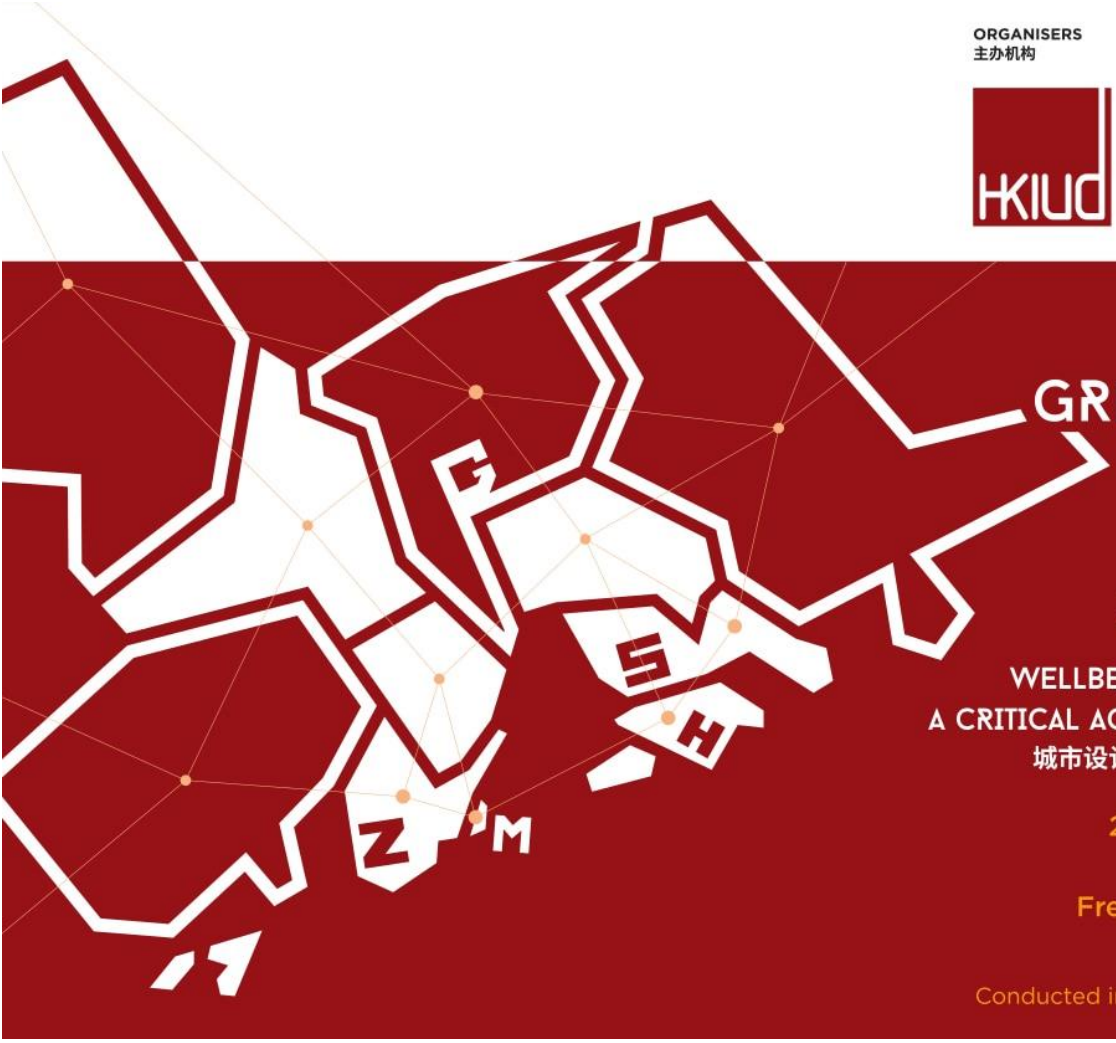
ORGANISERS
主办机构

LEAD SPONSOR
主要赞助机构




# THE GREATER BAY AREA URBAN DESIGN CONFERENCE
# 大湾区城市设计会议

## WELLBEING THROUGH URBAN DESIGN: A CRITICAL ACTION PLAN FOR MEGA REGION
## 城市设计造就民生福祉:区域性之关键行动规划

25 November 2020 Wednesday
09:00–18:00 (GMT+8)
Free Virtual Live Event 免费网上直播

Conducted in English/Putonghua 以英语/普通话进行

**PROCEEDINGS OF THE GREATER BAY AREA URBAN DESIGN CONFERENCE 2020**

Wellbeing Through Urban Design :
A Critical Action Plan For Mega Region

**2020**
**大湾区城市设计会议论文集**

城市设计造就民生福祉:
区域性之关键行动规划

ORGANISERS 主辦機構

LEAD SPONSOR 主要贊助機構

• event date
**25 November 2020**

• organisers
**Hong Kong Institute of Urban Design (HKIUD)**

**Greater Bay Area Urban Designer Alliance (GBAUDA)**

• lead sponsor
**Create Hong Kong of the Government of the Hong Kong Special Administrative Region**

• editors
**Barry D Wilson**
**Sunny Choi**

• translation
**Miranda Yan**

• 活動日期
**2020 年 11 月 25 日**

• 主办机构
**香港城市设计学会**

**大湾区城市设计师专业联盟**

• 主要赞助机构
**香港特别行政区政府创意香港**

• 编辑
**百瑞**
**崔希先**

• 翻译
**严华容**

Proceedings of the Greater Bay Area Urban Design Conference 2020 2020 大湾区城市设计会议论文集

Barry D Wilson, Sunny Choi, editors 编辑: 百瑞, 崔希先

HONG KONG INSTITUTE OF URBAN DESIGN 香港城市设计学会

Responsibility for the accuracy of all statements in each paper rests entirely with the authors. Statements are not necessarily representative of the Hong Kong Institute for Urban Design.

每篇论文中所有陈述的准确性完全由作者负责。 声明不一定代表香港城市设计学会。

Disclaimer: Create Hong Kong of the Government of the Hong Kong Special Administrative Region provides funding support to the project only, and does not otherwise take part in the project. Any opinions, findings, conclusions or recommendations expressed in these materials/events (or by members of the project team) are those of the project organizers only and do not reflect the views of the Government of the Hong Kong Special Administrative Region, the Communications and Creative Industries Branch of the Commerce and Economic Development Bureau, Create Hong Kong, the CreateSmart Initiative Secretariat or the CreateSmart Initiative Vetting Committee.

