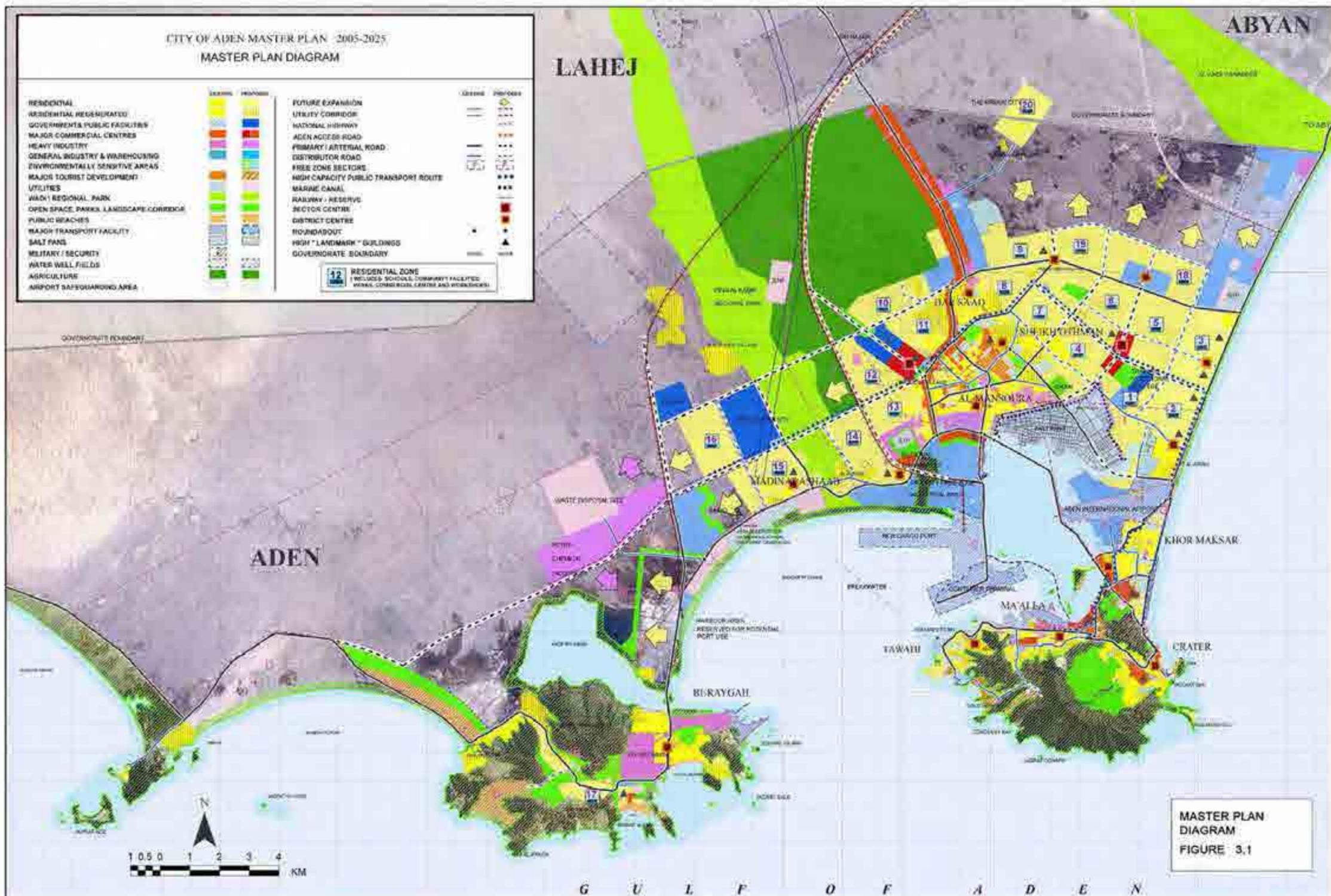
亚丁市总体规划修订
也门政府 / 世界银行
2004-2005

Yemen

Review of City of Aden Master Plan
Government of Yemen / World Bank
2004-2005

亚丁位于红海口，因其地理位置在全球航运网络中占有重要的战略地位，它曾经是全世界一个重要的城市。但自从其首都城市的身份被取代后，亚丁的经济进入一个相当低落的时期。1984年制订的城市总体规划 and 1993年制订的保税区规划过于不切实际，已跟不上时代的进步，因此急需修订和更新。亚丁新的城市规划必须是一个有实效性和可行性的规划。经过修订的规划对以下几个问题提出了建议：1、未来的港口开发以及如何处理贯穿整个城市的集装箱交通；2、保税区的未来发展和其规模的确定。另外，规划的修订须对现有70万人口发展到2025年的190万人口的目标进行相应的具体规划。整个规划修订的成果包括分期开发规划、近期和中长期基本建设投资规划、实施战略规划和战略性环境影响评估。

Aden was once a city of global importance being strategically located on the main world shipping route at the entrance to the Red Sea. Since losing its capital status, it has entered a period of significant economic decline. The outdated master plan for the city produced in 1984 and a subsequent Free Zone master plan of 1993 which was unrealistically ambitious, required an urgent review and update. The new plan for Aden needed to establish a pragmatic and implementable plan of action for the city. The updated plan made recommendations about the nature of the port and how to handle the container traffic penetrating the city, and about the nature of the Free Zone and its appropriate zoning. In addition the updated plan had to make provision for an expansion of the city from its current population of 700,000 to 1.9 million by 2025. The output included a phased development plan, short and medium term capital investment plan, institutional implementation strategy and strategic environmental impact assessment.



牙买加

南海岸可持续发展研究

牙买加政府

1997-1998

Jam a i c a

South Coast Sustainable Development Study

Government of Jam a i c a

1997-1998



The study area covered more than 320km of the south coast of Jamaica (the area between Spanish Town and Wrayfield), and was subject to the pressures of global tourism. The aim of this inter-disciplinary development based study, was to seek a balance between the essential economic activity within this southern part of the island, the social and spatial needs of its residents, and the conservation of its unique environment. The study's outputs included proposals for the continued but controlled development of tourism using (the region's main industry), plans for new employment creation in eco-tourism and other tourism products that would benefit the local communities, plans for guided expansion of urban areas, and proposals for strengthening the quality of the region's environment.

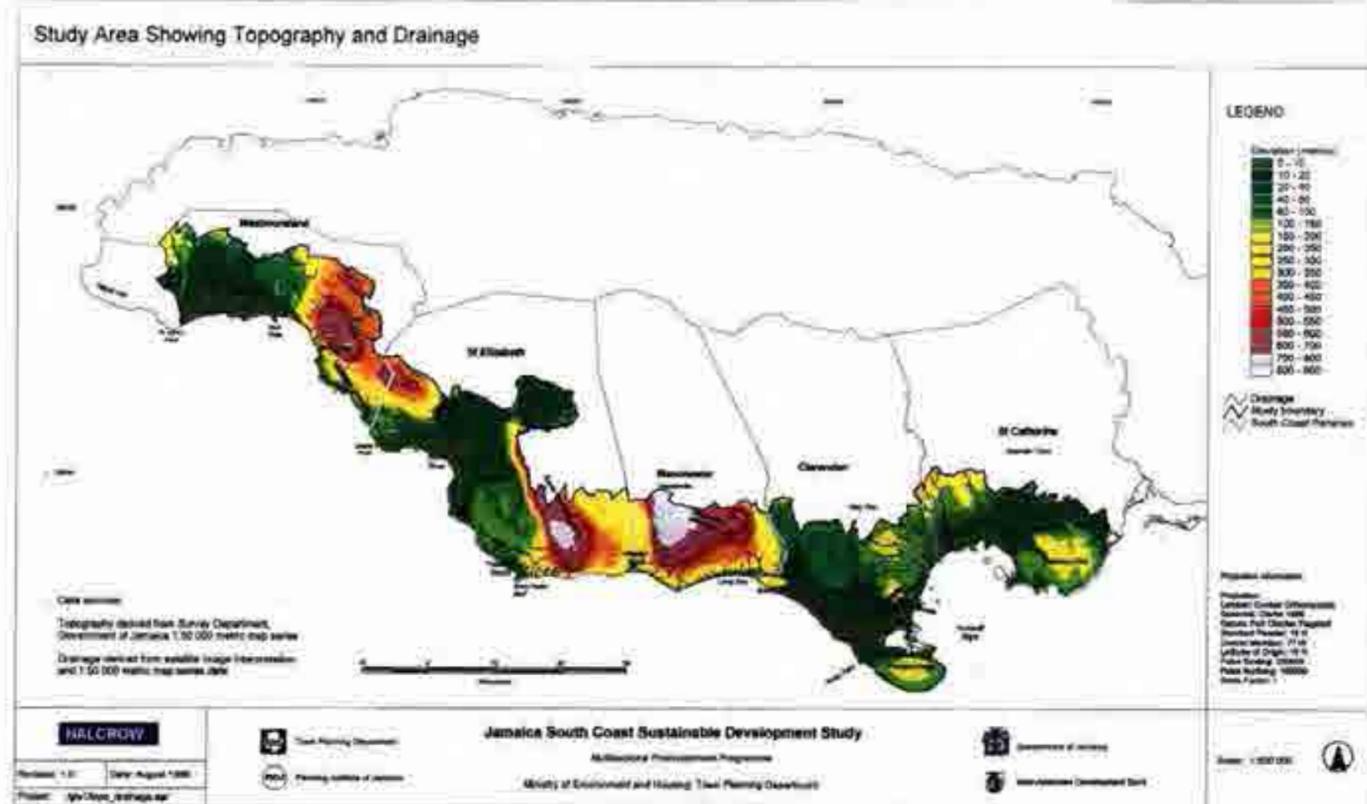
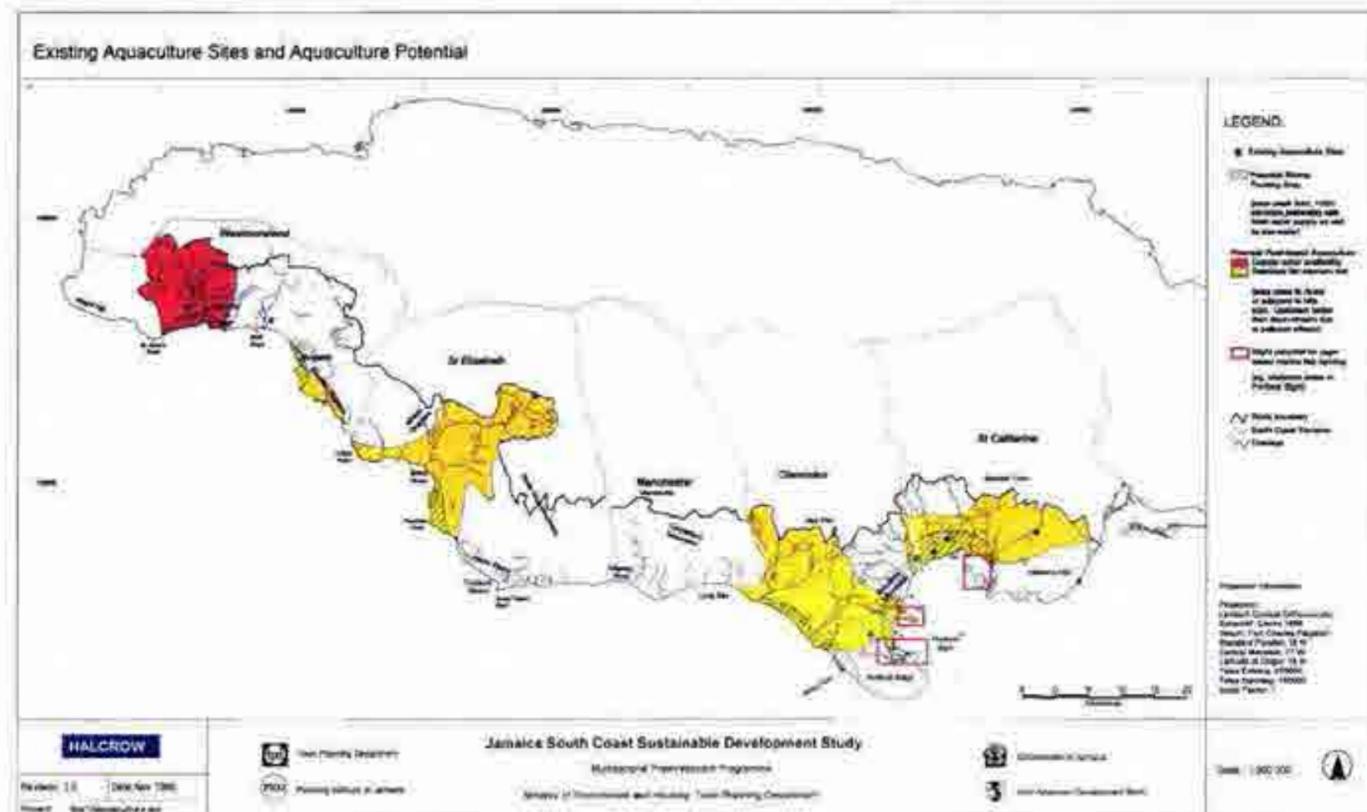
A key objective of the study was to avert the type of tourist industry that had been allowed to proliferate on the island's North Coast. Much of the North Coast was home to large scale beach resorts. This type of tourism had created limited employment for local communities, and had engendered a social disconnect between local communities and a wealthy international clientele leading to social exclusion and crime. Furthermore a vast of the coastline had been sold to hotel operators, thus preventing local communities from gaining access to the sea on one hand, and had an equally affecting the coastline's natural environment on the other.

The study goal was to secure a pattern of development along the South Coast which achieved an appropriate balance between the requirements for continuing economic and social development and the need for environmental conservation in this sensitive coastline.

该项目是在全球旅游产业的发展压力下应运而生，其研究范围是长约320公里的牙买加南海岸地区（即西班牙小镇和尼格瑞尔之间的区域）。这个由泛美银行资助进行的研究，其目的是在当地主要的经济活动、当地居民的社会和空间需求，和保护得天独厚的自然环境之间这三者之间达到平衡点。研究成果包括继续但合理控制当地矿产开采的计划（该地区的主要工业），创造生态旅游就业机会和其他对当地经济发展有利的旅游产品规划，城市区域有序扩张规划，以及保护当地环境质量的计划。

该研究的主要目标之一是引领当地旅游业的转型，并允许旅游业向北部海岸延伸。原先北部海岸主要是大规模的海滩度假区。这种旅游业为当地提供的就业机会相当有限，而且造成了当地居民和富裕的海外旅游者之间的社会脱节现象，甚至导致了排外和犯罪活动。此外，大部分海岸线被出售给酒店老板，从而使当地居民无法到达海滩，另一方面也破坏了岸线的自然环境。

研究的最终目的是保证沿南海岸的开发模式既能满足社会和经济发展的需要，也能保护海岸地区敏感的自然环境，从而使两者达到平衡。





Jamaica

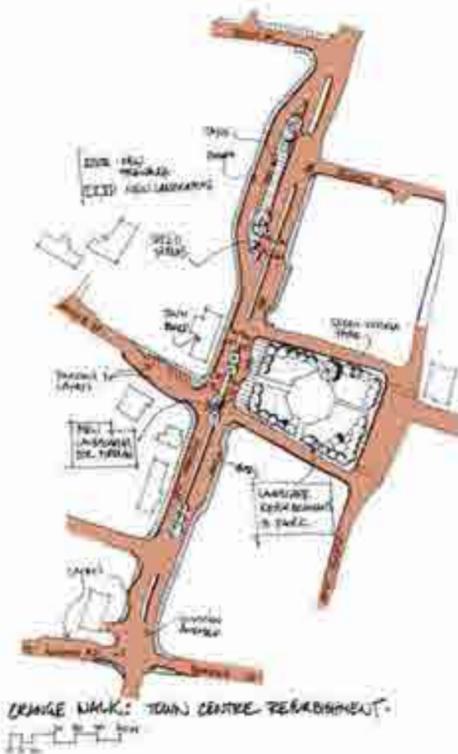
South Coast Sustainable Development Study
Government of Jamaica
1997-1998

Reine City situated on the Caribbean coast of Central America, is low-lying and during some seasons periodic over-capping of waves and serious flooding. Visually, the city suffered from a run-down appearance, with unpaved streets, with drains carrying storm water, uncontrolled building and plot development, exposed power and telephone lines, and little street lighting. The main aim of this project was to provide safety for residents by improving defences. The second was to make the city more attractive to its residents and visitors who would naturally by-pass the city to visit the country's other attractions such as the reefs (on all offshore islands) and Mayan archaeological sites. A plan was required for program improvement in the flood defences, drainage, roads and footpaths, water main promotion, street lighting, and plot development guidelines within an overall environmental and low-impact improvement strategy for the city. This World Bank funded project was taken through to implementation. Its beneficiaries have included global tourists as well as the city's residents.

牙买加

南海岸可持续发展研究
牙买加政府
1997-1998

伯利兹城位于中美洲加勒比海岸，地势较低，风雨天气中经常面临海水倒灌和严重的洪水泛滥威胁。从外表上看，这个城市一派萧条和颓废的景象，没有铺装的街道，泥土和水中夹带着雨水，无序的建筑和地块开发，暴露在外电力和电话线路，昏暗的街道照明。本项目的首要目标是完善海防设施，为当地居民提供安全保障。第二个目标是改善城市面貌，使居民和每天经过这个小城去其他旅游景点的人们（如去海上小岛和玛雅文化基地等）都感受到这个城市的魅力。规划在整个城市总体环境和城市景观战略框架下，综合改善了防洪、排水、河道、道路、步行道、滨水走廊、街道照明、公共开发指导等各个方面。本项目由世界银行投资，已经进入实施阶段，不论是全球旅游者还是该城市的居民都将从此项目中获益。



香港

东北新界规划

香港政府

1982

为香港新界东北部的开发和整理进行区域性战略规划。东北新界属于香港政府通过土地批租获得的土地，不同于从前英国殖民地土地所有权归私人永久所有的制度。区域开发战略规划提出了与该地区相关的一系列主要议题，如受到严重海洋污染的吐露港环境优化问题，以及落后农村的硬件升级和经济发展问题。规划包括建造多个国家公园和旅游枢纽，并加强了与深圳经济特区之间的连通。为适应香港的人口增长，规划还在大埔、粉岭/石湖墟和三鸟海等三个地区开发新城以安置100万左右的人口。

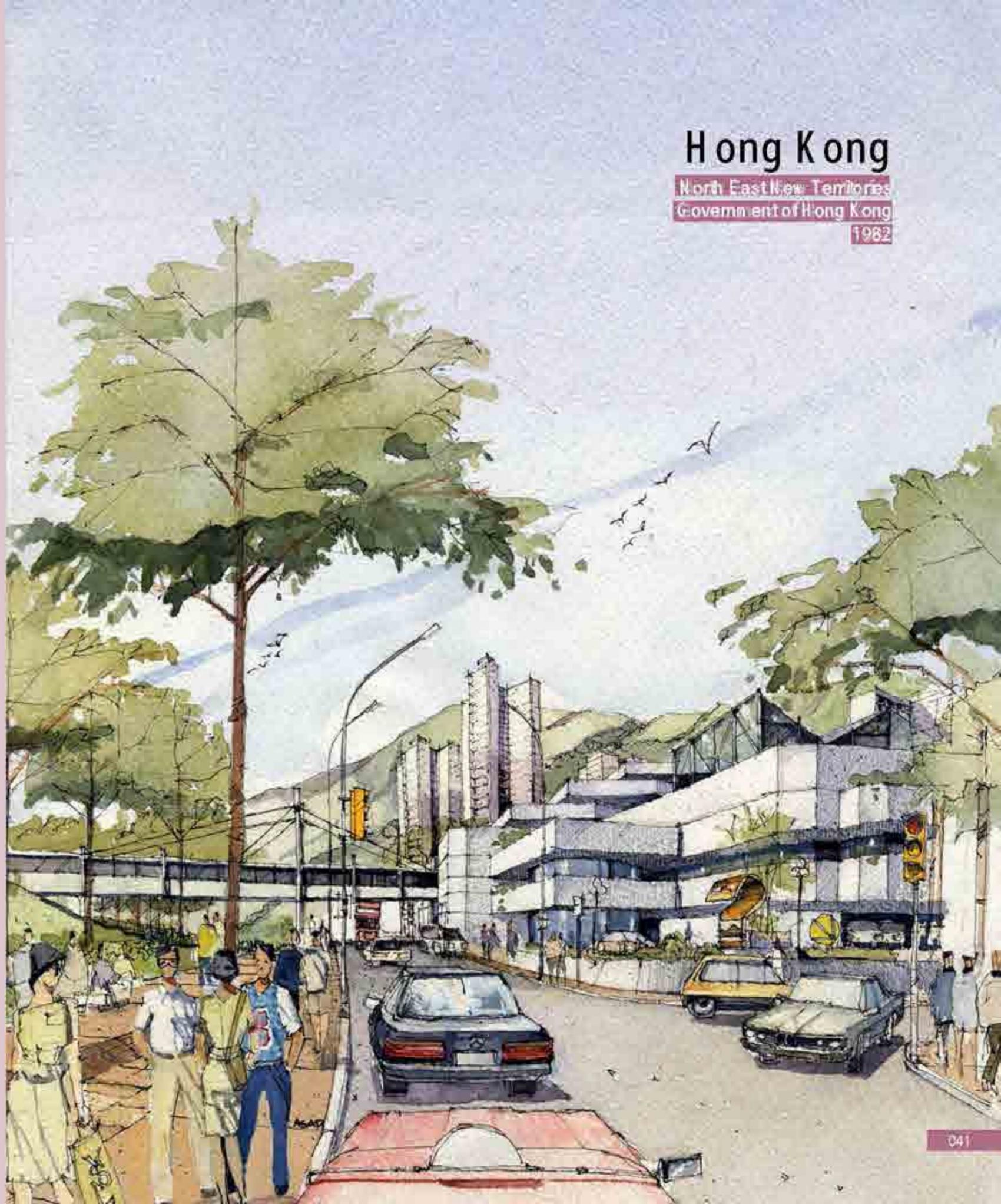
A sub-regional strategy was prepared for the development and management of the North East New Territories, and acquired on lease by the Hong Kong authorities and technically outside the original British colony's territory base. A regional development strategy was formulated to address a list of issues affecting the area. These included environmental improvements to Tolo Harbour, an area suffering from acute marine pollution and physical and economic upgrading of rural villages suffering degradation. It included the creation of national parks and tourism hubs and provided for new transportation linkages to the then Shenzhen Special Economic Zone of the People's Republic of China. The plan, catering for Hong Kong's population growth, also called for the creation of three new towns at Tai Po, Fanling/Shek Wu Hui, and Three Fathoms Cove, to house a further one million persons.

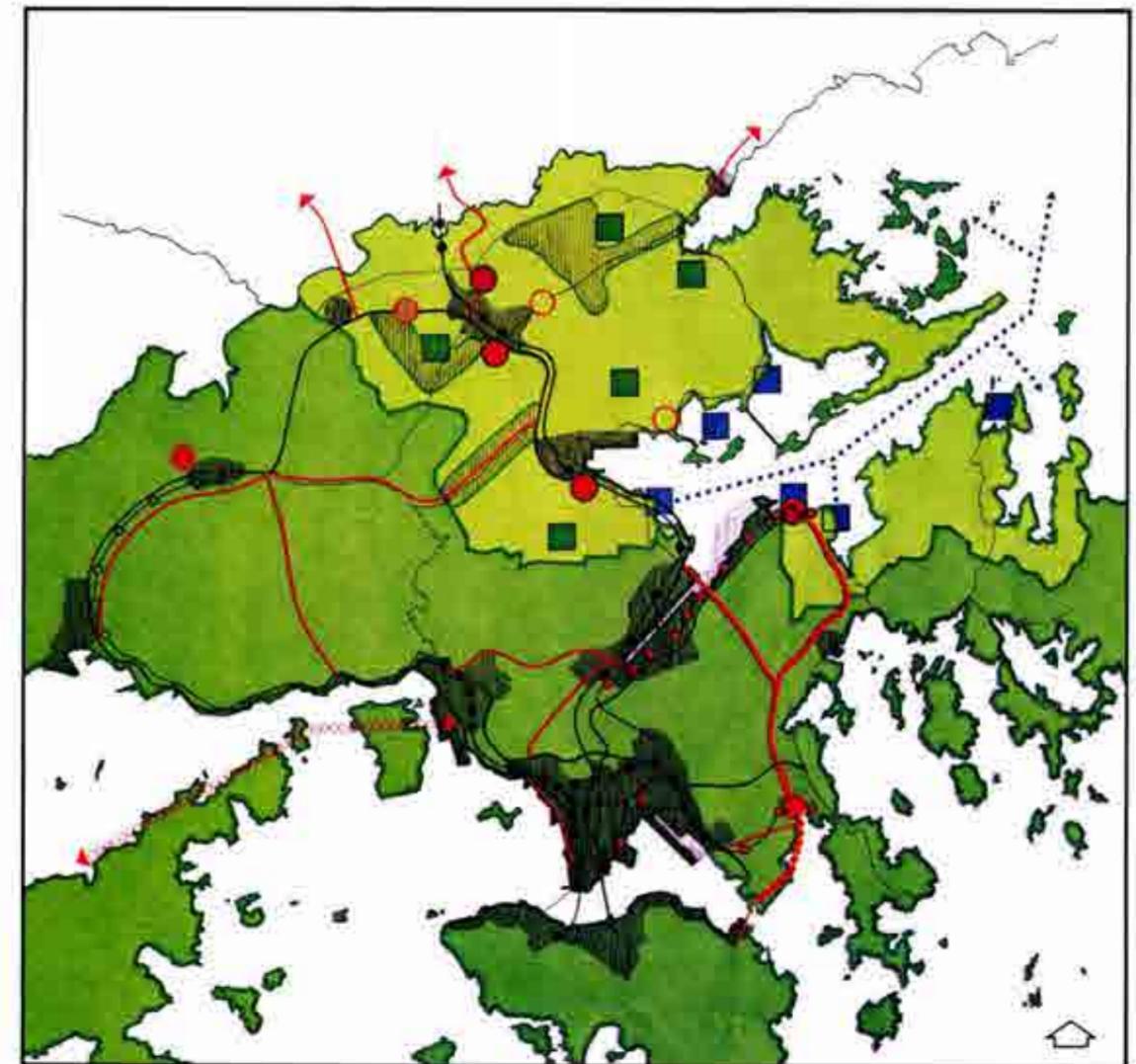
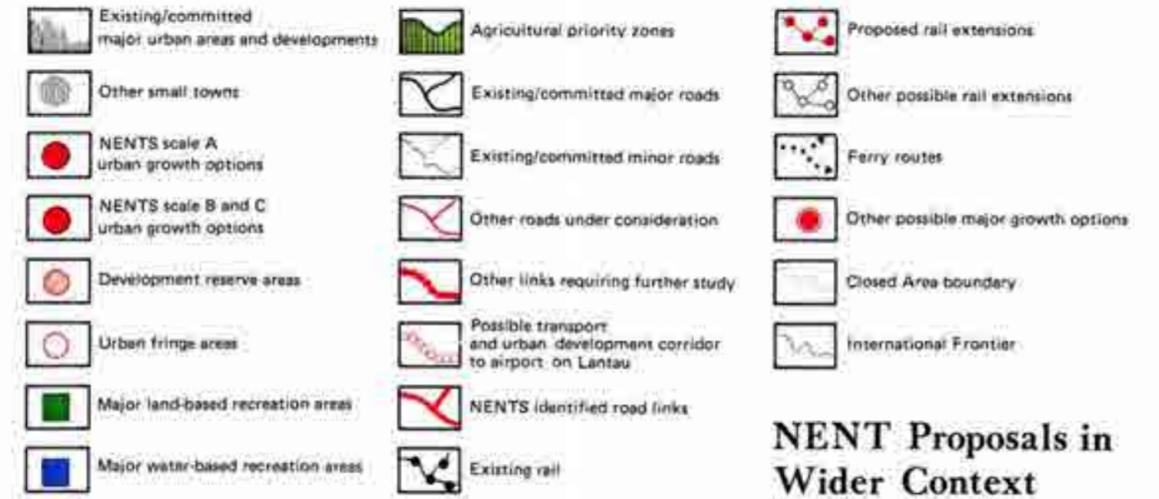
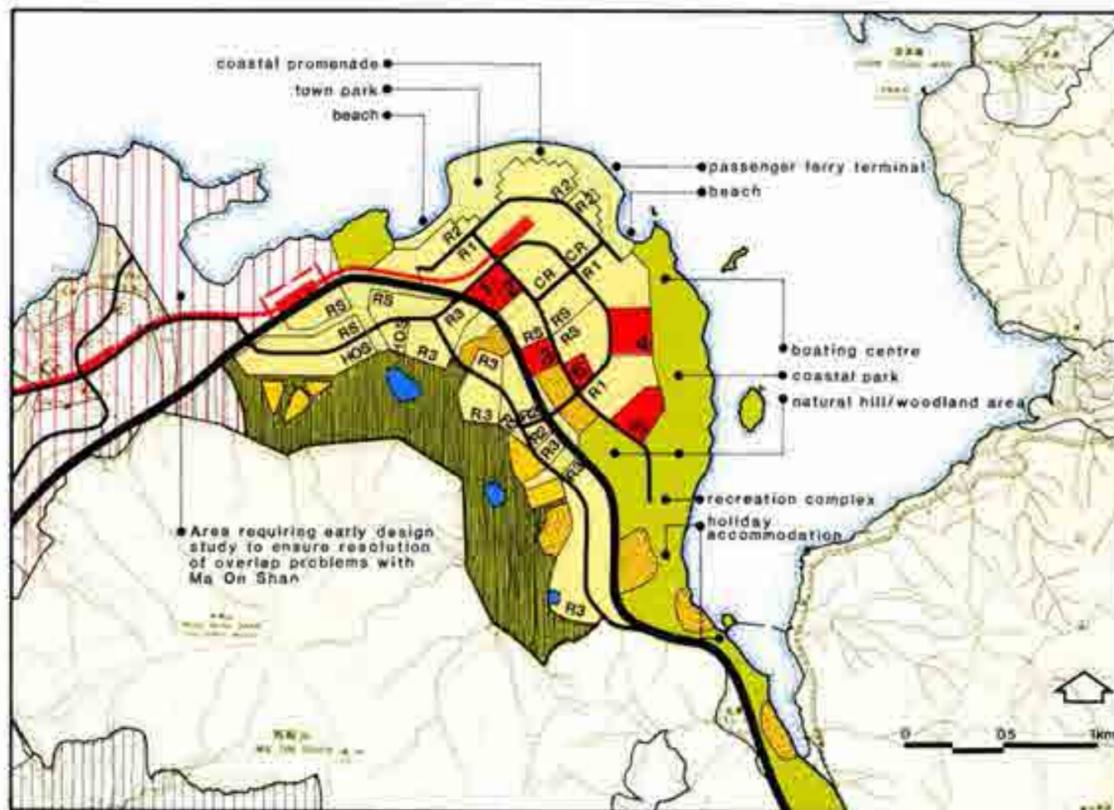


Hong Kong

North East New Territories
Government of Hong Kong

1982





The way in which business is conducted is changing, as are the pressures and urban settings required for this activity. Traditional city centres and the office space they may have offered are becoming increasingly obsolete. Increased car usage is demanding a new set of road dimensions and block setting, and the office buildings are no longer suitable for modern businesses in terms of their floor plans and floor heights. There is also a lack of appropriate housing and inadequate city centre amenities for office staff. Other push factors include increased congestion and commuting distances, and a lag in delivery of efficient public transportation systems. As a result, many businesses have left traditional city centres to new suburban "business parks", not only escaping high rents but also capturing skilled labour pools and affordable land supply increasingly available in the suburbs.

In order to reverse this trend and safeguard other city centres, a number of parallel actions are being taken. The older building fabric is being refurbished for new uses. For example, former industrial lots are being refitted for new housing, and other institutional buildings subdivided for new business activity. Where the structures are dilapidated, demolition and redevelopment is taking place to new, high office and inner-city apartment blocks.

In the case of London, traditional industry has been pushed out of many historic industrial areas, such as the South Dock and Battersea, where high technology businesses, art, culture and residential apartments have taken over. Related to this, many "brown field" areas, and derelict buildings within them, have been renovated. Their age has added to the sense of richness and complexity of the cityscape.

On a social level however, the rising demand for high-rent housing within city centres is packing lower income groups that have traditionally lived within city centres. They are either opting or presumed, to move to lower-rent suburban areas. Paradoxically, the early modern city saw the opposite process after about 1850 until the 1970's. The resulting tendency towards spatial segregation by income level (concurrent in many nineteenth century cities) is causing significant social problems in many western cities, such as social exclusion in inner city areas.

In new cities, where there is no major historic industrial core, it becomes easier to cater for the needs of present business. Central Business District (CBD) can be planned and designed from scratch to more directly the needs of modern business. The Middle East has many such emerging city centres, rapidly rising from desert landscapes to global business hubs. The same is possible in post-industrial cities which may have served as regional or market towns in the past, and where there is limited historic fabric to transform. Many new city centres are being created in "flow across China" secondary and tertiary cities. The challenge is creating a new CBD from one operation, it to add identity, character and sense of place - characteristics which are readily created with evolutionary urban growth.



随着商务活动的条件和城市环境在不断改变，商务方式也在不断改变之中。传统的市中心位置和办公空间正不断被企业所放弃。现代生活对汽车的频繁使用对道路和街道的尺度提出了新的要求。同时，传统写字楼的平面设计和建筑高度已不再适合现代的商务活动。而且对公司员工来说，市中心位置对于住宿和出行也不甚便利。还有一些其他因素在起着作用，比如日益拥挤的交通，通勤距离不断延长，缺乏快捷高效的公共交通系统等。因此，许多商务企业已经从传统的市中心迁往位于郊区的“商务园区”。在这种新型的商务场所办公，不仅不需支付高额的租金，还能够吸引各类技术劳动力。另外一个因素是郊区的土地供应也在不断增加。

为了扭转这种趋势，保护原有市中心的商务地位，已经采取了一系列相应的措施，包括对旧写字楼进行结构翻新和重新装修以作他用。比如，将昔日的工业厂房改建为新的住宅，旧的公共建筑被分割后为新的商务活动提供场所。对于那些建筑结构老化的房屋，进行拆除，再开发为新的写字楼和市中心公寓住宅等。

以伦敦为例，传统的工业已经退出许多历史工业区，如泰晤士河南岸和巴特西地区，高科技产业、艺术、文化和住宅公寓已经取而代之。与此相关的是，许多“棕地”和废弃建筑已重新修复，它们的历史和过去为城市景观增添了厚重感。

然而，从社会层面看，市中心日益增加的对高租金用房的需求正在影响着原先居住在市中心内的低收入人群，他们或选择或被迫搬到房价较低的郊区。奇怪的是，从大约1850年之后到上世纪70年代期间，早期现代城市却经历过相反的过程。由收入水平导致的空间阶级化趋势正成为许多西方城市越来越严重的社会问题。这被称之为城市中心区的社会排斥问题。

在历史较晚的新兴城市中，由于不存在历史工业核心区等等，商务活动需求则较容易满足。我们可以从零开始对中央商务区（CBD）进行规划和设计，更直接地为现代商业需求服务。在中东地区已经涌现了许多这样的新兴城市中心，原先的沙漠景观迅速地转化为全球商业中心。在一些后工业城市中，这种转化同样具备可能性。这些后工业城市曾作为地区性城镇或集镇，需要改建的历史建筑结构不多。中国二级和三级城市中也有一大批这样的新兴城市中心正在发展之中。要建立一个新的中央商务区并使其作为一个整体运作，关键在于利用多样性、特色性和空间感，这些都是长期城市发展进程中建立起来的特点。



麦纳麦巴林金融港, 巴林
Bahrain Financial Harbour, Manama, Bahrain



迪拜商业湾, 迪拜
Business Bay, Dubai



泻湖, 迪拜
Lagoons, Dubai



迪拜网络信息城规划, 迪拜
Dubai Internet City, Dubai



Saadiyat岛概念性规划, 阿布扎比
Saadiyat Island Concept, Abu Dhabi



上海市外滩中央商务区规划设计, 中国
Planning for the Bund CBD in Shanghai, China



陆家嘴金融中心区东部拓展区, 中国
East Expansion of Lujiazui Central Financial Zone, Shanghai, China



广州萝岗中心区城市设计, 中国
Luogang Central Area, Guangzhou, China



南京浦口中心区, 中国
Pukou Central Area, Nanjing, China



巴林

麦纳麦巴林金融港

巴林金融港

2007

Bahrain

Bahrain Financial Harbour, Manama

Bahrain Financial Harbour

2007

巴林金融港位于巴林首都麦纳麦，是巴林股票市场的所在地，因其供水区位以及在全球金融市场中的地位，它被称为中东的曼哈顿。巴林金融港的中心矗立着两排对等的姐妹双塔，象征着巴林金融港力争在中东和全球经济中建立自己的地位。巴林金融港紧邻旧港区：渔港和老集市，新旧景观的强烈对比证明了城市经济所取得的巨大发展。世界上其他城市的首都也正经历着这样的变化。

方案对于该地区总体规划的修订打破了传统的(旧)的模式，创造了一种商务、居住、旅游、休闲居住及休闲娱乐功能混合的用地模式，保证了该地区在白天和晚上具有同样的活力。这对于中东文化习俗中人们在大白天出门外出活动的习惯来说，是非常重要的考量。从总体规划不仅呈现了一个地标性的金融中心，同时在清晰的城市框架中规划了一个步行网络以联系多元化的活动和功能，从而创造了一种人性化的尺度。

The Bahrain Financial Harbour is located in Manama, the home of Bahrain's stock market and is located on a Canary Wharf of the Middle East, to be precise on its waterfront setting and its location in global financial markets. The architecture of Bahrain Financial Harbour is an exciting 3D story which reflects Bahrain's active approach to both the Middle East and the global economy. juxtaposed next to the old harbour, the fishing port and the old souq, the contrast of the old and new landscape is a reflection to the dramatic changes in the urban economy that are being felt in capital cities throughout the world today.

Bahrain's rapid development has led to a high density of population and a high concentration of business, commercial, tourism, shopping and entertainment uses in particular, during the day and night. This is a challenge in terms of providing a high quality of life for the people of Bahrain. The solution is to provide a high quality of life for the people of Bahrain by providing a variety of activities excellently connected through a planned pedestrian network to the waterfront.





迪拜

迪拜商业湾

迪拜房地产公司

2005-2006

Khaleej Times

Dubai Creek extension moves ahead of schedule

By A. RAJARAMAN

DUBAI - The extension of Dubai Creek to Business Bay is a promising sign of a new era of urban development in the emirate, says a senior official from the Department of Urban Planning.

The extension of the creek is a landmark project, and will be the first of a series of projects that will transform the city into a modern metropolis, says the official.



由于迪拜当地政府面临着Jumeirah地区严重的淡水用地密度过高和资源过度消耗问题，迪拜商业湾的诞生应运而生。商业湾作为迪拜新的CBD区，通过提供高品质的商业开发保证了它在整个阿联酋地区的竞争力。项目通过延伸迪拜河引入水体结合形成迪拜东部的经济腹地。迪拜商业湾规划居住人口11.5万人，就业人口13.5万人，将进行商业、住宅和休闲娱乐等混合功能开发。

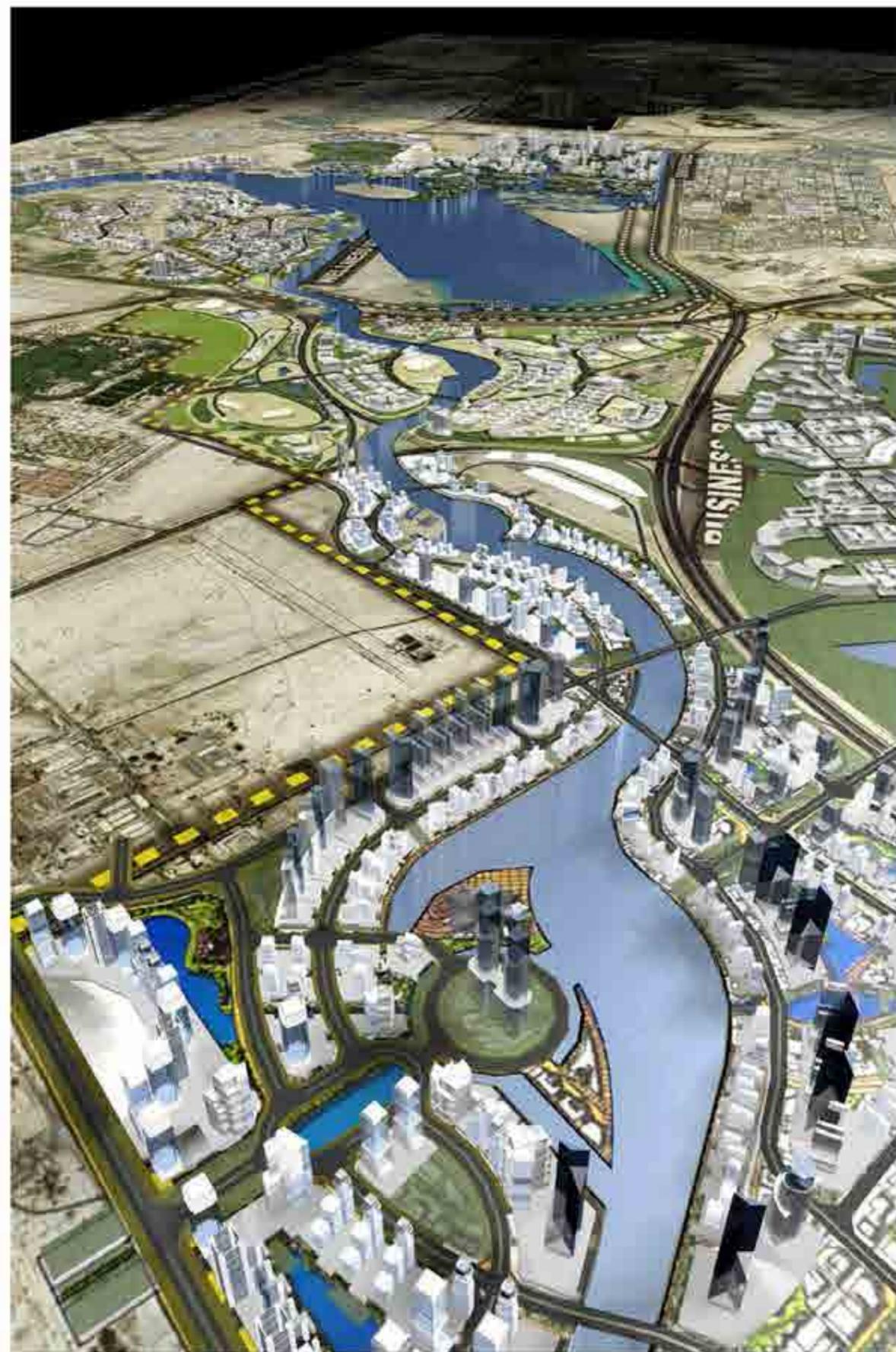
In Dubai, leaders and policy-makers faced the challenge of increased competition and depletion of waterfront land in the Jumeirah area. The concept of Business Bay was born. Business Bay has provided the opportunity for a new CBD for Dubai, guaranteeing the emirate's regional competitiveness by delivering land for commercial development in a high quality setting. The project involved the opening up of the island eastern area through the integration of water by extending the Dubai Creek. Business Bay will eventually become home to approximately 105,000 residents and 135,000 workers and will deliver a mixture of land uses including commercial, residential and entertainment.

Dubai

Business Bay

Dubai Properties

2005-2006







迪拜

泻湖

Sama Dubai公司

2005-2006

泻湖项目是迪拜河水体网络延伸的一部分。该项目位于迪拜河的源头地区。规划在泻湖中设计七个椭圆形岛屿。岛屿总用地面积603公顷，将进行9500万平方英尺的商业、居住、文化混合功能开发规划居住人口为14万，工作人口5万。除了泻湖系统，项目还包括大面积互相连接的绿地系统，用以舒缓未来高密度的城市形态，同时通往附近的Khalifa野生动物保护区。方案在原先其他公司制订的概念性规划的基础上，为该项目制订了详细总体规划。

Contiguous to the above scheme, and part of the extended Dubai Creek water network, is the Lagoons project. This major project, sited at the head of the present creek, involves the creation of seven oval shaped islands set within lagoons. These islands, totaling 865 ha of land, will accommodate 95 million sq ft of mixed use commercial, residential and cultural development for a population of 140,000 residents and 35,000 workers. In addition to the lagoon network, this development will be complemented by extensive, interconnected green spaces which will provide relief from the dense urban form of this part of the city, and manage the transition to the adjacent Khalifa Wildlife Sanctuary. It shows prepared the detailed site plan, based on an earlier concept prepared by other consultants.



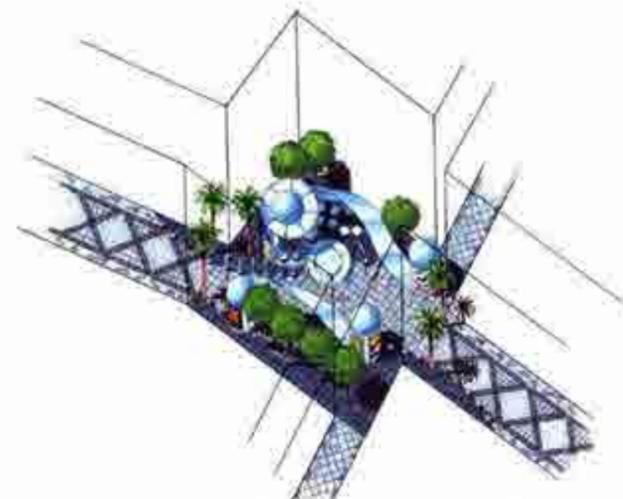


迪拜

迪拜网络信息城规划
迪拜TECOM 房地产公司
2000-2001

Dubai

Dubai Internet City
TECOM
2000-2001



2000年，迪拜酋长H H Sheikh Mohammad Bin Rashid Al Maktoum宣布开发一个以网络科技、媒体产业和相关教育机构为主的产业园区，这是迪拜进军国际市场和社会改革的一个重要举措。总体规划完成后项目立刻进入建设阶段。在一年时间里，即到2001年，包括微软、IBM、Oracle、Sun、Cisco、惠普、诺基亚和西门子在内的许多大公司已经进驻该区，迪拜网络信息城成为该地区首个“城中之城”，也成为了一个单个城市区域内互相联动的组团式活动的范本。整个项目区内都实行免税政策（包括全外资所有制公司）。

迪拜网络信息城总用地面积为300公顷，是迪拜中心城区和杰贝阿里之间的新的就业和活动节点。总体规划采用了非常人性化的尺度，以低层开发为主，设计了大面积舒适的步行网络，小型水景和本土特色的景观。

In 2000 H H Sheikh Mohammad Bin Rashid Al Maktoum, the Ruler of Dubai announced his intention to establish a business park with a common infrastructure base to support internet technology, media based industries and related educational institutions. This was part of a drive to enter the global IT market and to transform local society. Construction began as soon as the master plan was complete and within a year in 2001, the site occupancy time to include Microsoft, IBM, Oracle, Sun, Cisco, HP, Nokia and Siemens. Dubai Internet City became the region's first "city within a city", forming the blueprint for clustering interlinked activities within a single urban site, and allowing free zone status (including complete foreign ownership) to businesses within the development.