免责声明：香港特别行政区政府创意香港仅为本项目提供资助，除此之外并无参与项目。在本刊物 / 活动内（或由项目小组成员）表达的任何意见、研究成果、结论或建议，均不代表香港特别行政区政府、商务及经济发展局通讯及创意产业科、创意香港、创意智优计划秘书处或创意智优计划审核委员会的观点。

Copyright © The Hong Kong Institute of Urban Design
The contents available on this document, including but not limited to all text, graphics, drawings, diagrams, photographs and compilation of data or other materials are protected by copyright. Any reproduction, adaptation, distribution, dissemination or making available of such copyright works to the public on a commercial scale is strictly prohibited unless prior written authorisation is obtained. For permission to publish a complete paper contact the Hong Kong Institute of Urban Design Unit 503, 5th Floor, Tower Two Lippo Centre, 89 Queensway, Admiralty, Hong Kong

版权所有©香港城市设计学会
本文档中所用的内容，包括但不限于所有文本、图形、图画、图表、照片以及数据或其他材料的汇编，均受版权保护。 除非事先获得书面授权，否则严禁以商业规模向公众复制、改编、分发、传播或提供此类版权作品。 如需发表完整论文，请联系香港金钟金钟道 89 号力宝中心二座 5 楼 503 室香港城市设计学会

ISBN 978-988-75425-8-2

# PREFACE 前言

## Wellbeing through Urban Design：A Critical Action Plan for Mega Region

With the collective implications of viral pandemic, climate emergency, ecological breakdown, information revolution, cultural insecurity and ageing demographics forming a perfect storm of disruption that is both massively and rapidly impacting urban and rural populations globally. Seismic shifts in the means of planning, funding, designing and managing our cities and their interactive regions are now anticipated to follow in both the short and medium terms. Such changes will have a profound effect on the viability of many such cities and on the wellbeing of the majority of their urban dwellers.

The Greater Bay Area Urban Design Conference 2020 provided opportunity to consider the critical actions required in developing responsive urban systems from the regional to the neighbourhood scale, that can enhance preparedness, living quality, social equity and wellness. The Conference offered the following themes that address both the current disruption and a reshaped thinking on developing urbanised mega regions such as the Guangdong-Hong Kong-Macao Greater Bay Area (GBA):

- New Modes of Development - Urban Design for Wellness First.
- Global Trends toward Mainstreaming Urban Design in City and Regional Administration;
- Utilising Urban Data – What Are We Measuring? What Don't We Need? What Are We Missing?
- Ensuring Quality Urban Design through Education and Accreditation.
- Right Development in the Right Place - Resiliency in the Face of the Unknown

## 城市设计造就民生福祉:区域性之关键行动规划

在全球性流行疫症、气候变化、生态系统崩溃、资讯变革、文化危机以及人口老龄化等因素影响之下，全世界的城市和乡镇人口正面临前所未有的冲击。城市与其周边地区在短期和中期的规划、集资、设计及管理方式需作出相应之调整。这些变化将对许多城市持续发展及其居民福祉带来深远的影响。

2020年大湾区城市设计会议探讨了以下主题，这些主题既可应对现时城市设计者所面对的冲击，亦能为发展中的区域性城市如粤港澳大湾区(大湾区) 建设提供未来设计方向的参考:

- 发展新模式 – 以居民福祉为城市设计首要目标
- 顺应全球趋势，城市设计如何在城市和地区行政中担当主流角色
- 充分运用城市数据 – 城市设计需要衡量什么？什么是必需的？会否遗漏其他有用数据？
- 通过教育和资格认证以确保城市设计的专业质素
- 在合适的地方恰当发展 – 城市设计对未知事物的应变

# CONTENTS 内容


**REMARKS 致辞** **1**

Guest of Honour 主礼嘉宾 2

**Mr. Michael WONG Wai-lun, JP 黃偉綸 先生, JP** ..... **3**

Opening and Closing Remarks 开幕及闭幕致辞 6

**Mr. Donald CHOI 蔡宏兴 先生** ..... **7**

**Mr. Nuno SOARES 苏伟图 先生** ..... **10**

**Dr. PAN An 潘安 博士** ..... **12**

**Mr. SIMA Xiao 司马晓 先生** ..... **15**

**Mr. DUAN Zhuang 段庄 先生** ..... **18**

**Mr. Joel CHAN 陈祖声 先生** ..... **22**

*Greater Bay Area Urban Design Awards 2020 2020 年大湾区城市设计奖的获奖者* *23*

**KEYNOTES专题讲者** **27**

**Prof. Martha SCHWARTZ 玛莎・施瓦茨 教授** ..... **28**

*Regenerating Ecological Services Using the Public Realm Landscape*
*利用公共空间的景观再生生态服务*

**Prof. Rob ADAMS 罗伯·亚当斯 教授** ..... **42**

*New Modes of Development - Urban Design for Wellness First*
*新的发展模式-健康为先的城市设计-以墨尔本为例*

Keynote Discussion – 1 专题讲者 讨论(一) 57

**Prof. WU Zhiqiang 吴志强 院士** ..... **66**

*'Jiayuan' - Building Towards People's Welfare*
*家园 聚力民生福祉*

**Prof. SUN Yimin 孙一民 教授** ..... **78**

*Urban Design as a Sustainable Optimization Tool*
*城市设计作为可持续优化工具*

Keynote Discussion – 2 专题讲者 讨论(二) 91

**Mr. Hendrik Willem Johan OVINK 亨克·奥文克 先生** ..... **99**

*Transformative Urban Climate Action By Design*
*通过设计实现变革性的城市气候行动*

Keynote Discussion – 3 专题讲者 讨论(三) 110

## PARALLEL SESSIONS　专题分享　116


1. Urban Design System and Administration in GBA　117

（一）大湾区城市设计系统与管理

**Mr. ZHU Rongyuan 朱荣远 先生 ..... 118**

*Humanity's Triumph – Reflections on the Sociality of Urban Design*
*山高人为峰——有关城市设计的社会学思考*

**Mr. CHEN Zhimin 陈志敏 先生 ..... 128**

*Old City and New Vitality : Experimental Urban Design in Guangzhou*
*老城市 • 新活力——广州城市设计试点工作总结*

**Dr. ZHANG Zhengtao 章征涛 博士 ..... 137**

*Study of Zhuhai Urban Design Process : Retrospection, Construction, Practice*
*珠海市城市设计全过程研究：回顾、建构、实践*

Session Discussion (1) 讨论会(一)　148

2. Urban Design Guidelines : Practice & Case Study　162

(二) 城市设计准则 : 实践和案例研究

**Mr. Nuno SOARES 苏伟图 先生 ..... 163**

*Reframing the Urban Edge - Design Strategies for Macau x Zhuhai Waterfront*
*重塑城市边缘-澳门与珠海海滨的设计策略*

**Mr. Stefan KRUMMECK 斯戴凡·科鲁麦克 先生 ..... 174**

*Super Density : The 15-Minute City Rethought*
*高密度十五分钟城市改造 香港都市风格 - 可持续及舒适生活模型*

**Prof. Bernard V. LIM, BBS, JP 林云峰 教授 ..... 187**

*Strategies for an Accessible Inclusive City*
*推动畅通易达无障碍共融城市设计的策略*

**Dr. HUANG Dingxi 黄鼎曦 博士 ..... 197**

*The Role of Expert Committee or Chief Designer for Promoting Urban Design*
*专家委员会和总设计师对推动城市设计的作用*

**Mr. Brian YANG 先生 ..... 204**

*BIG at All Scales : Social Infrastructure for Sustainable Cities*
*规模宏大 : 可持续城市的社会基建设施*

Session Discussion (2) 讨论会(二)　214

**RESPONSE SESSIONS 回应环节 231**

1. Synergy Among GBA Cities 232
(一) 大湾区城市之间的协同作用
**Prof. CAI Yunnan 蔡云楠 教授 ..... 233**
**Dr. SHAN Liang 单梁 博士 ..... 236**
**Mr. LAI Shuang 赖霜 先生 ..... 239**
**Mr. LIANG Haijiang 梁海江先生 ..... 241**
**Mr. YANG Minghao 杨明豪 先生 ..... 244**
Session Discussion (1) 讨论会（一） 246

2. Procurement of Urban Design Projects 255
(二) 城市设计方案/项目的实施
**Mr. WANG Zejian 王泽坚 先生 ..... 256**
**Mr. ZENG Hongliang 曾红亮 先生 ..... 258**
**Mr. Simon CHUA 蔡尚文 先生 ..... 260**
**Mr. Raymond IP 叶伟民 先生 ..... 262**
Session Discussion (2) 讨论会（二） 264

3. Urban Design Guidelines, Practice and Case Study 272
（三）城市设计准则、实践和案例研究
**Mr. Eric SHING 盛宇宏 先生 ..... 273**
**Ms. WU Zhetao 伍哲陶 女士 ..... 275**
**Mr. ZHANG Zhenyu 张震宇 先生 ..... 277**
**Mr. CK SOH 苏震国 先生 ..... 279**
Session Discussion (3) 讨论会（三） 281

**FACILITATORS 主持人 290**

**ORGANISING COMMITTEE 组织委员会 291**

**SUPPORTING ORGANISATIONS 支持机构 292**

# REMARKS 致辞

## Guest of Honour 主礼嘉宾

## Opening and Closing Remarks 开幕及闭幕致辞

# Guest of Honour 主礼嘉宾

**Mr. Michael WONG Wai-lun, JP 黄伟纶 先生, JP**

Secretary for Development of the Hong Kong Special Administrative Region

香港特别行政区发展局局长

**Mr. Michael WONG Wai-lun, JP 黄伟纶 先生, JP**

Secretary for Development of the Hong Kong Special Administrative Region

香港特别行政区发展局局长

Respected Mr. Choi, Mr. Soares, Dr. Pan, Mr. Sima, Mr. Duan, distinguished guests, friends. Here I'd like to first congratulate the Hong Kong Institute of Urban Design (HKIUD) and the Greater Bay Area Urban Designer Alliance (Alliance) for successfully co-organising this conference, themed as 'Well-being through Urban Design: A Critical Action Plan for Mega Region.

With the rapid economic growth of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), the urban density in this region will gradually increase. Improved urban liveability becomes extremely important to enhance residents' health and well-being as well as to create a quality living environment. More than that, it can also better the atmosphere for work, businesses and leisure activities. By doing so, we can expect to attract and retain more enterprises and talents, so as to strengthen our city's competitiveness. Hong Kong is a city featuring extremely high density. There are mainly two ways to enhance its liveability: upgrading and renewing the developed urban areas; planning and building new developments.

With the first approach, we should be able to enhance the built environment. This includes improving transportation connectivity, addressing urban climate change in a better way, and providing more greenery and public space as well as people-friendly facilities. As to new development, we will make use of the land resources more effectively, apply the best planning and design concepts, such as adopting a rail-based intensive development model, construct a comprehensive set of living facilities, and encourage an urban life well integrated with nature and advocate regional development that is environmentally friendly and revenue-generating.

蔡宏兴先生，苏伟图先生，潘安博士，司马晓先生，段庄先生，各位嘉宾，各位朋友，大家好，我在此祝贺香港城市设计学会和大湾区城市设计师专业联盟成功举办以城市设计造就民生福祉，关键行动规划为主题的会议。

随着粤港澳大湾区(大湾区)的经济增长和迅速发展，区内城市的密度也会逐步增加。提升宜居度对促进居民的健康和福祉，以及缔造优质的生活环境十分重要。提升宜居度也有助于提升工作，营商和休闲活动的环境，可以吸引更多企业和人才前来和留下发展，加强我们的竞争力。香港是个非常高密度城市。要提高宜居度，大概可以通过重建和更新已建设的市区，以及规划和新建新发展区这两大方向来进行。

通过重建和更新已发展的社区，我们可以提升现有建设环境，包括改善交通连接，更好地应对都市气候变化，以及提供更多绿化，公共空间和有利民生的设施。在新发展区方面，我们会更有效地利用土地资源，引用最好的规划和设计理念，例如采用以铁路为本的集约发展模式，建设完善的生活设施，鼓励倾听自然的城市生活以及提倡环保，可盈利的地区发展。在此让我分享香港在城市设计方面采取的措施。

I'd like to share with you the urban design approaches adopted by Hong Kong.

High density has generally been regarded as a sustainable and efficient development mode for a city. But the key really lies in the ability to manage such development density properly. This means, on the one hand, we need to make good use of the land resources, ensuring there is sufficient land for housing and other purposes, while on the other, we need to make sure that citizens' living environments are liveable enough. We aim to strike a balance between the two. That is why we need to put the three-dimensional urban design ideas into practice properly, having buildings with distinct density and height differences. We also need to provide more open space and blue-green natural resource networks in a bid to create a quality living environment. It is also essential that we enhance the connectivity and accessibility of different parts and functions of the city, taking into consideration the practical needs of citizens on their commutes to and from work for commercial facilities, public infrastructure, recreational venues, and nature-based spaces, etc.