Dubai Internet City is situated on a 300-hectare site, and arrives as a new employment and activity node between downtown Dubai and Jebel Ali. The master plan promoted a very human scale of development by providing largely low-rise development, extensive shaded pedestrian networks, small water features, and indigenous landscaping.





阿布扎比

Saadiyat岛概念性规划

EGCC / 盈科拓展集团

2000-2001

Saadiyat岛位于阿布扎比半岛东北部，是一个面积为28平方公里的无人居住的高岛。这里介绍的项目是对该地区的早期概念性总体规划项目。在此规划之后合乐还相继对该地区进行了一系列相关规划。

开发纲要主要包括一个新的金融中心，能够容纳15万人口的住宅开发以及相关的辅助娱乐设施如公园、高尔夫球场和码头，和艺术中心、音乐中心等文化设施。

有别于西方传统规划手法，Saadiyat岛的规划设计大胆地尝试了本土化新城开发理念。规划建立了一个伊斯兰几何花纹形状的大面积河道网络，穿插于现有的低层建筑之间。不同于常规做法，高层建筑禁止设置在城市中心，而安排在海滩。开发是根据伊斯兰设计意象进行的，景观区域大片使用本地的植被进行绿化。

这个项目概念的独特之处在于，在本土特色的社会文化环境中建立了现代化功能的新城。在某种程度上这反映了阿布扎比人民的价值观，反映了他们喜欢安静、轻松的文化氛围和亲近自然的生活方式。



Abu Dhabi

Saadiyat Island Concept

EGCC/Pacific Century Group

2005-2006

Saadiyat is an uninhabited island covering some 28 square kilometres, and lies to the north east of Abu Dhabi City peninsula. The project presented here is the initial concept master plan for the site. Later plans for the same site have since superseded this proposal.

The development brief called for a new financial centre, with residential development for some 150,000 persons, and ancillary recreation including parks, golf courses and marinas, and cultural facilities including arts and music centres.

As a challenge to western traditions of site planning, the design for Saadiyat Island focussed on a bold and very local vision for the development of a new town. This involved the creation of an extensive waterway network, laid out in Islamic geometric patterns and flanked by generally low-rise built form. High-rise buildings were restricted to the city centre which also in contradiction to common practice, was sited on the beach. Guidelines for development of the built form were inspired by Islamic design imagery, and much of the landscaped precinct was planned to accommodate local vegetation.

This unique concept thus endorsed the creation of a new town with modern functions, but within a distinctly local socio-cultural and environmental context. In a sense this reflected values in Abu Dhabi at the time with expatriates and local people alike embracing a high quality lifestyle characterised by elements of tranquillity, cultural amenity, and easy access to nature.



China

Planning for the Bund CBD in Shanghai
Huangpu District Urban Planning Administration Bureau
2003

中国

上海外滩中央商务区规划设计
黄浦区城市规管理局
2003



The Bund is famous for its row of grandly lined with character buildings of various architectural styles including neo-classical, baroque and beaux-arts. In the early 20th century, the Bund was the International District of Shanghai, home to international financiers and traders. After years of urban decline, China's open door policy created the opportunity for a renaissance of this historic area. HOK prepared the master plan for the regeneration of this 62ha area.

This project focused on establishing a balance between the unparalleled growth taking place in the "greenfield" Lujiazui CBD, and the complementary regeneration opportunities that existed within the historic Bund CBD. The aim was to create within the historic Bund area, a twenty-first century CBD that would provide economic diversity, offer a high quality of life for a multicultural workforce, yet retain the area's distinctive "sense of place" - a feature that has for decades captured the imagination and interest of the world.

Through area upgrading, building rehabilitation and infill construction, the project not only paved the way for the Bund's facility but also provided new trading premises to attract multinational firms, financial institutions, service industries and tourism activity back to the area. Significantly, the proposed changes in the usage of existing buildings, created an International Central Business District (with "Shanghai Characteristics") that reflects the building form and spatial diversity of the district and its socio-cultural legacy, while continuing to promote tourism.

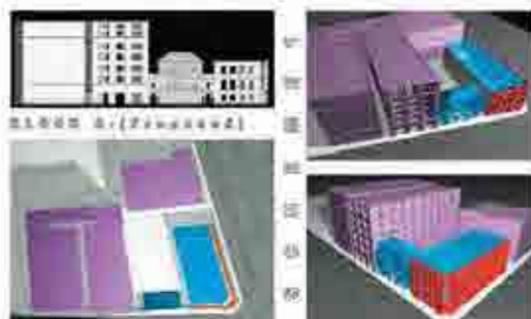
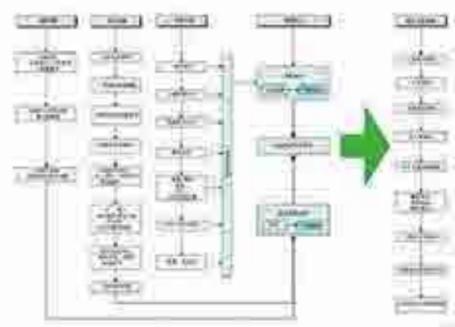
HOK won the first prize in this national design competition.

上海外滩是一条集中了新古典主义、巴洛克等各种建筑风格的生动的滨水步道。外滩在20世纪初曾是上海的国际区，云集了来自世界各地的金融家和商人。在经历了一段时期的城市衰退后，中国的改革开放政策为这个历史地区的复兴创造了契机。合乐为62公顷用地的重建项目进行了总体规划。

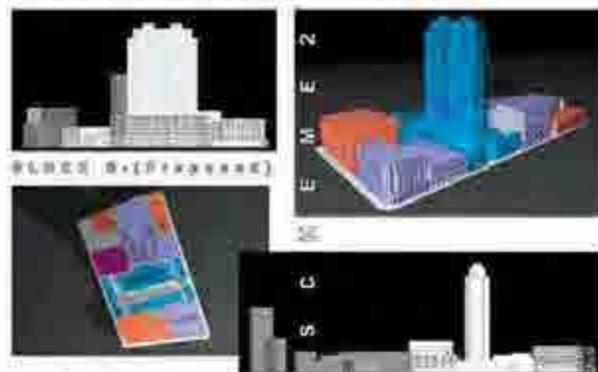
本次规划设计的重点在于如何在浦东快速发展的步伐与历史悠久的外滩CBD更新改造之间建立一种协调与平衡。规划设计的目标是建立一个富有特色的、可持续发展的二十一世纪城市CBD，该地区应具有高质量的生活、多元化的经济和多元化的环境，并能紧紧吸引全世界的目光和兴趣，成为具有历史意义和鲜明特色的“理想都市”。

规划通过地区改造、建筑翻新、改变现有建筑功能等手段，不仅整饬了外滩的外观面貌，也吸引了更多跨国公司、金融和商业机构、大型企业和服务行业、旅游、文化和娱乐设施等重新回到这片土地上，使外滩成为一个富有“上海特色”的国际CBD，在继续促进旅游业发展的同时，体现出该地区独特的建筑形式、多样化的空间和社会文化特点。

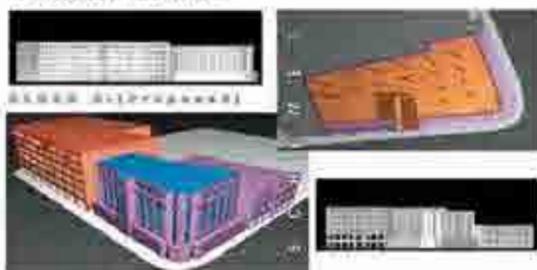
本次规划合乐获得了并列优胜奖。



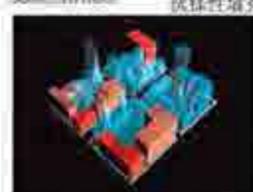
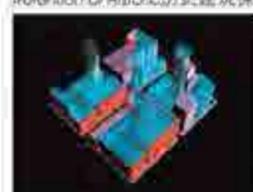
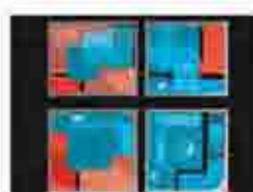
Infill matching scale and density of existing buildings
填充与现有建筑规模和密度相似的建筑



Infill with maximum scale and density
最大规模和密度填充



Re-use of existing buildings
现有建筑再利用



Extensive Rehabilitation
大规模重建

Illustrations showing degrees of intervention - ranging from maximum retention to maximum replacement
改造程度举例 - 从最大程度地保留到最大程度的更新



Existing Land Use

土地利用现状



Land Use Proposal

土地利用建议



Concept Master Plan

概念性总体规划



China

East Expansion of Lujiazui Central Financial Zone, Shanghai
Planning Administration Bureau of Pudong New Area
2007

中国

陆家嘴金融中心区东部拓展区
浦东新区规划管理委员会
2007

Lujiazui Central Financial Zone is a rapidly growing business district in Pudong New Area, Lujiazui and the Bund is neighbouring Fuxi district, together form the consolidated CBD of Shanghai.

The concept of "Pudong Financial Zone" at Lujiazui was conceived in the 11th Five Year Development Plan of Shanghai which proposes eastward expansion of the city with Lujiazui as its new business anchor. This is not different to the expansion of London's financial activity where the old City of London needed to be complemented by a new financial district at London Docklands. On completion, the Pudong Financial Zone is envisaged to become the city's prime financial district at both the regional and international levels, with a clustering of top financial organisations and a pool of high level talents. It is forecast that in 2010 there will be more than 600 financial organisations in Pudong, with an employment for over 200,000 people, 0.7 per 10% of the local GDP is planned to originate from here.

At present, Lujiazui suffers from numerous shortfalls. There are inadequate public services, the existing commercial services are unattractive and affect the area's vitality, there are insufficient small scale leisure and cultural facilities, and there is a clear segregation between office and residential quarters, which means the area becomes dysfunctional at certain periods of the day.

The underlying project objective was to assist in accelerating the development of Shanghai into a leading international finance centre. The study involved an analysis of planning capacity and the establishment of a functional role for the site within the wider framework of the "Pudong Financial Zone", with related proposals for land use packaging. The design deliverables included a spatial layout, an urban design plan, transportation and open space networks, and a land use strategy showing the distribution of essential community and administrative services. A management strategy was also prepared for the eastward expansion of the Lujiazui Central Financial Zone.

The plan sought to mitigate the current shortfalls described above, in order to raise the character and quality of the site. This included: providing land for new office and commercial premises, adding complementary public and municipal services, improving the landscape environment of Century Boulevard, adding new housing and upgrading existing housing stock, and adding support services and amenities for office workers and residents.

上海陆家嘴金融中心区是上海浦东新兴的中央商务区，它与浦西的外滩地区一起被称为上海的CBD地区。

在《上海浦东金融核心功能区发展“十一五”规划》中，“陆家嘴金融城”概念首次提出，在陆家嘴金融中心区的基础上，“金融城”将向东扩展范围，并在未来承担起类似伦敦金融城的职能定位。“金融城”将成为国内资金运用中心和高端金融人才基地。预计到2010年，浦东金融机构数量力争超过600家，金融从业人员超过20万，金融业占全区生产总值的比重超过15%。

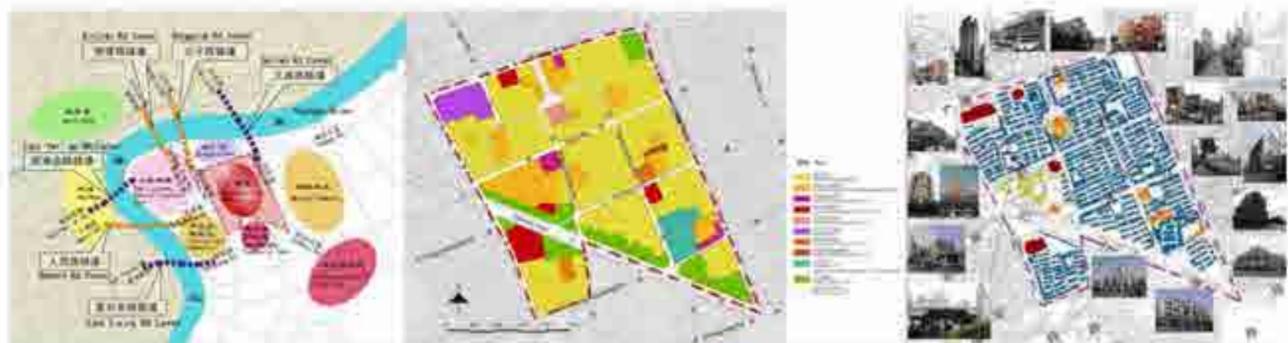
现状的陆家嘴金融中心区在规划建设存在着配套设施方面的不足。办公区缺乏配套，商业区缺乏人气，影响了整个地区的活力。同时区内缺乏小尺度、休闲型、体现文化街区的服务设施，办公区与居住区空间分割明显，地区活力只能保持在工作时段等。

本项目是为加快推进上海成为国际金融中心建设，在统筹整个陆家嘴“金融城”建设的大框架下，对陆家嘴金融中心区东部拓展区的规划容量、功能构成、空间布局、交通体系、空间环境、公共服务设施和市政公用设施配套、管理实施等方面提出系统的解决方案。

方案在本次规划中通过引进国外先进的CBD区域规划理念，完善地区配套和交通体系，提升城市形象，对该地区在以下方面提出了概念性规划方案：

对陆家嘴金融中心区与周边地区进行空间尺度上的整合，提供新建办公楼所需的用地，调整建筑密度，补充缺失的必要的公共服务设施等；克服原来地块功能过于单一，缺乏吸引力、人气不足的问题。解决配套设施不完善，特别是为就业人群服务的日常配套十分缺乏的问题。进一步完善世纪大道的沿街景观，构建人性化尺度的空间，增强空间景观的亲和力；提升“金融城”地区城市环境的文化品位，构建一些具有较高格调品味的地块，增强文化感召力。







China

Luogang Central Area, Guangzhou

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2006

Luogang District is strategically located in the centre of the golden triangle between Guangzhou, Hong Kong and Macao. This district has developed as a centre of industrial innovation and modern manufacturing and is home to the Guangzhou Economic and Technological Development District (GETDD).

The development of Luogang central area will fundamentally alter the city's predominantly industrial character. The plan recommends new offices, commercial, cultural and sports facilities, an increase in the district's resident population, and a better balance between employment and housing. The central area will incorporate the broad land uses: an administrative centre, residential development, sports and recreational zones, educational facilities, and commercial and cultural uses.

To support this rapid industrial expansion a new town has been developed to serve an ultimate population of 320,000. Hakrow has played a pivotal role in helping to develop this new growth district by planning a new city centre at its heart. This not only includes a new administrative centre (10,000 sq m), but also provides office and commercial space to foster the growth of complementary businesses over a site area of 412 ha. In addition, modern spaces for commercial, cultural, education, health and recreation facilities were delivered.

Hakrow won the first prize in this international design competition.



中国

广州萝岗中心区城市设计

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2006

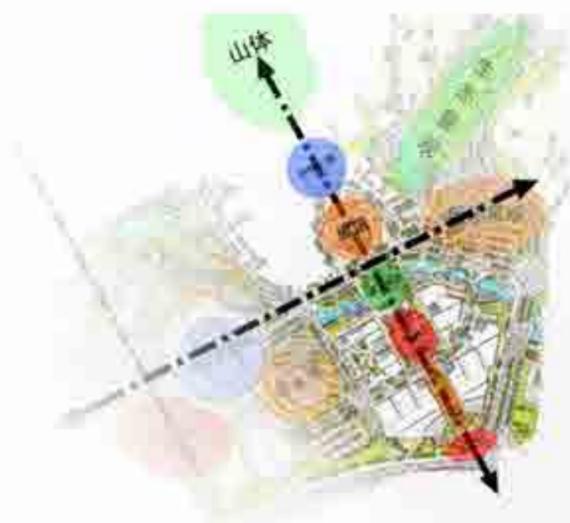
萝岗区地处“广州—香港—澳门”珠三角地区的中心战略位置。该地区着力发展创意产业和现代制造业中心，是广州经济技术开发区与高新技术开发区（GETDD）的所在地。

萝岗中心区的建设将彻底改变目前萝岗区单一的城市功能，为该区提供区域的办公、商业、文化和体育设施配套，增加人口聚集，实现就业—居住的区内平衡。主要包括以下五大功能组成：即行政中心功能、居住功能、体育休闲功能、教育功能和商业文化功能。

为了支撑快速的产业发展，规划了一个远景2万5千人口的新城，音乐在对这个新兴增长地区的开发中起到了关键作用。在其核心区域规划了一个新的城市中心。规划的基础面积为412公顷，不仅包括一个新的行政中心（31万平方米），还为互补产业的发展提供了办公和商业空间。另外，规划还设计了结合商业、文化、教育、运动和娱乐设施的现代空间。

本次规划音乐获得了国际竞赛第一名。





中国

南京浦口中心区

南京市规划局

2006

China

Pukou Central Area, Nanjing

Nanjing Planning Bureau

2006



Like other metropolitan regions in China, Nanjing is experiencing a rapid change in its spatial relations as populations, industry and employment shift outwards into new purpose-built commercial and business districts.

Pukou Central Area lies within the Pukou District of Nanjing on the north bank of the Yangtze River. It is the district's planned future regional centre, with a total coverage of 12.97 sq. km.

The study first examined locational advantages and disadvantages in order to establish the Central Area's regional role. This exercise led to determining the relationship between Pukou Central Area and its peripheral area of influence, and its relationship with comparable regional centres within the wider context of Nanjing. The new city's functional structure, land use distribution and development intensity were largely based on international benchmarking. Its physical layout however, adopted a distinctly local flavour by responding to site opportunities, and the resultant relationship between landscape, human settlement and water.

The site is naturally divided into several parcels by the Yangtze, Shengli and Pearl Rivers, and by Jiahua, Fengshu, and Jingjiang Roads. Core activities were proposed to be located along waterfronts and these included an ecological park, tourism and recreation, a multi-cultural park, a mixed use central business district, a regional sub-commercial centre and a social initiative hub, and a sports belt. Peripheral to these core activities was a range of residential clusters, each with its own local community and commercial facilities.

Hokou won the prizes for Waterfront Design and Urban Spatial Configuration in this design competition.

和其他中国城市地区一样，南京在空间关系上正经历着快速的变革，比如人口、产业和就业都在向新建的社区和商业区转移。谷乐规划的浦口中心区就是一个例子。浦口中心区位于南京市江北浦口区境内，是规划确定的浦口新城区未来地区中心。总用地为12.97平方公里。

本规划主要考虑其区域服务功能，结合地区内外调节和优劣势因素，立足浦口中心地区，分析该中心区与周边城市功能区的协调关系，合理梳理地区的优劣势条件，借鉴国际经验，论证合理功能构成、用地比例以及开发强度。同时在“人-城-江”的总体框架下，提出富有区域特色的城市空间。

整个区域由长江、自然河道以及城市道路划分形成自然的几大区域。滨江为生态公园、商业娱乐和多媒体园区；CBD核心与混合开发区，区域集中商业及行政办公区，体育运动带，以及各种类型的度假休闲区。各种类型的居住组团及其社区中心在这些核心区周边发展，形成包围结构，激发了不同的城市发展界面的融合，并有助于多样化的城市发展。

本次规划谷乐获得了滨水设计和城市空间形态设计两个一等奖。





Conduct-based areas (primarily in study the historical process of building and trade activity, economic considerations and waterfront uses. Although the industry of the water consumption is also an important factor in many cases they have supported the choice of location.

Traditional waterfront functions are however becoming redundant with changes in trade and the transportation of goods and technological advances in shipping. Commercial ports, wharves, piers, piers and fishing harbours that may have originally been used within the city core, are being replaced by larger and more efficient facilities on the periphery of urban centres. The waterfront facilities may be used by private users (recreational projects) or as a public open space (park) that is operational need. These facilities for public, offices, hotels, restaurants, sports and community, and also other commercial projects is working to attract these properties. City authorities are also to find land for special projects. They also are the benefit of developing parks and green spaces along the waterfront, and are negotiating with private developers for the inclusion of public open space in the conditions of the purchase of redundant waterfront uses. These spaces can now add to the settings for new urban activities.

Waterfront developments have been made through extensive use of coastal land, or where the coastline was not used to begin with. Developers are creating waterfront through land reclamation and dredging. In such situations, water bodies and land use should be shaped to suit the needs of the project rather than following physical constraints. This is the high possibility of coastal portland harbours.

Ecological and dredging by how ever carry an environmental risk. The impact of such projects (both during and after construction) on marine life

and on natural coastal processes is a critical consideration. The possibility of the new coastal sites, lagoons and ditches also becomes a key concern. The importance of these projects on water quality, ecology and biodiversity, coastal dynamics, beach erosion and environmental impact is discussed in many design and scientific research.

过去，位于滨水地区的城市区位主要是为了满足渔业、贸易基地、驻立需要以及农业生活用水或生活用水的功能性需求。另外，气候和环境因素影响着城市区位的选择。

然而，随着贸易交通方式的变化，以及渔业方面的技术进步，传统滨水区的功能开始变得多余。原本坐落于城市核心区域的商业港口、码头、海军基地和捕鲸码头的功能都正在被位于城市边缘的新的大型设施所取代。原先那些废弃的设施开始受到那些喜欢滨水环境的私人用户的垂青，这尚存一种开发低层的滨水生活方式的机会。为新的游展码头、写字楼、酒店、滨水公寓、餐厅、博物馆以及其它商业娱乐设施等提供空间。当地政府应该切希望有用处以满足城市扩张。他们深知开发滨水公园和滨水滨水所能带来的效应，并与私人开发商进行协商，将公共开放空间的纳入作为前提。废弃滨水的滨水地区能够重新得以开发建设，这些废弃的场所经过改造将在新的城市活动中扮演重要的角色。

在一些滨水地区，由于大量岸边用地出售或岸线较短，自然岸线资源极其有限，那么开发往往通过填海和挖渠来创造滨水界面。与在废弃港口和码头的基础上寻求改造机会不同，在这种情况下，水体和陆地都可以根据开发需求进行打造，更直接满足项目的功能需求。

但是土地围垦和挖渠对环境存在一定的威胁。不论在施工期间和竣工之后，这类项目对海洋生态和自然岸线所造成的影响是不可忽视的问题。新建的滨水地区的水质、海堤和河道同样也是值得关注的问题。在对这些项目进行规划的时候，必须对海水冲刷、海床动力学、海堤侵蚀以及筑堤影响等方面进行详细和缜密的分析，同时，也需要配合城市设计和城市形态的分析。



卡拉奇月牙湾, 巴基斯坦
Karachi Crescent Bay, Pakistan



Mina al Arab, 拉斯阿尔卡麦
Mina al Arab, Ras al Khaimah



阿巴斯港滨水开发, 伊朗
Bandar Abbas Waterfront, Iran



莲花岛, 卡塔尔
Lotus Island, Qatar



Deira滨海道路规划, 迪拜
Deira Sea Corniche Development, Dubai



西班牙港滨水开发, 特立尼达
Port of Spain Waterfront, Trinidad



武汉杨春湖城市副中心设计, 中国
Yangchun Lake City, Wuhan, China



青岛东方威尼斯, 中国
Qingdao Seafront, China



上海黄浦江两岸南延伸段地区C单元规划, 中国
HuangPu Upper Reaches Area C, Shanghai, China



拉斯阿尔卡麦城市滨水开发, 拉斯阿尔卡麦
Ras al Khaimah City Waterfront, Ras al Khaimah



巴基斯坦

卡拉奇月牙湾

EMAAR

2005-2006

Pakistan

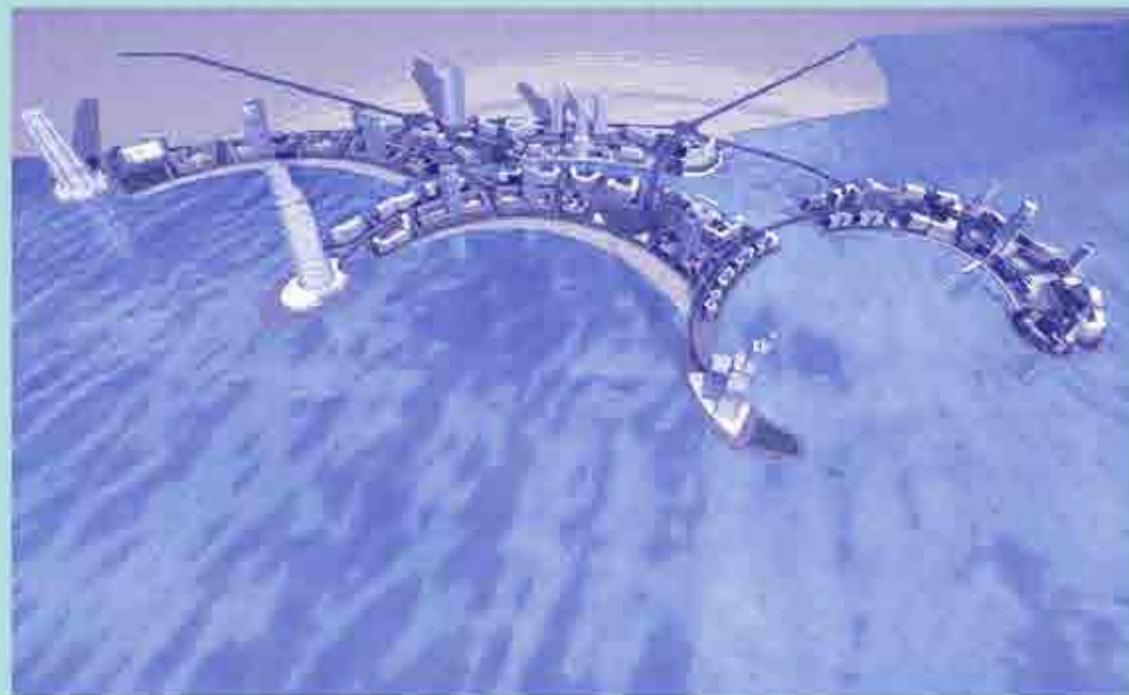
Karachi Crescent Bay

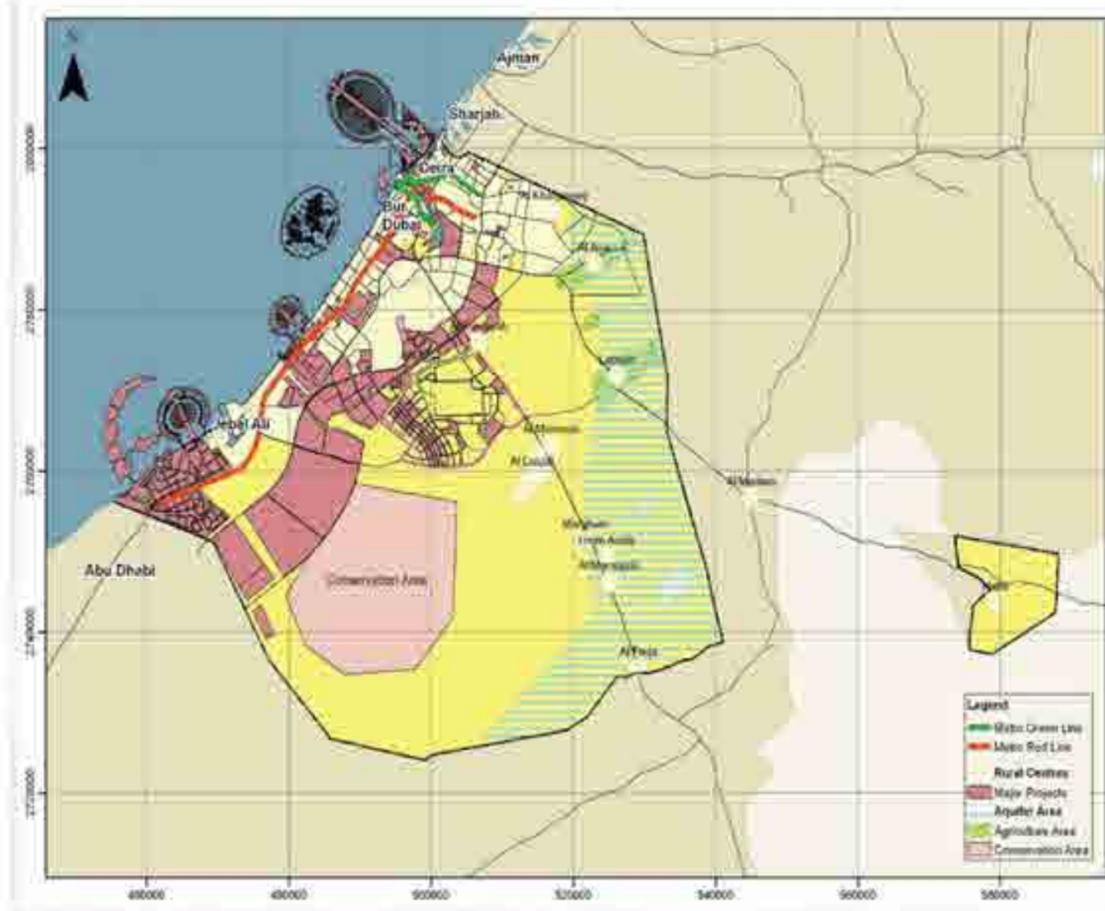
EMAAR

2005-2006

月牙湾是财富全球化和国际开发商在发展中国家传统滨水地区转型中起到的关键作用的最好例证。这个占地35公顷的豪华开发项目包括地标建筑、高层公寓、酒店和娱乐设施等。跨国快速资本和投资流动和国际房地产业自由环境是这个项目的重要条件。通过这个项目，迪拜的开发商满足了卡拉奇精英阶层对滨水生活方式的向往。项目主要集中在对三个互相连接的月牙形区域的设计上，注重沿岸活力和城市的伊斯兰传统。

Crescent Bay is illustrative of the globalization of wealth and the critical role that international developers play in transforming traditional waterfronts throughout the developing world. This luxurious 35 ha development, inclusive of landmark buildings, high-rise apartments, hotels and entertainment facilities were made possible by the rapid flow of capital and investment across international borders and the liberalization of the international real estate industry. In this case, Dubai developers were able to respond to growing demand among the cosmopolitan elite in Karachi for a new lifestyle in a waterfront setting. The design of the site focused on the creation of three interlocking crescents which pay particular attention to coastal dynamics and the Islamic traditions of the city.





拉斯阿尔卡麦

Mina al Arab
RAK 房地产公司
2005-2006

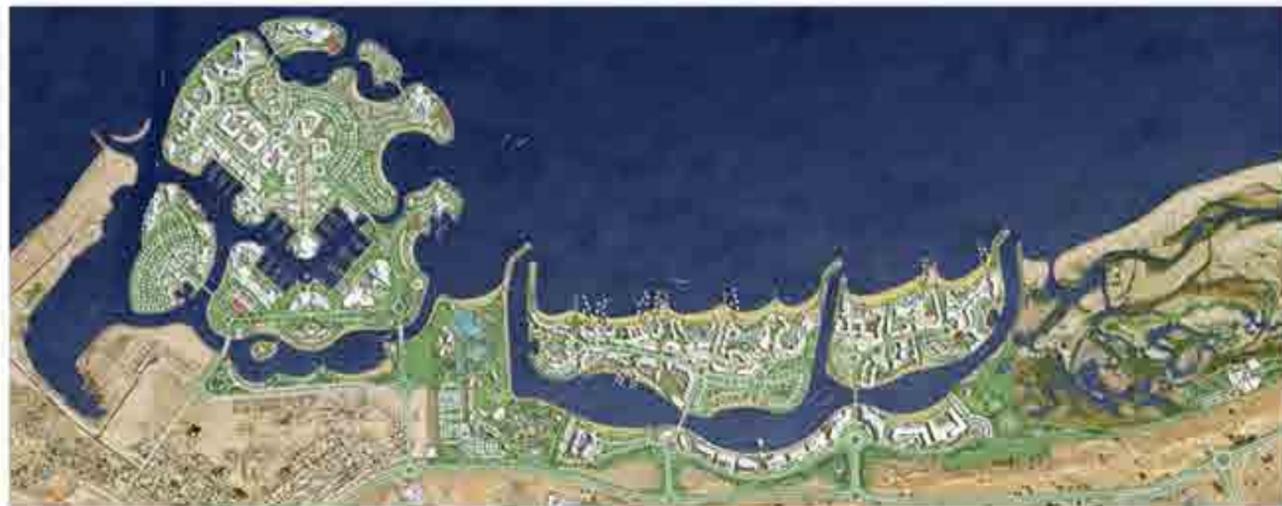
Ras alKham ah

Mina al Arab
RAK Properties
2005-2006

Mina Al Arab 项目覆盖了拉斯阿尔卡麦的带状沿海地区和数个岛屿，离迪拜仅一小时路程。该项目提供了休闲、度假和娱乐混合功能的设施，以及各种主题的度假酒店和两座生态酒店。还有一个3500套住宅单元组团。项目基地的选址非常小心地避开了北部一个拥有鸟类和海洋动植物生态系统的滩涂地区。这些地区被设计为一个自然保护区。这反映了海湾地区的环境保护意识正越来越强。

Mina Al Arab is spread over a beach-front strip and a group of islands in Ras Al Kham ah, only an hour from Dubai. This unique development provides a mixture of leisure and holiday recreation activities, various themed resort hotels and two eco-hotels, in addition to a cluster of 3,500 residential units. The site has been carefully designed to avoid development on an area of tidal flats to the north that are home to an eco-system of important avian and marine flora and fauna. These areas have been incorporated into a conservation zone. This in turn reflects the growing consciousness of environmental issues in the Gulf.





伊朗

阿巴斯港滨水开发

私人业主

2006-2007



作为伊朗南部的自然港口，阿巴斯港有着非常重要的战略地位。几个世纪以来，它一直是东西方之间的贸易中心。该地区2001年的人口约为36万。当年伊朗政府计划扩大城市滨水区并任命台尔进行概念性规划。项目用地为6平方公里的围垦区，包括住宅、商业、度假区、娱乐区和码头等。尽管有着强烈的波斯特色，伊朗的这个国际性开发项目还是说明了即便在世界较为保守和独立的地区，生活方式的全球化始终是大势所趋。

Bandar Abbas occupies a strategic position as the southern natural harbour of Iran. For centuries it has been a centre of trade between East and West. The population in 2001 was approximately 360,000, but the Iranian authorities became interested in expanding the urban waterfront area and appointed HOK to help develop this concept plan. The development covered 6 sq km of land reclamation area, and included housing and commercial uses, resorts, recreation areas and marinas. This international development in Iran (although with distinctive Persian characteristics) is testament to the globalisation of lifestyle aspirations even in the most isolated and conservative pockets of the world.

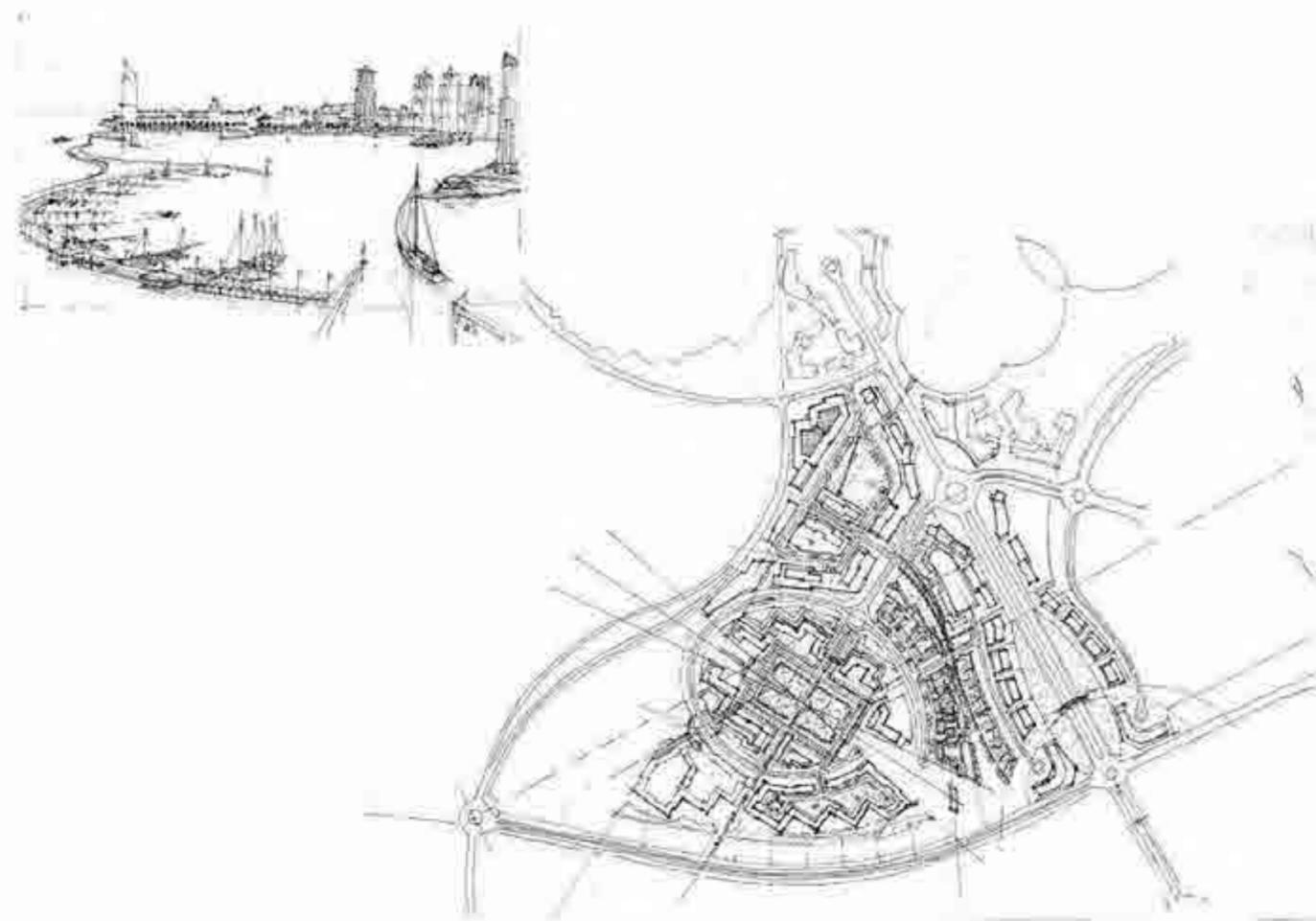


Iran

Bandar Abbas Waterfront

Private Client

2006-2007



卡塔尔

莲花岛
私人业主
2005

随着石油和天然气行业的不断发展，多哈这个沉睡多年的城市正逐渐转变为一个现代化的首都城市。在多哈市以北靠近豪华滨水住宅项目“西海湾环礁湖”的地方，一个新的石油码头改造项目正在进行。2005年，谷东对该项目进行了总体规划。规划通过引入几何模型，在水体和用地之间建立了丰富的联系，为所有地块都提供了滨水界面。规划在入口处设置了高密度住宅，在海湾中部设置混合功能，包括码头、写字楼、酒店、商业和住宅。在海湾的尽头处，规划了低密度住宅和度假酒店，每栋建筑都拥有自己独立的海滨区。

With the expansion of oil and gas exports, the once sleepy, fishing and pearl town of Doha became transformed into an ocean capital city. To the north of the present city, near the luxury waterfront housing project West Bay Lagoon, is a new reclamation project that is structured around a former oil jetty, now known as The Pearl-Q. Alkrowj prepared a master plan for this project in 2005. The plan created a rich interplay between water and land (or sand and rock) by the introduction of formal geometry to form a plan form. The objective was to offer water frontage to all plots. The plan proposed high density condominiums at the entrance and mixed uses around the central bay, including an arena, offices, a hotel, commercial, and housing. Low density housing and resort hotels with their own beaches were proposed at the end of the new island.



Qatar
Lotus Island
Private Client
2005

迪拜

Deira滨海道路规划

迪拜市政府

1994-1998

Dubai

Deira Sea Corniche Development

Dubai Municipality

1994-1998

在Deira新近改道的3公里海岸线上，为发展中的迪拜全球社区的新城市中心和娱乐设施开发进行总体规划。该项目包括扩大现有中央商务区，开发新市中心，豪华住宅，高级酒店，游艇俱乐部，码头和沙滩等设施，以及Hamraiyah港口的扩建。

A comprehensive master plan for the development of a new city centre and recreational facilities for Dubai's growing global community on some 3 km of newly reclaimed coastline was developed in Deira. The projects included an extension of the existing central business district, a new CBD centre, high rise housing, luxury hotels, a yacht club, marina and new beaches, and the expansion of the Hamraiyah port.



特立尼达

西班牙港滨水开发

特立尼达和多巴哥政府

2001

Trinidad

Port of Spain Waterfront

Government of Trinidad and Tobago

2001

西班牙港是特立尼达和多巴哥的首都，也是一座运作中的深水良港。作为对该国的国家发展规划派生了对西班牙港滨水地区的复兴计划，以改善城市面貌，使中等收入家庭回归城市，并寻求经济多样化的发展空间（如旅游业等）。另一个主要目标是为港口附近的贫困住宅区 Seaside 地区的居民创造就业机会。

Port of Spain is the capital of Trinidad and Tobago and is an operational harbor. As an outcome of Bankrow's National Development Plan was a proposal for the revitalization of the Port of Spain waterfront to provide the city with a much needed facelift, draw middle income households back into the city and create opportunities for economic diversification including tourism. A further key objective was to create employment opportunities for the residents of Seaside, an informal housing settlement adjacent to the port area.



China

Yangchun Lake City, Wuhan

The City Planning Management Bureau of Wuhan

2006

中国

武汉杨春湖城市副中心设计

武汉市城市规画管理局

2006



Wuhan is the largest city in the central part of China and a national transportation hub. It has a locational advantage being on the Yangtze River with access to the east coast megapole at the mouth of the Yangtze River delta. The Wuhan Metropolitan Region is also the fastest growing in Central China, and the population has expanded from 6.9 million in 1990 to an estimated 8.6 million in 2005 — a 25% increase over the 15-year period. To support this growth, the 2006 City Master Plan defined three urban sub-centres at Xian, Lugang and Yangchun Lake. HOKUW were responsible for developing the master plan for the Yangchun Lake sub-centre. Reflecting current best practice in sustainable urban planning, a transit-oriented development (TOD) was designed around a new rail station. In total between 125 – 250 acres of land were developed for this purpose.

The core area of Yangchun Lake City covering 300,000 sq km, essentially serves for passenger transportation, business, retail and hotel facilities. Following many other international examples of developing land around railway stations, the scheme divided the core area into three main rings of activity, namely a "business and office ring", a "commercial ring" and an "urban living ring".

The development aimed at consolidating the site's regional importance by integrating Wuhan Railway Station, Yangchun Lake and East Lake. The introduction of a dominant central square within the site layout allowed for linking the East-West urban development axis with the North-South ecological development axis. The existing Shaohu and Donghu Forts were reshaped into green belts.

HOKUW secured the winning prize in this international competition.

武汉是中国中部地区最大的城市和全国性的交通枢纽。它位于长江沿岸，与长江三角洲的东海岸巨型城市区联系相当便捷。武汉市区是中国中部发展最快的地区之一，人口在15年间增长了25%，从1990年的690万发展到2005年的860万。为了配合发展，2006年武汉城市总体规划确定了四城、两港和杨春湖三个城市副中心。负责开发对杨春湖城市副中心进行总体规划。规划在武汉新客站周边进行125至250英亩的公共交通导向式开发（TOD），这反映了目前最先进的可持续城市规划手法。

杨春湖城市副中心的核心功能区占地约4平方公里，主要功能涵盖客运、商务、零售及酒店。根据对国内外快速铁路客运站周边用地开发的经验，规划将核心区域分成三个主要的圈层，分别是商务办公服务、集中商业服务、都市生活服务。

规划旨在通过高速铁路武汉站、地铁站、杨春湖及东湖共同构筑区域发展的主导要素。通过创建一个核心广场将东西向的城市发展轴线与南北向的生态发展轴线紧密地联系起来。同时借原有的沙湖港与东湖港形成贯穿基地的绿楔，进一步强化自然与城市的和谐共生。

本次规划荣获国际竞赛并列优胜奖。



中国

青岛东方威尼斯

????

2003

China

Qingdao Seafront

????

2003

青岛市现有700万人口，和中国其他沿海城市一样正在迅速发展。市政府通过在青岛沿海地区发展一个占地555公顷的新城来扩大城市面积，发展滨海旅游业，度假区和娱乐功能。该项目被称为“青岛东方威尼斯”。选择威尼斯（意大利）这一主题对青岛这个积蕴着历史渊源的都市似乎是比较有趣的尝试。在该项目中，合东对滨水区域进行概念性设计，创造了金融港、中央公园和休闲港湾等概念。

规划将“金融港”与“休闲港”通过一个中央公园相连，将整个基地纳入一个对称韵律的构图中。在此核心区域内，主要汇集了城市生活的各大主要部分，包括金融、商业、行政、居住，以及大部分的混合开发用地。

Qingdao City currently has 7 million inhabitants, and like other Chinese coastal cities is growing rapidly. The city leaders' vision is to accommodate growth through development of a new town on 555 ha at the Qingdao Seafront enabling urban expansion and opportunities for seaside tourism, resorts and recreation. The Qingdao Seafront project was branded by the city leaders as "Qingdao Oriental Venice". The city leaders' selection of a Venetian theme is unknown and interesting given the city's claim as an outpost of Italian history. Working within this Venetian construct, HOKI made the most of the waterfront setting to establish concept designs for a Financial Port, a Central Park and a Leisure Port.

In layout terms, a new "Financial Harbour" and "Leisure Harbour" were proposed to be connected by a central park, which set a symmetric pattern to the site. This formed the core area containing most of the mixed use urban functions including finance, commerce, administration, and residential development.