In addition to strengthening the connections between various places through railway, road, and waterway transportation, we should also focus on walking, which is the most fundamental and most environmentally friendly mode of travel. When planning and designing the building environment and pedestrian road network, we can also embed elements that are conducive to walking, and promote a well-connected and pedestrian-friendly street layout. We aim to continue to promote the unique characteristics of Hong Kong and illuminate the diversity and vitality of Hong Kong in our work. For example, we aim to build a world-class, vibrant seaport and waterfront through the overall waterfront planning proposed by the Harbourfront Commission. In conducting urban regeneration, we will also seize the opportunity to protect buildings with cultural relics and historical atmosphere, and create more charming streetscapes. Meanwhile, we will also introduce innovative

在此让我分享香港在城市设计方面采取的措施。

集约高密度城市普遍被视为一个可持续发展，高效率发展模式，关键在于能否妥善管理发展密度。一方面我们需要善用土地，提高足够房屋或其他用地，另一方面要确保市民有足够的宜居生活环境。我们会努力在这两方面取得恰当的平衡。妥善地应用恰当的立体城市设计概念，例如层次分明的建筑物高度和密度，提供更多的休憩用地及蓝绿的自然资源网络，以打造优质的生活环境。我们也必须提升城市的不同部分和功能的联系和通达性，充分考虑市民往来工作地的商业设施，公共设施，康乐活动场所，以及大自然等空间的现实需要。

除了通过铁路道路和水路交通加强各地方之间的联系外，我们也把焦点放在步行这惯常最基本最环保的出行模式。在规划和设计建筑环境和行人道路网路时，我们也会注入利于步行的概念元素，推广四通八达、有利步行的街道布局。我们会继续推广香港独有的特色，彰显香港的多元化和活力。例如，通过海滨事务委员会提出的全面海滨规划，为市民建设一个世界级活力海港及海滨。在市区重建时，我们也会把握机会，保护具有文物价值的建筑和历史氛围，营造更吸引人的街道景观。同时，我们也会引入创新的建筑物布局和设计，以配合市民在居住工作和休闲上需求的改变。

building layouts and designs in our efforts to meet the changing needs of Hong Kong citizens for living, working, and leisure.

Building a healthy city is another priority for us. We will add dynamic design in our work to create friendly building environments. We also aim to encourage citizens to exercise more and to enhance their health awareness with appropriate urban design and architectural design. We shall also work hard to rebuild the connections between the city and the natural environment, enhance biodiversity, and promote environmental protection, and create a clean and healthy policy environment. Urban climate and air circulation will be further considered in our urban planning and design work. More than that, we will add blue and green natural resources to building our environments. Environmentally friendly and sustainable architectural designs are encouraged to be adopted.

Hong Kong is abundant in green and blue resources, such as the Victoria Harbour, country parks, beaches, rivers, and more. As an intensive city, Hong Kong will continue to make good use of its blue and green resources in its urban planning to build high-quality living environments. Lastly, building innovative and comfortable public spaces is as important to the enhanced liveability of a community as it is to people's well-being. Quality public space is not only an extension of personal space but also an urban public space shared by everyone. We will unveil Hong Kong's existing policies, measures, and guidelines related to public spaces in due course. In the process of developing and creating public space, we shall also keep an open mind for further discussions with you. I wish this conference a great success.

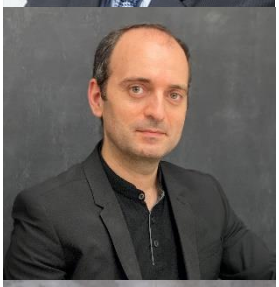
健康的城市是我们的另一个重点。在打造建设环境时，我们会加入动态设计的元素，并通过恰当的城市设计和建筑设计，鼓励市民多做运动和注重健康。我们也会努力重建城市与自然环境的联系，提升生物多样性及推动环保，打造洁净和健康的政策环境。在进行城市规划和设计时，我们也会把都市气候和空气流通进一步纳入考虑因素，以及在建设环境中，加添蓝绿自然资源。鼓励采用环保和可持续的建筑设计。

在自然资源方面，香港拥有丰富绿色资源和蓝色的水资源，例如我们的郊野公园，维多利亚港，海滩，河道等。作为集约型的城市,香港会继续在城市规划方面善用蓝绿资源，以打造优质的生活环境。最后建设新颖和舒适的公共空间，对提升社区宜居度和民生福祉同样重要。优质的公共空间是个人空间的延伸，是大家共享的城市公共空间。我们会在适当的时候展示有关公共空间的现行政策，措施和指引。在发展和打造公共空间的过程中，我们也会以开放的态度，与您共议。在此祝愿会议圆满成功。

# Opening and Closing Remarks 开幕及闭幕致辞

**Mr. Donald CHOI**
President – Hong Kong Institute of Urban Design

**蔡宏兴 先生**
香港城市设计学会会长



**Mr. Nuno SOARES**
President - CURB Center for Architecture and Urbanism - Macau

**苏伟图 先生**
CURB 建筑与城市规划中心
澳门创始人及总监

**Dr. PAN An**
President - Guangzhou Urban Planning Association

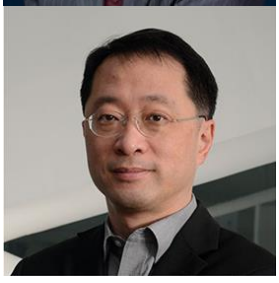
**潘安 博士**
广州市城市规划协会会长

**Mr. SIMA Xiao**
President - Urban Planning Society of Shenzhen

**司马晓 先生**
深圳市城市规划学会会长

**Mr. DUAN Zhuang**
President - Zhuhai Planning Exploration and Design Industry Association

**段庄 先生**
珠海市规划勘察设计行业协会
会长



**Mr. Joel CHAN**
Immediate Past President – Hong Kong Institute of Urban Design

**陈祖声 先生**
香港城市设计学会上任会长

## Mr. Donald CHOI 蔡宏兴 先生

President - Hong Kong Institute of Urban Design
香港城市设计学会会长

Distinguished guests, ladies and gentlemen, and fellow urban designers. It is my pleasure to welcome you all to the inaugural opening of the 2020 Greater Bay Area Urban Design Conference.

This is the first in a series of biennial, professional and academic conferences, exploring the critical action required in developing a responsive urban system for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). For many years, the Hong Kong Institute of Urban Design (HKIUD) has taken an initiative towards greater collaboration between our peers within the GBA. I'm delighted that this year, with the founding of the Greater Bay Area Urban Designer Alliance (Alliance), our sector both in the professional and academic standpoint, is in a far better position to effectively support the regions' urban development.

The Greater Bay Area Urban Design Conference and Greater Bay Urban Design Awards are just two collaborative platforms for the implementation of the alliance goal. We hope to put in place a roadmap that could transform the region's urban design standard, encourage greater collaboration, drive more sustainable development, and put humanistic values at the forefront, to better shape how we work, live, and play in our great cities.

The GBA is known for its amazing, ambitious mega projects, however its breakneck speed of development is also a matter of concern.

尊敬的各位来宾，女士们，先生们，各位城市设计师，大家好，欢迎大家参加 2020 年粤港澳大湾区城市设计大会的开幕式。

这是一系列两年一度的城市设计专业及学术会议中的首次会议，旨在探讨如何为如粤港澳大湾区(大湾区)发展出一套响应式城市系统及其所需行动。多年来，香港城市设计学会一直致力于引领推动大湾区内同行之间更深入的合作。很高兴的是，今年，随着大湾区城市设计师联盟的成立，城市设计行业无论从专业及学术角度都将能够更好且有效地支持该地区的城市发展。

大湾区城市设计大会和大湾区城市设计大奖赛只是实现联盟目标的两个合作平台。我们希望制定一个路线图，改变该地区的城市设计标准，鼓励更大程度的合作，推动更可持续的发展，并将人文价值放在首位，从而更好地塑造我们在大城市的工作、生活和娱乐方式。

大湾区以其雄心勃勃的项目规模闻名于世，但其惊人的发展速度也令人担忧。

It is a new era of opportunities and possibilities for urban design. What we do now and how we do it is going to increasingly affect the lives of millions of people. It is imperative that the region strives for global standards, and for all practitioners we must find ways to ensure greater innovation, harmony, and introspection in our work and not fall into complacency or we will lose sight of the many benefits that a connected mega region can bring.

The HKIUD has always strived to be at the forefront of aligning and defining new standards. Together with the Alliance, the HKIUD again will play an important role in building on our common commitment to promote urban design and implement sound governance across the region to ensure that our cities are developed in a sustainable and beneficial way for all.

Given the current pandemic situation, the conference theme comes at an opportune time for us to discuss how best the region can collaborate and advance the role of urban design in promoting Wellbeing through Urban Design: A Critical Action Plan for Mega Region.

Today you will hear from many renowned experts of their experiences and challenges they faced in light of the global warming, pandemic outbreak, and balancing social to economic cost of sustainable developments.

Lessons learnt should impact on how and where we design our cities to ensure society to thrive at its full potential. We hope by the end of the conference to gain a better understanding and ideas for tackling sustainable economic growth as well as social and environmental challenges that impact urban living.

I am looking forward to the many presentations by world-class speakers today, many of whose visions and ideas may very well help to shape our region's practice standard.

As a progressive profession, urban designers must adopt best practices, engage in cutting-edge technologies and re-examine at every point the impact of urban design, not only from an economic and fiscal advancement standpoint, but also from the social outcome it creates for our generation and the future generations as well.

对于城市设计行业来说，这是一个充满机遇和可能性的新时代。我们现在乃至未来所做的一切将越来越多地影响数百万人的生活。该地区的当务之急是努力达到全球标准。对于所有从业者来说，必须想办法确保我们的工作更加创新、和谐、内省，而非耽于自满，否则我们将无法见证一个互联互通的超大湾区能够带来的诸多好处。

香港城市设计学会一直奋力走在调整及定义城市设计新标准的最前沿。香港城市设计学会将与联盟携手，再次在该区域的建设中发挥重要作用，共同致力于提高该区域的城市设计并促进健全治理的实施，确保我们的城市以可持续及利益众人的方式向前发展。

当前新冠疫情来势汹汹，此次会议主题的出现恰逢其时。趁此机会，我们可以讨论该地区如何能够以最佳方式进行协同合作并推进城市设计在《造就民生福祉——区域性之关键行动规划》中的作用。

今日，众多知名专家将为大家娓娓道来他们在全球变暖、流行病爆发以及可持续发展的社会与经济成本平衡方面的经验与挑战。

前事不忘，后事之师。过去汲取的经验，应当影响我们今日从哪些地方设计城市，以及用什么样的方式来设计，以此确保我们的社会能够充分发挥潜力，蒸蒸日上。希望在本次大会结束之际，我们对于如何应对可持续经济增长以及如何应对影响城市生活的社会和环境挑战，都能获得更好的理解和想法。

It is my hope that this Conference together with the GBA Urban Design Awards will catalyse and ensure our framework for action that leads to a cohesive, dynamic, and innovative urban design collective in the region where practitioners, academics, and policy makers all work towards building common ground and common goals that will ultimately help to establish a resilient, sustainable, inclusive, and prosperous GBA.

I would like to take this opportunity to thank the Conference and Awards Organising Committees, and our Alliance partners from Guangzhou, Shenzhen, Zhuhai, and Macao for all their hard work, support and contribution. I would also like to thank our international and regional speakers, award jurors, our guests of honour, and lastly our record breaking 1996 participants from across the world.

Please enjoy today's comprehensive program of shared knowledge. We wish you all a positive experience. Thank you.

非常期待今日诸多世界一流从业者的演讲。许多演讲者的愿景和想法都很可能帮助塑造我们地区的实践标准。

城市设计是一个充满了革新的行业。城市设计师们必须采用最佳实践，使用尖端技术，并在每一个节点重新审视城市设计的影响，审视角度不仅包括经济及财政进步这一方面，还应包括城市设计为当代及后代所创造的社会成果。

由衷希望本次会议和颁奖典礼将能促进并确保我们行动框架的形成，进而促使该地区内形成一个有凝聚力、充满活力和创新的城市设计集体。在这样的框架内，城市设计行业的从业者、学者、政策制定者们都致力于达成共同立场，朝着共同目标迈进，这终将有助于建立起一个弹性、可持续、包容和繁荣的大湾区。

借此机会，我要感谢大会及颁奖组委会，以及来自广州、深圳、珠海、澳门的联盟伙伴们，感谢他们的辛勤工作、支持和贡献。我还要感谢我们的国际和地区演讲者、评委、贵宾。最后，我要感谢前所未有的1996 名来自世界各地的与会者。

请享受今日的分享盛宴。希望大家都能收获一份积极的体验。谢谢您们。

**Mr. Nuno SOARES 苏伟图 先生**
President - CURB Center for Architecture and Urbanism – Macau
CURB 建筑与城市规划中心-澳门创始人及总监

Good morning. Distinguished guests, Mr. Michael WONG, Mr. Donald CHOI, Dr. PAN An, Mr. SIMA Xiao, Mr. DUAN Zhuang, honourable guests, fellow colleagues in Hong Kong, Guangzhou, Shenzhen, and Zhuhai. Good morning.