中国

上海黄浦江两岸南延伸段地区C单元规划

徐汇区规划局

2004

China

Huang Pu Upper Reaches Area C, Shanghai

Xuhui District Planning Bureau

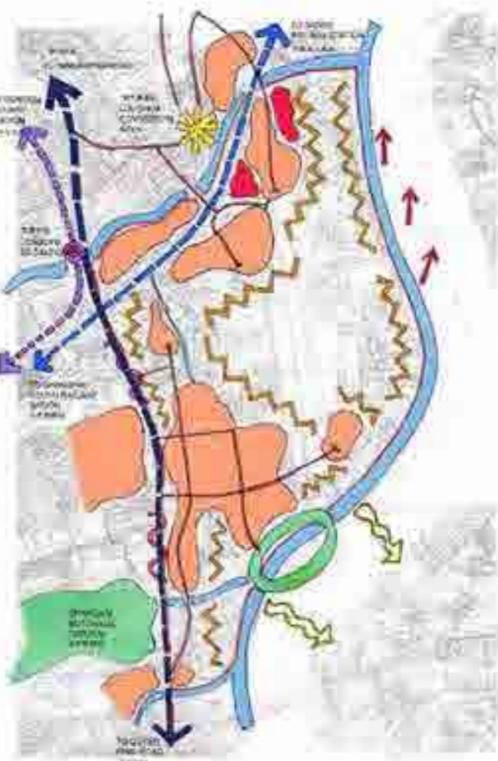
2004

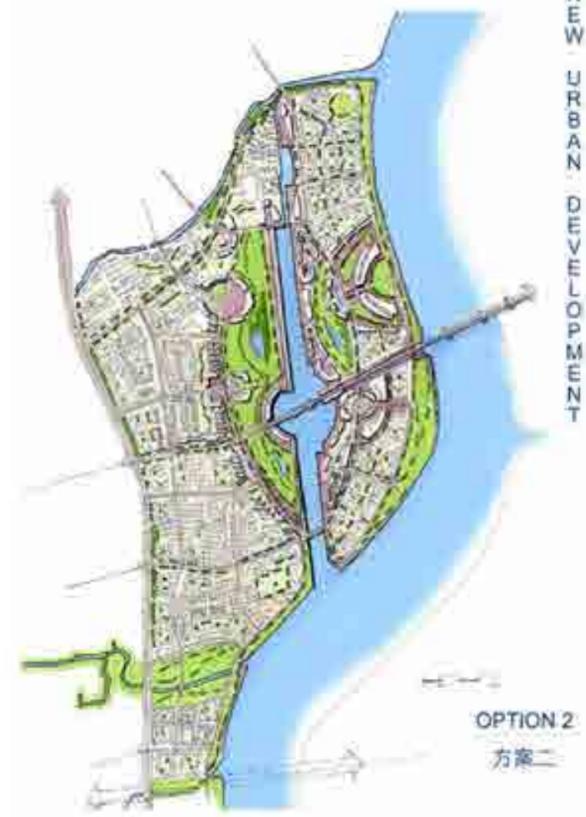
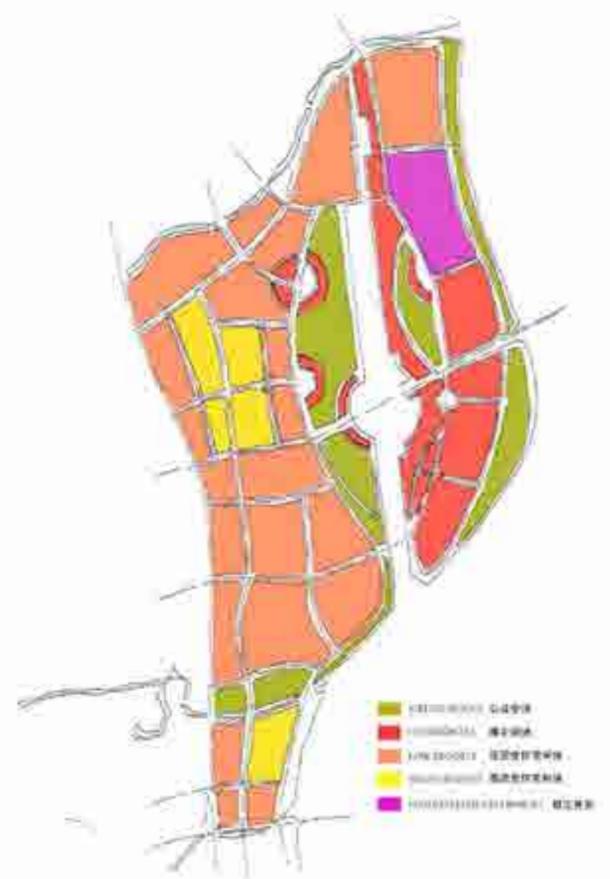
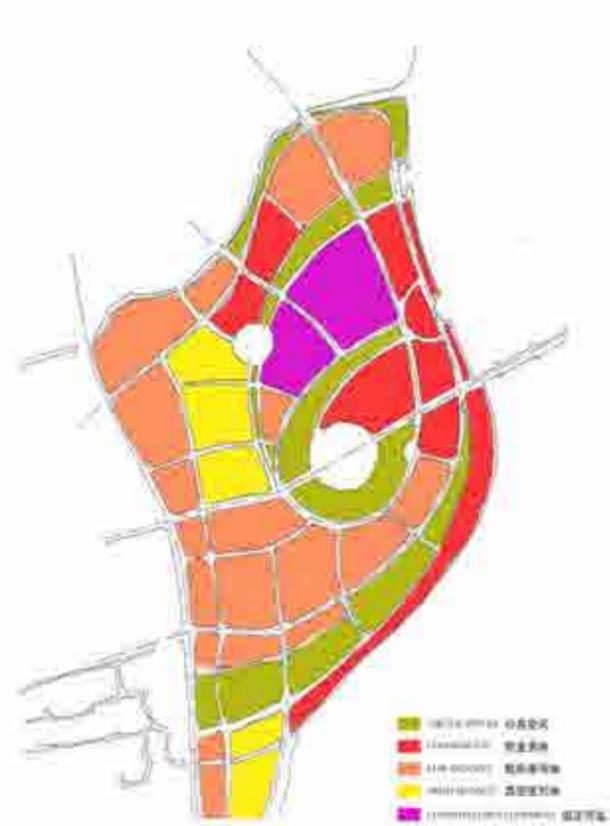
上海的黄浦江两岸延伸段地区曾经见证了工业码头的关闭和全面的经济衰退,使该地区成为一个城市死荫。C单元地区占地4.36平方公里,岸线长度4.2公里,是黄浦江两岸延伸段中需要进行大规模改造的地区之一。后来进行的概念性规划提出了活力滨水功能带的开发,包括“新经济”商务区、高品质的公寓住宅和极好的生态走廊网络等。

本次规划旨在结合周边地区重要的发展区域,如世博场地、生态公园、上海植物园、龙华地区和上海南站等,重塑基地内原有工业、机场、居住用地,建设一个集居住、文化、高科技产业办公与展示、旅游(包括直升机场)和相关配套公共服务设施的新型高品质、充满活力的滨水新城区。

The upper reaches of the Huang Pu River through Shanghai have witnessed the closure of industrial wharves and a general economic decline leaving this area in a state of urban decay. Area C, covering some 4.36 sq km with a river frontage of 4.2 km, is one of a number of extensive areas in the upper reaches requiring large-scale regeneration in conjunction with many other large-scale riverside projects worldwide. The plan's concept plan shows the development of a vibrant mixed-use waterfront including a "new economy" business park, good quality apartment housing and an attractive network of ecological corridors.

The redevelopment of Area C is part of a wider effort to regenerate the southern periphery of urban Shanghai. Other adjacent projects include the EXPO site, an ecological park, the Shanghai Botanic Garden, the Longhua development initiative and the Shanghai South Railway Station. The plan is to demolish existing industrial activity, restore the ground surface for tourist heliports, traffic, introduce a large spectrum of new urban housing, and establish a high-quality and vibrant waterfront area integrating residential and cultural uses with high-tech industry, offices, exhibition centres, tourism, and associated public services.





拉斯阿尔卡麦

城市滨水开发
拉斯阿尔卡麦政府
1998-2003

拉斯阿尔卡麦旧城区位于波斯湾和内河之间的半岛上，包括一座旧时的堡垒和清真寺，分别位于历史街巷中的破旧住宅区的两端。谷乐被任命为该地区进行总体规划，改造住房以及开发海滨酒店、公寓和沙滩等设施，以期后者可以填补部分改建和开发成本。沿海地区的形态是由两个月牙形组成，人造暗礁起到保护海滩的作用。

The old part of Ras al Khaimah City lies on a peninsula between the Gulf and an inland creek. It includes an oil fort and mosque which stand at each end of an area of run-down housing based on a historic network of streets and alleys. H. Krow was commissioned to prepare a master plan for regeneration of the housing together with development of the waterfront for hotels, apartment blocks and beaches, the intention being that the latter would help subsidise the regeneration work. The waterfront regeneration was in the form of two crescents with the beaches protected by artificial offshore reefs.



Ras al Khaimah
City Waterfront
Government of Ras al Khaimah
1998-2003



During the past few decades many cities in the developed world have de-industrialised, illustrating their economies moving away from the services sector and knowledge based economy. Meanwhile, capital and trade has gone global, in particular in North America, Middle East and Latin America. The manufacturing processes are being set up a great distance out products for the world and an expanding consumer market at home. Through a combination of strategic positioning in relation to raw materials and markets, having access to a skilled, liberal and educated workforce, and creating an enabling regulatory and economic environment in a stable political setting, many cities have been able to flourish, developing world-class specialised industries.

For instance, Seoul is celebrated for its successful integration of high-tech manufacturing production, including Samsung and LG, together with becoming the new headquarters of the world's major banks. It has become the world capital of computer parts. They are thriving and it has been successfully captured one of the most wanted jobs in the world, allowing them to surpass many of the world's knowledge based economies such as IT, media and entertainment. A positive spill-over effect for the whole of their economy. The world's top regions have been able to benefit not only from having high tech, but have been able to develop downstream heavy industries such as automotive, textiles, paint and chemicals.

As cities throughout the world try to make the most of their industrial comparative advantage, they have to manage their existing cities as well as new specialised zones in the urban fringe with high quality infrastructure efficiently (transport, water, labour, and goods markets). Academic urban theory have proved specialised agglomerations to be the best approach for successful industrial development. As technological advances continue, the manufacturing, communications, logistics and production management have occurred, the form and nature of these agglomerations has been redefined. No longer are they always unhealthy and polluted areas to avoid. Today, industrial sites are increasingly bonded up by site with warehousing, offices, markets and development centres and tend sites to offer, facilitating just-in-time delivery of parts and products, and the rapid transfer of knowledge and

new ideas to improve product development. A mixture of mixed settings, post-modern factory spaces and facilities and centres becoming the norm in these developed industrial hubs.

Not only have the physical spaces been transformed, but we now have the ownership and business relations in industry. Increasingly, large multi-national enterprises (MNE) are increasingly being replaced by smaller scale privately owned enterprises which have established supply chain networks, trade and investment linkages across international borders. Special Economic Zones (SEZ), (Business Parks) and Free-Zones have provided an important opportunity for governments to introduce new rules and regulations in trade and private sector development to attract the liberalisation of the world economy. They have also allowed and benefited from the new ideas and innovation of high-tech entrepreneurs.

The typical workplace within a Special Economic Zone (SEZ) may vary from simple green-field layouts, low-rise buildings with open-plan floor layouts, increasing to more (and often progressively) sophisticated, more technology intensive, require locations to have better than urban areas, with secure housing for blue and white collar workers in new types of high skill and knowledge-based businesses, the emerging firm and its specialised industrial parks. In operational terms, the SEZ is a mix together the wide range of land uses, where offices, manufacturing, education and dwelling communities are all combined on the same site. Many industries are now "clustered" and no longer have conflicts with regulations and zoning, which used to require the clear separation of housing from industry. In these cases, there may be shared infrastructure provisions in both the physical and economic. This is, now the investment in both, technology and digital infrastructure which give a practical economic response for agglomeration. There may require an urban, cultural and psychological reasons for clustering a specialised, skill-based community.

在过去20年中，许多发达国家城市已经脱离工业化，其经济模式已经从制造业转向服务业和知识经济。同时，随着资本和贸易全球化，亚洲、非洲、中东和拉美部分地区工业化进程却如火如荼，成为全世界商品的生产基地，也促进了本地消费市场的发育。随着原材料和贸易关系的战略定位、高技术高素质高流动性的人才支持、稳定的政治背景下提供的经济环境等一系列条件的成熟，许多发展中国家城市的专业化特色产业已开始出现繁荣景象。

举例来说，韩国首尔以其专业化的家庭娱乐产品而著称；上海嘉定和广州正在成为北方英特尔、蓬勃发展的汽车产业，苏州则成为世界笔记本电脑零件的生产基地。而上海和深圳这样的城市，成功地吸引了一批全球最顶尖的劳动力，直接服务于知识经济领域，如IT、媒体和娱乐业等，为当地的整体经济带来了积极的效应。世界石油生产地区不仅从石油这种液体黄金中获益，而且发展下游重工业，如合成纤维业、涂料和肥料等，增加经济多样性。

由于全球各大城市都试图最大程度地发挥其工业上的相对优势，于是对既有的城市结构进行改造，或在城市边缘建立全新的工业特区就变得十分必要，并配备必要设施高效地将材料、劳动力和商品运输至市场。城市规划理论几十年来经验已经证明专业化聚集是工业发展取得成功的最好方式。随着制造业、通讯、物流以及污染管理方面的技术进步，这些专业化聚集区的形式和特点已经产生了根本性的变化。它们不再是令人避之不及的污染区。如今，越来越多的工业厂房与仓库、实验室、研发中心以及零售卖场比邻而建，促进了零件和产品的及时交付和运输，同时快速的知识和理念转换也促进了产品的开发。同时，宜人的景观设计、现代化的广告空间、当地的酒吧和咖啡馆等正成为这些最新型的工业集群的标志。

工业的变革不仅体现在空间上，其所有权和商务关系也有了质的变

化。市场的领军企业还不断地被较小规模的私营企业所替代，后者甚至已经跨越国界边缘，建立了供应链网络、贸易和技术链。在更大规模的经济自由化之前，经济特区、商务园区以及免税区等的设立，为政府提供了检验其在贸易领域及私营发展领域的政策策略适用性的平台；同时也为当地的企业家提供了创新理念的孵化基地。

经济区的典型空间通常由简单的空间布局、提供较大的批量住房和相对路网（一般位于空旷的大尺度景观内）的选址组成。重工业需要选址于相对远离城市的地方，并在附近为职工配备住宿等设施。而在以高新技术或知识经济为商业新模式中，则需要专业化的产业园区。从运营角度来看，专业的产业园区可以将各种用地结合在一起，把办公楼、工厂、教育和住宅小区集中在同一基地内。过去由于工厂带来的污染和噪音，通常住宅区和工厂必须严格隔离。而如今许多工业已经变得“清洁”，用地混合设置已不再有增加污染和有害物质等方面的争议。从这些角度考虑，基础设施的设置情况不论在地面城市还是社会效应上都相似之处，都需要在技术和公共建筑方面进行投资，这也从经济上解释了“聚集效应”。同样地，以专业技术为基础的聚集区的形成也可能来自于文化和心理等层面的原因。



国际媒体产业区，迪拜
International Media Production Zone, Dubai



迪拜汽车城，迪拜
Dubai Auto Zone, Dubai



Al Ghayl 工业园区，拉斯阿尔卡麦
Al Ghayl Industrial Park, Ras al Khaimah



逊刚良工业园区，文莱
Sungai Liang Industrial Park, Brunei



Pars能源区规划，伊朗
Pars Energy Zone, Iran



上海漕河泾开发区浦江高科技园C&D区详细规划，中国
Caohejing Pujiang Hi-tech Park -C&D Zones, Shanghai, China



上海市轨道交通11号线嘉定新城站、汽车城站、南翔站站核心区详细规划，中国
Core Areas of: Jiading New Town Station, Automobile City Station and Nanxiang Station of Shanghai Rail Transit Line 11, China



Dubai

International Media Production Zone

TECOM

2004-2005

迪拜

国际媒体产业区

TECOM

2004-2005



Dubai's liberal attitude and openness to new ideas and technologies has been a great advantage to its economy, as it has become a hub for innovative and enterprise in the region. Dubai's leadership has deliberately put in place the regulatory mechanisms and economic incentives to attract an educated international labour force and offer a competitive environment for business. This strategy combined with a receptive marketplace, has enabled the emirate to become a specialised centre for media production within the region.

The ITC zone covers 5.4 km² and contains the physical and business needs of printing and publishing houses with regards to books, videos, services, etc. It also offers support facilities such as a media centre, an electronic communications node, workshops and libraries and an amphitheatre. There are also many amenities for the needs of workers and entertainment and recreation facilities to meet their daily needs. The ITC is a success story in building a new infrastructure, a new business model, and a new transportation and communication approach to product development and marketing. Furthermore, by breaking away from the traditional form of industrial parks, the ITC offers an effective living and working space that is conducive to innovation and knowledge spillovers.

迪拜对新概念和新技术的开放性对于其经济发展具有很大的作用，它已经成为区域中的创意产业企业聚集的基地。迪拜政府推出了激励机制和经济优惠政策以吸引高学历的国际人才并提供一个有竞争力的商务环境。这种战略加上适当的市场环境，使迪拜成为了区域内专业的媒体专业中心。

迪拜国际媒体产业区是一个占地5平方公里的创意区，结合印刷厂和出版社对书籍、视频和电视等产品的特殊和商务需求，设计了媒体中心、电子通讯站、工厂、工作室、图书馆和影院等共享服务设施。另外还有员工生活区、休闲娱乐设施等以满足日常生活需求。国际媒体产业区在相关产业集中布置方面做得相当成功，不仅降低了物流和交通成本，也促进了产品开发和市场推广。另外，国际媒体产业区打破了传统的工业园区的网格状布局，提供了良好的生活和工作空间，有益于产生创新集群和知识溢出集中化效应。







迪拜

迪拜汽车城

JAFZA

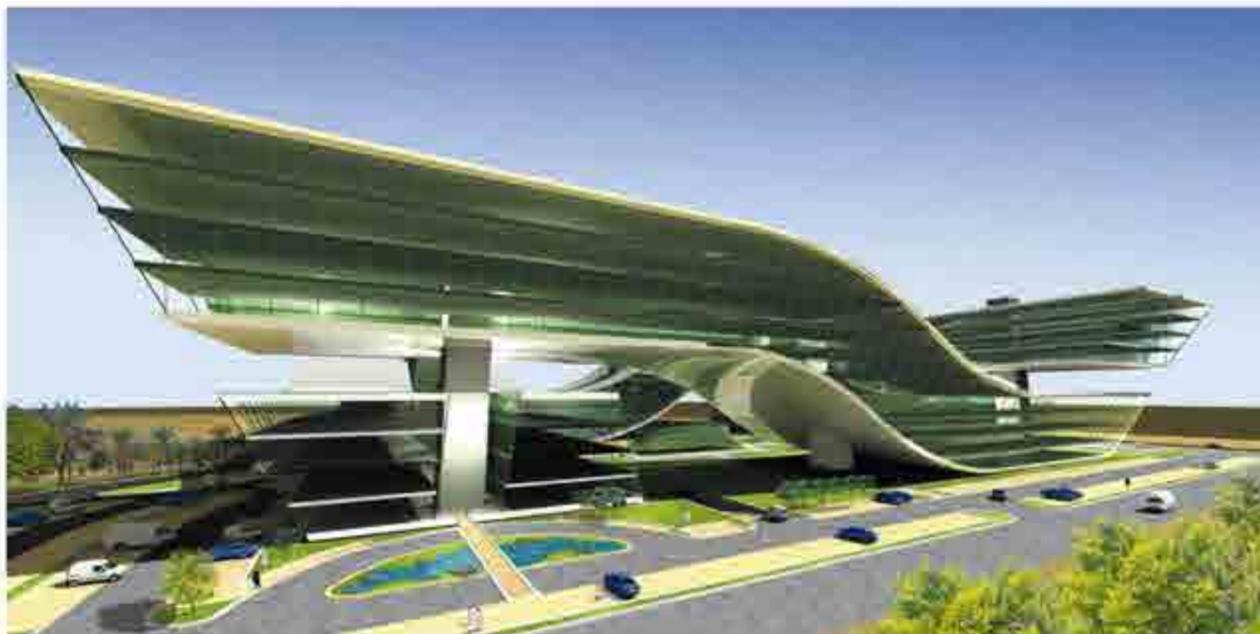
2006

Dubai

Dubai Auto Zone

JAFZA

2006



将专业汽车区与整车及零配件制造、物流、仓储、研发、市场推广以及销售等相结合的专业汽车产业组团是一种全球汽车业发展的趋势。从日本1940年建成的丰田城，到近年来中国广州和嘉定等地发展的汽车城，汽车产业的聚集经济带来的效益显而易见。近几年来，阿联酋日益增长的人口和汽车拥有量对建立自己的专业汽车城提出了要求。迪拜凭借其成熟的劳动力供给、良好的交通联系、优越的投资环境和巨大的市场等优势，成为了该地区发展这类聚集经济的最佳之地。迪拜汽车城集合了汽车产业中从汽车制造到销售的各个环节。汽车城还包括员工居住和社区设施，是一个“城中之城”。该园区位于迪拜以东，占地约25平方公里。

Specialised auto-zones combining the manufacturing of the cars and components, logistics, warehousing, research and development, marketing and sales in specialised industrial clusters are a popular phenomenon throughout the world. From Japan's Toyota Town built in the 1940s through to the recently developed Guangzhou and Jiaxing Car Cities in China, the benefits of agglomeration economies in the auto industry are clear. Growing population and car ownership levels in the Emirates in recent years has generated demand for a specialised car city of its own, with Dubai taking advantage of its access to skilled labour, supplies, excellent transportation links, its preferred investment status and market access to market become the preferred destination for the region for this type of agglomeration. The Dubai Auto Zone combines all aspects of the car-making process from car manufacturing plants to sales. The auto zone also includes housing and community facilities for its workforce — creating a “city within a city”. The industrial park covers some 25 sq km in the east of Dubai.



拉斯阿尔卡麦

Al Ghayl 工业园区

拉斯阿尔卡麦政府

2006-2007

Ras al Khaimah

Al Ghayl Industrial Park

Government of Ras Al Khaimah

2006-2007

Al Ghayl 工业园区是在拉斯阿尔卡麦内陆沙漠地区建立的一个重工业区。该基地与拉斯阿尔卡麦和迪拜的各个港口的联系十分便捷。基地占地26平方公里，包括各类中型和重型工业，如配送、贵金属、水泥工业等，以及工人居住区、社区设施和城镇中心等。工业区的总建筑面积为2100万平方米，另外包括一个370万平方米的保税区。短短两年中已有超过450家企业注册进驻了这个战略工业区。

Al Ghayl Industrial Park is a heavy industry zone created in an inland desert location in Ras al Khaimah. The site benefits from excellent access to ports at Ras al Khaimah and Dubai. The site of 26 sq. km includes medium and heavy industry such as distribution, heavy metals and cement industries, as well as worker housing, community facilities and a town centre. Over 21 million square metres will be industry with 3.7 million as a Free Zone. More than 450 companies have registered in only 2 years to set shop in this strategically located industrial zone.



Government of Ras Al Khaimah



文莱

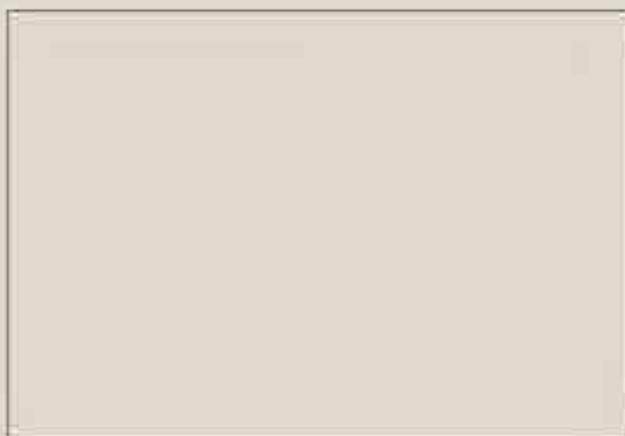
逊刚良工业园区
文莱经济发展董事会
2004-2005

Brunei

Sungai Liang Industrial Park
Brunei Economic Development Board
2004-2005

由于靠近文莱现有的石油和天然气产业基地，逊刚良工业园区便借势开发工业。工业园区位于沿海地区，占地271公顷，将以石油化工、下游工业、电厂和码头等为主。咨询被任命为该项目进行总体规划 and 可行性研究。研究包括对一个船厂的选址进行研究。研究同时还包括交通影响评估、环境影响评估和定量风险评估。

The Sungai Liang Industrial Park was selected for industrial development as it is located adjacent to the country's established oil and gas industry. A study was commissioned to prepare a Master Plan and feasibility study for development of this park on a 271 ha coastal site featuring petrochemical and downstream industries, power plant and city. The plan needed to respond to the demands of global industrial proponents and the study included an investigation into alternative locations for an aluminium smelter which could not be accommodated on the site. The study also included a Traffic Impact Assessment, Environmental Impact Assessment and a Quantitative Risk Assessment.



Iran

Pars Energy Zone
PSEZ Company
2004-2005

伊朗

Pars能源区规划
PSEZ
2004-2005



Following the discovery of the world's largest gas field in the Gachsaran Basin, Pars Energy Zone (PEZ) was established. Master Plans were prepared for major industrial zones at Gachsaran, Qasbi and Ahvaz in Iran. The latter Master Plan covered an area of 100 sq km and provided a zoning of land for gas plants, petrochemical industries, downstream industries, port and airport together with an adjacent township to accommodate a population of up to 250,000. The Master Plan included drainage and infrastructure plans, a demand appraisal, financial and economic appraisal, risk assessment and strategic expansion viability impact assessment.

在海岸地区发现了全球最大的天然气田之后，对卡塔尔、伊拉克地区和伊朗 Ahvaz 地区的主要工业区进行了总体规划。其中在伊朗的总体规划用地约为100平方公里，对用地进行了分区，包括天然气工厂、石油化工、下游工业、港口、机场以及附近25万人口的镇区。总体规划还改善了当地的排水系统和基础设施系统。另外规划还包括需求评估、金融和经济评估、风险评估和战略性环境影响评估等。



中国

上海漕河泾开发区浦江高科技园C&D区详细规划

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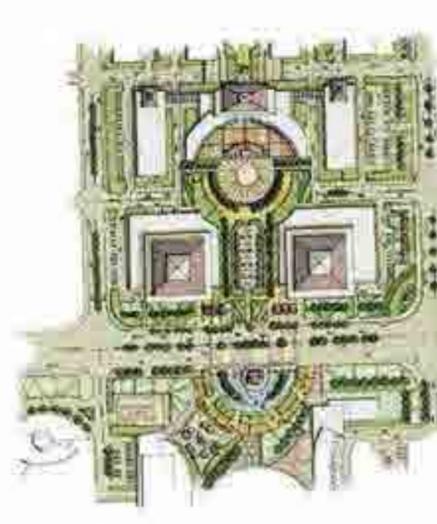
2006

China

Caohejing Pujiang Hi-tech Park -C&D Zones, Shanghai

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2006



Caohejing Pujiang Park is a state-level economic and high-tech industrial development zone, and a national export processing zone that supports development of new technology and materials, biotechnology and pharmaceuticals, aeronautics and automotive accessories. Located in the Shanghai region, this industrial zone benefits from access to a skilled labour force and investment opportunities, and enjoys excellent transport and logistics. This large zone covers 10 sq km and includes a New Town complete with housing, a shopping centre, recreation and catering facilities, all linked along a green axis.

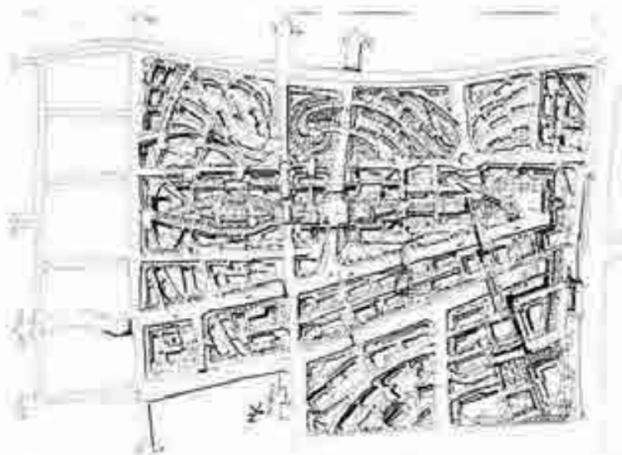
The plan promoted the principles of transit-oriented development (TOD), by siting new regional development with the construction of a new railway line. Regional administrative centres were established to coincide spatially with major rail stations so that high-intensity commercial, office and residential clusters can be developed at these points within optimal walking distances. Escalators, moving sidewalks and other mechanised pedestrian systems were introduced in order to improve the efficiency of the public transportation network, and ease the problems of transfer between rail transit and other transportation modes.

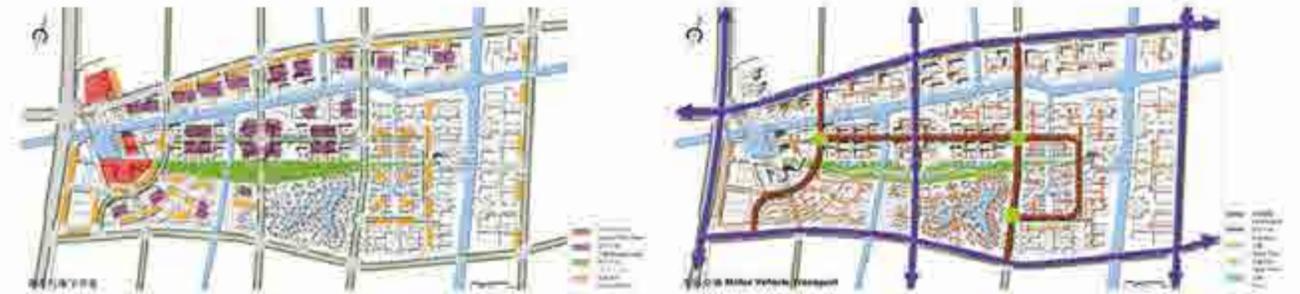
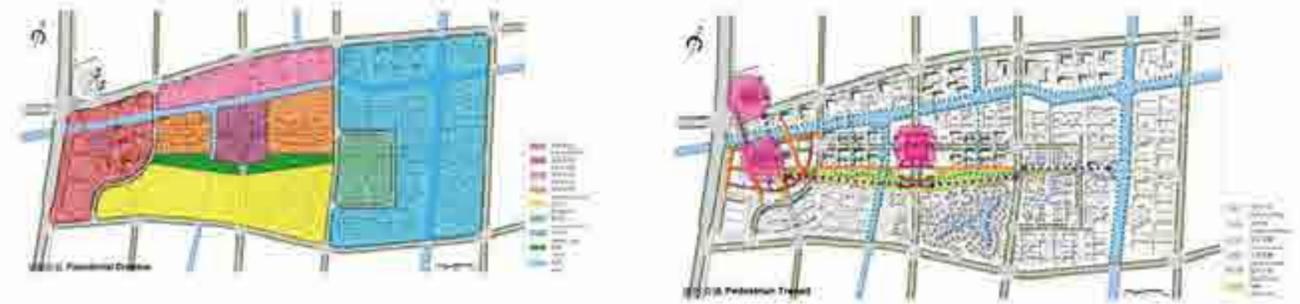
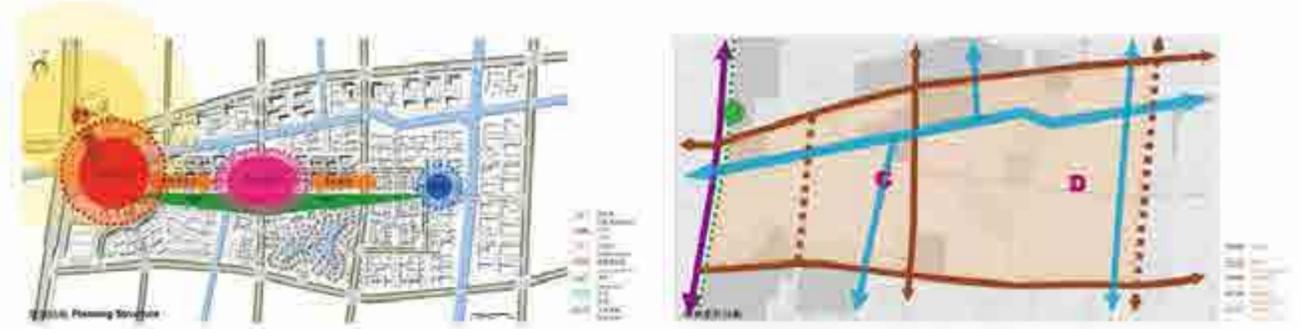
The plan also advocated multiple usage of plots to promote synergy between different operational and economic activity within each cluster. This assembly of diverse but interlinked uses such as administrative functions, urban housing, offices, shops, restaurants, and transport infrastructure would lead vitality to each cluster, and underscore its regional importance.

The environmental dimension of the plan entailed the preservation of natural water bodies and the introduction of new landscaped networks that would weave through the development, integrating the human environment with natural systems.

漕河泾浦江高科技园区是国家级经济和高新技术产业开发区，是一个以支持新技术、新材料、生物工业、制药、航空和汽车配件等产业发展为主的国家级出口加工区。园区位于上海地区，劳动力充沛，投资环境优越，交通和物流便捷。园区总占地面积10平方公里，包括一座集居住、购物中心、娱乐餐饮设施和一条贯穿始终的绿轴为一体的新城。

方案在本次规划中遵循TOD的开发理念，以轨道交通带动地区开发。依托轨道交通站点打造地区公共中心，在步行可达范围内进行高强度的商业、办公和住宅开发，倡导步行交通，强化公共交通网络，并解决好公共交通与其他交通方式间的换乘。规划提倡不同功能的复合开发，将彼此能相互促进的功能安排在同一地块，乃至同一建筑内，以创造多姿多彩、充满活力的地区公共中心。规划突出生态性特征，将自然水体和生态绿地的保护与地块的开发结合在一起，并通过绿色网络的建设，营造一种环境宜人生活场所，创造人与自然和谐发展的生态性园区环境。





中国

上海市轨道交通11号线嘉定新城站、汽车城站、南翔站站核心区详细规划

上海嘉定轨道交通建设投资有限公司

2005

China

Core Areas of Jiading New Town Station, Automobile City

Station and Nanxiang Station of Shanghai Rail Transit Line 11

Shanghai Jiading Rail Construction and Investment Co. Ltd

2005

In mega-cities such as Shanghai, large industrial estates, business parks and sub-regional centres are linked back to the primary city of the urban conurbation not only in business and economic terms but also in cultural and leisure terms. These peri-urban centres also need to capture a workforce that is often scattered across the conurbation. It is therefore essential to cater for efficient transportation links between the constituent parts of any mega-city. Furthermore, the conurbations of transportation hubs will in time become highly desirable real estate destinations. The design of stations and of their surrounding built form, becomes a vital part of planning for the modern city.

Three stations are described here. They are planned along the Shanghai Rail Transit Line 11, a key north-south rail route through the city which is being developed to relieve the city of traffic problems brought by rapid economic growth. The stations will serve a New Town (Jiading), an Industrial Area (Automobile City) and a Residential Area (Nanxiang). HOK was appointed as international consultant to advise on the planning of these stations and their peripheral areas.

The principles of transit-oriented development (TOD) played a defining role in the preparation of the overall plan. In addition to proposing land use strategies and a development concept, the study outputs also offered an architectural, financial feasibility study, and recommendations for the implementation of the master plan.

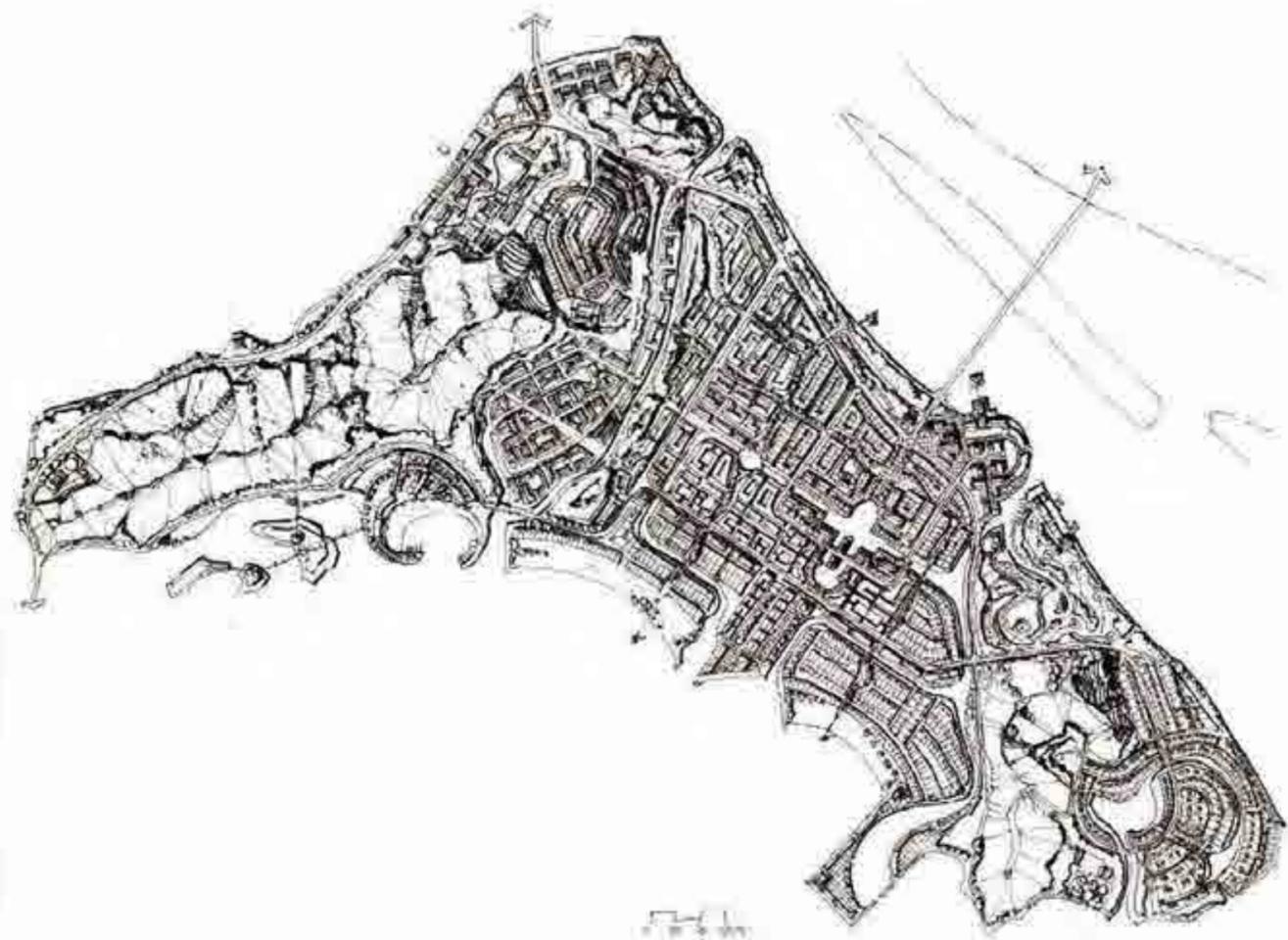
在上海这样的巨型城市，大型工业开发项目、商务区及区域副中心往往都与都市圈的主要城市形成紧密联系，不仅在产业和经济上，有时也在文化和休闲等方面。这些“近城市中心”也需要集中分散于都市圈之内的工作动力。因此在巨型城市的这些地区之间建立起有效的交通联系变得十分重要。另外，交通系统交汇的地方会成为潜在的房地产市场，于是在现代城市规划中，对交通站点及其周边地区的城市设计成为非常重要的一部分。

本项目包括上海规划轨道交通11号线沿线的三个站点。轨道交通11号线是为了解决快速发展带来的交通问题而开发兴建的贯穿上海南北部的轨道交通线路。站点地区分别将建成新城（嘉定站）、工业区（汽车城站）和居住区（南翔站）。HOK受邀担任这些站点和周边地区的规划中的国际咨询工作。

规划运用交通引导城市综合开发（TOD）的规划理念，制定未来的大平台综合开发规划。阐明站点核心区土地使用发展策略和总体布局设计，为站点大平台区域提出概念性设计方案，并进行方案的可行性评估和市场分析，提出阶段性实施策略。







Phenomenal increases in wealth, the global liberalization of the real estate industry and the expansion of highways, passenger railways and infrastructure has enabled middle and upper income groups to suburbanise the fringes of many Middle Eastern and Asian cities in recent years. These suburban retreats offer new lifestyle opportunities including golf and soccer, and membership in residential clubs and international schools. These new suburban residents enjoy a high quality lifestyle where teenagers feel their children can play safely in the street and grow up free from pollution and congestion. Some notable criticisms however are increased commuting and social segregation as middle and upper income groups abandon the inner cities.

One of the most curious aspects of these new residential developments that have emerged in the East is their lag, often borrowing architectural styles and urban design concepts from another time and place. Italian Renaissance, Greek, Spanish and Venetian are popular themes that have been wholly transplanted into new urban landscapes in the Middle East and Asia in recent years. It is important to remember that this is not the first time this has been done. Architects and designers have always been inspired by other places and styles. For example, Richard Norman Shaw and Sir Edwin Lutyens created great houses and districts of the Edwardian era in Elizabethan, Georgian and other styles. The Italian Renaissance drew on the Greek, and Neo-classicism drew on the Renaissance. Even the Greek orders were derivative of Egyptian temples and the Greeks rendered precedents in new, unprecedented materials. They are regarded by us now as good or even great architecture, and the important issue is not whether designs are wholly original, but whether they are 'well designed' or not.

随着财富增长，房地产全球自由化以及高速公路、客运专线及基础设施的建设和完善，近年在一些中东和亚洲城市中，中上收入阶层的人们开始搬到城市边缘的近郊居住。这类近郊居住的趋势引发了一种新的生活方式，人们可以享受高尔夫和足球、会员俱乐部和私立国际学校。这些居民拥有高质量的生活方式，孩子在那样的环境中可以安全地玩耍，可以在远离污染和拥挤的城市环境中成长。但随着中上收入阶层离开城市内部，也有一些人指责这造成了通勤距离越来越长，并导致了阶级隔离等社会问题。

在一些东方国家的住宅项目开发过程中，建筑主题是非常值得注意的一个方面。这些项目通常会借用另一个时期或地区的建筑风格和设计理念。比如意大利文艺复兴时期、希腊风格、西班牙风格和威尼斯风格是最近几年在中东和亚洲城市中最流行的主题，在城市景观建设中被广泛运用。更为重要的是，历史上这样的风格借鉴也屡见不鲜。规划师和设计师们常常受到其他地区和风格的启发。比如，理查德·诺曼·肖和埃德温·鲁琴斯就曾借鉴伊丽莎白时期风格、乔治王朝风格等设计了爱德华七世时期经典的房屋和地区。意大利文艺复兴借鉴了古希腊风格，而新古典主义则又从文艺复兴当中找到灵感。甚至连希腊的建筑风格也部分源自于埃及的庙宇设计，只不过希腊人通过新材料的运用开创了史无前例的建筑风格。至今，希腊建筑都被全世界奉为经典，因此问题的关键并不在于设计风格是否完全原创，而在于设计是否恰当和巧妙。



迪拜置地项目三个区域，迪拜
Dubailand Three Areas, Dubai



Al Jais山区度假村，拉斯阿尔卡麦
Al Jais Mountain Resort, Ras al Khaimah



Nujoom群岛，沙迦
Nujoom Islands, Sharjah



Al Marjan岛，拉斯阿尔卡麦
Al Marjan Island, Ras al Khaimah



阿尔及尔Frais Vallon住宅开发，阿尔及利亚
Frais Vallon Housing Development, Algiers, Algeria



长峙岛概念性规划，中国
Changzi Island, China



宜宾莱茵河畔居住区，中国
Riverbank Rhine Residential Area, Yibin, China



天津双港新家园居住区（西区）修建性详细规划，中国
Shuanggang New Home Residential Area (West), Tianjin, China



迪拜

迪拜置地项目三个区域

Tawer
2006

Dubai

Dubai and Three Areas

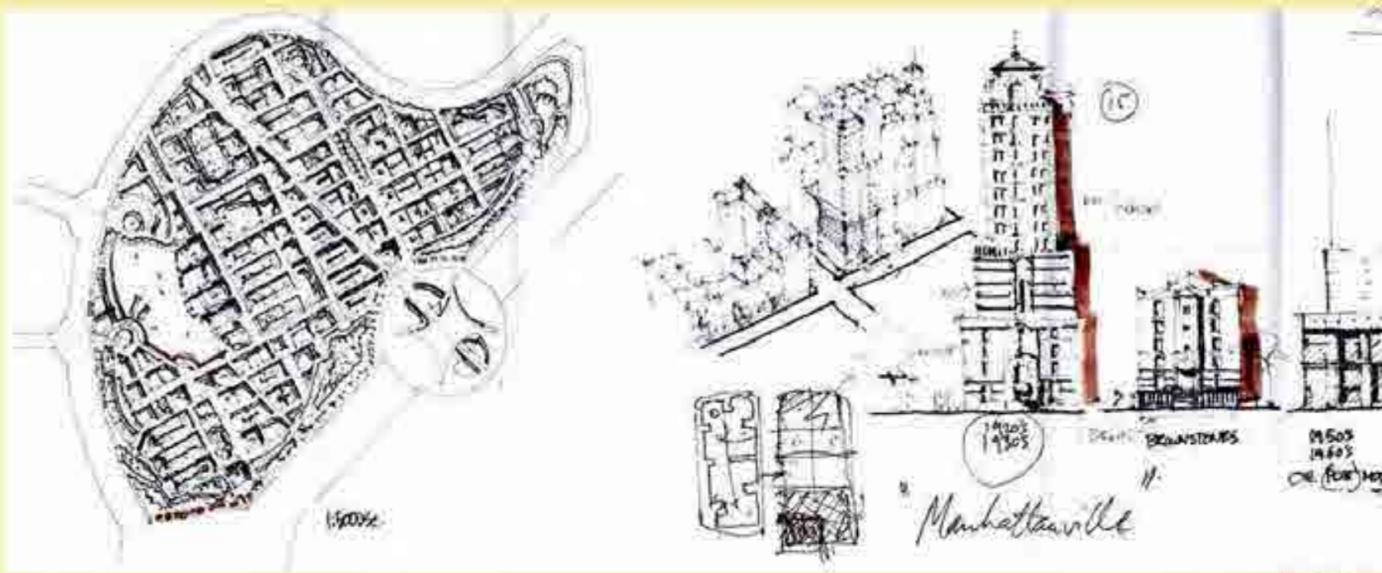
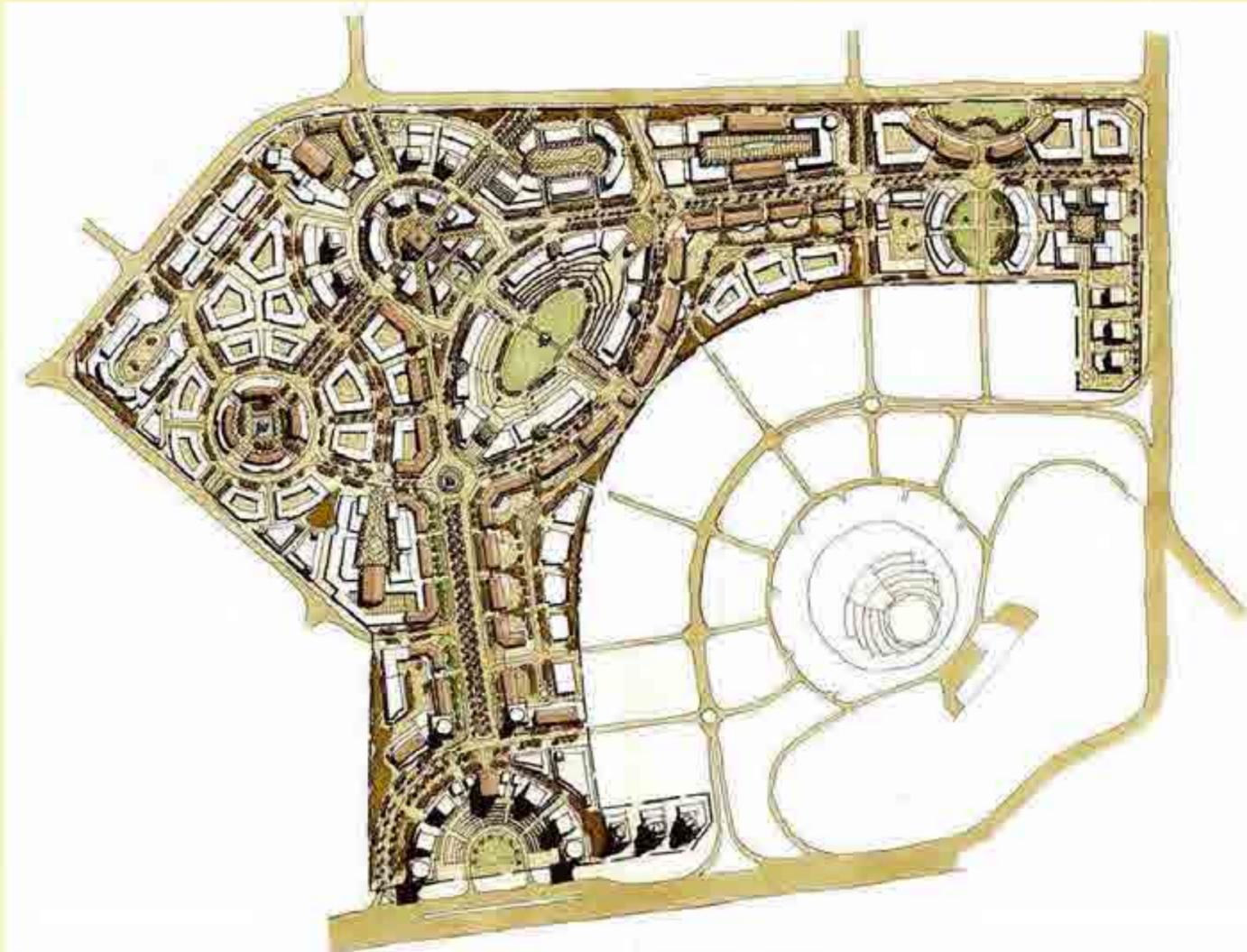
Tawer
2006

紧跟迅猛的经济和人口增长，迪拜的城市用地正不断向沙漠地区迅速扩张。精英们越来越追求个性和独特性，相应地开发商也开始在新建人造住宅景观中加入许多个性化元素。于是主题居住开发在迪拜成为一种新观。

迪拜置地项目是当地一个巨型的主题公园和住宅开发项目，包括不同主题的多个小区。合永和Tawer一起为其中三个住宅小区进行了概念性规划，分别是“都市小区”、“古城小区”和“旧金山山脉小区”。“都市小区”是占地180公顷的混合功能开发，模仿曼哈顿市区的活力街道和城市节奏。“古城小区”占地240公顷，参照古希腊和古罗马的竞技场形式而开发，并结合了这些古文明国家标志性的建筑风格和城市规划理念。“旧金山山脉”小区占地120公顷，利用现有的自然山体，并效仿旧金山商业城市中心和山脚景观住宅结合的城市结构。

Dubai's urban area is vastly expanding across the desert, keeping pace with rapid economic and population growth. Consumers increasingly seek uniqueness, and in response developers are carving out wealthy and exciting new man-made residential landscapes. The introduction of themed residential developments has been a popular response among Dubai's developers.