It's a great joy that CURB takes part in the Greater Bay Area Urban Design Conference 2020, as a founding member of the Greater Bay Area Urban Designer Alliance (Alliance) along with Guangzhou Urban Planning Association, Urban Planning Society of Shenzhen and Zhuhai Planning Exploration and Design Industry Association, I'd like to start with a word of special appreciation to the Hong Kong Institute of urban Design (HKIUD) for their determination and impeccable organisation for this event in such challenging times. This Alliance was conceived as a leading and powerful platform to advocate for the pursuit of excellence in urban design, architecture, and urban planning in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA).

The GBA is an ambitious and promising initiative pointing towards the integrated development of cities with the potential to have a positive impact on the living standards and the quality of lives of its citizens. This initiative calls for a new collaborative mindset and for action-driven initiatives and relies on synergy to succeed. The GBA offers an opportunity to celebrate local idiosyncrasies, acknowledging the individual contribution of each city, in the construction of a rich, diverse urban network, it also brings a new

尊敬的黄伟纶先生、蔡宏兴先生、潘安博士、司马晓肖先生、段庄先生，各位来宾，香港、广州、深圳、珠海的各位同仁，早上好。

澳门建筑与城市规划中心与广州市城市规划协会、深圳市城市规划学会、珠海市规划勘察设计行业协会共同作为粤港澳大湾区城市设计师专业联盟(联盟)创始成员参加2020 年粤港澳大湾区城市设计会议，我们感到非常高兴。首先，我要特别感谢香港城市设计学会在这个充满挑战的时期坚定且完美地举办了这次活动。粤港澳大湾区城市设计师专业联盟是一个引领性的强大平台，旨在促进如粤港澳大湾区(大湾区)城市设计、建筑及城市规划迈向卓越。

大湾区是一项雄心勃勃且充满希望的倡议，其目标在于促进城市全面发展，提升当地居民的生活水平和生活质量。构建大湾区需要新颖的协作思维和立足行动的倡议，并依赖于协同作用才能取得成功。大湾区提供了一个呈现地方特色的机会，认可每个城市的贡献，在构建丰富多样的城市网络方面，也带来了创造地域共通和共同未来的新雄心。

ambition to create a common territory and a joint future.

The Alliance was officially launched 5 months ago, rooted in a shared ideal to advance its agenda, and to join efforts to contribute for the improvement of the quality of urban space, and the human-centred and sustainable development of the GBA. This first annual event is a clear statement of its intent, focused on the core of our mission – 'Well-being through Urban Design, and a Critical Action Plan for the Mega Region'. The Alliance and the first conference are great platforms to expand our participation beyond our own city, contributing to the country and international panorama, advocating for the power of synergy and the joy of working together to create better conditions for each and better setting for all.

联盟于 5 个月前正式启动，植根于共同理想，推进议程，共同为提升大湾区城市空间品质、促进以人为本的可持续发展贡献力量。此次也是大湾区年度会议中的首次会议。该会议的召开便充分明确了其目的，要专注我们的核心使命——城市设计造就民生福祉——区域性之关键行动规划。联盟和第一届会议这两个重要的平台，将我们的参与范围扩大到自己的城市之外，为国家和国际社会做出贡献，倡导协同的力量和共同努力的乐趣，为每个人创造更好的条件，为所有人创造更好的环境。

**Dr. PAN An 潘安 博士**
President - Guangzhou Urban Planning Association
广州市城市规划协会会长

Distinguished Mr. WONG, respected experts home and abroad, and leaders of the Greater Bay Area Urban Designer Alliance (Alliance), as well as the honourable guests participating in the forum; nice to meet you all. With our concerted efforts and preparations, finally this International Conference on Urban Design of the Greater Bay Area 2020 has opened. It has brought together professionals and guests in this industry from home and abroad here to discuss the urban design systems featuring sustainable development, around the theme of urban design benefiting people's livelihoods. This is an important and significant conference concerning the high quality development of the urban design industry in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), where professionals get to exchange their ideas and explore for cooperation. I wish this event a great success.

As the organiser of this exchange event, the Hong Kong Institute of Urban Design (HKIUD) has made a lot of meticulous and efficient preparations. On behalf of the Guangzhou Urban Planning Association, I would like to express my heartfelt gratitude to you. Impacted by the coronavirus pandemic, climate change, technological revolution and an aging population among others, our cities are facing unprecedented challenges.

This is also a time when China needs to focus on high-quality development as it urbanises, meaning we need to take a human-oriented approach, to

黄伟纶局长，各位国内外的专家，大湾区城市设计师专业联盟(联盟)城的单位领导，参加论坛的嘉宾朋友们，大家好，经过各位同仁的齐心合力，努力筹备，大湾区城市设计国际学术会议2020于今年召开。来自国内外的同仁嘉宾相约在此，围绕城市设计造福民生福祉的主题，探讨有关可持续发展的城市设计系统，这是粤港澳大湾区(大湾区)专业人士交流与合作城市设计行业高质量发展过程中意义深远的重要会议。在此预祝本次交流活动圆满成功。

香港城市设计学会作为本次交流的活动的主办单位，做了大量细致的充分的准备工作，我代表广州城市规划协会，向你们表示衷心的感谢。在新冠疫情，气候变化，科技革命以及人口老龄化等因素的影响下，我们的城市正面临着前所未有的挑战。

中国城镇化进入高质量发展时期，以人为核心，瞄准人们对美好生活的向往，提高城镇化的质量和水平，努力造福广大人民，是我们开展城市设计空间，城市建造需要遵循的总目标。

visualise what the public desires to see in their vision of a beautiful life. We need to enhance our urbanisation quality and level and strive to benefit the public. This is the fundamental objective for us to follow in our urban design and construction efforts.