Dubai and the Emirates theme park and residential mega-project, encompassing individual themes for specific neighbourhoods. Below developed concept plans for three of its themed neighbourhoods: the City, Athinopolis and Pisco Edge. The City is a mixed-use development on 180ha designed to echo the vibrant streets and pace of downtown Manhattan. The Athinopolis plan on 240 ha draws on references from the ancient sporting and performance arenas of Greece and Rome and combines these references with the iconic architecture and urban planning principles of these ancient civilisations. The Pisco Edge plan on 120 ha capitalises on the existence of a naturally occurring ridge and draws references from the urban structure of San Francisco with a commercial downtown and a residential area set within a hilly landscape.





拉斯阿尔卡麦

Al Jais山区度假村

拉斯阿尔卡麦政府

2005

Ras alKhaimah

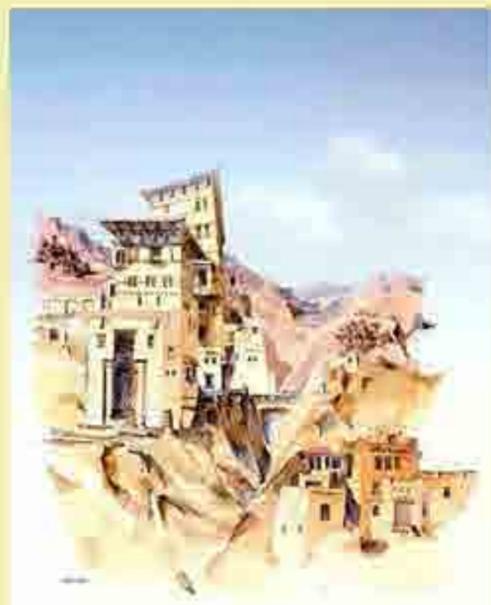
Al Jais Mountain Resort

Government of Ras alKhaimah

2005

拉斯阿尔卡麦以其独特的山地景观形成与周围其他阿联酋地区截然不同的风格。拉斯阿尔卡麦酋长H H Sheikh Saud Bin Saqr Al Qasbi王子提出要重点保护该地区的自然资源，并只允许进行小规模经过精心设计的开发。Al Jais山区度假村就是其中之一。它是一个以阿拉伯半岛东南部历史文化为背景而设计的居住和休闲度假区。所有开发内容都经过精心选址，与自然山体轮廓相吻合。整个项目基地面积为425公顷。

Ras alKhaimah differs from the surrounding Emirate with its dramatic mountainous landscape. H H Sheikh Saud Bin Saqr Al Qasbi, the Crown Prince of Ras alKhaimah has prioritised the protection of this natural asset, and only allowed small-scale sensitively designed development to occur. Al Jais Mountain Resort is one such project that delivers exclusive housing and leisure resort with its design historically derivative of East and South Arabia. All development has been carefully sited to integrate with the natural contours of the mountains. The total site area is 425ha.



沙迦

Nuipom 群岛
Hanoo 控股公司
2005

Sharjah

Nuipom Islands
Hanoo Holdings
2005



Nuipom 群岛位于与U. a. l. Q. u. a. n. 文界的边境附近，面积约为3平方公里。该项目主要是针对海湾地区的阿拉伯人而开发的豪华度假区和住宅区，分为一、二、三级房和假日房。项目包括码头、酒店、度假区、购物中心、写字楼和社区服务设施等。为了使每个住宅地块都享有滨水界面，项目特意开掘了几条河道，岛屿都呈狭长形状，每个岛屿沿中心线设置道路，联系两端的地块。音乐的水体模型专家将河道设计成蜿蜒状，以达到自体清洁的效果。

The Nuipom (or Shar) islands are on a 3 sq. km site near the border with U. a. l. Q. u. a. n. This development provides a luxury resort and residential area primarily for Gulf Arabs including first, second and holiday homes. It also includes a marina, hotels and resorts, shopping centres, offices and community facilities. A number of channels were dredged so as to create a water frontage to each housing plot. To facilitate this, the islands are relatively thin and long, with roads along the centre of each island accessing plots on both sides. The waterway channels are curved to achieve a ability for self-cleaning flows, which was modelled by Harkow's specialist engineers.



0 100 200 300 400 500
METERS





Ras al Khaimah

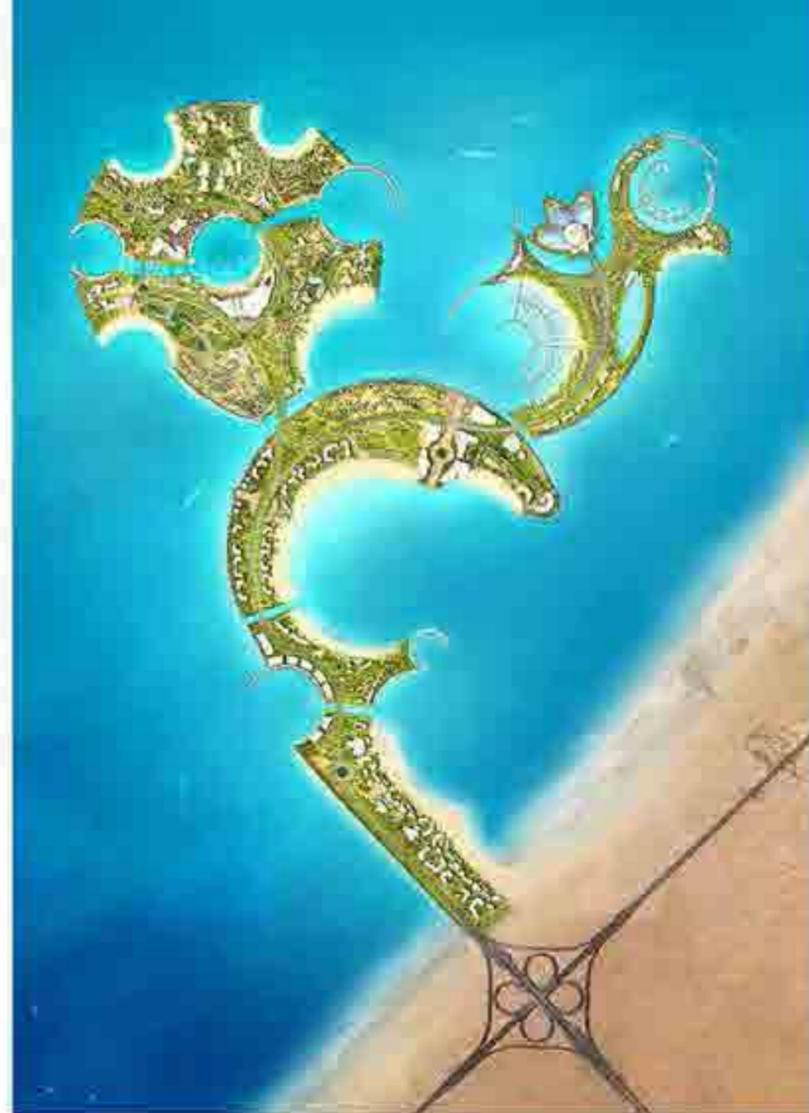
Al Marjan Island
Government of Ras al Khaimah
2005

The Al Marjan Island Master Plan is for a world class residential and hotel resort development adjacent to the southern border of Ras al Khaimah, on a grouping of seven islands of some 267 ha, for a projected resident population of over 10,000. The series of islands provide bay vistas and a landscaped setting linked by a strong spine road that mirrors the curvilinear shape of the islands. Active nodes were created, as well as low density areas to provide for a variety of living spaces and leisure recreation opportunities. The bays provide for both open sandy shores and more formal harbour and marina developments.

拉斯阿尔卡麦

Al Marjan 岛
拉斯阿尔卡麦政府
2005

Al Marjan 岛规划是为位于拉斯阿尔卡麦南部边境附近的世界级住宅和酒店度假区开发而制定的总体规划。基地由一组经改造的岛屿组成，总面积约为267公顷，规划居住人口1万左右。这一系列岛屿都拥有良好的海景以及由中央道路串联起来的景观带，这条蜿蜒的中央道路是根据岛屿本身弯曲的形状设计的。另外设置了一些活动节点和低密度区，为人们提供多样的生活空间以及休闲娱乐空间。设计的海岸区不仅提供开放式沙滩，也有较为正式的海港和码头区。



阿尔及利亚

阿尔及尔 Frais Vallon 住宅开发

阿尔及利亚政府

1984

Algeria

Frais Vallon Housing Development, Algiers
Government of Algeria/Government of Algeria

1984



This project was initiated by the Municipal Government of Algiers to seek ways in which hilly areas within the city may be efficiently and attractively developed. Two issues prompted this initiative. The first was the increasing sprawl of 6 stories Algiers onto flat land, better suited for agriculture. The second was the precarious, inefficient, visually unappealing, and environmentally damaging way in which hillsides were being developed for apartment buildings and related road access.

The project prepared an overall master plan for the Frais Vallon system of hills. The plan highlighted areas that could be built, those that needed to be safeguarded for their environmental quality, those that were unstable in geotechnical terms, and those areas where recent but inappropriate buildings would need to be demolished.

The plan catering for a population of 65,000 persons, also proposed the re-use of used quarries to assist with the urban regeneration of derelict areas, and an extensive landscape plan to achieve environmental improvements. A pilot housing scheme was also part of the project. This examined in architectural and engineering detail, the implications of building on steep slopes. This scheme served as the prototype working model for new development throughout the master plan area.

这个项目是由阿尔及尔市政府为了寻求如何更有效地开发城市中的丘陵地区而发起的。两个因素导致了这个计划的实施。一、大阿尔及尔地区不断向适合发展农业的平地扩张。二、该地区在山坡上无序低效地开发低质量的公寓住宅和道路。

项目为Frais Vallon丘陵地区进行了总体规划。将对以下这些地区进行彻底的修缮和重建：需要保证环境质量的地区，地理条件不稳定的地区，以及近期开发的一些不合格的建筑。

该地区规划人口6.5万。作为荒地地区城市改造的一部分，规划对当地废弃的采石场进行再利用，并进行大范围的景观规划以改善环境质量。项目还包括一个试验性的住宅开发计划，它将在建筑和工程学角度印证在陡坡上建造住房的可行性。该计划也将作为整个地区总体规划的参考和指导。

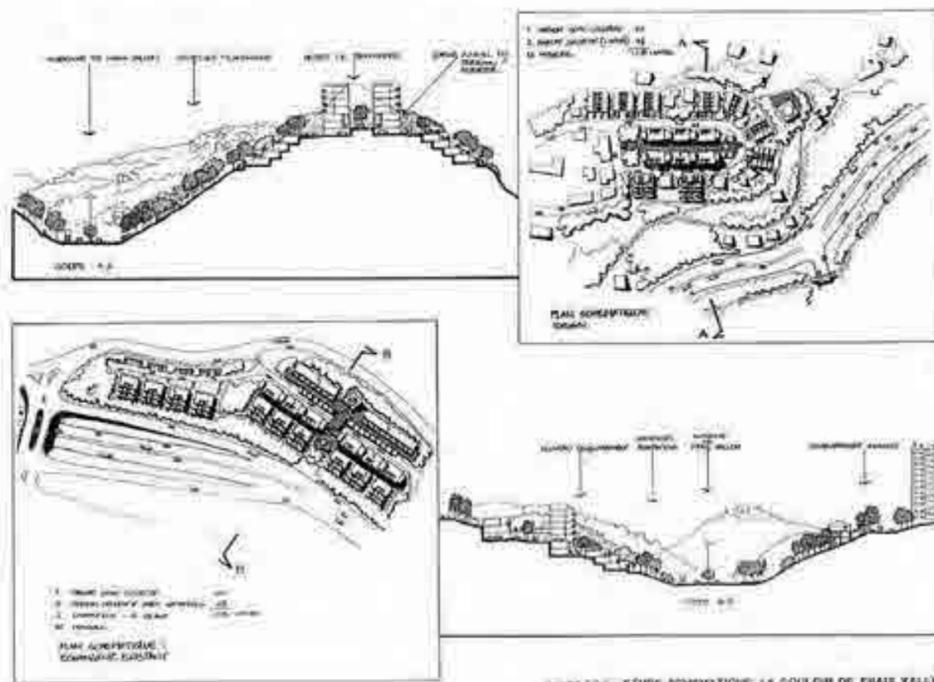


FIGURE 14-1 ETUDE SCHEMATIQUE: LE COULON DE FRAIS VALLON

中国

长崎岛概念性规划

北京城市建设工业开发有限公司

???

China

Changqi Island

Beijing Urban Construction Industry & Development Co. Ltd

???

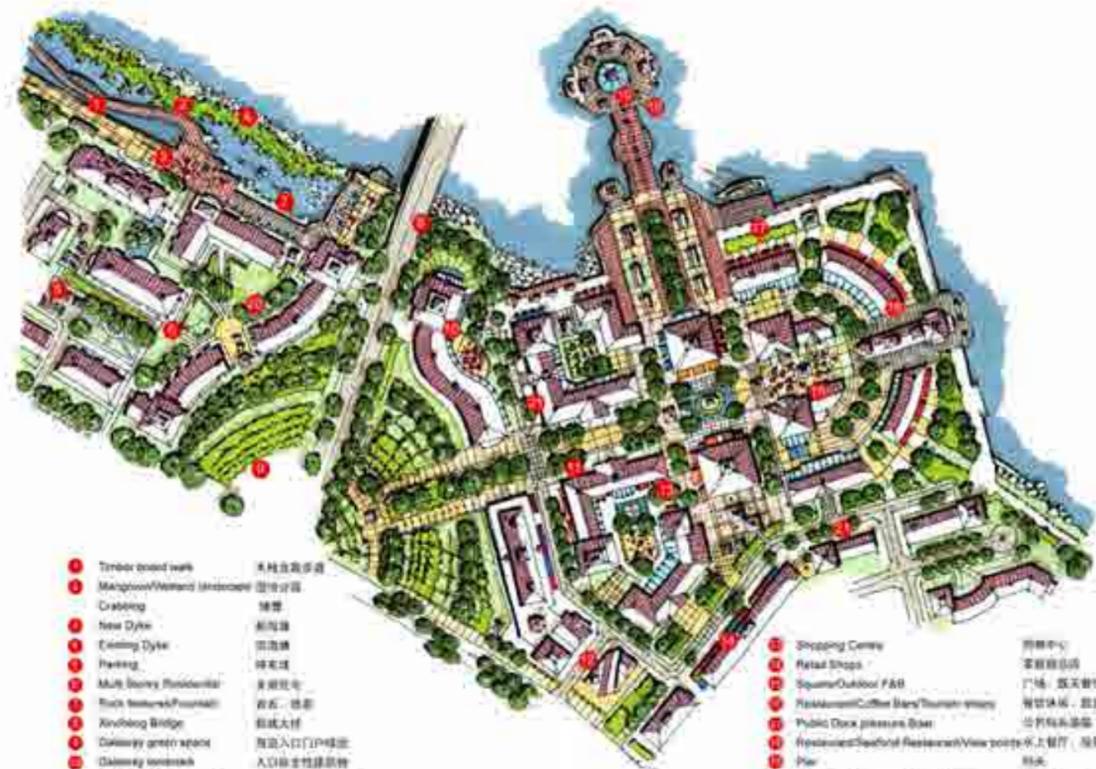
长崎岛占地7.97平方公里，岸线长度13.82公里。长崎岛位于舟山市东南，舟山临城新区对岸，是一个具有发展活力的地区。最近长崎岛通过桥梁建设和舟山内陆地区联系起来，现有的渔民居住区将进行拆迁安置。规划的重点是旅游、休闲娱乐和豪华住宅以及商业开发。规划区面积3.44平方公里，建筑面积400万平方米，规划人口3万人。用地功能设置包括规划的高尔夫花园城、山林佛教区、渔村和安置房基地、码头以及水景公园。台东借鉴国际上知名岛屿规划建设成功经验，深入研究长崎岛的发展战略，特别是不同组团的功能定位、布局及空间形态，提出相应的规划方案。为长崎岛及其周边海域的总体规划建立科学合理的框架。

Changqi Island covers 7.97 sq km with a coastline of 13.82 km. The island lies central south to Zhoushan island opposite Licheng New City, and is an area of energetic development. The island has recently been connected to the mainland by a bridge.

The existing fishing community is proposed to be re-housed on the island. The focus will now be on tourism, recreation, leisure, luxury residential and commercial uses — about 4 million sq m of floorpace for 30,000 population on a net area of 3.44 sq km. The land use strategy envisages a golf-based garden city, a Buddhist Mountain Retreat, a Fishermen's Village and Recreation Centre, a Marina and a Water Park. The plan shows the bridge to the mainland, with its axis aligned on a vast natural inlet.

Drawing from its extensive international experience in planning for islands, Halcrow carried out an in-depth study for the development of Changqi Island, with a particular emphasis on the range of activities to be included on the island, and the layout and spatial configuration of its various development clusters. The conceptual plans were supported by a sound development framework for the island and its surrounding marine environment.





- 1 Timber board walk 木栈道/木栈道
- 2 Mangrove/Wetland landscape 湿地景观
- 3 Crabbing 螃蟹
- 4 New Dyke 新海堤
- 5 Existing Dyke 旧海堤
- 6 Parking 停车场
- 7 Multi-story Residential 多层住宅
- 8 Town House 联排别墅
- 9 Detached House 独栋别墅
- 10 Public green space 公共绿地
- 11 Community Centre 社区中心/会所
- 12 Riverside promenade 滨水步行带
- 13 Private waterfront 私人滨水岸线
- 14 New quality development 新建高品质住宅
- 15 In settlement edge 住宅
- 16 High quality landscaping 高品质景观
- 17 Neighbourhood settlement 社区安置点/边线

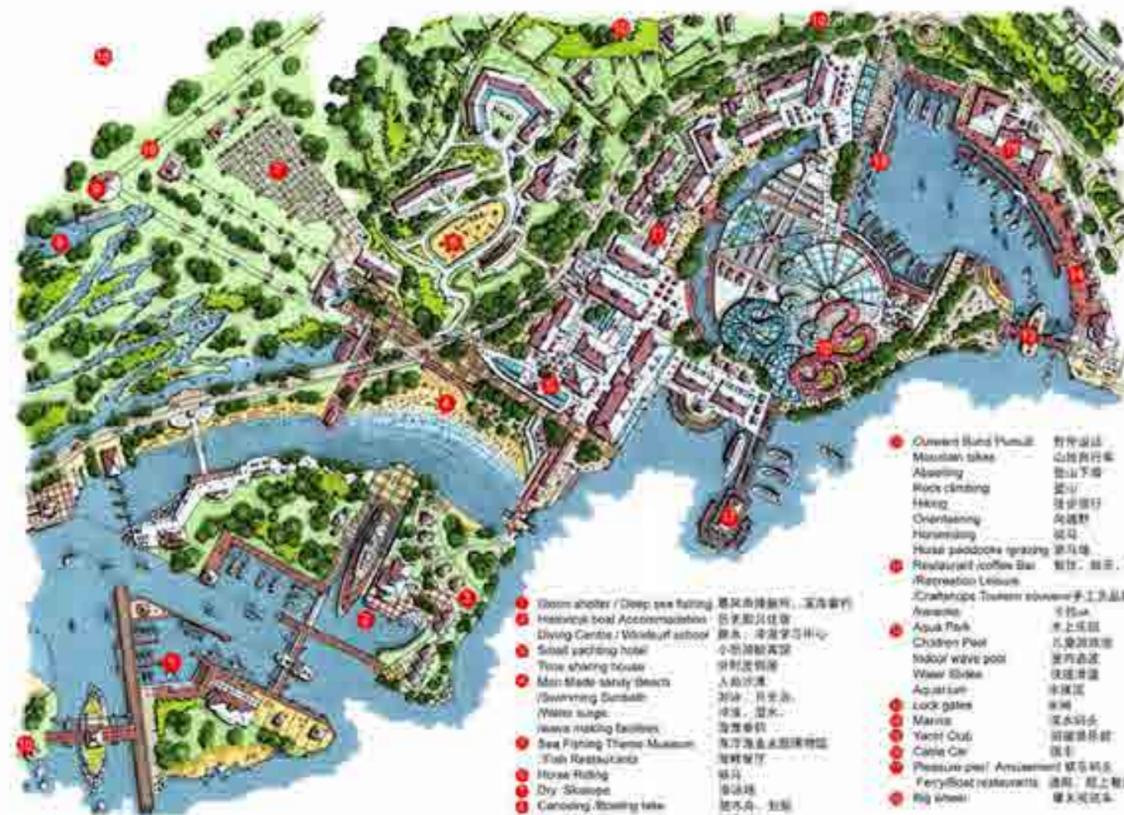
- 18 Shopping Centre 购物中心
- 19 Retail Shops 零售商店
- 20 Square/Outdoor F&B 广场、露天餐饮
- 21 Restaurant/Coffee Bar/Themed cafe 餐饮休闲、主题咖啡馆
- 22 Public Dock pleasure boat 公共码头游船
- 23 Restaurant/Bar/Hotel/View point 水上餐厅、观景台
- 24 Pier 码头
- 25 Residential amenity green space 住宅配套设施
- 26 Underground Car Parking 地下停车场



- 1 Parking 停车场
- 2 Multi-story residential 多层住宅
- 3 Town house 联排别墅
- 4 Detached house 独栋别墅
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- 10 In settlement edge 住宅
- 11 High quality landscaping 高品质景观
- 12 Neighbourhood settlement 社区安置点/边线



- 1 F&B outlet/Restaurant/Cafe Bar 美食店、餐厅、咖啡、酒吧
- 2 Travelling circus / Funfair ground/ Fortune garden/ Bird Avian 巡回马戏表演、大型游乐场、芳香园、鸟类观赏
- 3 Children playground 儿童乐园
- 4 Indoor sport facilities 室内运动设施
- 5 Park facilities 公园
- 6 Amphitheatre 室内剧场
- 7 Man-made Beach 人工沙滩
- 8 Woodland stroll park 树林漫步
- 9 Shops 商店
- 10 Four Seasons flower garden 四季花园
- 11 Promenade 步行道



- 12 Boat shelter / Deep sea fishing 船位/深海垂钓
- 13 Recreational boat Accommodation 休闲船位住宿
- 14 Diving Centre / Windsurf school 潜水中心、冲浪学校/中心
- 15 Sailing yacht club 帆船俱乐部
- 16 Tug showing house 拖船展示馆
- 17 Main Water safety Beach 水上安全沙滩
- 18 Yachting Museum 帆船博物馆
- 19 Water fishing facilities 水上垂钓设施
- 20 Sea Fishing Themed Museum 海洋垂钓主题博物馆
- 21 Fish Restaurants 海鲜餐厅
- 22 Horse-riding 骑马
- 23 Dry Skinning 晒鱼干
- 24 Canoeing / Fishing lake 划艇、钓鱼
- 25 Viewing point 观景台
- 26 Open-air Picnic 露天野餐
- 27 Mountain bike 山地自行车
- 28 Abseiling 登山下降
- 29 Rock climbing 攀岩
- 30 Hiking 徒步旅行
- 31 Orienteering 定向越野
- 32 Horse riding 骑马
- 33 Horse paddocks grazing 赛马场
- 34 Restaurant / Coffee Bar 餐厅、咖啡、酒吧
- 35 Recreation Lounge 休闲娱乐
- 36 Crafts/ops / Themed souvenir 手工工艺品商店
- 37 Awning 遮阳篷
- 38 Aqua Park 水上乐园
- 39 Children Pool 儿童游泳池
- 40 Indoor wave pool 室内波浪池
- 41 Water slides 快速滑梯
- 42 Aquarum 水族馆
- 43 Lock gates 闸坝
- 44 Marina 码头/游艇俱乐部
- 45 Yacht Club 游艇俱乐部
- 46 Cable Car 缆车
- 47 Pressure pool / Amusement 水上娱乐
- 48 Ferry/Boat restaurants 游船、船上餐厅
- 49 Rig wheel 摩天轮/过山车



中国

宜宾莱茵河畔居住区

宜宾丽雅置地有限公司

2006

China

Riverbank Rhine Residential Area, Yibin

Yibin Grace Co., Ltd

2006

The Riverbank Rhine development is located in Yibin City in Sichuan Province. Yibin is also known as the "original city" of the Yangtze River. The south bank of the Yangtze where the site is situated, is the fastest growing district in Yibin. The site originally housed the factory of Yibin Grace Group, and now will be redeveloped into an administrative, commercial, financial and recreational centre for the city. With its superior waterfront location and cultural heritage as a historic factory, the site will provide the setting for a modern-kindergarten residential area with integrated commercial functions and administrative functions.

This project has now been approved for implementation. With a development cost of 1.5 billion RMB, the project covers some 485m² with a floor area ratio of 2.5, building density of 30%, and an open space ratio of 40%. The total floor area will be around 800,000 sqm. Of this some 440,000 sqm will be residential and 160,000 sqm are reserved for commercial use.

The development in the future Yibin will adopt a European vernacular style of architecture, and will become a landmark on completion.

The architectural style for Riverbank Rhine takes inspiration from traditional German building vocabulary. The scheme's layout follows international models with the creation of squares at the confluence of major streets, and inward facing residential zones. The overall design objective has been to create a unique address and visitor destination for Yibin.

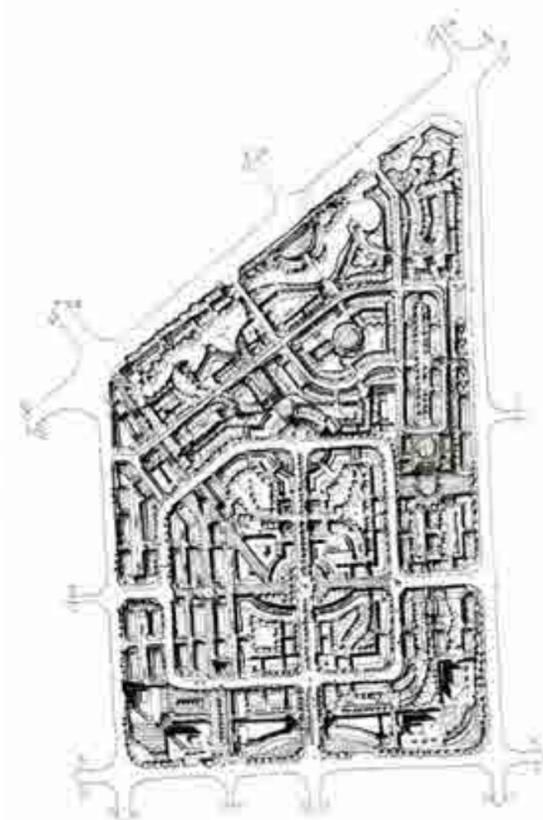
宜宾·莱茵河畔居住小区位于有“长江第一城”之称的四川省宜宾市。项目所在的南岸地区是宜宾城市发展的新兴城区，基地原为宜宾丽雅集团的厂区，是规划中的行政、商贸金融和文体娱乐中心。它介于长江与行政区之间，地理与人文环境优越。规划规划建设以居住与商业为主体功能的具有地标意义的现代化居住小区。

项目占地面积约485亩，容积率2.5，建筑密度30%，绿化率高达40%，总投资约15亿元，总建筑面积约80万平方米，其中住宅建筑面积44万平方米，商业建筑面积约16万平方米，以中、高层住宅为主。该项目是宜宾首个纯欧式风情大盘，项目建成后将是集住宅、商业、公共配套于一体的大型欧式复合项目，宜宾市区一流的高尚生活社区，同时也是宜宾城区地标性建筑群落。

“宜宾·莱茵河畔”的开发是借鉴中世纪德国南部莱茵河畔众多欧洲小镇的风貌与格局，来营造一个全新的开放式的新型居住社区。通过引用欧洲居住区规划手法来突破常规居住社区模式，以强化“宜居、活力、健康和生态”的城市空间，从而打造极富环境与人文魅力的新宜宾。

莱茵河畔的设计采用欧式新古典主义的建筑手法，更多地借鉴欧洲小镇规划的精粹，着重由多向的街道汇成多个广场节点并形成由街道围合的封闭组团，从而整合成一个开放与封闭相結合的动静相宜的城市格局。





中国

天津双港新家园居住区(西区)修建性详细规划

????

2007

China

Shuanggang New Home Residential Area (West), Tianjin

????

2007

Tianjin City covers some 11,000 sq km and is located in the North China Plain along the Bohai Sea coast. To meet the growing demand for housing, ten new residential areas are being planned between downtown Tianjin and the Binhai New Area. Shuanggang is the first of these ten housing projects.

Situated in the Jinnan District of Tianjin, Shuanggang New Home Residential Area (West Area) covers an area of 361.93 ha. The site enjoys excellent transportation connections: with a rail transit station planned at the north entrance, and the Jingang Expressway lying along the western boundary of the site.

Besides offering residential development on a commercial basis, the project will also deliver affordable housing and provide for residential housing within the development.

Hokuro's scheme was structured around a principal green axis (in a North-South orientation) and four major green axes. The principal axis served as a major ecological corridor and established a connection between a central park and a seaside park in the south. It also traversed the commercial centre at the rail transit station situated at the north entrance of the project. Large public facilities were sited along the main North-South axis, whilst smaller service facilities were arranged along the minor axes. The four minor axes linked four residential neighbourhoods and together with the main axis, form a vehicle-free ecological network for pedestrians.

In addition to a landscape network plan, the Hokuro scheme also proposed a three-dimensional strategy for the green space network. In accordance with international best practice in landscape planning, this involved developing a set of design guidelines for roof systems and colours, and for the planting of trees and other vegetation in order to maximise the landscape impact.

Hokuro secured the winning prize in this international competition.

天津市面积11万余平方公里，位于华北平原东北部，渤海之滨。为满足城市居民的住房需求，天津市在中心城与滨海新区之间规划了十个新家园居住区。作为启动项目，本次规划范围双港新家园居住区(西区)就是其中之一。

双港新家园居住区(西区)位于天津东南部的津南区，规划用地面积为361.93公顷，基地交通出行条件优越：北入口处规划有轻轨站点，西侧是联系内城和港口的津港高速公路。

根据政府要求，双港新家园除了商品房开发以外，还要承担一定量的经济适用房和动迁安置任务。

方案的规划方案采用了由一条南北绿化主轴和四条绿化次轴的结构骨架。作为新家园最重要的生态走廊，沿轴山路设置的绿化主轴不仅建立了中央公园同基地南侧亲水公园的联系，并一直贯通直达新家园北门户轨道交通站点商业中心。公建布置采用大型公建向主轴集聚，居住小区配套公建靠次轴的原则。居住功能按四大片区组织，四条生态联系次轴横向串联四个居住片区，同主轴一起架构了整个新家园无机动车干扰的步行景观系统。该方案首倡了生态型住区，使人工环境和自然环境相协调。强调绿脉与居民活动的融合，将住宅组团与绿色活动空间融为一体。

另外，方案在本次规划中借鉴国外流行的生态居住技术，从传统传统的平面绿化转向三维的空间可视绿化。即在居住区绿化景观的设计中，通过采取建筑垂直绿化、屋顶绿化和配置各种高度的植被等措施，力求大幅度提高居住组团“绿化率”，从而将规划区打造成为独具特色的花园新城。

方案在本次规划国际竞赛中获得第一名。







New Towns differ from other types of urbanisation as they are not organic or unplanned, but are usually designed and constructed, and very often political or economic in motivation. New Towns are not new phenomena: they have been planned and built since ancient times. For instance, the capital of northern Pakistan was built by the Indus Valley Civilisation about 3,000 years ago and was home to 40,000 residents.

More recently in the same region, but during the British colonial period, much of the old city was pulled down to give rise to the capital colonial administrative New Delhi, commonly named "Lutyens' Delhi". After the independence of India, architect Le Corbusier who had his work on the city's landscape. Following independence and partition, the Pakistanis and Indians both started their simultaneous carved out separate identities through new town developments, using modernist principles in their way how the colonial constraints of the past. Le Corbusier had the opportunity to realize theory and form in India's new town's landscape, which the French designer had demonstrated his famous "habitat 67" in the new capital, Chandigarh. Chandigarh (India) and Brasilia (Brazil) are other famous modern examples of New Towns origins.

One of the most influential New Town influences began in the 11th with Ebenezer Howard who pioneered the Garden City movement in the 19th century. This led to the origins of Letchworth and Welwyn Garden City and other new towns such as Harlow and growth into Milton Keynes, following the introduction of the New Towns Act 1946 and 1954.

Even though modern New Towns have the term "company town" and they resemble them, the creation of manufacturing towns such as Mauthausen in the UK during the industrial revolution, through no longer modern



图 004 图 004

city planning. New Town development can still be witnessed throughout the world today with wide-scale New Town programmes currently being implemented in China and the Middle East. Other than New Towns have come about as the existing cities are too congested and polluted, too hot, too high, and too expensive. In various government leaders' common policy and international investment projects, these new governments in different locations, complete with housing, parks, schools, and recreation. Several new projects are undertaken by Baku are presented in this chapter, including Leninist Qasr, the Baku New Town in Baku and the New Town of New Town in Baku (Khanlar), the New Town of Tbilisi New Town and Baku New Town projects.

新城与其它城市化形式都不尽相同，它的基础设计和建造的产品，通常带有政治或经济的驱动因素。新城并不是一个新生的概念，早在远古时代就已经有建造新城的历史，比如位于巴基斯坦北部的哈拉帕地区大约是在3000年之前由印度河流域文明所建造，当时该地区居住了4万居民。

在英属殖民地时期，同样位于这个地区的旧德里大部分被拆除以给殖民政府的建设让路，之后该地区改称新德里。由于著名的英国建筑师埃德温·勒·柯布西耶对当地城市景观的总体规划，该地区也被称为“勒·柯布西耶圈”。巴基斯坦和印度在经历独立和分裂之后，两国政府不约而同地通过新城开发来确立各自的特征，试图通过现代主义规划手段从过去的殖民地束缚中解脱出来。在印度的新城昌迪加尔的开发中，建筑师勒·柯布西耶将新城规划理论转化成了现实形式。同时，希腊设计家诺萨迪里斯也在巴基斯坦的新首都伊斯兰堡特别进行了国际化的规划设计，另外两个著名的新城首都开发案例是澳大利亚的堪培拉和巴西的巴西利亚。

新城开发的巨大影响力始于英国由埃比尼泽·霍华德于19世纪开办的花园城市运动，第二次世界大战之后，随着新城政策的引进，这些运动引领了列克沃斯和韦林等花园城市的建设以及其他诸如埃格（即称尤尔福瓦里斯）等新城的诞生。

以经济发展为驱动力的新城建设几个世纪来已经成为全球普遍趋势，从工业革命时期的制造业新城曼彻斯特，到第二次世界大战之后日本发展的丰田城这样更为现代的企业新城，都是新城开发的典型案例。如今的现代新城开发依旧活跃，尤其是在中国和中东地区，目前正在进行大规模的新城开发，新城不断涌现的原因是因为现有城市过于拥挤，污染严重，房租昂贵，土地严重缺乏。于是政府结合政策和基础设施投资，在未开发地区进行新城建设，并完善住宅、就业、教育及基础设施等配套。本章首先介绍了合乐参与规划的一些新城项目，其中包括于格尔

的鲁塞尔、迪拜的杰贝阿里新城、拉斯阿尔蒙特的准新城，以及中国的高州西大塘新城和宿迁新城等。



RAK Gateway规划, 拉斯阿尔卡麦
RAK Gateway, Ras al Khaimah



Lusail地区规划, 卡塔尔
Lusail, Qatar



杰贝阿里新城规划, 迪拜
Jebel Ali New Town, Dubai



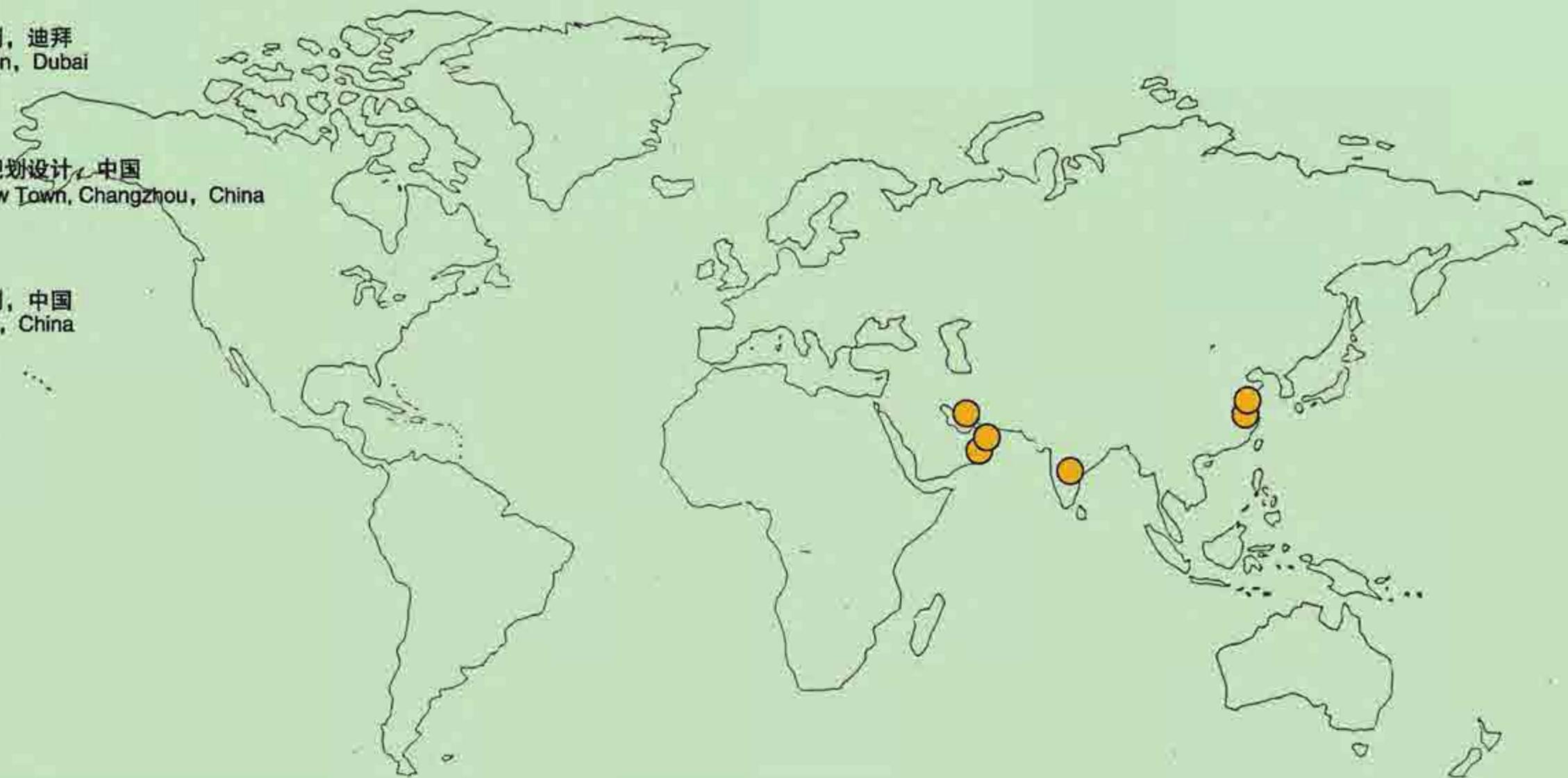
常州西太湖新城规划设计, 中国
West Tai Lake New Town, Changzhou, China



江苏宿迁新城规划, 中国
Suqian New Town, China



湖泊城, 印度
Lake City, India



拉斯阿尔卡麦

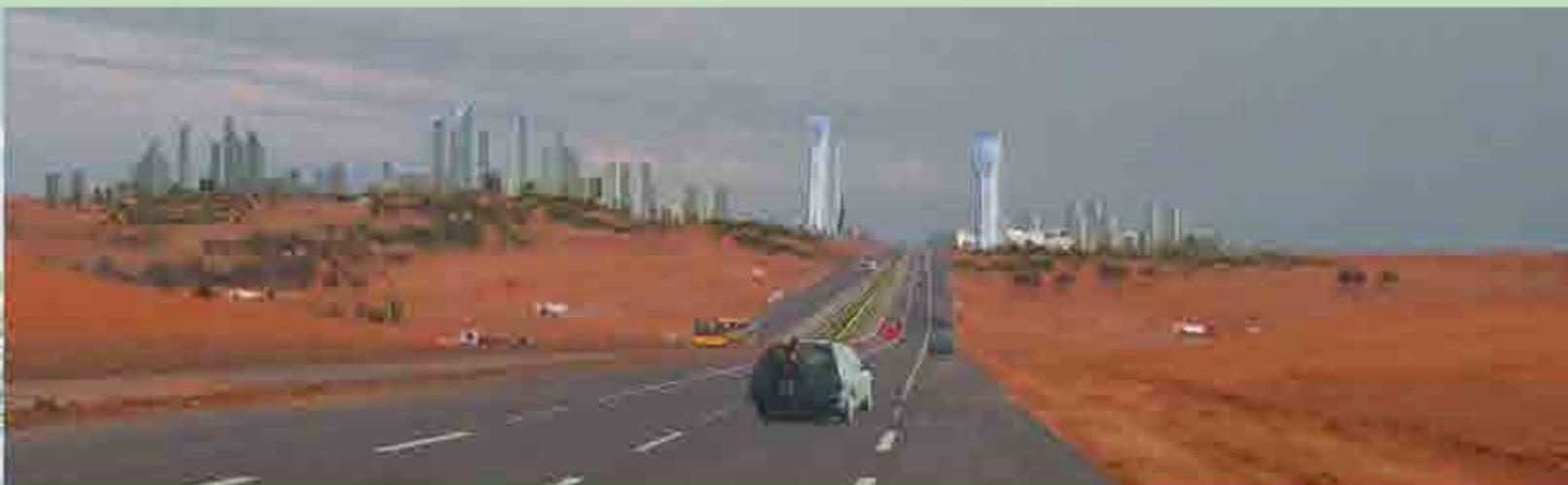
RAK Gateway规划
拉斯阿尔卡麦政府
2005

在由阿布扎比经迪拜通往拉斯阿尔卡麦的新建道路的建设期间，拉斯阿尔卡麦王子HH Sheikh Saud Bin Saqr Al Qasbi 提出在这条新建道路的原头开发一个新地的概念，作为通往该地区的门户和通向拉斯阿尔卡麦旧城区的卫星新城。基地占地约50平方公里，概念规划包括服务于约25万人口的住宅、就业和其他设施的规划。

During construction of the new Emirates Road from Abu Dhabi through Dubai to Ras Al Khaimah, the Crown Prince of Ras Al Khaimah HH Sheikh Saud Bin Saqr Al Qasbi saw the opportunity to build a New Town at the end of the Emirates Road serving as the gateway to his Emirate and a satellite to the old Ras Al Khaimah City. The site comprises about 50 sq km and the concept plan delivers housing, employment and facilities for an ultimate population of about a quarter of a million people.

Ras al Khaimah

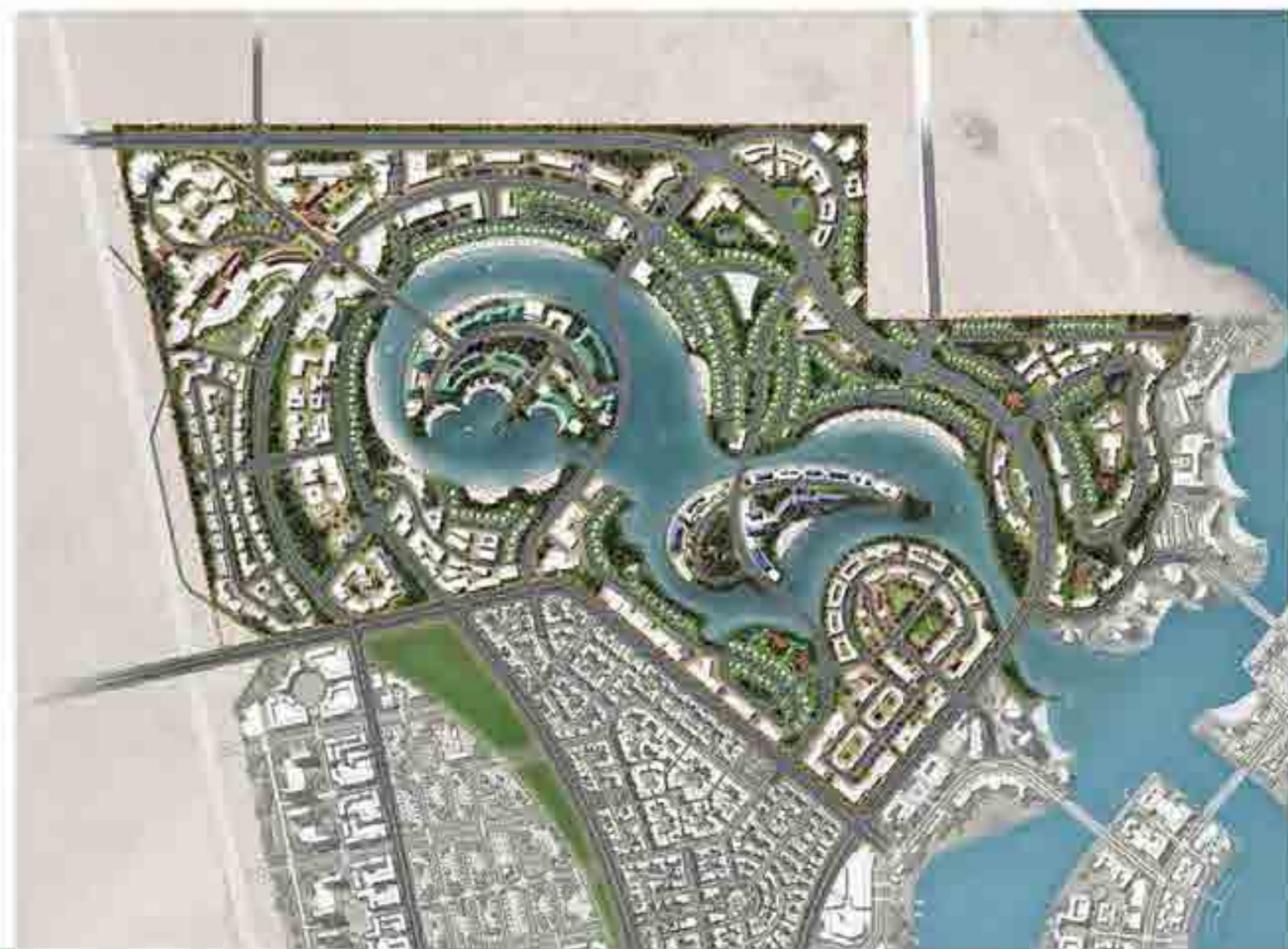
RAK Gateway
Government of Ras al Khaimah
2005



Qatar

Lusail
Qatari Diar
2006-2007

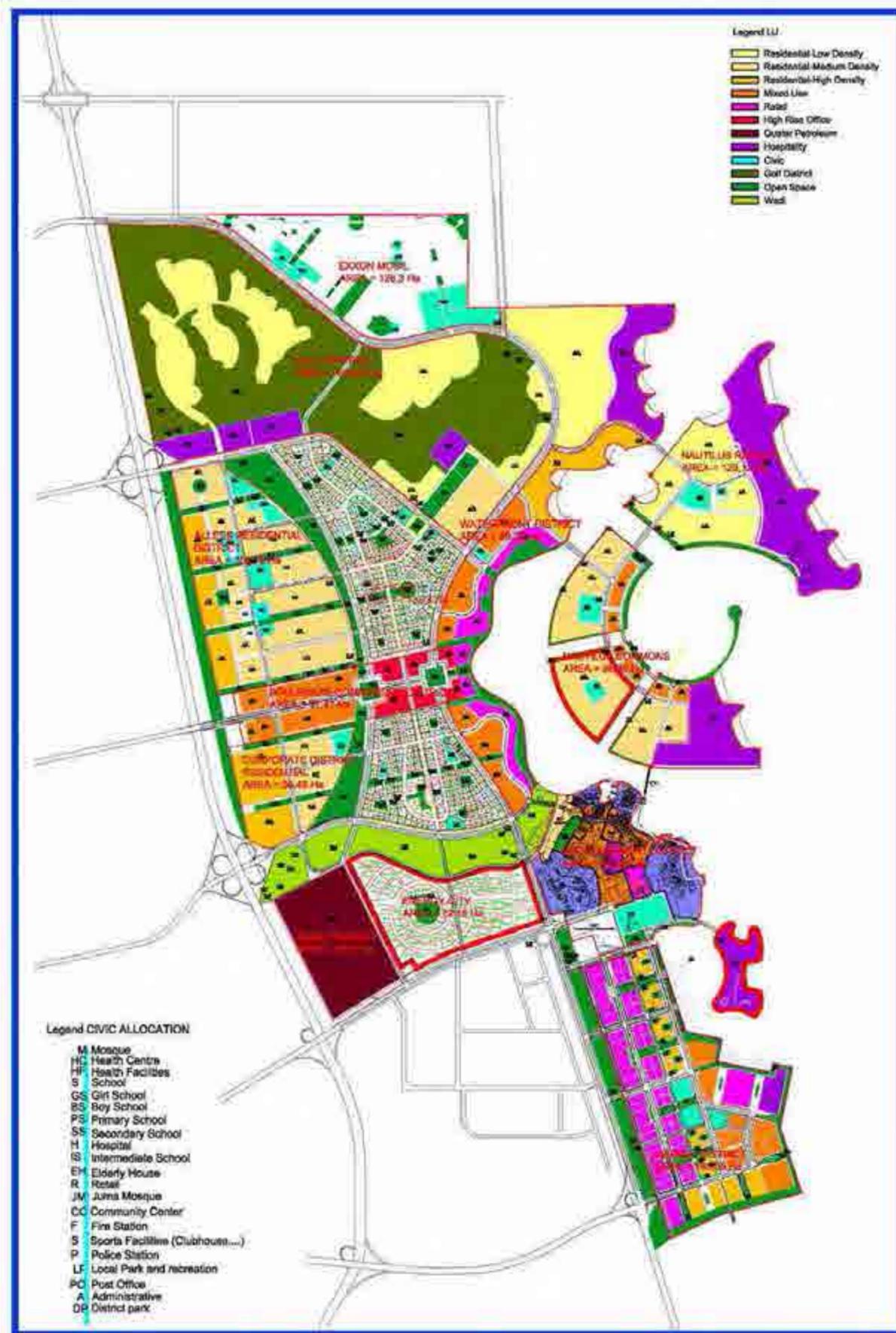
Growing congestion in the capital city of Doha has prompted this proposal for a New Town some 30 km north of the city known as Lusail. The site is about 20 sq km with a sea frontage and the development is expected to accommodate 180,000 residents. The original concept plan for Lusail was prepared by a local consultant, with Halcrow subsequently commissioned to review this plan, and then prepare development guidance for detailed master plans of various districts. Critical to this exercise has been the need to continuously strive for acceptable integration of the individual elements in order to ensure the realisation of the developer's vision of Lusail as a desirable place that many nationalities will choose for living and working. Halcrow is also responsible for delivering the town's road and utility infrastructure, including the provision of an integrated public transportation system.



卡塔尔

Lusail地区规划
2006-2007

卡塔尔首都城市多哈日益突出的拥挤问题催生了这个新城开发计划。项目位于Lusail市以北30公里处。基地为占地的20平方公里的滨海区，规划居住人口18万。Lusail地区的原概念性规划是由其他公司制订的，合乐负责对这一规划进行修订，并为其中多个地区进行详细总体规划并制订开发指导框架。该项目的关键是不断将独立分散的元素有机地合成整体，从而让开发商使该地区成为许多人工作和生活的首选之地的愿景变成现实。另外，合乐负责对该地区的道路和基础设施包括一个综合性的公共交通系统进行设计。

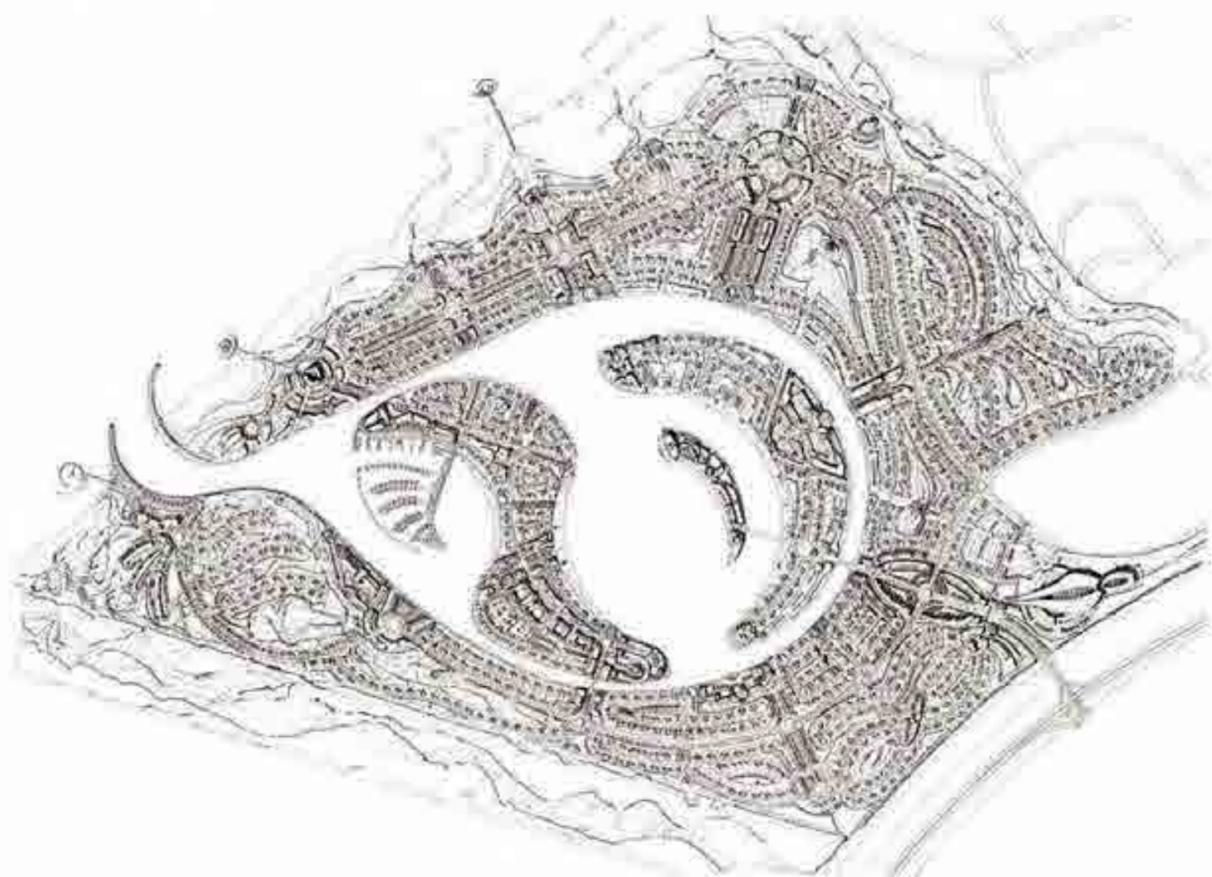


Dubai

Jebel Ali New Town
Dubai Municipality
2001-2003

Jebel Ali is the home of Dubai's port and Free Zone and lies some 12 km from the Abu Dhabi border. The coastline between Jebel Ali and the border is the last remaining stretch of undeveloped coastal land in Dubai. In 2001, Halcrow prepared a Master Plan for this new town, covering some 60 sq km in total. The plan adopted Garden City principles and included the introduction of two large sea lagoons and the formation of islands within the lagoons which enabled a significant increase in the overall length of high value waterfront. A significant feature of the Halcrow plan was to retain the natural coastline and stretch profile.

This plan has now been superseded, and a major developer in order to cater for a much larger population, is planning major reclamation works that will fundamentally alter the existing coastline.



迪拜

杰贝阿里新城规划
迪拜政府
2003

杰贝阿里是迪拜地区港口和保税区的所在地，距阿布扎比边境约12公里。位于杰贝阿里和边境之间的岸线是迪拜现存唯一未开发的沿海区域。2001年，哈尔科为总占地60平方公里的杰贝阿里新城进行了总体规划。规划采用了花园城市的设计理念和方法，在环礁湖中引入岛屿，大幅增加了高价值的滨水岸线的长度。岸线设计的重要特点之一是最大程度地保留了岸线和海滩地区的原貌。

该规划现已搁置实施，开发商为了使项目满足更多人口的需求，准备对现有岸线进行彻底的改造和重建。





中国

常州西太湖新城规划设计

???

2007

China

West Tai Lake New Town, Changzhou

Top Spring Group Holdings Ltd

2007



该项目位于常州市附近，是以“花园城市”为概念的新城规划项目。规划用地位于常州市武进区西太湖北岸，约34平方公里，距武进中心区和主城区6公里左右，联系便捷，是整个西太湖生态休闲区的片区中心，将发展成为一个集商业、办公、居住、休闲、文化、旅游等为一体的现代化的综合性湖滨新城（EED），它既是175平方公里西太湖生态休闲区的中心区，也是整个常州市未来的城市副中心，居住人口将达10~15万人。

城市EED 意指——以休闲功能为主，整合旅游、购物、体育、健身等各类类型的新兴产业区，是都市生活的新亮点。即该区域是城市的生态中心（绿心）、休闲中心、娱乐中心等中心构成的城市新型动力中心。城市EED 建设致力于把滨湖新城打造成常州市的休闲之新和旅游服务中心，成为常州市产业升级和提高城市品质的引擎。

This is a new town project inspired by the British "Garden City" movement of the late 1800's. It is located on a 34 sq km site near Changzhou City on the north bank of West Tai Lake in Wujin District, at a distance of 6 km from downtown Changzhou. The planning for this new town focused on the creation of an EED (Ecreational Business District) which combines tourism and innovative leisure industries with residential, business and commercial services. The new town with a population of between 100,000 and 150,000 persons will form the central focus of West Tai Lake Ecological Area, and serve as both sub-centre and EED for Changzhou City.

As an EED, the site with its integrated range of ecological, tourism, leisure, commercial and administrative functions will provide much needed amenity to Changzhou City, and help to upgrade the quality of life within the district.



中国

江苏宿迁新城规划

???

2006

China

Suqian New Town, Jiangsu Province

???

2006

FAKROW was commissioned to prepare a strategic master plan for a 81 km² lakeside site with a 15 km water frontage along Luoma Lake in the northern part of Suqian in Jiangsu Province. A detailed urban design plan for a new town of 10 km² with lakeside water frontage was also prepared as part of the design development.

The design intention was to convey the image of a "garden and water city" rather than that of a conventional Chinese New Town. The overall site was therefore developed along the "Garden City" concept with concentric rings of development springing from a central core at the hub, with wetlands and ecological habitat reserves at the fringes.

The New Town formed the core of the overall site and was developed along a triangular form taking a "Cultural Museum" in the west, an "Administative Centre" in the north and an "Industrial Park" in the south. From west to east development included commercial office towers, hi-tech and knowledge-based industrial parks, cultural facilities, retail development and student apartments for professionals. The plan also provided substantial open space for leisure and events. These included a "Fusion of Festivals", a "Festival Stage" on the lakeside, and promenades and plazas along the waterfronts of Luoma Lake and along the internal water bodies.

The large areas retained the use of a small network of existing roads and introduced low intensity development in the form of high-quality villas, low density residential.

The focus was on giving the entire development an "ecological" emphasis, with a combination of landscape, water and existing natural forms. The ecological theme was carried through to the smaller spaces such as residential gardens, courtyards, pocket parks, an all ponds and extensive landscaping along main roads.



合作应作为江苏省宿迁市北部地区骆马湖拥有15公里滨水岸线的81平方公里湖岸地区进行战略性总体规划，另外作为该规划项目的一部分，还为该基地内一个10平方公里的湖岸新城进行了详细的城市设计。

不同于传统中国的新城规划，设计力图表达一种“水上花园城市”的概念。整个基地的开发都贯穿着“花园城市”的主题，由多个同心环带组成，中间的核心地区设置商业中心，基地边缘则布置湿地和生态度假休闲区。

新城是整个基地的核心区，主要沿着西面的文化码头、北面的行政中心和南面的工业园区组成的三角形区域进行开发。混合功能开发包括了商业、写字楼、高科技知识型工业园区、文化设施、零售业，以及为一些专业人才度身定制的1000住宅等。新城也设置了充足的开放空间以进行一些节日庆典活动，在水上设置演绎舞台，并在骆马湖沿岸和内部水体上设置公共空间。

基地的功能地区很好地利用了原有的小规模道路网络，进行小规模高品质的别墅、联排住宅和度假区开发。

规划的重点在于注重整个项目的生态性，结合景观、水体和现有的自然形态，生态主题还体现在一些细节的设计上，如住宅花园、庭院、小型公园、绿地和沿主要道路大范围的景观设计等。



重点地区城市设计总平面图
Layout plan for core area urban design

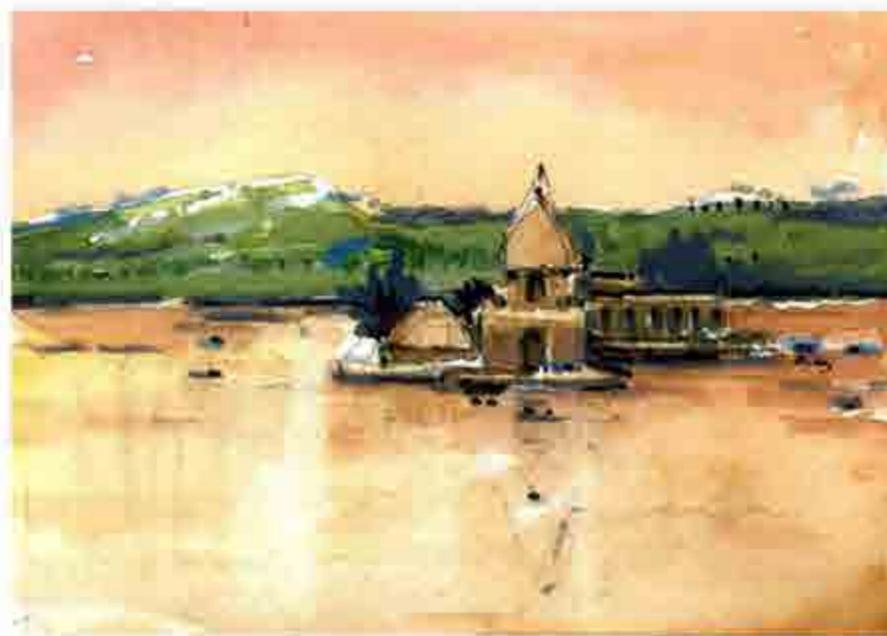
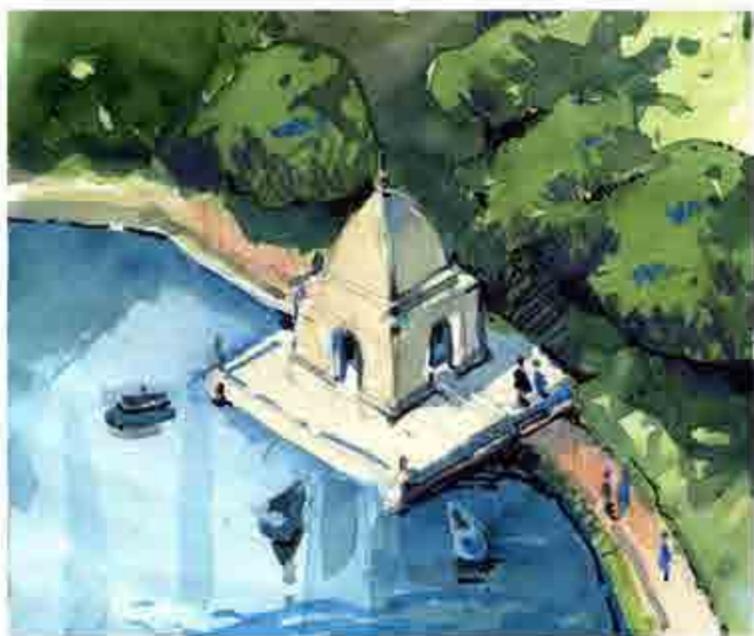
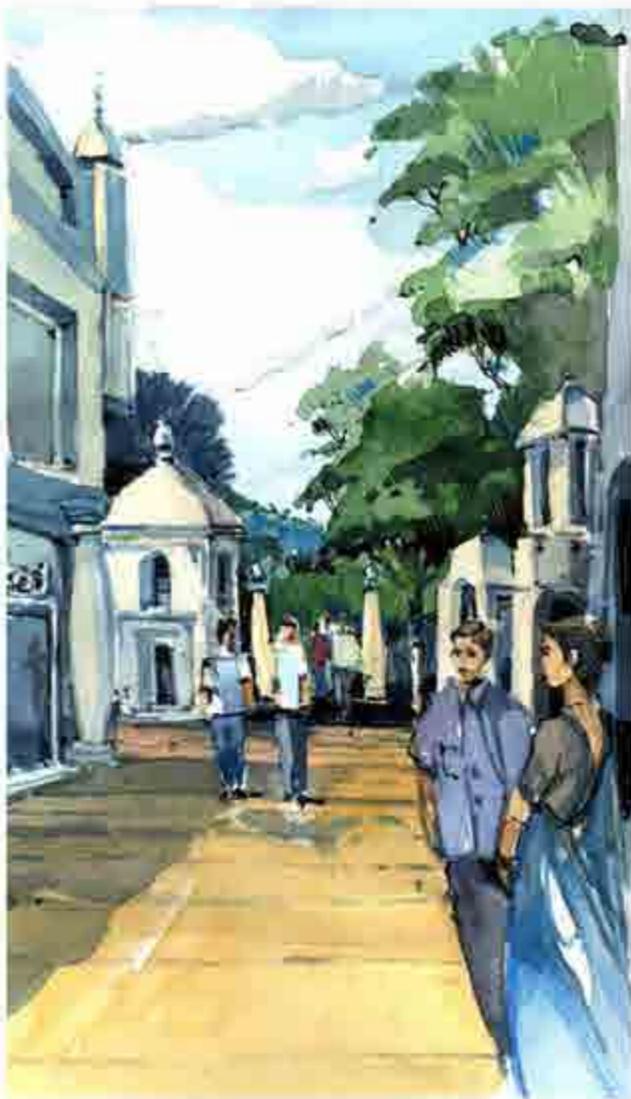


India
Lake City
Private Client
2001

印度
湖泊城
私人业主
2001

该项目是印度100年来首个新建别墅区的概念性规划。孟买-浦那高速公路的建设将这个位于高山山脉西部的景区与孟买市之间的距离从原先的3个多小时缩短到两个小时以内。项目基地依水库而建，总用地面积5000英亩，主要包括市中心、居住区、宾馆、学校、大学、科研机构、体育场、高尔夫球场、马场、野生动物园和宗教场所等。

This was a Concept Plan for India's first new hill station in over 100 years and it was prompted by the realization that the completion of the Mumbai-Poona Expressway would bring this scenic site in the Western Ghats within a 2-hour reach of millions of Mumbai whereas it was previously within a 3-hour reach. The site comprised 5,000 acres of land around a reservoir and the development brief included a town centre, residential areas, hotels, schools and colleges, research institutions, sports complex, golf course, and lakes, water park and so on.



Habitat 670 undertakes extensive poverty reduction projects throughout the developing world. Much of its work has focused on increasing the poor-poor livelihoods in urban areas by the top-down (i.e. providing the housing) or municipal authorities and the bottom-up (i.e. increasing the ability of the poor to participate in decision-making and to contribute to urban management activities in their own communities). Increasing the involvement of the poor in the upgrading of existing settlements (covering design, financing, implementation, and maintenance of these housing stock) has been a key driver of many Habitat projects in the world. In parallel, measures that cater for the needs of future lower income communities have been implemented, covering the provision of new basic housing, devolving additional regulatory responsibilities to lower income areas and providing a raft of social and infrastructure services that would help to improve the educational and economic standards of these populations. This has been an important focus of Habitat's work over the past two decades – not the emphasis of this book, but even so, the key projects that focus specifically on housing for the poor are included.

Habitat 670 在全球各个发展中国家和地区开展大量的扶贫项目。这些项目既从上而下（比如完善市政机构的运作体制）或从下而上（比如鼓励贫困群体参与社会决策和城市管理活动的能力），提高了贫困群体在城市管理中的地位。全球在这个领域的许多项目，其目的就在于改善现有居住条件的过程中（如设计、融资、实施和城市住宅储备等），提高贫困群体的参与性。同时，针对未来低收入群体的潜在需求制定具体措施，包括提供基本住宅、将差别而定为贫困地区制定特定的建筑规范，并推行大量社会和公共举措，以提高未来人口的教育和经济地位。这也是过去20年 Habitat 工作的重点之一。鉴于本书的编辑和主旨，以下只收集了全球贫困群体住房项目中视为典型的项目：



安曼Wahdat东部地区升级规划, 约旦
East Wahdat Upgrading Programme, Amman, Jordan



雅温德和杜阿拉城市开发项目, 喀麦隆
Urban Development Project, Yaoundé and Douala, Cameroon



亚松森La Chacarita地区升级规划, 巴拉圭
Upgrading of La Chacarita, Asunción, Paraguay



成都青羊农迁安置住宅项目, 中国
Qing Yang Resettlement Housing Project, Chengdu, China



约旦

安曼Wahdat东部地区升级规划

约旦政府 / 世界银行

1981

Jordan

East Wahdat Upgrading Programme, Amman
Government of Jordan/World Bank

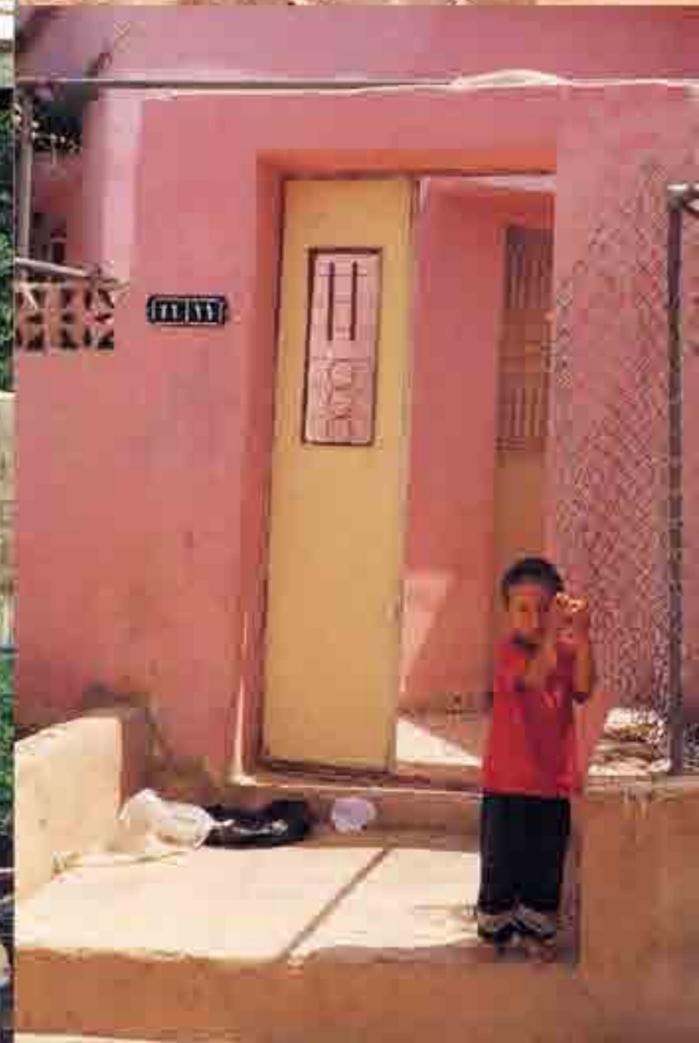
1981

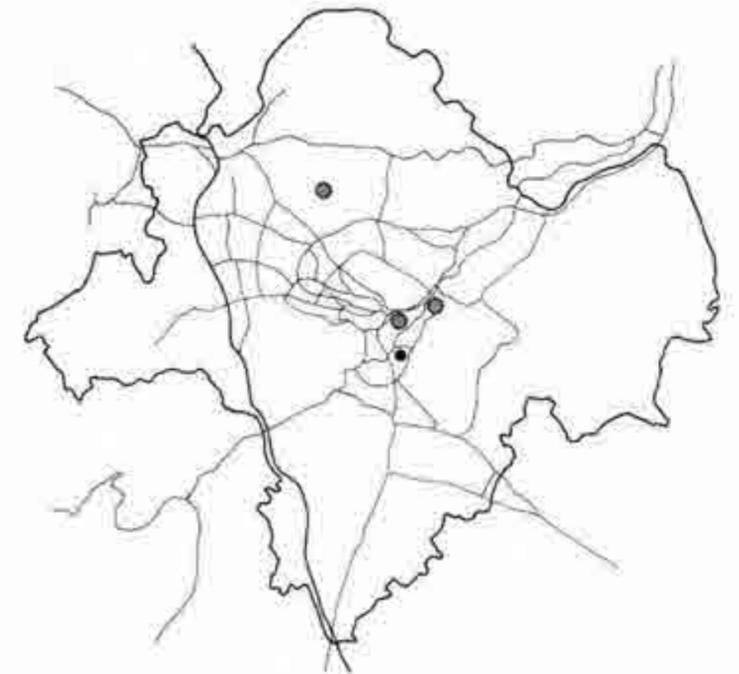
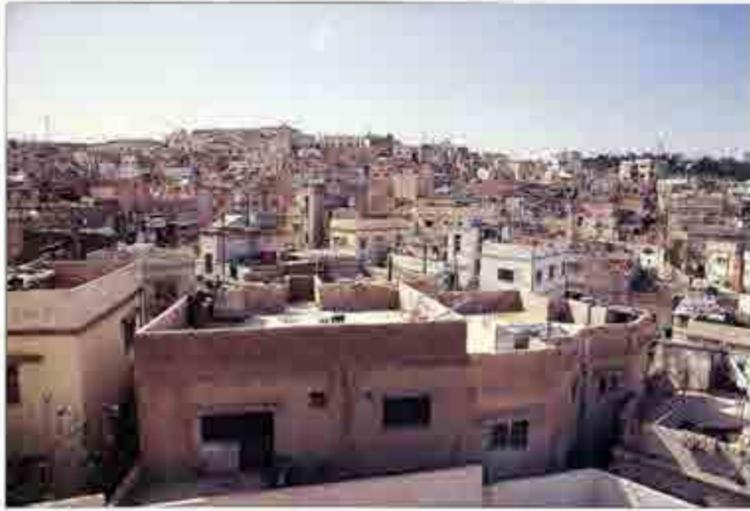
安曼Wahdat东部地区的升级规划是为了解决约旦社会40%的底层人口的社会经济和住房需求而进行开发建设的一部分。这个试验性的项目将对安曼地区4个非正规住宅区进行改造升级，涉及居民户数达1500户。Wahdat东部地区就是其中一个地区。项目还包括在城市周边建设3个可容纳总数达5000户居民的新建社区，提供经济适用房和相关社区服务设施。这个项目也是一个长期经济适用房开发计划的启动项目。Wahdat东部地区规划项目的目标是保证居民的土地拥有权和使用权，并为这些当地百姓提供住房补助、小型企业贷款以及教育培训计划。Wahdat东部地区升级规划见证了从混乱松散的棚户区到健康、经济、活力社区的转变。

这个项目获得了1992年度阿卜杜拉建筑奖。

The upgrading of East Wahdat was part of a programme aimed at addressing the socio-economic and housing needs of the poorest 40% of Jordan's urban society. The pilot project involved the upgrading of five informal settlements in Amman with a combined population of 1500 households. These five settlements included East Wahdat, an overflow of the nearby Wahdat Refugee Camp. The project also involved the provision of affordable housing and related community facilities on three peri-urban sites for some 5000 new households, intended as the first tranche of a rolling programme that could periodically deliver affordable urban housing. The East Wahdat project objective was to enable some 200 families to secure land tenure, and gain access to housing finance, loans for small enterprises, education and training programmes. The upgrading of East Wahdat saw a remarkable transformation of a loose collection of congested tenements into an attractive, healthy and economically vibrant neighbourhood.

This project won the 1992 Aga Khan Award for Architecture.





*Commercial usage around the fringe of the site, as well as in strategic positions throughout the neighbourhood, was an important part of the financial viability of the project. The choice of materials similar to those being used throughout Amman made sense, since they were readily available.
MIZOW Site plan of East Waddai*

Green, redwood walkways have replaced the concrete footpaths between houses, helping to ease the self-interest of the inhabitants. In its natural appearance, the community has closely approximated the surrounding urban context of Amman. MIZOW Proposed expansion plan of Amman with the location of East Waddai shown at the bottom.

喀麦隆

雅温德和杜阿拉城市开发项目

喀麦隆政府 / 世界银行

1980

Cameroon

Urban Development Project, Yaoundé and Douala
Government of Cameroon/World Bank

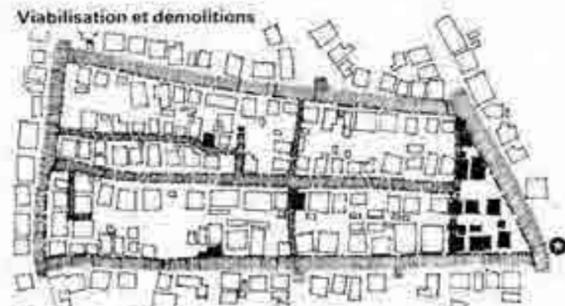
1980

这个由世界银行参与部分投资的项目，主要是对喀麦隆首都城市雅温德和港口城市杜阿拉两个地区的非正规住房进行升级规划。

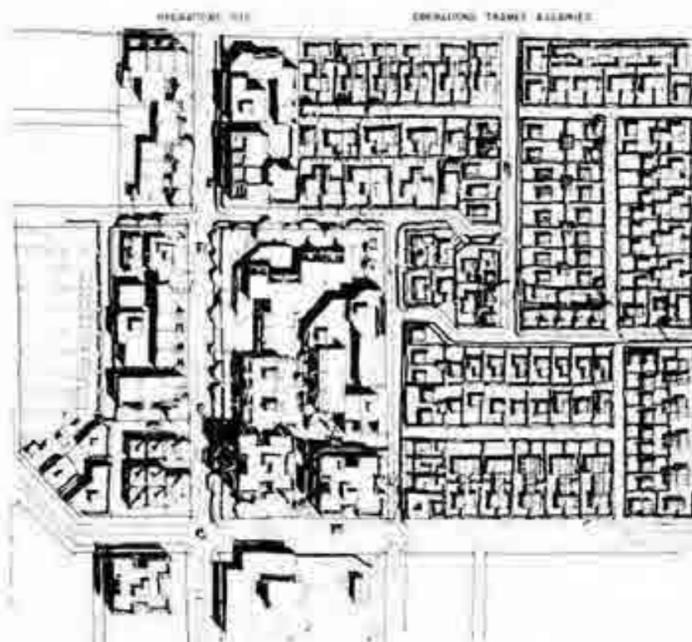
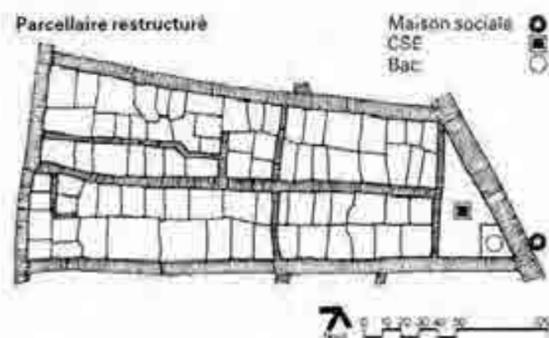
1980年，尼宽地区的非正规住房容纳了8万人口（整个城市人口的12%），而雅温德和杜阿拉地区则容纳了10.4万人口（整个城市人口的30%）。这两个地区落后的基础设施、混乱和低质量的自建房屋严重威胁到居民的健康。升级规划包括为当地新建道路，并对这两个地区重新进行有效的区块划分。规划重点强调了当地社区性的住房补助问题。同时，考虑到未来低收入阶层的需求，在两个城市都规划新建了经济适用房基地和相关的社区服务设施，避免产生新的贫民窟。

This project, partly funded by the World Bank, entailed the upgrading of two areas of informal housing in Yaoundé, the capital city, and Douala, the port city, of Cameroon.

In 1980, the informal settlement of Ni'koya had a population of 80,000 (about 12% of the city's total) and the largely unregulated Zone H of Douala of Yaoundé, a population of 104,000 or 30% of the capital's total. Both areas posed a serious threat to public health with little basic infrastructure and with self-built housing that was structurally unstable. The upgrading plans included the construction of new roads for local access and the reorganizing of the areas to provide more efficient plot subdivisions. Special emphasis was given to incomes and methods of housing finance, especially local, community-based savings schemes parallel new schemes planned for affordable housing and related community facilities in both cities to cater for the needs of low-income households, and avoid the emergence of new slums.



Restructuration.

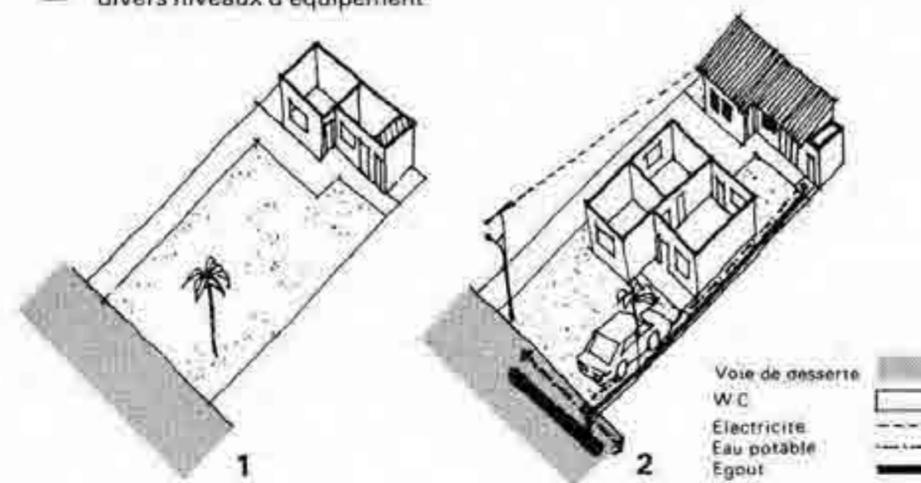


Bonamoussadi - Plan d'un îlot central.

2.3 LES PARCELLES EQUIPEES

Afin de présenter un éventail qui corresponde aux ressources disponibles de la clientèle-cible, les coûts d'équipement ont été calculés pour:

- diverses tailles de parcelle.
- divers niveaux d'équipement.

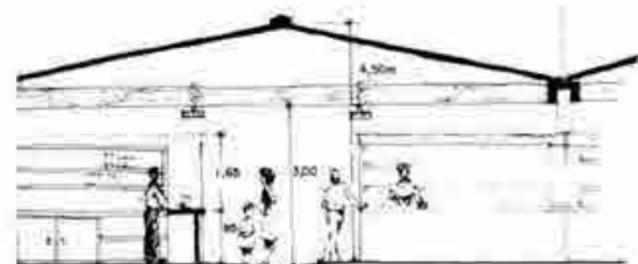
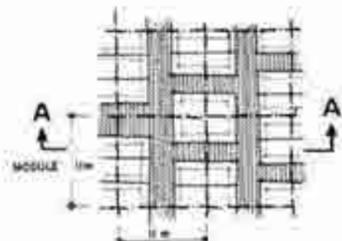
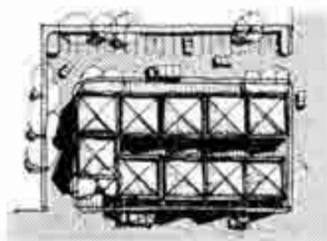


Evolution du logement

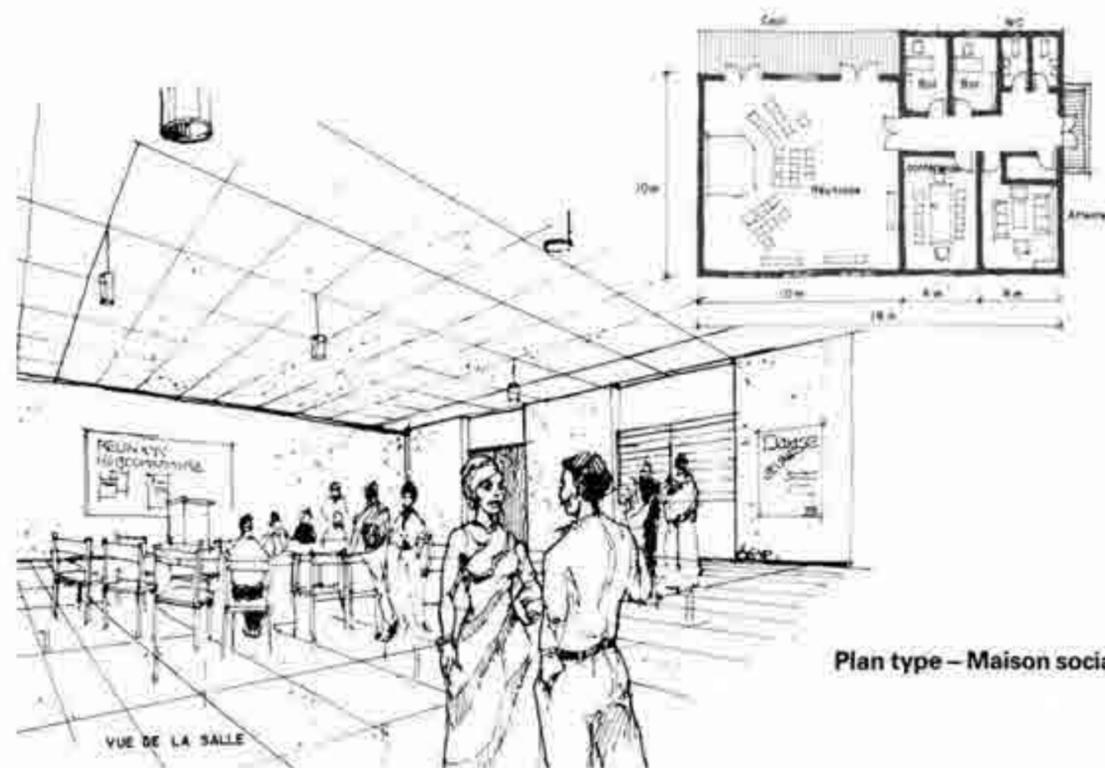
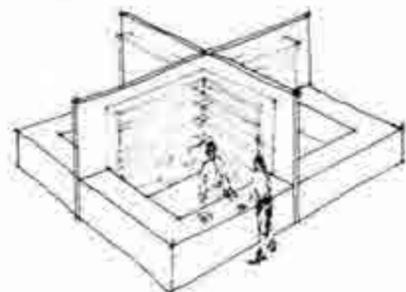
2.2 LES LOGEMENTS-TYPE PROPOSES



type - Marché.



COUPE AA



Plan type - Maison sociale.

巴拉圭

亚松森La Chacarita地区升级规划

亚松森地方政府

1998

Paraguay

Upgrading of La Chacarita, Aunción

Municipality of Aunción

1998

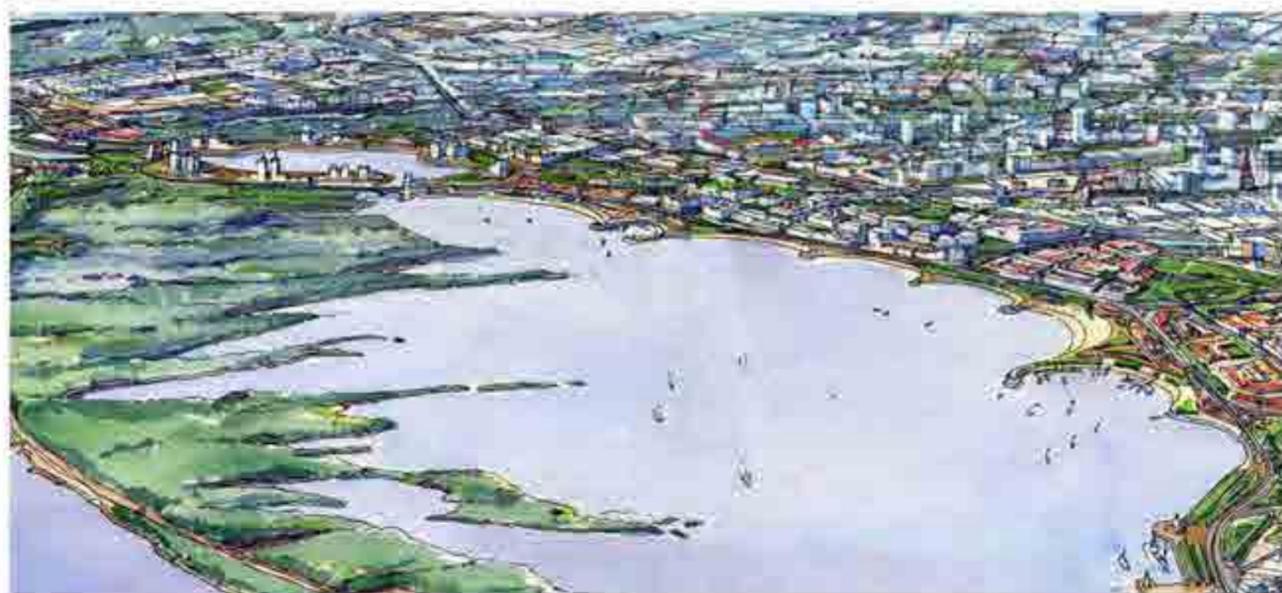
This project formed part of a wider study to regenerate the north bank of the Paraguay River in Aunción. Several parallel issues were addressed. A new road was required along the north shore to improve access to the city centre. Soil accretion had hampered the flow of the river. The banks of the Paraguay which were home to informal settlements were subject to annual flooding. Finally, downtown Aunción was in need of new housing and recreational facilities to attract families back from the suburbs. The eventual scheme proposed a set of complementary measures including the creation of a new coastal boulevard. This ran along newly reclaimed land, created from the dredging of unwanted sand bars. The recreation offered housing had to a variety of types: income groups and social recreation was provided in the form of new blocks and markets. These improvements included the (re-)habilitation of the residents of M. Itago, a small neighbourhood that had formed on the lower reaches of the river bank.