The GBA is a hot spot for urban design practices. Urban designers should seriously think about how to establish a new urban design model with the well-being of residents as the primary goal, how to advance the mainstream role of urban design in urban governance, and how to empower urban design with digital technology. We should seize this opportunity to actively promote the sharing of excellent practices and proposals in the field of urban design, and to make our cities healthier, more sustainable and liveable. This is how we can join efforts to create a quality living circle in the GBA. Over the past 40 years since the Reform and Opening up, Guangzhou has witnessed tremendous changes in its urban outlook as well as the lives of its people, in which urban design has played an important role. Starting in the 1980s, Guangzhou's urban design has gradually entered a new stage where quality is greatly emphasised.

We are trying to turn urban design into a long-term practice for the betterment of a city that advocates openness and collaboration, and passes on good values including that design makes a city better. We are also promoting a new mode where a community is a joint creation of designers and other parties. We are also focusing more on smaller spaces and people-friendly facilities such as children's activity venues, pocket parks and urban furniture. All these efforts can help build Guangzhou into a warmer and prettier city.

The Greater Bay Area Urban Design Conference held today provides such a wonderful platform for international academic exchanges in urban design so as to promote cooperation at home and abroad. We are more than willing to share our experiences and ideas in this industry, and also looking forward to listening to thoughts from fellow practitioners. Guangzhou will be the host city for urban design Alliance events in 2021-2022.

大湾区作为实践的热点地区，广大城市设计者应认真思考，如何建立以居民福祉为首要目标的城市设计新模式，如何推动城市设计在城市治理担当的主流角色，如何运用数字技术赋能城市设计。我们应当抓住机遇，积极推进城市设计领域优秀实践和设计方案分享，提升城市健康，可持续性和宜居性，共同缔造大湾区优质生活圈。改革开放四十年来，广州的城市面貌和人民生活发生了令人瞩目的变化。城市设计发挥了重要作用。广州城市设计工作起步于上世纪 80 年代，到近期逐步进入面向经济化品质化阶段。

我们正在尝试把城市设计变为一项开放协作，传递共识的长期设计实践，传递设计让城市更美好的价值观。推广社区是设计师，社区是大制作，共同缔造的模式，关注儿童活动场地，口袋公园，城市家具等微小空间和便民设施。助力广州建设更有温度，更美丽的城市。

今天举办大湾区国际城市设计学术会议，为推广城市设计领域国内外的交流合作提供了一个良好的学术交流平台。我们愿意分享广多经验，交流行业观念，也期待倾听你们的想法。 广州为 2021-2022 年度联盟活动的主办城市，如果会承办相关活动，借此机会，我们希望与各位同仁各位朋友加强联系合作，互通有无。

我们也将全力以赴，做好未来两年活动的策划与筹备，期待在广州与大家相聚交流。

We'd like to take this opportunity to express our sincerity in strengthening connections and co-operations with you there and then too. Meanwhile we'll spare no effort in making planning and preparations for hosting relevant events in the next two years in Guangzhou. We look forward to meeting you again in Guangzhou. At last, we wish the Greater Bay Area Urban Design Conference 2020 a great success as well as all friends here good health and all the best. Thank you.

最后我们预祝大湾区城市设计国际学术会议 2020 圆满成功，预祝各位朋友身体健康，万事如意，谢谢。

**Mr. SIMA Xiao 司马晓 先生**
President - Urban Planning Society of Shenzhen
深圳市城市规划学会会长

Co-organised by the Hong Kong Institute of Urban Design (HKIUD) and the Greater Bay Area Urban Designer Alliance (Alliance), the Greater Bay Area Urban Design Conference is proudly held today. On behalf of the Urban Planning Society of Shenzhen and all fellow practitioners working in the field of urban planning and urban design in Shenzhen, I'd like to extend my warmest congratulations on the opening of this amazing conference.

Ever since the 'Reform and Opening up', especially after the return of Hong Kong and Macao to the China motherland, the cooperation between Guangdong, Hong Kong and Macao has been continuously deepened and actualised. Their individual regional economic strength and international competitiveness have been significantly enhanced, so is the cohesiveness of their cooperation. Developing the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) is not only a new attempt for China to break new ground in pursuing opening up on all fronts in a new era, but also a new endeavour to move forward with the practice of "one country, two systems". It holds a significant role in China's overall development. The world today is on an irreversible trend towards greater multi-polarity, economic globalisation and cultural diversity. The new round of scientific and technological revolution and industrial transformation is gathering momentum. The Belt and Road Initiative is being pushed forward in all aspects.

今天由香港城市设计学会，大湾区城市设计师专业联盟(联盟)联合举办的大湾区城市设计会议隆重召开，我仅代表深圳市城市规划学会和深圳市城市规划城市设计领域的诸位同仁，向大会的胜利召开表示热烈的祝贺。

改革开放以来，特别是香港澳门回归祖国后，粤港澳合作不断深化实化，区域经济实力，国际竞争力和合作的向心力显著增强，建设粤港澳大湾区(大湾区)既是新时代推动形成全面开放新格局的新尝试，也是推动一国两制发展的新实践，在国家大局中具有重要地位，当前世界多极化，经济全球化，社会信息化 文化多元化的趋势不可逆转。全球治理体系和国际次序变革加速推进。新一轮科技革命和产业变革蓄势待发。一带一路建设全面推进。

这些都与区大湾区建设国际一流湾区和世界级城市群带来了新的复杂变化。

All these have brought complicated changes to the efforts of building a world-class bay area and city cluster across the GBA.

Leveraging the leading roles of the strong combinations of Hong Kong-Shenzhen, Guangzhou-Foshan and Macao-Zhuhai holds the key to enhanced overall strengths and global influence of the GBA. A concrete manifestation of such combinations and leadership can be evidenced in the founding of the Alliance and the opening of the Greater Bay Area Urban Design Conference 2020.

As pointed out in the theme of today's conference, action planning is key to regional growth. This is a topic that really raises expectations. In such cases, what regional critical actions do urban designers need to satisfy the needs and expectations of the GBA residents for a beautiful life, in the region's move towards a world-class city cluster? What regional critical actions do urban designers have to foster the convenient flow and optimal distribution of various factors within the GBA? And what critical action planning do urban designers have to help radiate the development to the much bigger Pan-Pearl River Delta Region.

Solutions to each of these questions are eagerly anticipated. Shenzhen is one of the earliest China Mainland cities that values and promotes urban design. In the past decades, fellow practitioners in the GBA, especially those from Hong Kong, have given tremendous help in Shenzhen's urban design practices. Hong Kong's case studies and experiences have been a role model for us to learn from, and will continue to be the object of study and research for us.