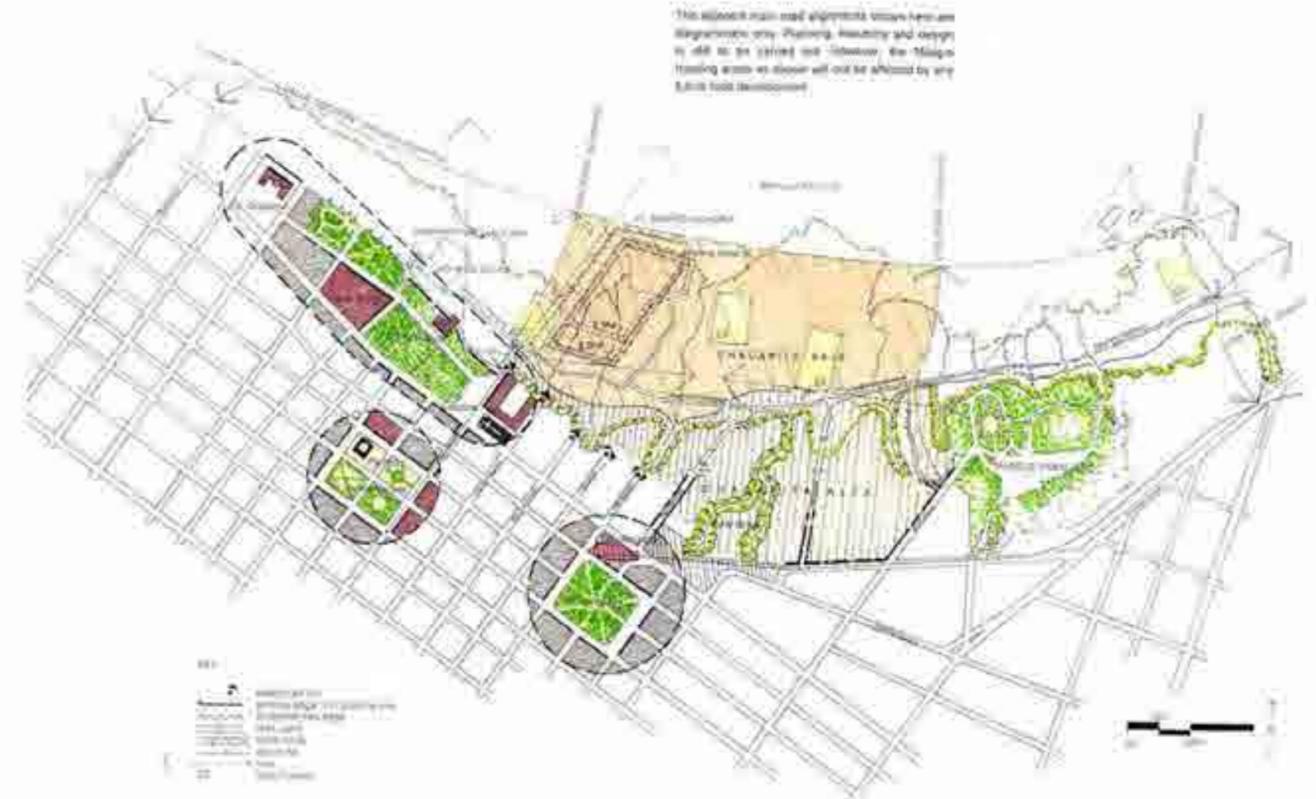
Measures were also proposed for the upgrading of the more permanent La Chacarita, a larger neighbourhood area, situated higher up on the riverbank. The study also carried out property surveys, proposed the regularization of plot boundaries and the introduction of basic community facilities, utility services and essential access. The study identified houses that needed to be demolished, repaired or expanded, and provided plans for new house plots and new access roads. It also recommended an methodology for upgrading by phased action.



本项目是亚松森市巴拉圭河北岸地区的重建规划研究的一个重要组成部分。本项目针对的主要问题包括：巴拉圭河北岸需要建设一条通往市中心的道路；土壤淤积问题严重阻碍了河水的流动性；巴拉圭河两岸的非正规居住区每年都受到洪水的威胁；最后，亚松森市中心地区急需新的住宅和娱乐设施以吸引市民从郊区返回市区定居。项目的最终方案提出了一系列的改造方法，比如利用挖渠和填埋废弃的沙土，沿重建项目用地规划新建一条滨海大道。项目为不同收入阶层的人们提供居住用地，并设置湖泊和码头等形式的沿海娱乐设施。项目还包括对居住在巴拉圭河下游岸边的M. Itago地区的居民进行安置。

规划同时对La Chacarita地区的升级计划也提出了方案。该地区位于河岸上游，在对土地和房屋勘察后进行了研究，研究提出梳理地块边界，引入基础的社区服务设施和建立必要的道路交通连接等。研究指出了一些房屋需要拆除、修复和扩大，并进行新建居住地块和道路建设的规划，并进行分期建设。





This site plan and alignment show how an alignment may be planned and shown. No other existing or proposed roads will not be affected by any other road development.



- LAMP STANDARD & POWER POLE
- POOL DRAINAGE, SEPTIC TANK, & LEACH-LINE
- PUBLIC DOMAIN STRUCTURAL PLANTING
- BALL COURT
- PAVED AREA
- SIDEWALK
- ROADWAY
- INTERNAL ENGINEERING STRUCTURES
- EMERGENCY MOVING PLOTS
- OWNER-BUILDER PLOTS
- PLOTS WITH POTENTIAL FOR COMMERCIAL DEVELOPMENT
- COMMUNITY CHURCH

Services, Infrastructure and Tenure Types



Propuesta



- instalación de conexiones sanitarias en todas las propiedades
- demarcación de los límites de las propiedades y oficialización de los títulos de propiedad
- estabilización de las cuestas con gabiones
- calle de dirección única
- estacionamiento y cultivación urbana
- punto de recolección de basura
- patio de recreo
- plantación de árboles
- poner en orden todos los cables aéreos
- mejorado acceso de vehículos
- iluminación lateral de los senderos en intervalos de 20m
- pavimentación de las calles
- 10 casas remodeladas, familias rubricadas en edificios de apartamentos de 3 pisos

Situación existente



- acceso limitado de vehículos
- basura
- cables aéreos desordenados
- ríos contaminados por la ausencia de sistemas de tratamiento de las aguas
- erosión de las riberas
- ausencia de espacios públicos
- más o menos 50 casas

中国

成都青羊农迁安置住宅项目
成都青羊工业建设发展有限公司
2006-2007

China

Qing Yang Resettlement Housing Project, Chengdu
Chengdu Qingyang Industrial Construction & Development Co., Ltd
2006-2007

The development is situated at the intersection of Cheng-Wen-Qiong Highway and Chengyi Avenue in the southwest part of Chengdu City. This affordable housing project for a resettled community of 5,000 was inspired by the small town of Orcheston in the UK. The total site area is 215,000 sq m of which 155,000 sq m is residential. This project began from a prize winning concept design for an international design competition.

Too often in China resettlement projects for farmers removed from the land to make way for urbanisation are of low quality and the residents are disgruntled with their new urban environment. Feedback from these residents has however been overwhelmingly positive and the project has gained national attention from other developers, local and central government. It has even been featured on China's national television networks. The project demonstrates that affordable doesn't have to mean poor quality.

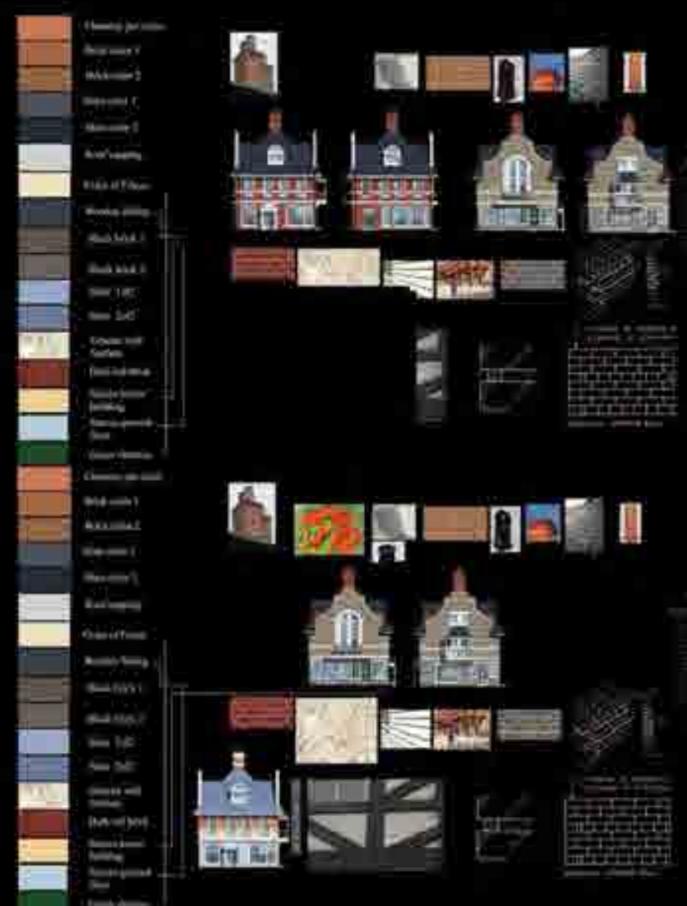
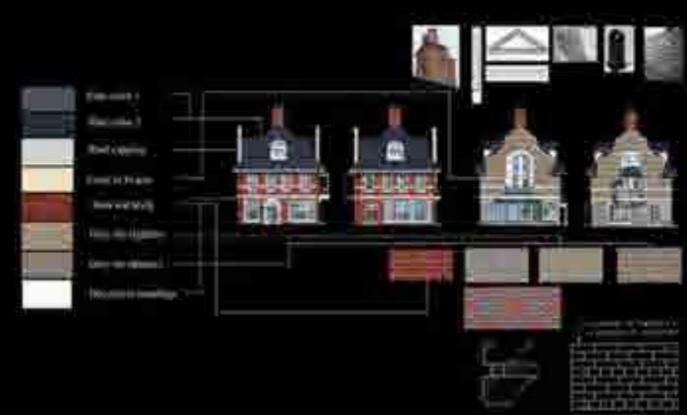
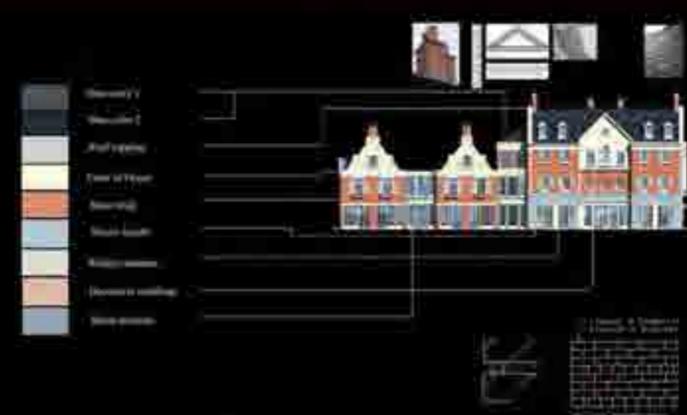
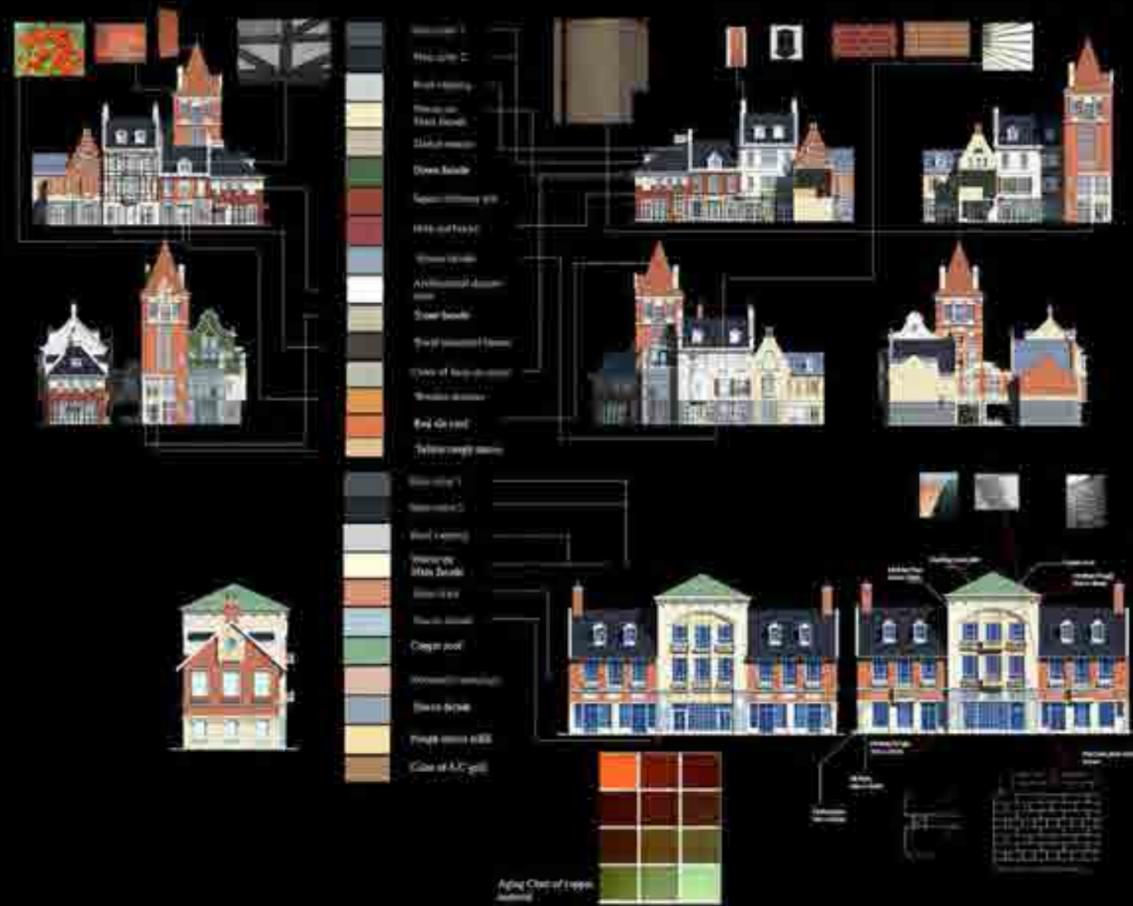
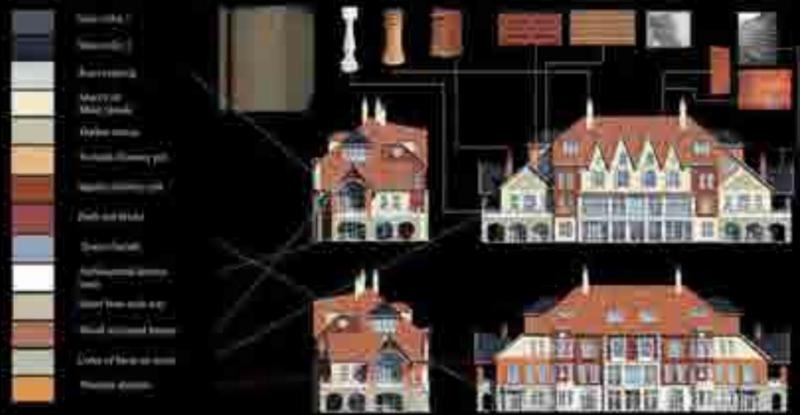
Inspired by the plans of traditional British small towns, the development incorporates a distinct road network and offers a range of pedestrian walk streets, arcades, town squares and local parks. In an attempt to break away from the contemporary planning practice in China of creating large and visually impersonal blocks, this plan looked at creating much smaller residential clusters and a visually perforated block edge. The residential clusters were linked together by common entry and common local activity.

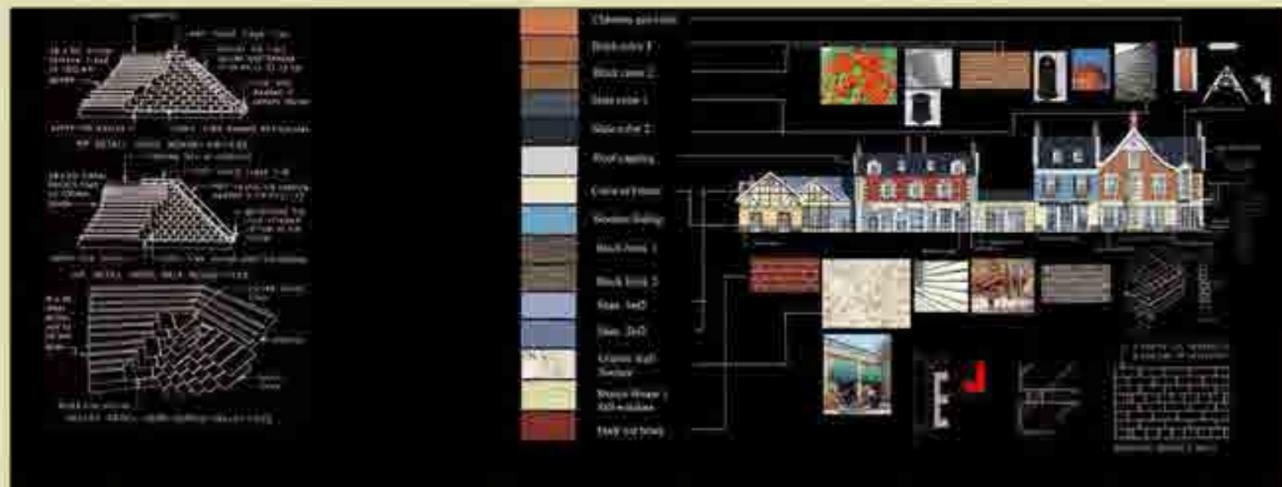
本项目位于成都市西南，成昆公路与成飞大道交汇处。该经济适用房项目是效仿英国多切斯特市的经验开发的，项目建成后将成为可容纳5000名居民的社区。总建设面积为21.5万平方米，其中住宅面积15.5万平方米。该方案赢得了该项目概念性设计的国际竞赛优胜，并进而进行建筑设计。

中国的农民安置项目普遍较差，居民对于新的城市环境往往很不适应。但该项目的安置居民均反映良好，项目也引起了来自其他开发商、当地和中央政府的广泛关注。中央电视台对本项目进行了专题报道。本项目很好的说明了经济适用房并不一定意味着低劣的居住质量。

规划借鉴英国小镇格局，在基地内创造一个富有特色的道路网络和空间布局，形成具有异城特色的街道、广场、绿地等公共空间及界面。整个小区摒弃国内常规的全封闭处理的方式，而采用“半封闭半开放”形式。各居住街坊相对封闭，街坊间则用充满商业界面和文化氛围的开放街道来连接，使城市尺度宜人，街道空间活力四射，彻底消除了中国现代城市规划中“block”尺度过大的弊病。







Environment and place of natural beauty, scientific or geological interest, or the beauty of the design (that is, recreational, tourism and leisure developments). Planners and designers have to address potential conflicts that human activities could have on these locations. This requires a combination of careful site planning and infrastructure provision and legislative planning controls. If understanding the carrying capacity of a sensitive location is able to vary in importance, with careful management to various uses.

Spaces for outdoor recreation and leisure pursuits are also increasingly being built into our everyday urban environments. No longer are the places where people live and play segregated, as new lifestyle choices and aspirations and the legacy of the 1960s urban level urban and countryside golf courses in the residential areas, which is the experience of a new urban environment being in "the backyard" of the home.

敏感地区、自然及景观以及科学地理等方面的名胜古迹往往具娱乐、旅游和休闲开发的主要目标地区。规划师和设计师必须谨慎人类活动对这些要点存在的潜在危害。这就意味着对这些地区的规划需要结合基地规划、基础设施供给和相关法律法规框架等，进行更为审慎和仔细的设计。同时，了解这些敏感地区的环境承载力同样至关重要，关系到对游客人数的管理和限制。

现在，室外娱乐和休闲空间也越来越多地融入我们日常生活的城市环境之中。如今人们的生活和娱乐空间不再是互相隔离的，日新月异的城市生活要求将生活和娱乐的功能之间融合起来。具体地说，这可以意味着将高尔夫球场引入住宅区内；更广泛地说，整个居住区也可能变成一个迪斯尼式的主题公园。



Al Mamzar海滩公园规划, 迪拜
Al Mamzar Beach Park, Dubai



塞舌尔滨水开发, 塞舌尔
Seychelles Waterfront Development, Seychelles



Desert Gateway项目, 拉斯阿尔卡麦
Desert Gateway, Ras al Khaimah



迪拜置地项目框架规划, 迪拜
Dubailand Framework Plan, Dubai



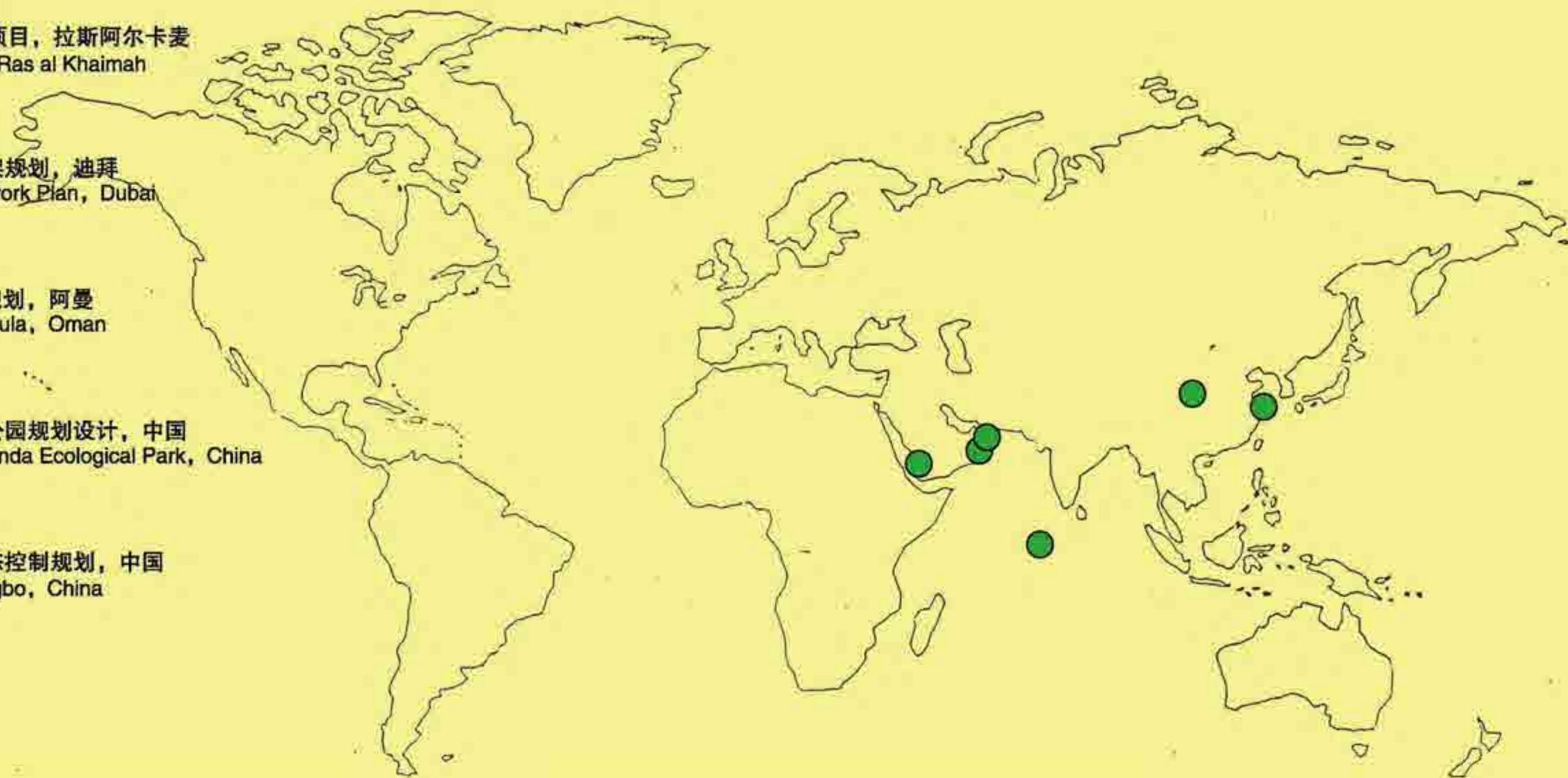
Musandam半岛规划, 阿曼
Musandam Peninsula, Oman



成都大熊猫生态公园规划设计, 中国
Chengdu Giant Panda Ecological Park, China



湾头地区空间形态控制规划, 中国
Wantou Area, Ningbo, China



迪拜

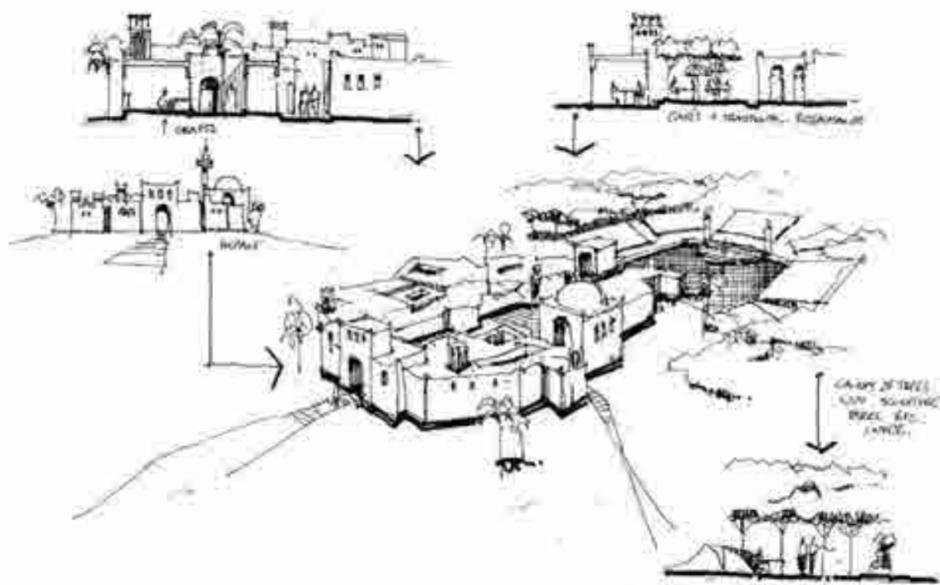
Al M am zar 海滩公园规划

迪拜政府
1991

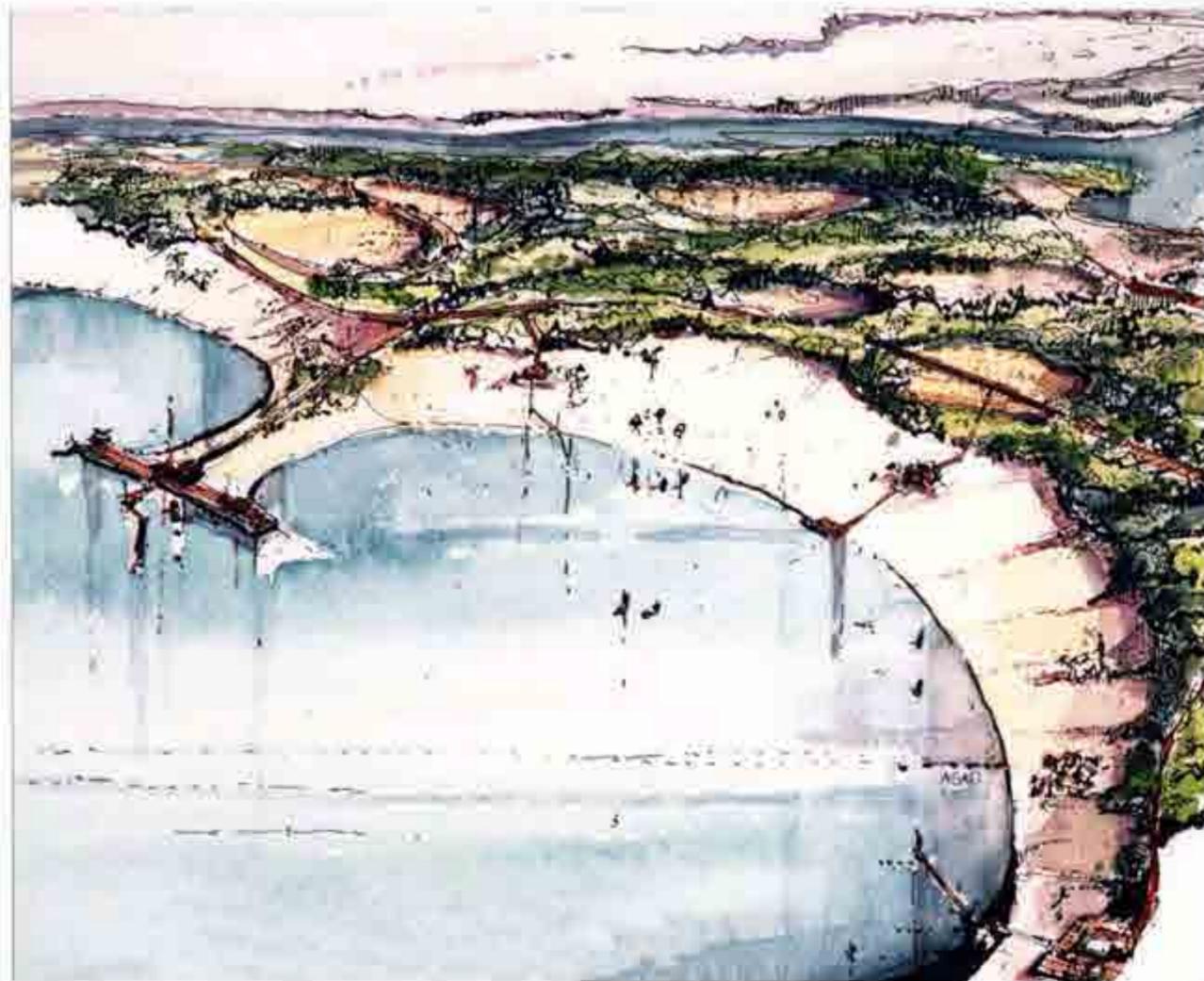
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Al M am zar Beach Park

D uba i M un i c i p a l i t y
1991

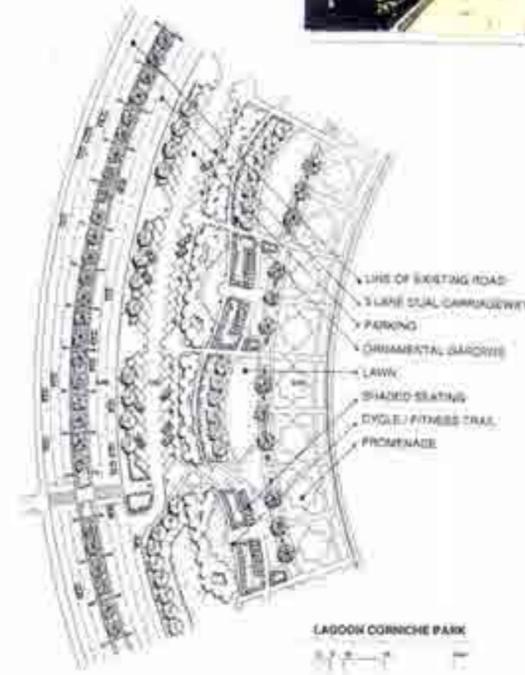


Al M am zar 海滩公园是专为当地居民和日益增长的外国移民进行开发的公园之一。Al M am zar 公园占地约 100 公顷，位于迪拜与沙迦边境附近的海岸半岛上。规划将现有的半岛宽度加宽一倍，创造出面向大海的月牙形海滩区域和一个面向内陆泻湖的小型沙滩。泻湖也经过挖掘以通行小型船只，并进行改造以适应沿岸的低密度开发和娱乐设施建设。Al M am zar 泻湖和附近的沙迦 Al Khayr 泻湖也是由谷集进行规划的项目。



Al M am zar Beach Park was one of the first parks to be provided in Dubai for the benefit of both the local and the growing expatriate population. Al M am zar Park was built on a peninsula of some 500 ha located on the sea coast near the border with Sharjah. The existing peninsula was doubled in width to create new crescent beaches facing the sea, and a smaller beach facing the inland lagoon. This lagoon was also dredged to allow for navigation by small craft and re-shaped to cater for new low density development and recreational facilities along its shores. The Al M am zar lagoon is linked with the Al Khayr system of lagoons in neighbouring Sharjah, a project also planned and executed by HOKOM.





Picnic area

塞舌尔

塞舌尔滨水开发

私人业主

1996

Seychelles

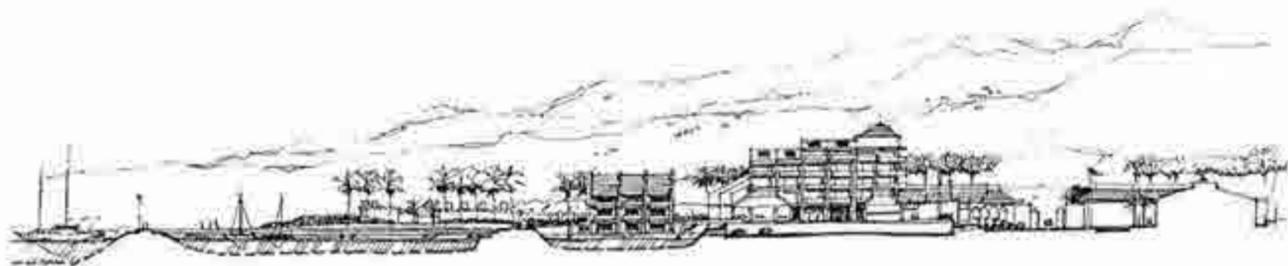
Seychelles Waterfront Development

Private Client

1996

塞舌尔是西印度洋上全球最著名的岛国之一。该开发项目位于Mahe岛，在塞舌尔首都维多利亚以南，距维多利亚仅很短的车程。该项目由中东业主投资，进行低强度旅游综合开发，包括建造一豪华酒店、重新规划布景的私人海上俱乐部以及游艇码头。项目的难点在于将所有设施集中布置在仅5公顷的基地范围内，并须充分保护现有环境和保证项目最终的外观质量。

Seychelles in the western Indian Ocean is one of the world's most famous island destinations. This project is based on Mahe Island, within a short drive south of the capital city of Victoria. The project, funded by a Middle Eastern client, was to develop a low intensity tourism complex including a boutique hotel, private club including newly created beaches and amenities for all craft. The challenge was to incorporate all these facilities on a small site of only 5 ha, without compromising the environmental and visual quality of the eventual development.





Rear Elevation



Rear Elevation



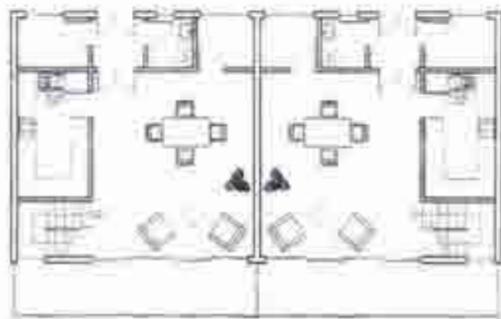
Front Elevation



Side Elevation



Front Elevation



Ground Level Plan



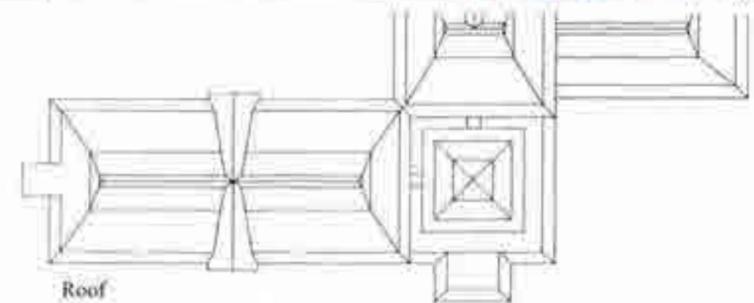
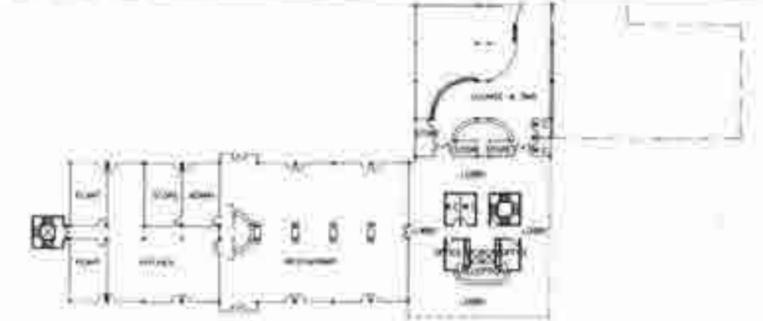
Ground Level Plan



Level 1



Ground Level



Roof

拉斯阿尔卡麦

DESIGN BY HOK

拉斯阿尔卡麦政府

2006

Ras alKhaimah

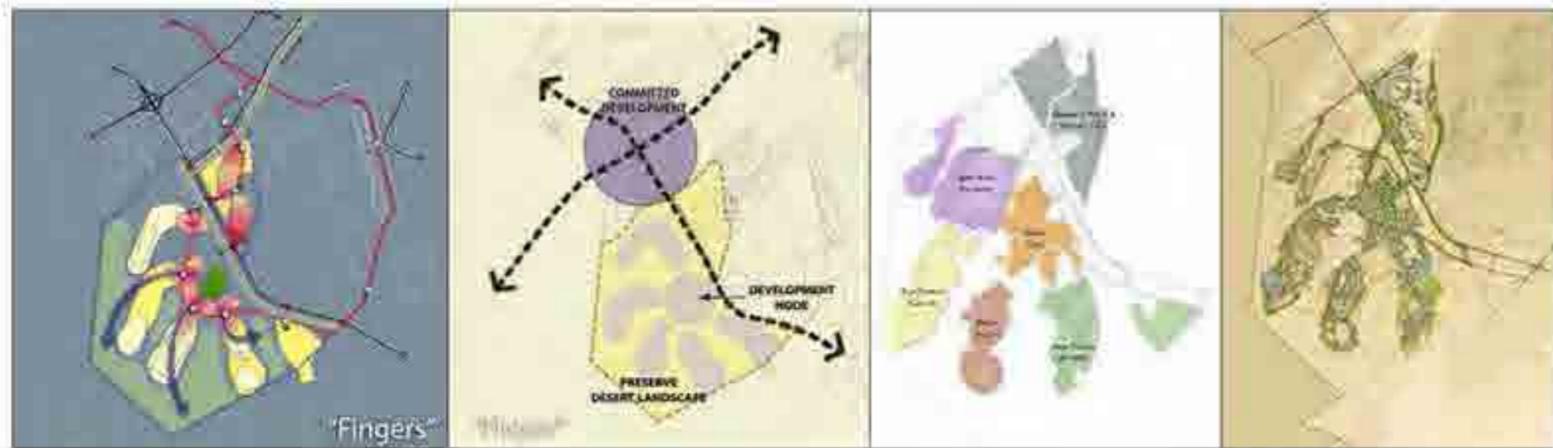
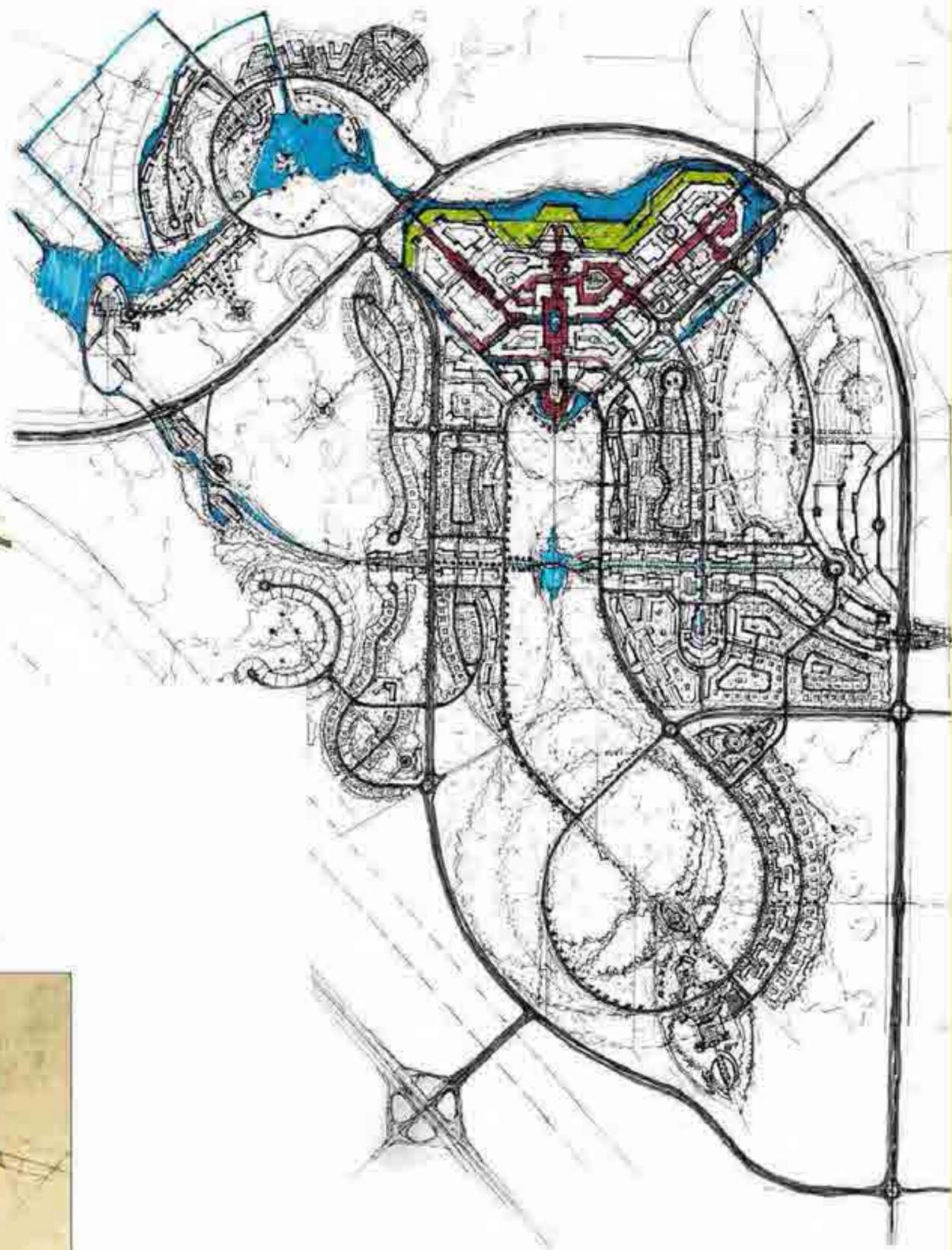
DESIGN BY HOK

拉斯阿尔卡麦政府

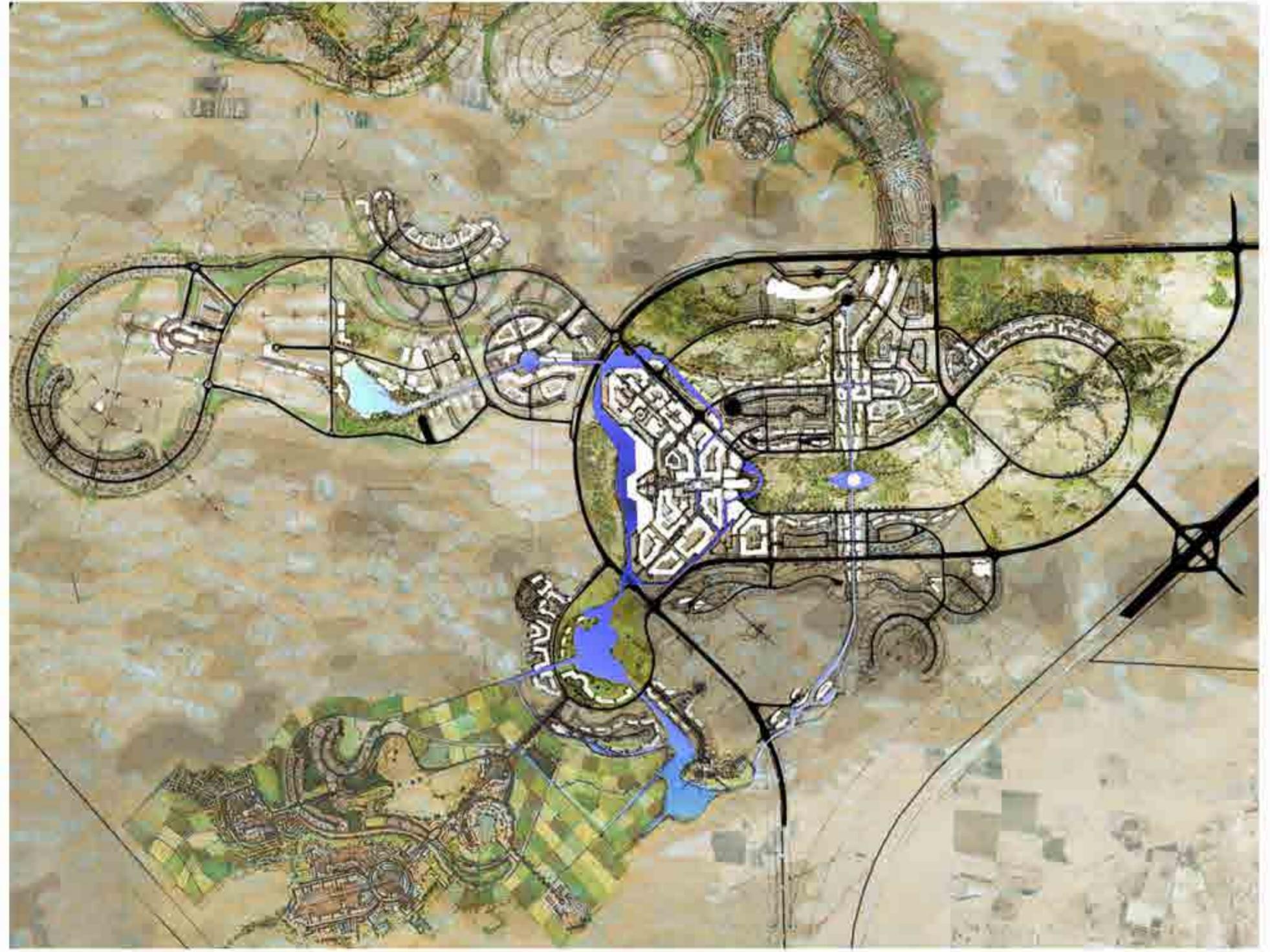
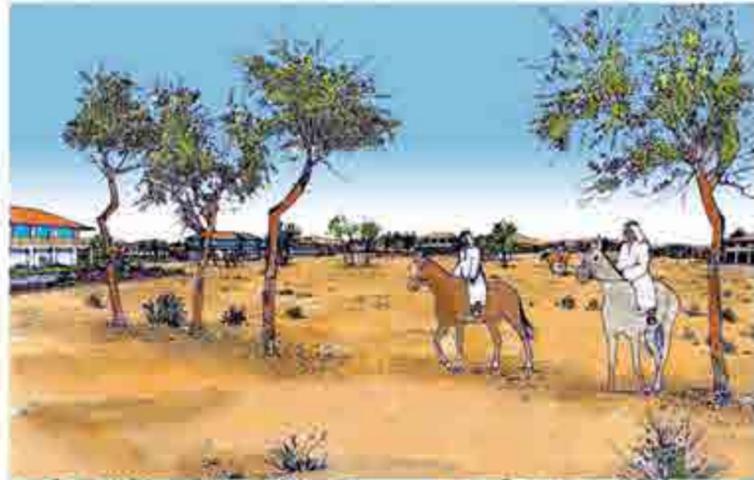
2006

沙漠对于海湾地区的阿拉伯社会有着不同一般的文化意义。现代化的生活条件意味着人们不需要再生活在沙漠中，但是他们仍对沙漠保持特殊的感情，并倾向于在沙漠中开发娱乐设施。The Desert Gateway项目的意义在于它既是一种开发也是一种对传统的沿袭。该项目是一个低密度的开发，主要包括以下三方面：未破坏的自然景观地块，现代化娱乐和体育设施，以及一些沙漠环境中的低密度住宅开发。整个项目分为六个区域：大学城、城市核心区、沙漠入口处、生态旅游活动区、观光农业区以及沙漠度假组团。这些区域由一些未经开发的沙漠带隔开，形成了像双手十指紧扣一般的形状。

The desert has an important cultural meaning for Gulf Arabian society. Modern conditions of life mean that local people no longer live in the desert, but they retain strong connections and like to use the desert for recreation. The Desert Gateway is unusual in that it promotes both development and strict conservation. This very low density project offers three products: pockets of unspoiled natural landscape, modern recreational and sporting pursuits, and some low density urban living in a desert setting. The project itself is subdivided into six sectors: "fingers" - a university town, an urban core, a "desert entry point", an eco-tourism activity zone, an agro-tourism activity area and a cluster of low-impact desert resorts. These zones are separated by alternate "fingers" of unspoiled desert, forming a pattern akin to the clasped fingers of two hands.



"Fingers"



迪拜

迪拜置地项目框架规划

迪拜发展投资公司

2002-2003

Dubai

Dubai Land Framework Plan

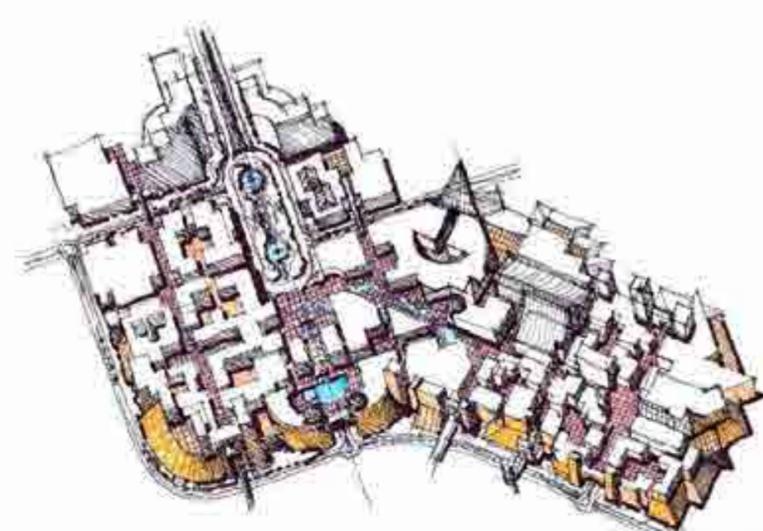
Dubai Development and Investment Authority

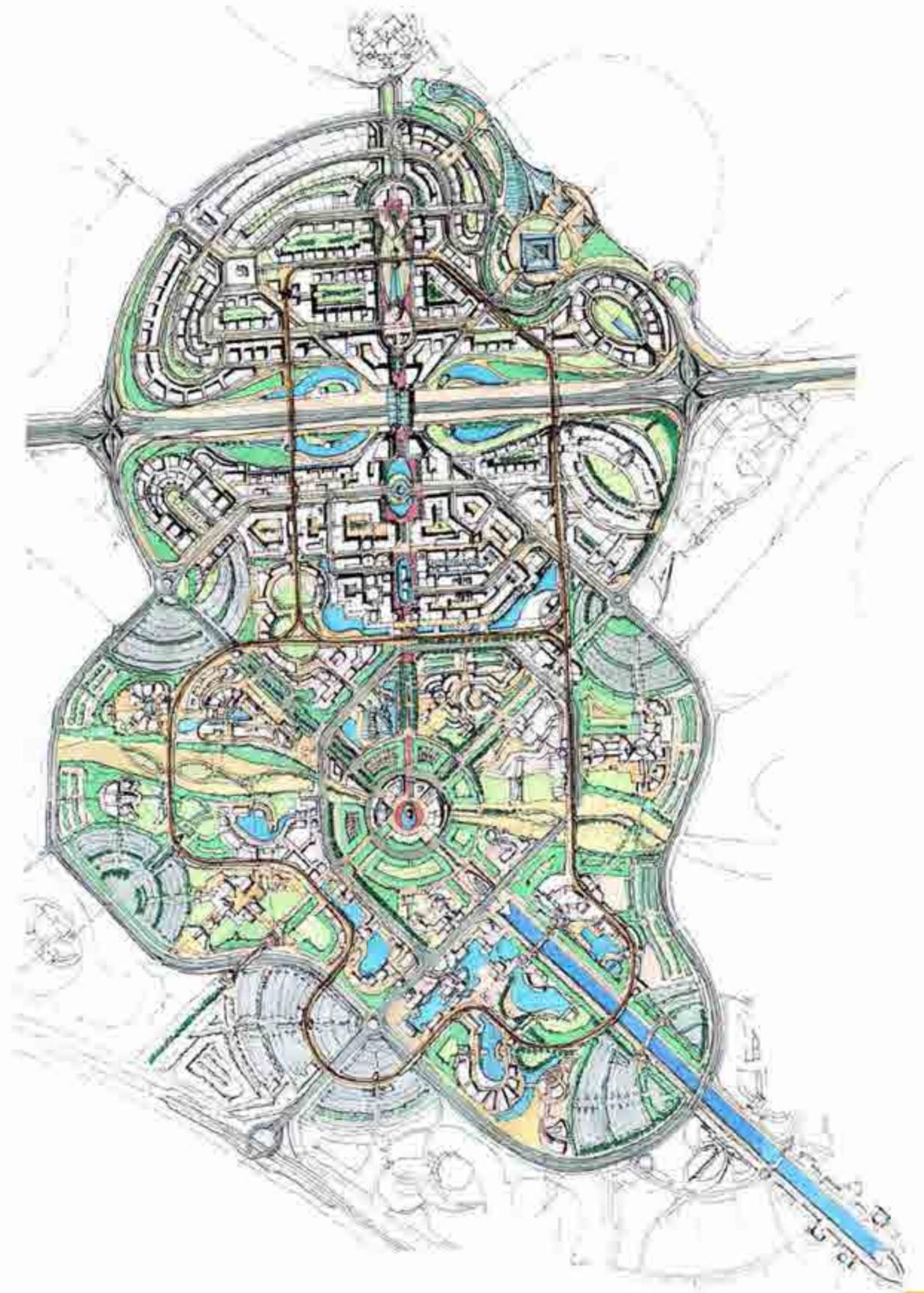
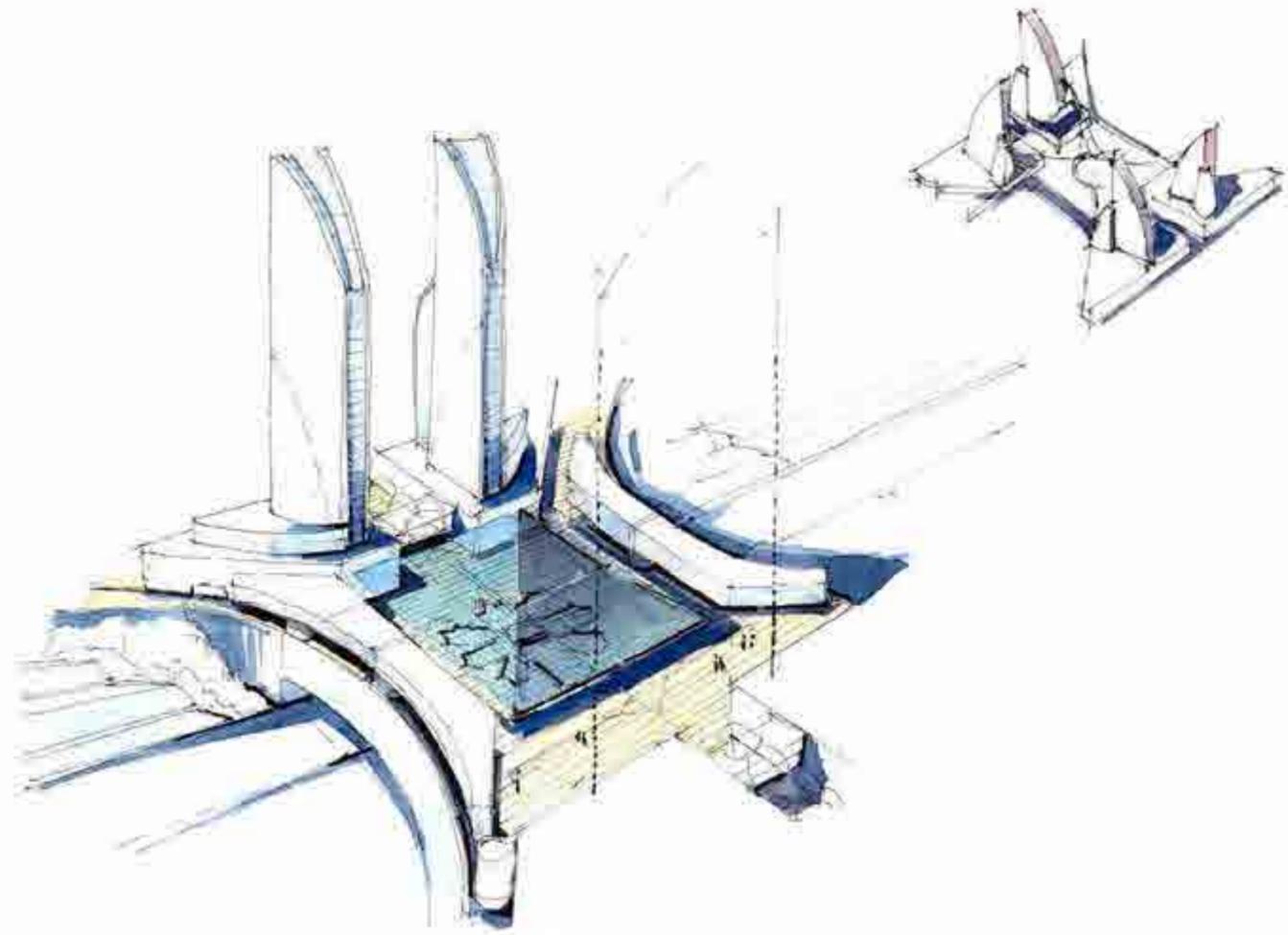
2002-2003



迪拜置地项目是一个新兴的城市节点和休闲旅游目的地，坐落于新建的迪拜环路环线的150平方公里范围内。项目着眼于迪拜的劳动力市场和日益膨胀的游客数量。普乐美克对该地区进行战略性开发框架研究。该研究包括对当地休闲旅游进行市场评估，并为迪拜置地项目极其关键的启动阶段制订了指导性开发意见。随后在这个框架规划的指导下，普乐美克又对一系列的特定区域（不同业主）进行了详细总体规划。

Dubailand is a new urban node and leisure/tourism destination, located in an extensive area of over 150 sq km alongside the recently opened Ring Road of Dubai. The project is aimed at the global workforce stationed in Dubai and at the ever-increasing numbers of tourists and visitors coming to the city. Halcrow was appointed to prepare the strategic development framework for the area. This study included an appraisal of the leisure/tourism market and the identification of anchor developments to help create a critical mass in an early phase of Dubailand's development. Halcrow later prepared a series of detailed Master Plans for specific sites (and different clients) within this strategic framework plan.





阿曼

Musandam 半岛规划

2006

2006

0 man

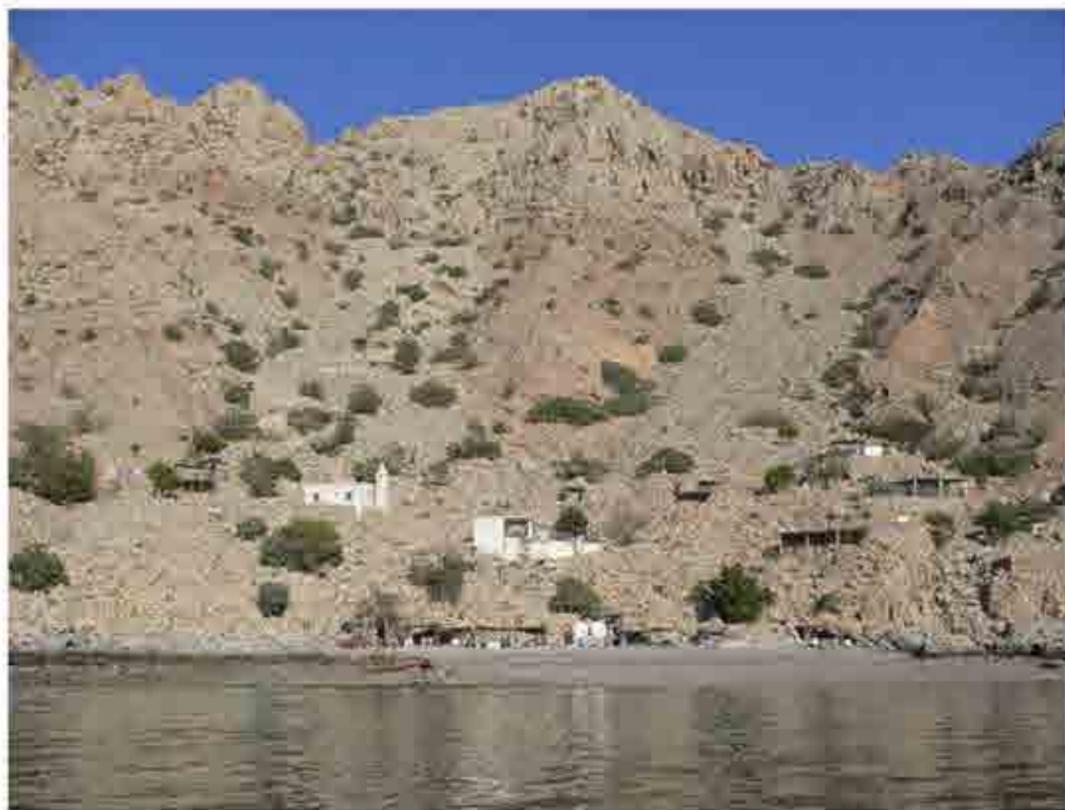
Musandam Peninsula

2006

2006

Musandam 半岛位于霍尔木兹海峡入口处，远离尘嚣，拥有绝丽风光，至今未被人为开发，具有发展旅游业的潜力。半岛位于阿联酋和阿曼中间的公共区域。拉斯阿尔卡麦王子H.H. Sheikh Said Bin Saqr Al Qasbi 任命合乐为这个高层次的跨国旅游战略规划进行设计，将这个风景宜人的地区开发为生态旅游胜地。设置少量的山区小屋、海边度假区和以徒步旅行和登山为主的少量娱乐设施。

The Musandam Peninsula, at the entrance to the Strait of Hormuz is a remote part of the world with outstanding scenery and a hitherto untapped tourism potential. The peninsula is shared between the UAE and the neighbouring Sultanate of Oman. The Crown Prince of Ras Al Khaimah, H.H. Sheikh Said Bin Saqr Al Qasbi, commissioned HOK to prepare a high level cross-border tourism strategy to explore the potential for opening parts of this exceptional landscape to eco-tourism, with a restricted number of mountain lodges, coastal resorts and low impact recreational activity in the form of trekking, hiking and mountain climbing.



中国

成都大熊猫生态公园规划设计

成都大熊猫生态发展有限公司

2014

China

Chengdu Giant Panda Ecological Park

Chengdu Giant Panda Ecological Development

2014

The project forms a 234ha extension of the existing giant panda breeding centre in Chengdu. The extended facility will become the world's largest research and education centre dedicated to the study and welfare of giant pandas, and will serve as Chengdu's prime cultural export to the rest of the world. The extended facility which will also include an international conference centre, will operate on one level as an international tourism destination, and at a local level as a public leisure facility for the residents of Chengdu.

Explicating the natural habitat of giant pandas, the park is planned to be built on a hillside with a significant level difference of 80m. The site's natural features will be preserved to form the foundation of an enhanced landscape environment that is able to cater for the animals' needs. The landscape design introduces a variety of new vegetation and a new water network across the site.

In layout terms, there is a clear spatial segregation between three prime uses: Areas open to visitors, the research facilities, and the animals' natural habitat. The provision of expansive segregated areas for the giant pandas not only provides the seclusion required by these animals, but also helps to enrich the visual appearance of the reserve as a high urban park for local residents.

It is known where the winners of three high profile international competitions, and we are later commissioned to prepare the subsequent detailed landscape design for the first phase of development.

该项目以原成都大熊猫繁育基地为基础外扩，总占地234公顷。规划建设国际化的大熊猫科研繁育和科普教育中心；同时建设以大熊猫繁育、科研为主要内容的国际学术交流中心和对外生态旅游中心，对外展示、宣传保护大熊猫的成果、国际学术会议场所，以及为公众服务的公共活动场所。

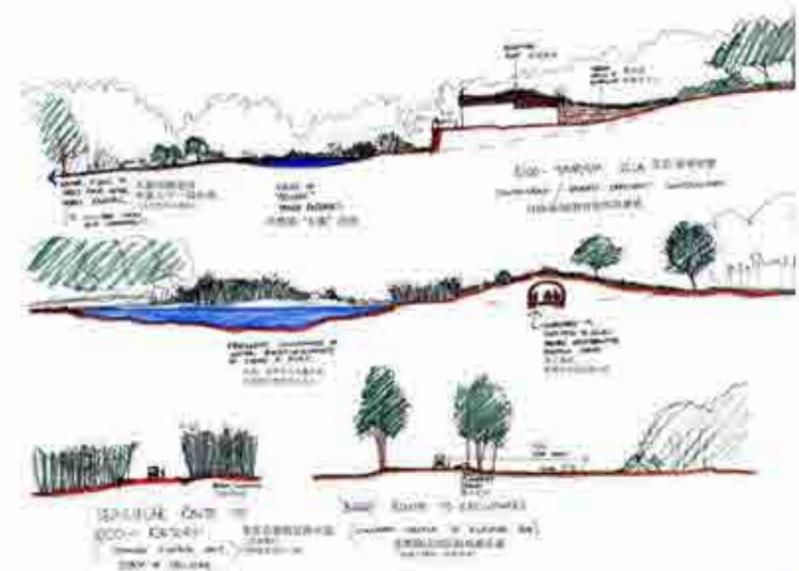
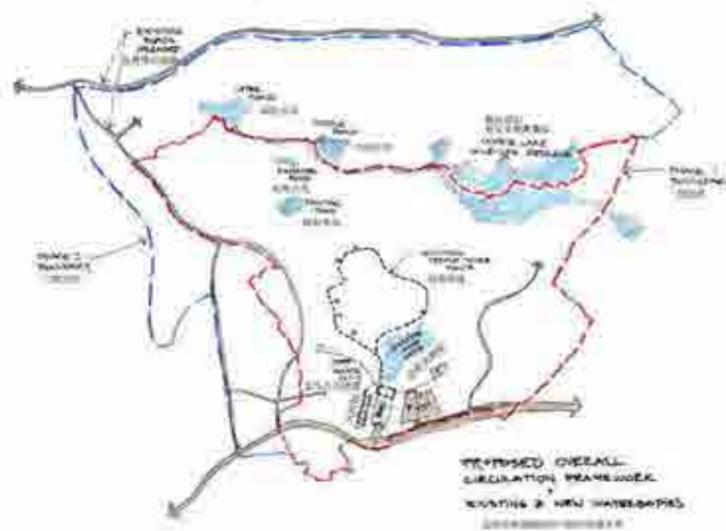
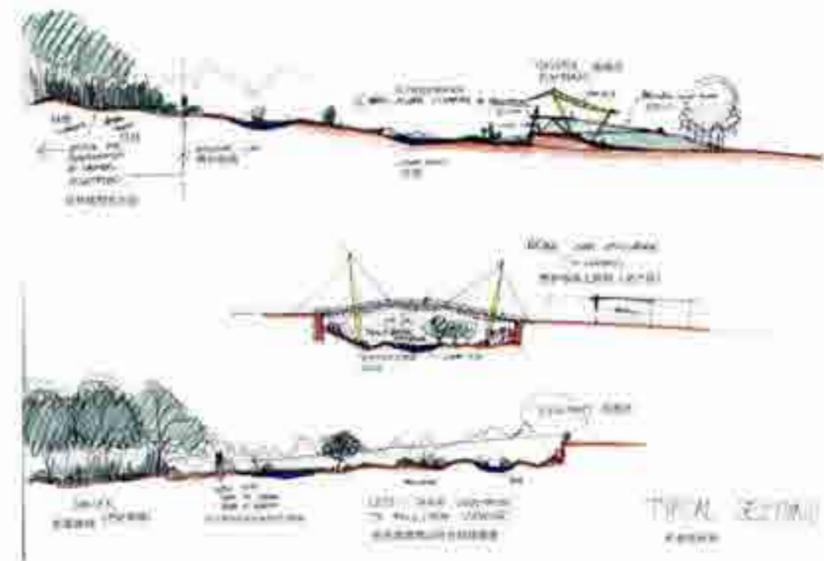
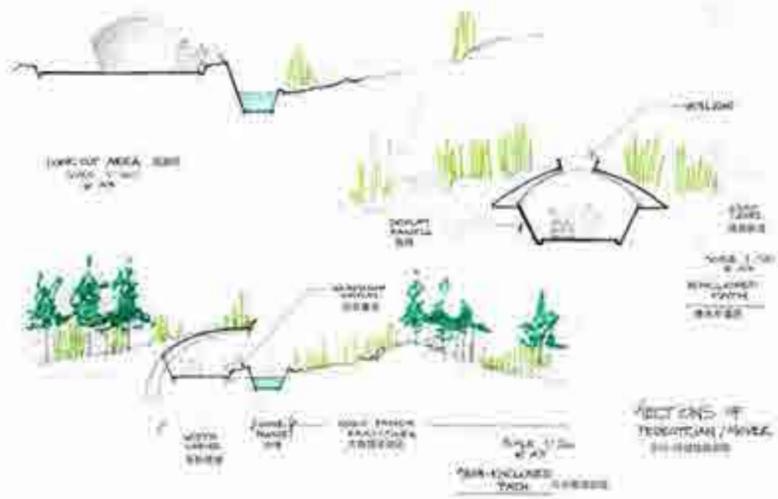
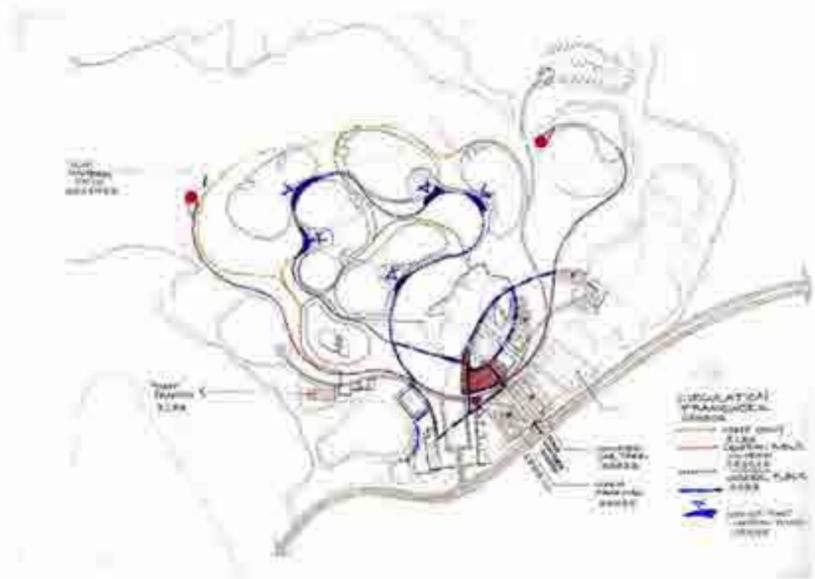
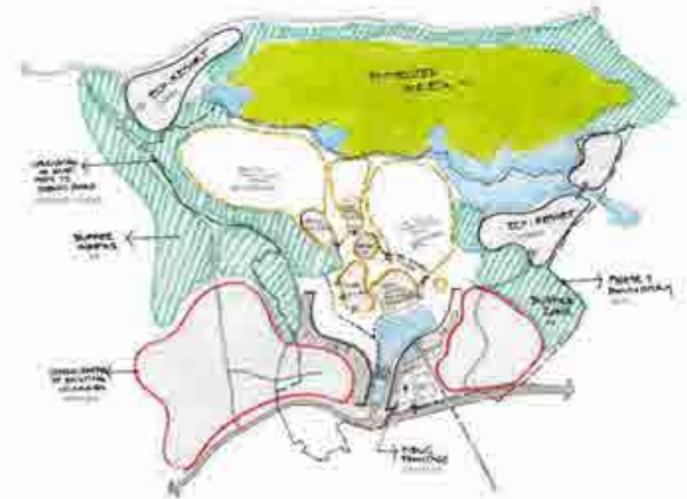
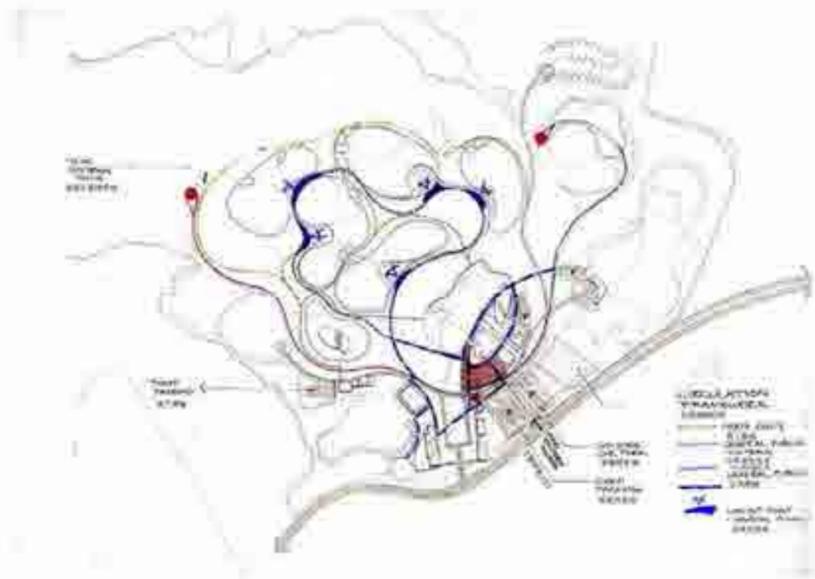
生态公园用地为山坡地，高差在80米左右，有一定的地表水系，较类似大熊猫原始生存条件。规划就是要充分利用现状地形仿造动物野生环境，尽量避免人工斧凿痕迹。采用自然的手法来营造原生态的公园空间。

新园区的景观设计目标是要达到步移景异置身天然审美意境。其中园区总体布局、建筑形式与场地形状等追求仿生效果，具有“大地艺术”的美学取向。

新园区把游人与工作人员适当分离，减少相互干扰，辟出相对封闭的内部人员活动区域。游赏区也将进行动静区化，在满足观赏功能的同时，让大熊猫生活得更自在。

音乐在这项目的国际招标中获得优胜，并继续深入进行了项目一期的详细景观设计。





China

Wentou Area, Ningbo

Ningbo Jiangbei Wentou Development

Construction Bureau

2007

Situated some 200km south of Shanghai, Ningbo is a historic city with amazing natural landscape. It is located in the east of Zhejiang Province on the southern shore of Hangzhou Bay, along the coast of the Eastern Sea.

Ningbo has an advantaged geographical location and is rich in natural resources. It is the pivotal point in the "Three Rivers, Six Branches" framework of Ningbo, and serves as the region's gateway when arriving from the north via Hangzhou Bay Bridge. However, the area has suffered from under-investment in development for many years.

Hakrow was commissioned to prepare the "Wentou Area Spatial Configuration Control Planning Design" for the existing built-up area of Wentou. This exercise involved the integration of Wentou within the wider Ningbo City conurbation, in order to revamp the local economy. Wentou is proposed to be upgraded and re-branded as a superior recreational and business zone within a unique setting of hills, natural landscape, and waterfront. The proposal included a varied mix of land uses such as offices, housing, shopping and sports activities that would help to engender a 24-hour lifestyle. Wentou would thus become an CBD.

CBD's (or Recreational Business Districts) refer to areas dedicated to shopping and recreation, mainly for tourists. This concept was originally put forward by Stanfield and Eckstein in 1970 to meet the needs of seasonal visitors to major cities. CBD's also cater for the needs of local residents by providing areas for shopping, recreation and relaxation. While parts of CBD's may have a commercial overtone, other activities in these areas are pure public in nature. So in addition to hotels, restaurants and gift shops, one would also find gardens, public parks, promenades, playgrounds, sports fields, museums, entertainment and other cultural activities.

Hakrow's proposed plan was based on the "Nine Islands, One Core" structure of the existing plan for Wentou, and focused on consolidating and strengthening the core which was formed by the centrally located "Star Lake" (following the non-enclature of Ningbo's famous "Sun Lake" and "Moon Lake"). The nine islands scattered around this lake are proposed to accommodate mixed uses and these will provide the animation and activity for a 24-hour CBD.

The layout proposes a gradual transition from largely urban development in the north of the scheme to wholly natural landscape at the southern end of the project. It also takes maximum advantage of water features by judiciously arranging public buildings, residences, parks and promenades along the waterfronts offered by the lake and rivers.

Hakrow won this international competition, and prepared the subsequent detailed plan for this area.

中国

宁波江北湾头开发建设有限公司

宁波市江北湾头开发建设办公室

2007

宁波市位于浙江省东部，杭州湾南岸，距上海200公里，是一道具有悠久历史文化和优美自然风光的城市。湾头地区距城市核心区1.1公里，位于经由杭州湾大桥进入宁波城市中心区的门户位置，具有得天独厚的地理位置和资源优势。本次规划力图使湾头地区的发展与整个宁波市的城市建设进程相互激励，形成地区经济发展的增长点。把该地区打造成以绿色为背景，以水为基调，宁波市最高档次的集商务、居住、娱乐、购物、健身等复合功能的，具有24小时活力的城市休闲商务区——生态城市滨水CBD。

CBD，即休闲商务区。由Stanfield和Eckstein最早于1970年提出，意为城市中以旅游者为目的的购物休闲娱乐之地。此类地区主要针对外来的季节性城市旅游者，同时也为本地市民提供休息、娱乐、休闲、观光和购物的场所，除经济型或星级酒店、娱乐场所、新奇物和特色商品街外，还包括广场、公园绿地、步行系统、博物馆、大型购物中心、历史地标、游乐园、体育场馆、文化设施等内容。

合乐在本次规划中，在“九岛一心”布局的基础上，通过强化“一心”，即汇集城市活动的中心湖“星湖”，与宁波现有“日湖”、“月湖”相呼应，九大岛屿环绕四周，混合各种功能、建筑与用地，提供一个可持续发展的如星光般耀眼的24小时城市CBD的规划方案。在总体布局上呈现由南向北，由城市向自然的过渡，同时充分利用中心水体和沿江岸线，将公共建筑、居住和城市绿地等用地有机而又合理地进行排布。

合乐在本次规划设计国际竞赛中获得第一名，并继续开展控制性详细规划设计。





1. Defining the Term

A "global city" is defined as a place where "globalisation" has occurred. However, this still leaves the unanswered question: what is "globalisation"? It is usually understood to be a term in development economics. Globalisation is a form of non-economic organisation characterised by several features such as the scale of the knowledge-based and by de-economicisers and the reliance on advanced information technology. It is also characterised by the mobility of liquid capital which may be owned by citizens of one state but is invested in another—frequently until the logic of competition drives it to a third place. The deregulation of such flows of capital, the privatisation of firms and municipalities, and the opening of national economies to foreign investment are also characteristic of globalisation (see Tassan 2001). In terms of urbanisation, the origin of the idea is usually attributed to Jean Gottman who when studying the west coast of the United States dubbed the region of networked cities as "Megalopolis" (see Gottman 1961). This process has since proliferated across the globe.

Authors propose various lists of Global Cities, but there is no commonly accepted definition of the term, and thus no definitive list. Current lists tend to be a matter of debate, and in any event are likely to be updated on a regular basis as new cities gain accession to the status. One such list includes London, New York, Hong Kong, Paris, Tokyo, Singapore, Chicago, Madrid, Los Angeles, Toronto, Mumbai, Amsterdam, Sydney, Frankfurt, Brussels, Sao Paulo, San Francisco, Mexico City, Zurich, Taipei, Moscow, Jakarta, Buenos Aires, Melbourne, and Miami (see GAWC website, Taylor 2004). However, it is not known what criteria determine the inclusion of a city in a commonly used list. Population size, but this is not simple as some do define a Global City.

There is geographical spread of population across the global labour market place. Simultaneously, there is migration of the economic activities of global companies. These parallel events have highlighted the importance of centralised corporate governance for many global companies. Management desks are now so complex that companies routinely outsource them to specialist suppliers of producer services. Global companies are thus most attracted to locations where such producer services firms are concentrated. Such firms typically fall into several sectors, namely (a) accounting, (b) advertising, (c) banking and finance, (d) design, (e) engineering, (f) law, (g) logistics and (h) management consultancy (see Hainland 2006).

Work on this subject has been inclined to define the characteristics of Global Cities as individual entities, but are quicker to stress the relationship between them as a network of an interconnected network (see Taylor 1997 and Hall 2001). In other words, Global

一、“全球化城市”的定义

“全球化城市”是指经历“全球化”进程的城市，但问题的实质是：何谓“全球化”？一般来说，这是一个经济学，尤其是发展经济学中的术语。全球化是一种社会经济学的组织形态，主要有以下几方面的要素：如决策者的基本知识领域和思想观念，对于先进信息技术的依赖，流动资本的灵活性（即由某个国家的公民所持有的资本投资于另一个国家的发展，然后由竞争机制将资本转移到第三个国家），资本的自由流动和私有化，国家经济向外开放，以及拥有企业参与全球市场的竞争等等。就城市化的角度来说，全球化城市的概念源于Jean Gottman当年在美国西海岸做的调查研究，他将研究区域内多个巨型城市组成的网络称为“巨型城市复合体”。自此以后，全球化城市的概念便逐渐发展起来并为人们所认识。

不同的学者提出了各不相同的“全球化城市”名单，然而由于没有确切标准的定义，至今也没有权威性的名单，因而这始终是一个学者们争论的话题。尽管名单一直都在变动，但“全球化城市”大致包括以下这些：伦敦、纽约、香港、巴黎、东京、新加坡、芝加哥、米兰、洛杉矶、多伦多、马德里、阿姆斯特丹、悉尼、法兰克福、布鲁塞尔、圣保罗、旧金山、墨西哥城、苏黎世、台北、孟买、新加坡、布宜诺斯艾利斯、墨尔本、迈阿密和上海。也许有人会质疑，什么标准决定了这份城市名单呢？通常人们会认为巨大的人口是衡量的主要因素，但实际上并非那么简单。

在全球劳动力市场中的人口的地理分布，以及全球企业的经济活动状况说明了企业中央战略作用的重要性。企业战略管理工作非常复杂，现在的国际性企业通过向生产性服务企业外取资源来进行决策，而这些生产性服务企业成为专业的服务供应商。因此在这类企业（生产性服务企业）密集分布的地区，国际性企业和人口也将随之被吸引过来。这类企业主要分布在会计、广告、银行业和金融业、设计、保险、法律、物流和管理咨询等行业。

在研究过程中，学者们似乎并不倾向于定义全球化城市的个体特征，而是强调它们作为一个互相关联的整体或网络的组成部分之间的关系。换言之，全球化城市通过它们的联

Cities are interlocked with each other through the producer service firms. These service firms are usually based in many if not all of the cities concerned. Their employees may be from different countries, but their technical operations appear to be corporately standardised. Thus the personnel of firms have become global citizens, who have lived and worked around the world, and most often in Global Cities where they find an increasing number of common cultural characteristics and institutional networks. Perhaps the most obvious of these are language and computing. Less immediately obvious is the universal design language of buildings and the city. The appearance of the modern city seems to be increasingly global, and decreasingly regional. One consequence is that (apart from the conservation of historic buildings) the well-intentioned efforts made to engender local identity and seek differentiation, has increasingly led to 'kitsch' (or lack of authenticity) in the final design product.

This cosmopolitan nature, which Giddens discusses, appears to be the opposite of the parochial, narrow-minded localism. So are cosmopolitanism and localism really contradicting each other? Giddens has suggested that the increasing internationalism, which one sees in the European Union for example, "presses down" on culture to "force up" more explicit local pride and distinctive identity. This seems to be a theory of 'action and reaction', whereby opposites co-exist together (see Giddens A. 2002).

Polycentricity, Levels of Scale, Integration and Markets

The external structuring of Global Cities into a network of linkages (which is sometimes called - in the singular - "The World City") is complemented by an internal structuring within each region, whereby adjacent cities form a group or cluster which we may call 'mega-cities'. Writers have used the term "polycentric" to describe these mega-cities (or mega-city-regions). The mega-city has partly emerged from a group of separate cities which arose earlier and existed already. However, they may have had largely separate markets, which have now merged in the later-day mega-city and formed a single integrated market - larger than the market of any one monocentric city. The common belief is that large markets strengthen economic growth and this is what drives the formation of mega-cities.

Polycentricity exists at two scales. The grand scale is that of the world, where global cities are interlinked into a single economic process and a global territory. The micro-scale is inside one particular mega-city, where separate cities (new or historic) also form a single network (reminiscent of the apparent homology of the universe and its molecular structure interacting simultaneously between the large and the small scale).

The markets for key commodity exchanges to and from the economy involve labour, skills and expertise, technical research and education, and property such as land and buildings. The size of a market is often thought to reflect its demography. As such, a large, young city or a large, young country is assumed to be intrinsically stronger, particularly in the medium and long term. However other factors should not be ignored, such as transparency and moral integrity. The size of a market is also driven by value for money. A larger number of participants imply greater competition, which will lead to more efficiency, lower prices and greater profits.

The above point concerns not just markets but also their effectiveness, especially in terms of the integration and unification of sub-markets. There may be several towns in close proximity, with distinct and un-unified markets. Workers living in these towns may stay there for a lifetime, remaining immobile. As a result, the size of the labour pool is limited to the town itself. Obviously a region may resemble a mega-city with a very large market, but if it does not operate as an integrated whole, it will remain as a group of small, single

务性企业互相连接。此类服务性企业通常在大多数甚至所有的全球化城市都有业务，虽然员工来自世界各地，但标准化的工作方法和技术并不会受到民族文化差异的影响。这样，这些企业的员工便成为了全球公民，在全球各地生活工作，其中多数时间是在“全球化城市”，他们会发现这些城市在文化特点和制度体系上的相似之处。最明显的例子就是语言和计算机方面。其次是建筑和城市设计的世界语言。现代城市的面貌正变得越来越全球化，或者说地域化特征越来越不明显。撇开对历史建筑的保存不说，为了避免千篇一律的尴尬而过于刻意强调地方性特色和寻求差异性，往往使设计带给人们缺乏真实性、虚假感和伪造感的印象。

这种世界主义的性质看起来似乎与狭义地方主义背道而驰。然而，世界主义和地方主义是否真的是互相对立和冲突呢？举例来说，欧盟的日益国际化对文化产生挤压，从而催生了更清晰的地方自豪感和地方特色。这种“作用与反作用”理论说明，相对的事物也可以共存。

多中心化，规模等级，市场和整合

要把所有的全球化城市从外部构建成为一个世界性的网络（即我们所说的“世界城”），需先从内部对每个区域进行构造。相邻的城市组成群落，我们称之为“巨型城市”。学者们用“多中心化”来描述这些巨型城市（或巨型城市区）。换句话说，巨型城市是从一组单独的已存在的城市中衍生出来的。尽管那些城市的市场很大程度上是独立的，但巨型城市的市场却是一个综合的整体。当然其规模要远大于任何一个单中心独立城市的市场。经济学家认为相同条件下市场规模越大有助于经济增长，这也可能是促使巨型城市形成的原因之一。

多中心化存在于两个层面。从大的方面说，各个全球化城市在世界上互相联系组成一个经济体和全球领域。从小的方面说，在某个特定的巨型城市中，各个单独的城市也互相组成了一个独立的网络，这就好像宇宙同源理论和分子结构学在大小两个不同范围内相互作用。

我们所说的“市场”，通常是指主要商品在经济中输入和输出的市场，涉及到劳动力、技能、专业技术、技术研发、教育、土地或建筑等不动产以及其他要素。市场的大小和规模往往反应了当地的人口统计数据。换句话说，人口结构年轻的大城市或大国家的市场肯定更强大，尤其是从中长期考虑。但这人口并不决定一切，我们不能忽视其他的因素，比如市场透明度和道德等等。实际上，在同等条件下，市场的规模也是由价值决定的。市场参与者越多必然带来更大的竞争，从而产生更高的效率、更低的价格以及更大的利润。

上述理论不仅仅是关于市场，更是关于市场有效性和市场一体化。有些城市可能位置上很靠近，但市场却分散而不统一。当地的工人们可能只在他们生活一辈子的地方工作，从而成为不流动的劳动力。那么当地的劳动力市场的规模就

markets with no additive effect.

Urban regions can be integrated, and mega-city markets unified, in three ways: (a) by creating a sustainable, efficient and cheap internal movement system for workers and goods; (b) by creating an efficient, cheap, high-speed electronic communications infrastructure; and (c) by facilitating the streamlining and unification of local laws, standards and regulations in the region so that they become consistent and efficient.

As an all city is likely to have less cultural and educational institutions, by comparison with a larger mega-city. It might have for example lower grade research institutions, fewer theatres, opera houses and art galleries and a smaller, less vibrant arts community. Conversely, the cultural vibrancy of a mega-city will in itself attract further educated and dynamic people to join the economy.

The Knowledge Economy

The so-called knowledge economy is often referred to as the 'post-industrial' economy. This is a matter of debate with some claiming that knowledge has become the engine of growth, replacing capital, so that what you know matters more than how much capital you command. Others have questioned the assertion.

Writers have spoken of the "knowledge era" (Castells 1966), "new industrial spaces" (Scott 1988), "informational cities" (Castells 1989), "learning regions" (Florida 1995), "intelligent cities" (Komninos 2002), and so on, at some length. This technological-educational dimension is a common thread running through emerging ideas about the future city. There is also a belief that the scale and complexity of urban structural organisation are increasing. This is seen as a new phenomenon. The previous generation of regional planning theorists (such as Christaller and Loesch) were concerned mostly with the space of objects or "places", whereas among more recent theorists Manuel Castells suggests that the "space of flows" is more relevant. He takes a 'system's' view, and sees relationships, communication, linkage and networks as more relevant than objects.

In other respects, writers disagree. Some draw particular attention to the sharpening of social and spatial inequalities in the future, whereby a larger part of capital will be concentrated in fewer hands, and where the rich will live in certain communities and the poor in others (see Sassen 2001, Castells 1989, Graham and Marvin 2001).

Others expect the opposite. They think that 'knowledge regions' are not only inevitable but also desirable, because the social class divisions of industrial capitalism will gradually disappear as the new 'knowledge era' sets in (see Florida 1995).

Measuring Service Firm Connections in Regions

The notion of a Global City is based on the networks or interlocking systems of producer service firms, which are thought to form massive nodes of connectivity (both within the node and between them). Global Cities cannot be detected by the sheer size of population, and linkage cannot be defined solely by the flow of traffic. Traffic flows that are easily measured, may track journeys to work, tourism and leisure - by car, train or plane. Such measurements alone may not reveal the true intensity of networks and of nodal connectivity. The flow of information and communication (correspondence, e-mails, telephone calls, meetings etc) is ultimately more germane than the flow of vehicles.

仅限于这个城市本身。表面上看，这个地区可能是一个市场庞大的巨型城市，但实际上如果其市场并不作为一个整体综合运作的话，它仍是多个小而单一的市场总和，在市场效率上并不能叠加。

我们可以通过以下三种方法来整合城市区域和统一巨型城市市场：1、创造一种经济、高效、可持续的劳动力和商品的内部流通体系；2、创建一个经济、高效、高速的电子通信平台；3、促进当地行政系统以及法律、法规和规范等的建设、完善和统一，使之尽可能地标准化协调运作。

小城市的文化和教育水平往往和巨型城市有很大的差距。比如说，科研机构的等级可能比较低，剧院或艺廊之类的文化场所比较少，艺术市场也相对较小和较弱。相反地，巨型城市在文化活力方面的优势本身就可以吸引许多高学历的专业人员和有激情有活力的人们来到这里，从而成为当地经济发展的一部分。

知识经济

所谓知识经济常常是指后工业化经济。这是个争议话题，一些学者认为知识已经取代资本成为推动发展的动力，因此拥有多少知识远比拥有多少资本更重要。另一些学者则持反对意见。

学者们已经相当详尽地提出过“知识经济时代”、“新产业空间”、“信息化城市”、“学习型区域”、“智能城市”等新概念。科技教育范畴始终贯穿在关于未来城市的新兴概念中，同时城市结构组织的规模以及复杂性也正在日益增加。这是一个新现象。过去的区域规划学者们（如Christaller和Loesch）主要关注的是物体、场所或对象的空间性；而现在的学者如Manuel Castells则更强调“流线空间”。他的观点更系统化，他认为规划中的互相关系、交通、联系和网络等的组织更为重要。

在其他方面学者们的意见也有分歧。一些人认为“知识经济”将带来未来社会分异和空间分异的激化，从而使大量的资本集中掌握在少数一些人手中，并且富人和穷人的住所位置上形成自然的区分。

其他学者则持反面意见。他们认为“知识经济区域”不仅是历史所趋，也是人们所渴望的，工业资本主义时代旧的阶级划分将随着“知识经济时代”的到来而逐渐退出历史舞台。

衡量区域内服务性企业的联络性

全球化城市的概念是基于一个生产性服务企业之间互相联系的网络系统之上的，这样的系统也形成了一些大规模的联络节点。衡量全球化城市的标准并不是由单纯的人口规模决定的；同理，某个节点的联络性也不是由单纯的交通流量决定的。一些可以简单测量到的交通流量反映的是人们通过汽车、火车、飞机等交通工具去上班、旅游和娱乐等活动的轨迹。这类数据并不足以说明交通网络的强度或节点的联络性。比交通流量更重要的因素是信息的流动（如通讯、电子邮件、电话、会议等）。

新近的调查研究报告产生了一份全球先进服务性企业的综合

In recent research a comprehensive inventory of advanced producer service firms was prepared, drawing on directories of representative or regulatory bodies for the eight types of firms (accountancy, advertising, banking and finance, design – including architects and engineers, insurance, law, logistics and management consultancy). The researchers subsequently identified and omitted local or single-city service firms (see Yarwood 2006). Then office location was tabulated (i.e. the city of choice within each mega-city region), yielding a matrix of firms by type and by city. Cities were listed so as to indicate their servicing strategy, and subdivided into: Global, European, National or Mega-city regions.

Each office by type was coded into one of (a) sub-office or minor representative; (b) typical or standard office, or (c) superior office. The number of firms with which each office communicates was next uncovered – by direct interview and by consulting their websites. Finally, this enabled the computing of scores for the “connectivity” between each sector and each city, the ‘primacy’ rankings of cities and the ‘interlock links’ between pairs of cities, using ‘network interlock analysis’ (see Egeraart and Sokol 2006, Hall and Pain 2006).

Polycentric Mega-Cities in Europe

The European Union has been concerned for many years about the relationship between the spatial configuration of the continent and its economic as well as social change and development. The European Spatial Development Perspective (ESDP) testifies to this. More recently, the academic research project (under the Interreg IIB programme), entitled “The Sustainable Management of Polycentric Mega-City-Regions (MCRs) in North West Europe”, was undertaken by the so-called POLYNET consortium led by Sir Peter Hall (see Hall and Pain 2006, Yarwood (ed) 2006).

This focused on eight mega-city-regions. It included the north-west Europe ‘Pentagon’, bounded by London, Paris, Milan and Hamburg, which was conceptualised by the European Spatial Observatory Network (ESPON). It also included South-East England, Île de France, Central Belgium, Delta Metropolis (once known as ‘Randstad Holland’), Rhein-Ruhr, Rhein-Main and Northern Switzerland, all of which were included in the research project. Greater Dublin was in the project, but lay outside the Pentagon. This area included a population of about 250 million persons, virtually all of it urban.

2. WHAT IS URBAN DESIGN ?

The definition of the ‘Global City’ has been debated above in some detail. This section explores the principles of urban design in a general, historical perspective.

Some Theoretical Perspectives

There are many books on urban design, and it would be inappropriate to review them all. A few may be worth mentioning. There are at least five streams of thought about urban design in the last century.

- The “City Seeding” approach, covering much of the nineteenth century and the early twentieth century. The classical formalism was associated with Stubben, Baumeister, Wagner etc, whilst Camillo Sitte and the British tradition sought a more organic, fluid approach. All thinkers focused on concrete, realistic detail, and here they were linked to the late twentieth century “New Urbanism” school (see below). This and the following three approaches, were separated by the ‘Early Modern Period’, which has few

names. These enterprises mainly involved the following eight industries: accounting, advertising, banking and finance, design – including architects and engineers, insurance, law, logistics and management consultancy. The researchers subsequently identified and omitted local or single-city service firms (see Yarwood 2006). Then office location was tabulated (i.e. the city of choice within each mega-city region), yielding a matrix of firms by type and by city. Cities were listed so as to indicate their servicing strategy, and subdivided into: Global, European, National or Mega-city regions.

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欧洲的多中心巨型城市

欧盟多年来一直关注欧洲大陆的空间形态与其经济和社会变化发展之间的关系。“欧洲空间展望 (ESDP)”政策的诞生证明了这一点。最近，由Peter Hall爵士领导的POLYNET协会还进行了一项名为“欧洲西北部多中心巨型城市区可持续发展管理”的学术研究项目。

研究集中在八个巨型城市区。其中包括欧洲西北部伦敦、巴黎、米兰、汉堡组成的“五角区域”，“五角区域”这一概念是由欧洲空间规划观察网络 (ESPON) 所提出的。其他还包括了英格兰东南部、法国巴黎大区、比利时中部、三角洲大都市区 (原称荷兰兰斯塔德)、莱茵-鲁尔区、莱茵-梅因区以及瑞士北部。研究涉及了以上所有八个城市区。大都柏林区也曾是项目研究范围，但在五角区域之外。该地区的2.5亿人口全部是城市人口。

二、什么是“城市设计”

上节我们详细地讨论了“全球化城市”定义。接下来，我们将从总体的历史的角度来探讨一下城市设计的原则。

代表性理论观点

关于城市设计的书籍非常多，要对这些书进行彻底的点评似乎不太可能，但是其中有一些还是值得我们关注的。上个世纪出现的城市设计思想流派至少有五种。

- “城市催化”学派，存在于19世纪和20世纪初。这种古典形式主义流派的代表人物有Stubben, Baumeister和Wagner等。而Camillo Sitte和英国的一些学者则寻求一种更有机更有可塑性的方法。这些学者都将注意力集中在表现具体现实的细节，这点上与20世纪后期的“新城市主义”学派有些相似。这个时期以及以下提到的三个学派的时期，并称为“近代早期”，都没有延伸到现代继续发展，在此不作详述。

contemporary ramifications, and is therefore not discussed here.

- The “Townscape” or visual-artistic paradigm. This approach to perception and analysis sees cities as art-objects, and was first put forward by Gordon Cullen, Ivor de Wolfe, Gordon Logie, Ian Nairn and others, based perhaps on the thinking fifty years earlier of Camillo Sitte. This approach is associated with the period between 1950 and 1980.
- The “City Image” or mental mapping or psychological approach, tended to replace “Townscape” when Social Science replaced the visual arts as a dominant and particularly American, intellectual force during the 1970s. This was first put forward by Kevin Lynch, Donald Appleyard, and others.
- The “Pattern Language” or the “Syntax” paradigm. This might also be called the Linguistic or Structuralist paradigm. It was put forward most famously by Christopher Alexander. Arguably it reflected the thinking of linguists such as De Saussure or Chomsky.
- The “New Urbanism”. Sometimes this has been called the Urban Renaissance, or Rationalism or Neo-Classicism. This movement illustrates the re-emergence of practising architects in the urbanism business. It resulted in self-assertive neo-classical (and even romantic) architecture-based urban design, which we associate with 1980–2000, specifically Leon Krier, Rob Krier, Duany and Plater-Zyberk and others such as Ungers and Portman etc.

The third and fourth approaches – “City Image” and the “Pattern Language” approaches – have had little direct relevance to Hakrow’s work, although some readers might find those approaches generated useful insights. We will therefore mention here only the first, second and fifth paradigms.

The “City Seeding” Tradition

There is no recognised term to summarise the traditional approach to city design and building in the period which linked neo-classicism to modernism, historically speaking. This refers to the nineteenth century in Europe (and perhaps the inter-war period to some degree) excluding early modernism in France, Germany and the Soviet Union. One could employ the German term “Stadttebau” or City Building, which was used at the time.

The best known theorists were Joseph Stubben, Reinhard Baumeister, Camillo Sitte and Otto Wagner in Germany and Austria, and Raymond Unwin and Ebenezer Howard in Britain, although all European countries had eminent practitioners and writers (see Stubben J 1890, Kamau O 1996, Baumeister R 1876, Collins C and Collins G R 2006, Unwin R 1909 and Howard 1945).

“City Seeding” means the practice of designing the physical form of streets, buildings, landscape and so on in considerable imaginative detail, so that the concrete reality of the city is specified. This followed concrete design principles, and was usually built on the orthogonal city block within a geometric layout grid, which followed axes. The axes crossed at focal points, which were usually celebrated with squares or piazzas of various forms. They also gave rise to vistas, which focussed on monuments such as sculptures, facade centre-lines, towers etc. Axes were often the spring points for avenues of trees, and their formality was further strengthened by rivers and other natural features that would act as the informal antithesis.

The typical Hakrow plan appears to describe this type of concrete design, whereas much recent planning in many countries is by contrast, abstract or diagrammatic. It aims rather to illustrate aims, ideas, policies or principles. The design of the city is left to emerge incidentally from subsequent architectural detail – a risky and perhaps ill-advised idea.

- “城市景观”或视觉艺术学派。这种理解和分析的手法以半个世纪前Camillo Sitte的思想理论为基础，将城市看作艺术作品，最早由Gordon Cullen, Ivor de Wolfe, Gordon Logie, Ian Nairn 等人提出。这段时期的大约跨度为1950年到1980年。
- “城市形象”或称心理绘图或心理学派。当社会科学代替视觉艺术成为70年代主流的知识力量时，这个流派的出现代替了之前的“城市景观”派。该流派最早由Kevin Lynch和Donald Appleyard等人提出。
- “建筑模式语言”或“语法”派 (也可称作语言派或结构主义派)，最著名的倡导者是Christopher Alexander。顾名思义，这个流派反应的是一些语言学家如De Saussure和Chomsky的思想观点。
- “新城市主义”学派，也被称为城市复兴，理性主义和新古典主义。这个时期执业建筑师再度出现在了城市化进程中。这种以建筑学为基础的新古典主义 (甚至浪漫主义) 的城市设计流派，时间跨度为1980年至2000年，代表人物有Leon Krier, Rob Krier, Duany, Plater-Zyberk, Ungers, Portman etc等人。

尽管第三第四种城市形象派和建筑模式语言派可以给我们一些有益的启示，但是它们的理论与合乐的业务关系较小。因此我们将主要介绍一下第一、第二和第五种学派。

“城市催化”学派

从历史角度来说，对于新古典主义到现代主义的过渡时期中的城市设计建设的手法，还没有一个公认的确切术语。这个时期指的是欧洲的十九世纪 (某种程度上可以说是两次世界大战之间的时期，但不包括法国德国和苏联的现代主义早期)。我们可以用当时德语里的术语 “Stadttebau” 或者“城市建造”来表示那个时期的城市设计。

尽管当时几乎所有的欧洲国家都有一些杰出的学者和从业者，但这个时期最有名的学者是德国和奥地利的Joseph Stubben, Reinhard Baumeister, Camillo Sitte和Otto Wagner以及英国的Raymond Unwin和Ebenezer Howard。

所谓“城市催化”，指的是对于街道、建筑物、景观等的具体形式，通过大量想象虚构的细节设计，来具化城市的现实本体。这种手法有具体的设计原则，通常是针对几何网格布局中位于轴线直角上的城市区块进行设计。轴线在联络点相交，形成各种形式的广场，并设置雕塑、中央立面和塔楼等地标建筑，提供良好的视野和景观视线。同时广场延伸出数条林荫大道，并加上河流、桥梁、以及地形上其他一些景观元素。

这种具体化的设计方法是合乐规划的典型风格，但是合乐近来在许多国家的规划反而有概念化和抽象化的趋势。这种方法的目标是阐述概念、方针和原则等抽象概念，而对城市的具体设计则留到之后的建筑细节中附带产生。

“Townscape”

This tradition seems to be visual and aesthetic in character, and is most associated with Gordon Cullen, as well as Eric de Mare, Ivor de Wolfe, Ian Naim and Gordon Logie in the 1950s and 60s. One regards these thinkers as part of the same school, which we associate with Britain of the immediate post-war period (see Cullen G. 1961, 1968, undated; De Mare E. 1963; De Wolfe I. 1963; Gosling D. 1996; Logie G. 1954; Naim I. 1957, 1959).

Gordon Cullen (1914–1994) was much celebrated in the early after-war period, but was not an architect. He was in fact a Graphic Artist, and perhaps the emphasis should be on the second word of that term. Other members of this group included photographers and journalists. Cullen was a profound visual observer of the environment as well as the best draftsman of his period in Britain. According to some, he was not a good practising designer of new projects (see also Gosling 1996). As regards Hakrow, we are reminded that Assad Shaheed is as much an artist—specifically a water-colourist—as an architect and town planner, and this is worth considering. Cullen coined the term “Townscape”, on the analogy with landscape, and regarded it as a visual theme worthy of the artists’ attention. There is an important difference between architecture, town planning and townscape, although all three are much related. Townscape was composed of numerous buildings (or works of architecture, a few of which might be ruins), as well as the ‘furniture’ of the environment such as foliage, floorscape or surfaces (such as streets, squares, ramps or steps), monuments and works of sculpture, infrastructural objects such as bridges, lighting installations or transformer substations, and many other features, including people and activities, such as crowds or ceremonies.

The urban design work of Hakrow stands in this townscape tradition to some degree, much influenced by Shaheed’s origins as an artist. Certainly, it is less concerned with intellectual abstractions than with concrete portrayals of what might be seen through one’s own eyes.

The “New Urbanism” and the “Urban Renaissance”

These schools tend to be hostile to modernism. They are both concerned with sustaining historical continuity (or perhaps ‘tradition’), and both seem to eschew “revolution”. They are both focussed on shared language and popular human feelings and emotions as they evidently exist, and not on idealistic theories espoused by elite intellectual groups. This is often said to be a human-centred perspective, lacking in cruelty or arrogance, although they are also often criticised as sometimes commercialised and sentimental. Lastly, both these periods of urbanistic effort were led by practicing architects, whereas the urbanist thinkers from 1950 to 1980 or later were primarily journalists, a few applied artists, and many social scientists. Architects particularly in Britain, had withdrawn almost entirely from urbanism between 1960 and 1980. The end of this retrograde step was marked by the emergence of ‘Urban Design’ as a separate quasi-profession. In Britain this was also marked by the foundation of the Urban Design Group or UDG, and the creation of several academic departments and training courses.

It is correct to say that the urban design work of Hakrow (and Assad Shaheed specifically) rests largely within this contemporary vein.

Perhaps the most outstanding leaders of this school have been Rob and Leon Krier, although the period began in the 1970s when Aldo Rossi, Aldo van Eyck, O.M. Ungers, O.M./Rem Koolhaas and many others were also productively engaged in this. All these designers—even Leon Krier at the time—had an interest in large scale urban physical form which could be built as ‘megastructures’. They were sometimes combining them in

“城市景观”学派

这种学派的特点是视觉和美学特色，代表人物有50和60年代的Gordon Cullen, Eric de Mare, Ivor de Wolfe, Ian Naim and Gordon Logie。这些学者同属于英国战后时期学派。

尽管Gordon Cullen (1914–1994) 并不是建筑师，但他在战后早期是相当有名的人物。实际上他是一名平面艺术家，而且重点是“艺术家”这个词。这个学派的其他一些代表包括摄影师和新闻记者等。Cullen 是一名有造诣的环境视觉观察者，同时他也是当时英国最好的绘画师之一。但有些人认为他并不能称得上是一名很好的执业设计师。而值得注意的是，在合乐，Assad Shaheed既是一名艺术家（尤其在水彩画方面），同时也是一名杰出的建筑师和城市规划师。Cullen创造了“城市景观”这一术语，认为这是一个值得所有艺术家关注的视觉主题。尽管建筑、城市规划和城市景观三者之间的联系非常密切，但他们之间也存在根本的区别。城市景观包含了大量的建筑物（或建筑形式，也可能是废墟或建筑遗迹）、环境中的某些元素比如树叶、地面景观、界面（街道、广场、坡道、台阶等）、标志性建筑如雕塑等、一些基础设施如桥梁、照明设备、变电站，以及其他一些特征，如人和人的活动等。

由于Shaheed原是一名艺术家的渊源，合乐的城市设计方面在某种程度上传承了城市景观学派。当然，这里指的是每个人对所看见的事物的主观具体表达，而不是单纯的美学抽象概念。

“新城市主义”和“城市复兴”

这个学派与现代主义对立，他们一方面关注历史的延续和传承（或者说“传统”），另一方面又试图避开颠覆性的变革。他们注重共同语言和大众情绪感知，而非一些知识精英的倡导的理想主义学说。这通常被称为是一种以人性为中心的观点，缺乏艺术的残酷和傲慢，也常常因为商业化和过于感性而受到批判。这个流派的城市规划领域由执业建筑师主导，而50年代到80年代的城市规划思想家则主要是新闻从业者、少数实用艺术家以及许多社会科学家。60年代到80年代间，建筑师们尤其是英国的建筑师们几乎完全退出了城市化的进程。直到城市设计作为一门独立的专业出现，这种倒退才得以中止。在英国，另一个标志是城市设计集团（UDG）的建立，并开设了一些学术部门和培训课程。

合乐的城市设计业务（尤其是Assad Shaheed）很大程度上承袭的是这一现代流派。

这一学派始于70年代，当时有一批活跃的设计师如Aldo Rossi, Aldo van Eyck, O.M. Ungers, O.M./Rem Koolhaas等人，但这个学派最杰出的代表是Rob和Leon Krier。当时这些设计师都对被称为“巨型结构”的大尺度城市形态设计非常感兴趣，并尝试用新古典主义的意象来包装作品。比如Leon Krier 1976年的La Villette Quartier规划以及1970年的埃希

neo-classical imagery, such as Leon Krier’s La Villette Quartier Plan 1976 or the Plan for Echtermach 1970. Others used a similar vocabulary of urban structure, but it was articulated by a modernist or even brutal form, such as O.M. Ungers’s Cologne Museum 1975 and Welfare Island, New York 1975, or Aldo Rossi and Carlo Aymonino Galataree Area, Milan 1973, Rob Krier’s Minoriten Platz or Stuttgart City Centre and Regional Axis Plan. (see Delavoy et al. 1978; Krier R. 1979, 1983).

Even where the architecture seemed a little overscaled and chillingly ‘modern’, it clearly had the top priority of constructing buildings to define urban spaces, and particularly to make streets and squares. Rob Krier defined a vocabulary of such urban spaces, which he has been concerned to build and not just to publish the concept.

His brother, Leon Krier was working for James Stirling at the time, and began the 1970s with unconvincingly modern, massively scaled and almost Brutalist architecture. Examples are Derby Centre Competition 1970, Royal Mint Square 1974. Krier later rejected modernism more completely, and has since acted as a powerful advocate of classicism in architecture as well as urbanism. He became a consultant and supporter of Prince Charles, working on the plan for Poundbury Town for him.

The schools of the “Urban Renaissance” and the “New Urbanism” in the US of the 1990s resemble each other, and individual designers have been identified with both. The “Charter for the New Urbanism” is probably the key call to arms (see Congress for the New Urbanism 2000). Leon Krier’s central thoughts about the city are also part of this charter, with whom we should also identify Peter Calhorne, Andreas Duanay, and Elizabeth Plater-Zyberk specifically with respect to the town of Seaside, in Florida (see Krier L. 1992).

The delicacy of scale is important. A city should be composed of ‘quarters’ or neighbourhoods, and it must be possible to walk across a quarter in ten minutes. Rigid zoning by land use is regarded with reservations by contemporary urban designers, and large areas devoted to single uses, such as offices, or factories or houses, etc, are not favoured. Quarters, ideally should be balanced mixes of all uses. As a result of this doctrine, a pure ‘office park’ or ‘housing estate’ or ‘retail park’ would not find favour. This point has been made repeatedly and Ian Naim who railed against the suburbs in the 1950s, would be strongly in agreement (see Naim 1957). The same point was made by Jane Jacobs (see Jacobs 1961).

3. Urban Structure and Transportation in the Global City

The urban structure of the polycentric Global City will reflect in most cases the previously existing monocentric cities, out of which the polycentric city evolved. There might be five to ten previous towns and cities, although one or several might have been dominant in terms of size or function. For example, the Rhein-Main mega-city is centred on Frankfurt, but also includes Wiesbaden, Mainz, Darmstadt, Hanau and Aschaffenburg. The Île de France (or Greater Paris) includes almost twenty towns or cities, namely Rouen, Beauvais, Compiègne, Amiens, Reims, St. Quentin, Evreux, Nantes, Clergy, Reims, Le Mans, Chartres, Troy, Marne la Vallée, Meaux, Orléans, Troyes and of course, the dominant Paris (For the details of some other cases in Western Europe, see Hall P and Pain C. 2006).

In general, the view is held that a peripheral city may be up to one hour by train, from the central ‘hub’ city. This conditions the total scale of the mega-city, although it begs some questions. The ratio between the radial distance from the central hub to the periphery and the travel time of up to one hour will indicate the speed of movement and the time

tonal planning. Other designers also used similar city structure methods, but used more modernist or even brutalist forms to express them, such as O.M. Ungers in 1975 designed the Cologne Museum, the same year designed the New York World Trade Center, Aldo Rossi and Carlo Aymonino in 1973 designed the Milan Galataree area, Rob Krier designed the Minoriten Platz and the Stuttgart City Centre and Regional Axis Plan. (see Delavoy et al. 1978; Krier R. 1979, 1983).

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三、全球化城市的城市结构和交通

大多数情况下，多中心全球化城市的城市结构可以反应出该多中心城市从以前的单中心进化的过程。通常巨型城市由五到十个城市或城镇组成，其中一个或几个在规模或功能上占主导地位。举例来说，莱茵-梅因巨型城市区以法兰克福为中心，另外包括威斯巴登、美因兹、达姆施塔特、哈瑙和阿沙芬堡。法国巴黎大区包含将近20个城市，鲁昂、博韦、贡比涅、亚眠、鲁瓦西、圣康德、埃夫勒、南特、瑟尔基、兰斯、勒芒、沙特尔、埃夫里、马恩拉瓦雷、莫城、奥尔良、特鲁瓦以及最主要的城市巴黎。

总的来说，从周边城市坐火车到中心城市或枢纽城市的距离最长为一小时。这个距离大概划定了巨型城市的大小，但同时也存在一些问题。中心城市到周边的径向距离与所耗时间之比应当包含行驶时间、换乘时间、等待时间、列车间隔和延误等。另外还将取决于：(1) 从住处/工作场所到车站

of interchange, waiting times, frequency of trains and delays. This will depend on (a) the travel time from the dwelling or workplace to the station or other interchange point and (b) the speed of the transit.

These factors concern the technicalities of transportation, of course. But they also concern two important principles of urban layout. First, the major destinations such as workplaces, major leisure or cultural facilities, retail centres, etc., should be very accessible by public transport. Places of high accessibility should be set at high density, or to use different words, should have a major mass or gravity. We use the term “node” to refer to locations of high accessibility, connectivity, mass (or gravity) and density.

Accessibility has now become a major issue in Dubai where Hakrow has long been urging the introduction of a rapid transit system to link Dubai with neighbouring Sharjah. A public transport system is a fundamental factor shaping almost any area plan.

Circuses, Squares and Crescents

The Hakrow examples in this book show many cases of building groups forming places, piazzas, squares, circuses, octagons and so forth. In other words, large urban spaces with boundaries defined by the elevations of buildings. Half of a space—such as a semi-circle—or a terrace may be as important as a boundary to a park or beach, and it will be visible from the sea or landscape. Such spaces are a very important device in urban design, and it is important to consider how such ensembles are to be implemented.

The ‘circus’ (often called a rondo on the European continent and a circle in America) is a well-known term intended to describe the shape of an urban space defined by the facades of numerous buildings. A circus is typically a circle, although it may be an octagon or an oval. If for example, it were an octagon made up of straight lines, they would usually be at right-angles to the radius of the inscribed circle (or they will be tangential to the circle). Such facades will often be symmetrical around the centre-lines of roads which enter them. The circus may thus be defined by buildings which close off the vista along the approach roads. Alternatively, pairs of road-axes may be aligned with each other, so that the vista flows through the circus without interruption. These axes cross or intersect typically at the centre of the circle, which may contain a monument or a structure of some unique visual significance. A road in a circular shape is often located in the circus, typically along the facade, or possibly in the middle where it constitutes a roundabout.

As described above, these devices come from classical planning, especially that of Rome. It was revived during the Renaissance, Baroque and Neo-Classical periods, including the eighteenth and nineteenth centuries in all European countries. Circuses in Britain were an important device used by Georgian town planners, and may be seen famously at Bath, Bloomsbury, Edinburgh and so on, and also in Paris, St Petersburg, and numerous other cities between 1750 and 1930. In many historic examples the whole space was designed as a single landscape park and its facades were designed as a single ensemble, even though it was constituted of numerous separate hereditaments built by different owners over many years. In this way, such a feature conveyed the same sense of power as a large, single building—for example, a palace. In the present case, Hakrow prepared many urban designs which included one or several circuses and crescents, and this book contains many drawings as examples.

Boulevards and Axes

Between the urban places described above are the streets. The top of the hierarchy of streets is often called the “boulevard” or “avenue”, which usually means in practice a

或其他换乘点的时间；(2)换乘速度。

显然这些因素涉及到专业的交通知识，但也同时涵盖了城市布局的两条重要原则。首先，例如工作场所、主要休闲场所和文化设施、商业中心等主要出行目的地与公共交通的联系必须十分便捷。其次，可达性高的地方必须是高密度的，或者说大体量的。我们称这些可达性和连通性高、体量大、密度高的地方为“节点”。

可达性现在已经成为迪拜规划的重中之重。合乐一直致力于引入一套快速便捷的交通体系来连接迪拜与周边的阿联酋国家。对于任何地区的区域规划来说，公共交通系统都是一个非常基本和重要的因素。

广场

本书中的合乐案例集中展示了许多建筑组团组成的区域、街区、方形广场、圆形露天广场和八角形广场等等，换言之，就是由建筑立面确定的有界线的大型城市空间。半空间（如半圆形）和隔离带对公园或海滩来说，其重要性和边界的重要性无异，同时又与景观或海面形成视觉上的分隔。这类城市空间在城市设计中是相当重要的一环，而如何实施这样的空间塑造也同样重要。

“圆形露天广场”（在欧洲被称作“rondo”，在美国被称为“circle”）是一个用来形容由多个建筑立面形成的城市空间形状的术语。典型的露天广场是圆形的，也可能是八角形的或椭圆形的。如果是由直线组成的八角形露天广场，直线通常都是在八角形内切圆半径的直角方向上（或者说这些直线是圆的切线）。这样的界面通常都是以穿越其中的道路中心线为轴呈对称形状。因此广场的空间通常是由视线走廊尽头的建筑物所决定的。另一种情况是，数条道路轴线互相排列使整个广场的视线不被隔断。这些轴线通常都在圆的中心相交，中间设置标志性建筑或具有视觉冲击力的构造。一般来说，沿广场立面会设置环形路，也可能设置在广场中心形成环形枢纽。

以上描述的这些布局是古典主义规划（尤其是罗马时期）的常用手法。在18和19世纪的文艺复兴、巴洛克和新古典主义时期，这种手法在欧洲国家又得以复苏。在英国乔治王时代，圆形露天广场是城市规划师最惯用的设计。巴恩、布鲁斯和爱丁堡等地都有著名的圆形广场。从1750年到1930年间，在巴黎、圣彼得堡和许多其他欧洲城市都能觅得圆形广场的踪影。许多历史上的案例将城市的整体空间设计成独立的景观公园，并把对其立面的设计也作为一个整体（尽管立面由许多不同时期的不同建筑所组成）。这样的设计同样可以传达出大体量建筑单体的力量感。合乐的城市设计案例中也有许多包含一个或多个圆形广场或月牙形广场的项目，本书中将有详细的图片介绍。

大道和轴线

前面提到的是城市空间，而穿插于城市空间中的则是街

dual carriageway lined by trees. The boulevard has an axis on its centre-line, and these axes will normally be the major linkages between circuses or squares.

Major streets normally intersect with others at right angles or enter squares at angles which are defined by proportions around the central point, such as 30%, 45% or 60%. This entails occasional angled bends in roads between squares or circuses. Thus the layout has an orderly geometric system, and this means that visual contradictions are resolved at the conceptual stage. This is well within the western tradition of urban art, and it is also familiar to Islamic experts on decorative patterns, on architectural tile-work and grilles, for instance.

The typical traditional city in the Middle East resembles patterns found in nature, which we may understand through non-linear equations and “Chaos Theory”. Patterns are characterised by randomness subject to the intrinsic qualities of the materials concerned, and not to Euclidean geometry. Examples would be the cracking of mud as it contracts in sunshine, or the shattering of glass, or the cracking of wood as it rots, or the formation of crystals, and numerous other such physical phenomena.

A tree-lined boulevard needs to be quite precisely designed. The width should relate to the height (and the continuity) of the buildings on either side. This ratio of height to width will produce the aesthetic impression of the space. A height of ten storeys might be 30 metres, and the same width (assuming say 80% continuity) would produce a square cross-section: i.e. identical height and width. This would give a strong and grand form to the street, whereas a ratio of 30 metres to 60 metres width, (a ratio of 50%), would feel quite open or free, if not weak. This 30 metres boulevard would be sufficient for a two-lane dual carriageway with wide margins on either side as well as a wide middle reservation. If the carriageways were 12 metres (or 3 metres per lane) and the margins were 3 metre footways plus 3 metre strips holding a single avenue of trees each side, then the central reservation could be 6 metres, sufficient for a double row of trees. There are many different design possibilities, of course. The dimensions chosen should be capable of accommodating the corner-curves at intersections between the boulevard and the side streets, as well as the parking bays and pedestrian crossings.

The other important point is that the building facades must be designed as part of the boulevard. The gaps between building projects should not be so wide that the spatial definition of the street collapses. For this reason, the continuity of the facade is an important question. In a similar way, the facades should not be set too far back from the sidewalk. This set-back is often insisted on by the proud owner, who imagines that the setback magnifies the prestigious image of his building. However, the more usual result is that the atmosphere of the street environment becomes less appealing.

To sum up the topic every boulevard and all lesser streets need to be designed on plan and section, and on the facades of the constituent buildings, that will later be designed by individual architects. If for example a single street plan envisages containing 50 buildings, then the basic principles of the street design must be made clear to the eventual architects of these 50 buildings in the form of guidelines. Through these guidelines, the urban designer is able to talk to the architects, rather like the manager of a football team talks to the players.

Subdivision of Land into Plots

Alongside the streets, development land is divided into “plots”. A development brief for each plot would be given to the land-owner of the plot and his architect. Each plot would be sold and a development permit granted once the design was approved by the relevant municipal authority. The boundaries of each plot would be defined, and the plot would

道。街道的分类中最高层次的一种被称作作为“林荫大道”或“大道”，顾名思义就是两边树木排列的马路。林荫大道的道路中心线是一条轴线，这些轴线联系着各个广场和空间。

主要街道与其他街道之间一般是直角相交，或者与广场呈30度、45度或60度角。这意味着广场空间之间的连接道路有时需呈角度弯曲。这样的设计形成规则的几何形状，于是在概念阶段便解决了视觉冲突的问题。这种手法是西方城市艺术中惯用的手法，甚至在伊斯兰国家，这种手法也经常运用于装饰花纹、建筑贴面和各窗等方面的设计。

典型的中东地区城市体现了自然界中的一些图案和花纹，我们可将其称为“非线性方程”和“混沌理论”。这些图案的特点是根据材料的本身性质产生的随机效果，而不是根据几何学原理产生的图案。比如说泥土在阳光下收缩开裂产生的裂缝，玻璃的碎屑，木材腐烂的裂痕，水晶的结构以及其他许多类似的自然现象。

而树木成行的林荫大道则需要精准的设计。道路宽度应当根据沿街建筑的高度和连续性确定，这种高宽比产生一种空间美学印象。打个比方，10层高的建筑其高度大约为30米，（假设连续性为80%）那么相同宽度的道路就产生了一个正方形的横截面（同高同宽）。这样的截面给人以宏伟强烈的感觉。但是，如果比例是30米高比60米宽，那给人的感觉将是很弱的，至少是过于开敞和空旷的。30米宽的林荫大道对于双向双车道加两边人行道加中间预留区的设计来说是绰绰有余的。如果说路面宽度为12米（即每条车道3米），两边各3米宽的人行道加上3米宽的绿化带，那么街道中间的保留带的宽度为6米，足够排列两行道树。当然，设计可能性远不止这一种。尺度的选择需要考虑到大道与其他道路交叉口的转角曲线，以及停车处和行人路口等因素。

另外一个设计重点是，沿街的建筑立面必须作为大道的一部分进行设计。为了保证街道的空间感，建筑与建筑之间的间距不能过大。因此，立面的连续性是个相当关键的问题。同样的道理，立面与大道人行道之间的距离也不能太远。我们常常碰到一些业主非常强调这种退线距离，认为这样的退线距离可以凸显其建筑的尊贵形象。其实，这样的做法一般都会导致整个街道环境给人以没有吸引力的感觉。

总而言之，不论是林荫大道或者其他次级道路的设计都需要充分考虑其平面、截面、以及相关的建筑立面。当然建筑立面是之后由其他建筑师设计的。比方说一条街道的平面包括了50幢建筑，那么必须让设计这50幢建筑的建筑师以导则的形式了解街道设计的基本原则。通过这样的方式，城市设计师便能够与建筑师进行对话，就像足球俱乐部的经理与球员们之间的对话一样。

将用地细分为地块

街道旁边的开发用地被细分为地块。地块的土地所有者和建筑设计师将会被告知该地块的开发纲要。每块地块在通过相关政府部门的审批后，将允许出售和进行开发。针对每块地块，将进行确定边界、分组、编号和测量面积等工作。

be numbered, coded, and measured in terms of area. Each plot would either accommodate a 'public building' or it would be 'disposable' (i.e. sold to a private investor for a defined purpose). Subdivision planning requires skill. Poor subdivision layouts can produce wasteful and inelegant designs, in which plot boundaries do not tessellate and in which future buildings are hampered by awkward and inefficient angles.

The land uses for plots would reflect the conditions of the investment market as well as the social strategy of the plan. Many urban designers have reservations about single use zones and fears about the medium of homogeneity. They espouse a doctrine that every area (or "quarter") of a city should have a balanced mixture of uses, that such areas should be relatively small (say one square kilometre) and that one should be able to walk across each in about 10 minutes.

This view is often regarded as too simple economically or even unrealistic commercially. The business view may be that commercial zones should be large (and there need be relatively few of them), with a high degree of specialisation. An example is Dubai Internet City or Dubai Knowledge Village which are employment areas with a tightly focused marketing theme. Other themes might be medicine and medical science, scientific research and so on. Such specialisation is seen as strengthening the marketability of the sites, and as facilitating the design and creation of the "unique selling properties" (USPs) of the area.

This clustering certainly sounds like a good idea, but it presents a challenge to the "Urban Renaissance" doctrine. The intimate, balanced mixture of activities is seen as a very important attribute of a fecund and exciting urban culture, and this notion goes back to Jane Jacobs (see Jacobs 1961). The idea of a city with complex, overlapping (and even contradictory) activities as a fertiliser of human culture, may not be compatible with the idea of monothematic clustering of economic and social activity. How are the two to be reconciled?

It is accepted that some monothematic specialisation is necessary at the top of the hierarchy, whilst a more complex mixture is more readily attainable at the lower end of the hierarchy. For example, there is likely to be only one major financial district in a world city, and it would need to be about four square kilometres in area to compete with London or Tokyo. In addition there are likely to be local financial service areas within the commercial sub-centres of the same city. These may include secondary offices, specialised technical or support offices ('back offices') of businesses that also have head offices in the main city. Other clustering processes are likely to lead to retail strips and retail malls, retail parks and retail warehouses, and office and laboratory parks with specific themes such as media or medicine. This is a currently fashionable marketing strategy especially as regards niche-marketing and product differentiation.

It will be important to establish a vision of activity-mix for any development in order to start lending definition to the 'range of products', namely plots. These will have a width, length and a surface area. The plot plan will contain a 'footprint' which is the area taken up by the building at the ground level. The footprint will have a specified 'set back' from the boundary of the plot, stating minimum distance at the front, rear and sides of the plot. The plot plan will also indicate the height of the building and the number of floors. The characteristics of each plot (and there may be thousands of plots in a major plan) will be shown on a 'plot brief', typically including a tabulation of the plot statistics that may include (i) the site area, (ii) the footprint area, (iii) the height in number of floors, (iv) the floor area—the footprint times the height, (v) the plot coverage—the footprint as a percentage of the site area, and (vi) the floor area ratio (FAR) or Plot Ratio (PR)—the floor area divided by the site area.

地块可以建造公共建筑，也可以作为任何功能使用（如出售给私人投资者进行特定的开发等）。地块细分规划十分讲求技巧。不科学的地块细分布局会导致不科学的设计，比如地块边界不明确，或者粗糙的角度将影响将来建筑的布局。

地块的功能布局反映了投资市场的情况和整个规划的社会战略。许多城市设计师都对单一功能的城市用地持保留意见。他们主张的原则是每个城市区域（或称“区块”）的用地功能应是混合的平衡的，此类区域应当是相对较小（比如1平方公里），人们可以在10分钟以内步行穿越的区域。

这种观点从经济学角度来说，常被认为过于简单；而从商业角度说，甚至有些不切实际。行业性的观点是商业区面积应当较大（而且数量应该较少），专业性应当较高。举例来说，迪拜网络城和迪拜知识村就是市场主题非常单一明确的就业区域。其他类似的还有制药和医学、科研和其他等。这样的专业化能够加强项目的可销售性，也可以促进该地区特殊销售卖点的出现。

这样的聚类分区听上去不错，但同时它对“城市复兴”学说是一种挑战。紧密平衡的多样化活动功能是丰富多彩的城市文化中非常重要的一部分，这个观点是由Jane Jacobs提出的。这种把复合型的活动作为文化养料的城市概念，和单主题的经济社会活动分区，显然是不相容的两种主张。那么这两者间如何协调呢？

比较可接受的观点是，在较高的层面上需要单主题专业化分区，而在更为具体的层面上则需要较为复杂的功能混合。举例来说，比如一个全球化城市中只有一个主要金融区，面积上需要达到4平方公里来和伦敦东京等城市竞争；除此之外，这个城市中的每个商业副中心都可能还有一些服务于本地的金融服务区，包括将主办事处设置在主要城市的一些行业公司的二级办公室、专业技术支持办公室（又称“后方”办事处）等。类似的其他聚类分区可以是商业带、商业中心、商业园区、商业仓库、特定主题企业的办事处和实验室园区等（如媒体或医药业）。现在，这在利基营销学和产品差异化方面已经成为一种非常时兴的市场营销战略。

对于任何一个开发项目而言，建立一种多功能混合开发的战略对确定地块的多样性是非常重要的。这包括地块的长度上、宽度上和面上几个层面。地面上的建筑分布会在地块平面上留下一串“脚印”。这些脚印与地块的分界线之间有一个“退线距离”，表示与地块前后左右之间的最小距离。地块图也可以表达建筑高度、层数等信息。每个地块的特点（大型规划中往往有数千个地块）可以通过一个“地块简表”显示，里面包含了相关的地块数据表格，包括基地面积、覆盖区面积、层高、建筑面积、地块覆盖率、容积率等。

另外，将确定各地块的总出售面积和总开发面积，包括景观、学校等公共建筑、基础设施、道路等。这些决定

In addition, the total area of plots for sale will be set alongside the total development area including landscape, public buildings such as schools, infrastructure and roadways as well as the site total. This will identify the efficiency of the plan as well as the net and gross density. Crucial questions will be how much space has been used up by roads, how much by saleable land, and so on. Such questions will reveal how practical the layout is in both technical and commercial senses. These statistics will explain the essential features of the development and allow comparison between different plans.

Edges and Boundaries: Waterfronts and Landscaped Areas

The network of squares and streets and their adjacent buildings constitute districts. Each district may have one or several focal points such as squares, but by the same token, it must also have an edge. One cannot have an inside without also having an outside. These edges need to have a definition. Frequently, edges in Hakrow projects are formed by water. These include natural seafronts with beaches, promenades and corniches. They also include lakes, rivers and inlets, where the natural water profile has deliberately been altered to bring land and water into an intimate relationship. Edges may also be formed by topography, woodlands or other vegetation belts. Where the outside edge is weak, the inside district becomes meaningless as an entity.

Bodies of water, such as rivers, lakes or coasts are immensely significant to the planning of new cities, as they have been in the past to historic cities. Certainly this is true of the cities for which Hakrow has prepared plans. Water has given rise to technical challenges, risks, difficulties such as erosion, water quality and flooding. In urban design terms however, the interface between water and cities has a powerful emotional appeal that can be formed into a poetic statement. For example, New York would have less emotional resonance without the approach from the sea, and St Petersburg without its braided river would have much less appeal.

When creating made-made marine environments through reclamation and dredging, there is a further and unique opportunity. This is the ability to create a bespoke design relationship between land, buildings and water.

Hakrow has contributed significantly to the edge treatment of the Paraguay River in Asuncion, the Saigon River at Ho Chi Minh City and the Huang Pu in Shanghai. Additionally Hakrow has created frontages to the sea. The typical sea frontage has been based on crescents of buildings behind curved beaches, with stone-faced protective bulwarks between them. The most obvious cases are on the Gulf, such as in Dubai, Ras al Khaimah and Bandar Abbas, as well as several cities in China, notably Shanghai. Typically, islands have been created, and channels re-shaped or widened. Hakrow has unusual expertise in the computer-modelling of complex water flows, and this helps them to avoid creating static areas of water which lead to unwanted deposition of transported solids, or to fast flows and then to personal danger and erosion of coastal protection barriers and beaches.

It is also necessary to consider the hinterland of coastal frontages. Beaches will need adjacent hotels, apartments, marinas, parklands and related cultural buildings, and roads will need to cope with the traffic generated by businesses of that size. The urban designer will create coherent frontages, particularly frontages as seen from the sea or the beach. This may entail regulating the height and spacing of buildings and landscape features.

There will normally be several large landscape projects within any urban plan. There may also be small projects which form both the setting of buildings. Larger London squares contain water bodies and substantial public gardens, promoting the contrasting

了整个规划的效率以及净密度和毛密度。关键问题取决于多少土地用于道路建设，多少土地是可出售的。这类问题说明了规划布局在技术和商业意义上的实用性。这些数据体现了规划的本质特点，也为与其他规划设计之间的比较提供了数据。

边缘和分界线：滨水区和景观区

广场、街道以及周围的建筑组成了城市区域。每个区域都会有数个广场之类的重点区，同样地，每个区域也必定会有分界线。没有外部也就没有内部，于是便需要确定这些分界线。合乐规划中的分界线往往是和水有关，包括自然滨海沙滩、滨水步道和滨海路等，也可能是湖泊、河流或河口等，通过对这些自然水体的规划设计将水和用地紧密结合起来。除了水体，边界线也可以是地形特征、林地或绿化带。如果边界线不够清晰，那么整个区域的内部就失去了整体性。

从过去的规划经验来看，河流、湖泊、海岸等水体对于新城市的规划来说是非常重要的。当然合乐参与规划设计的那些城市的发展也都证明了这一点。水体的设计将意味着技术难度和风险的增加以及一些实际问题，比如说锈蚀问题、水质问题和溢流问题等。然而在城市设计方面，水体和城市之间的界面始终有种诗歌般的情感张力。打个比方，如果纽约没有那些从海边延伸出来的道路，圣彼得堡没有那条辫状河流的话，这两个城市的魅力都会大减。

通过开垦挖掘创造人造水体环境时，还有一点十分重要，就是建立一种用地、建筑和水之间量身定制的关系的能力。

合乐在对位于亚松森的巴拉圭河，胡志明市的西贡河以及上海的黄浦江的边界线设计中都表现得非常出色。另外合乐在滨海界面上的处理也是强项。典型的滨海界面是由曲线形的海滩和后方月牙形围合的建筑组成的，建筑通常是石材贴面并设置了挡浪堤，这类设计在一些海湾地区最为常见，比如，迪拜、Ras al Khaimah和Bandar Abbas等城市和一些中国城市尤其是上海。一般来说，建立岛屿、水道改造和拓宽是常见的方法。合乐在复杂水流的计算机模型方面非常擅长，可以避免静态水系带来的不必要的沉积问题，流速过快产生的危险，以及海岸防护设施的腐蚀等。

同样地，也需要考虑滨海界面的内部用地的设计。海滩需要配套的酒店、公寓、码头、城市绿地和一些文化设施；道路需要根据规模大小产生的不同交通量合理设置。城市设计师要创造出连续流畅的界面，这需要通过调整建筑的高度和尺度以及控制景观特色来达到。通常一个城市规划案例中会有多个大型的景观项目，也会有一些小型项目负责建筑的设施和排列。大型广场一般有水体和公共花园等设计，创造出一种“城中田园”的感觉。

同时，还有一些景观项目范围涉及周边城市和建筑的设计。走在巴黎的布洛涅树林区或伦敦的海德公园，你可能完全感觉不到自己身处城市中间。另一种典型的元素是林荫大道。

an dignity of its nature to wrap it in a blanket.

There will also be landscape projects large enough to ask the surrounding city and even adjacent buildings. When walking in the Bois de Boulogne or Hyde Park it is possible to imagine not being in a city at all. Other elements in the typology are boulevards, whose large mature trees play a structural role in the city, and are complemented by small "median" spaces containing smaller trees, flowers, grass and sculptures. These landscaped spaces may mediate social interactions at the junction of streets. Different cultural traditions have distinct attitudes to privacy, and this is particularly true of Middle Eastern countries. It is often unclear the distinction between the public, private and shared spaces. For example, a city quarter as described earlier may have a garden in the middle, accessible only to residents, whereas publicly accessible parks and landscaped boulevards are likely to be outside the quarter, accessible to all.

4. CONCLUSION: 'GLOCALISM'

Two theoretical frameworks have been discussed. The first is that of "glocalism". "Glocalism" and "localism" are often supposed to be contradictory or, at least, antithetical. Global means something akin to "cosmopolitan" to borrow a term appropriated by David Bell, but that definition can be criticized for being "determined". The interesting question is whether the global and the local can be in some sense understood to form the "Glocal".

In the offices of B+H shown and elsewhere, we see professionals from a variety of countries and cultures. They are working effortlessly within a shared technical concept language, on projects for other equally non-cosmopolitan nations, countries and regions. It does seem easy that globalism means my local identity or an interesting new idea of (para-)regional cultural identity. Some writers, such as Giddens, have suggested that these two antithetical ideas transcend each other.

"Glocalization, being a complex set of forces, has kind of "push-down" effect. It underlies the recovery of local communities, the return of local cultural identity and the springing up of local forms of nationalism around the world. This is pushing towards decentralization a part and parcel of the globalizing process. At the same time as it pushes away from the nation, it pushes down below the level of the nation-state. Glocalization questions many old ways and creates new economic and cultural regions, some of which transcend the boundaries of nations." (Giddens, 2002)

It is possible to consider this world in Hegelian perspective when thinking of the tension between the Global City and the polycentric cross-border region on the one hand. Such as those promoted by the European Union through the BIFP and the integration of regions into markets on the other hand. From a designer's point of view, there are clear risks in making settlements strong from artificial regionalism. Most designers would be probing along the international scale, however, how organized, situated, in the continued creation of a new local identity.

The second theme is related to some of the different disciplines within urban design. Many disciplines converge to create an urban design project, notably planning, architects and landscape architects, landscape speculation, water modelling, urban economics, transportation, urban economics, anthropology, ecology and so forth, and each will arrive with a different approach. On urban design projects, multi-disciplinary teams can wander aimlessly, unless there is some clearly shared paradigm in kind, objectives, meaning and purpose to the project.

In any event, the practice of urban design like any other significant activity, will encounter successive iterations from getting and even contradictory feedbacks arising from the community. Nonetheless, this book is deliberately and openly more interested in broad, general and synthetic than in being specific and analyses in the field of urbanism.

Dr John Yarrwood

高大的行道树在城市中起到重要的结构作用，小而灵活的空间穿插其中，并设计小型树木、花坛、草地和雕塑等元素。这些景观空间起到缓和街道路口的锐角相交的作用。有些地方的文化非常注重私密性这个主题，尤其是在一些中东国家，可以发现他们对公共区、私人区和共享区的区分相当清晰。比如说，某个城市街区中心有一个花园，仅对该地块的居民开放，而地块外围设置的公园和景观大道等可以供所有人开放。

四、结论：“全球本土化”

在本文中讨论了两个辩证的主题，第一个主题是“全球本土化”：“全球化”和“本土化”一般意义上来说是矛盾的，至少是对立的。借用David Bell的话来说，全球化意味着“世界主义”，但在意思上更接近“根植”这个词。而关于“全球化”和“本土化”是否能够在某种意义上结合成为“全球本土化”，则是一个有趣的议题。

在联合公司或其他地方，有来自世界各个国家不同文化背景的专业人才，他们轻松地用一种共同的技术概念语言在一起参与全球各地各种文化背景下的规划项目工作。这是否意味着全球化正在吞没地方特色，或者说这是否创造了一种新的泛文化特征？一些学者如Giddens认为这两种对立的概念是在不断互相超越的。

“全球化是一种综合性的力量，它有着一种“推倒性”的作用。它蕴藏在全世界本土力量复苏、本土文化回归，和民族主义地方形式涌现的现象之下。推动分散化是全球化进程的一部分。在它和民族主义拉开差距的同时，它也被推到了单一民族国家的层面之下。全球化对社会的挤压产生了新的经济和文化区，其中一些跨越了民族文化的界限。” (Giddens, 2002)

在思考全球化城市和跨国家中心区域与地区分裂之间的矛盾时，可以引用这种黑格尔式矛盾思想观点。从城市设计者的角度来看，一些人为的地方主义所带来的无体的建筑设计是非常冒险的。大部分设计者更愿意采用国际化和全球化的设计理念及形式来创造新的本土风格。

本文的第二个主题是城市规划中的不同学科之间的关系。一个城市设计项目中包含了大量的学科和专业人员，不仅仅是规划师、建筑师和景观建筑师，还有水模型、土壤力学、交通、城市经济学、人类学、生态学等各个领域的专家。每个学科都有其特有的工作方式。在一个城市设计项目中，如果没有一种普遍共通的方法能统一这么多学科，那么一支多学科的团队很可能难以形成有机的整体来完成项目的目标。

总之，如同其他重要领域一样，在最终形成成熟健全的体系之前，城市设计之路将会不断面临互相竞争的甚至是互相矛盾的理论观点的反复挑战。尽管如此，这本书所要表达的始终是在城市化领域中的宽度、广度和综合性，而不是基础性、专业性和分析性。

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