This year marks the 40th anniversary of the establishment of the Shenzhen Special Economic Zone. We believe China's urban design in the future should be reflecting the characteristics of China itself and this era. It should be focused on enhancing citizens' sense of gain, happiness, and security while integrating the full life cycle of

在大湾区建设中发挥香港-深圳、广州-佛山、澳门-珠海强强联合的引领带动作用是提升大湾区整体实力和全球影响力的关键。大湾区城市设计师联盟的成立，和本次大湾区城市会议的召开正是这种强强联合和引领带动在城市规划领域中的具体体现。

正如今天大会主题点出的：区域性的关键，行动规划，这个让人充满期待的主题，那么推动大湾区迈向世界级城市群，城市设计师会有什么区域性的关键行动来满足大湾区居民对美好生活的需求和期盼。

城市设计师又会有什么样的区域性的关键行动促进各类资源要素在大湾区便捷流动和优化配置；城市设计师又有什么区域性的关键行动规划辐射带动更大范围珠三角区域的发展等等。

每个问题都令人期待。深圳是中国大陆比较早重视和普及城市设计工作的城市。在深圳这些年的城市设计工作实践中，大湾区同行尤其是香港同行对我们的帮助是巨大的。香港的案例制度经验过去是我们学习借鉴的榜样，今后是我们学习和研究的对象。

今年是深圳经济特区成立四十周年，我们相信，未来真正的城市设计应该是体现中国特色和时代特征的城市设计，应当是聚焦市民获得感，幸福感和安全感的城市设计，应该是融入城市治理全生命周期的城市设计，更应当是推动大湾区全面协调发展的城市设计。

urban governance. More than that, it should also be able to promote the comprehensive and coordinated development of the GBA.

We, practitioners in Shenzhen's urban planning and urban design industry, including the Urban Planning Society of Shenzhen, will continue to endeavour unremittingly for more progress in the construction and urban design of the GBA.

Finally, I'd like to send my best wishes for this conference to be a great success. Wish you all a happy and healthy life.

深圳规划学会以及深圳城市规划城市设计学界的全体同仁将一如既往地为大湾区的建设和城市设计领域的进步不懈努力。

最后预祝本次会议取得圆满成功。祝各位生活愉快，身体健康。

**Mr. DUAN Zhuang 段庄 先生**
President - Zhuhai Planning Exploration and Design Industry Association
珠海市规划勘察设计行业协会会长

Respected experts and leaders, ladies and gentlemen, good morning. First of all, please allow me to send heartfelt congratulations to the convening of this meeting, on behalf of the Zhuhai Planning Exploration and Design Industry Association.

Zhuhai is a beautiful, romantic, liveable, and happy coastal city. Only a few days ago, on 18th November it was just awarded as the Happiest City in China for the fifth time. This is not only an acknowledgment to Zhuhai's urban construction work and to the work of us as practitioners in the planning exploration and design industry but also a recognition of Zhuhai's urban design professionals. During the past 4 decades since the establishment of the Zhuhai Economic Special Zone, Zhuhai has been committed to pursuing economic growth while ensuring ecological development. It adheres to the approach of having urban design play a leading role in urban construction. That is how Zhuhai has retained its green mountains and blue waters, as well as its blue sky and white clouds. It has also fostered an attractive cityscape with mountains against seawater, land against islands, city against city.

In 1988, Zhuhai became the first Chinese city to win the title of Best Practices in Human Settlements Improvement Award from the UN Center for Human Settlements (UNCHS). In recent years, Zhuhai has given full play to its urban design

尊敬的专家和领导，女士们，先生们，早上好。首先，请允许我代表珠海市规划勘察设计行业协会对本次会议的召开表示衷心的祝贺。

珠海是一座美丽的浪漫的宜居的幸福的海滨城市。在刚刚过去的 11 月 18 日，珠海第五次荣获中国最具幸福感城市，这是对珠海城市建设的肯定，也是对我们规划勘测设计行业的肯定，也是对珠海城市设计工作者的肯定。珠海经济特区成立四十周年以来，始终坚持经济建设和生态发展共赢，以城市设计引导城市建设，留住了青山绿水，蓝天白云，塑造了山海相拥，路岛相望，城市相映的城市风貌。

1988 年，珠海被联合国人居中心授予了国际改善居住环境最佳范例奖的称号，成为了我国第一个获此殊荣的城市。近年来，珠海充分发挥城市设计与城市规划的重要作用，用城市设计引导城市双修，用城市双休验证城市设计，较好了推动了一系列居住环境建设项目的实施，相聚获得了 2015 年中国人居环境范例奖，

and urban planning, by guiding urban “double repairs” (ecological restoration and city betterment) with urban design, and testifying urban design with urban double repairs. In doing so, Zhuhai has facilitated the implementation of a series of environmentally friendly construction projects for residential buildings. Subsequently, Zhuhai has been the recipient of numerous honours and awards including the China Habitat Environment Example Prize 2015, National Ecological Garden City, National Forest City and Pilot City in the Europe-China Eco Cities Link, etc. In 2017, it was selected among the first batch of national urban design pilot cities in China. During this period, Zhuhai has made remarkable achievements in pushing forward the "One River, One Belt, Two Axes, Two Towns, Three Ports and Three Centres" initiative, which includes the implementation of 57 urban design and urban planning projects. Starting from 2012, Zhuhai has completed the construction of over 300 community sports parks; and has carried out beach restoration in Qinglü Road, Phoenix Bay, Xianglu Bay; ‘urban living rooms’; and many others. These efforts have enhanced the quality of Zhuhai's shoreline landscape, enriched residents’ coastal activities, and highlighted the characteristics of Zhuhai as a coastal city. The Community Sports Park of Xiangzhou District and the Xianglu Bay Beach Renovation successively won the Guangdong Exemplary Award for Livable Environment and China Habitat Environment Example Prize. The Community Sports Park of Xiangzhou District was even the only recommended project in Guangdong Province to participate in the application for the Dubai International Award for Best Practices to Improve the Living Environment.

This year is the 40th anniversary of the establishment of the Zhuhai Economic Special Zone as well as the Reform and Opening up. As the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) forges ahead in all aspects, Zhuhai has been following the fundamental principles reflected from President Xi's speeches at the celebration meeting for the 40th anniversary of the establishment of the Shenzhen Special Economic Zone.

国家生态园林城市，国家森林城市，中欧低碳生态城市综合四点等荣誉，并在 2017 年入选了第一批全国城市设计试点城市，期间重点推进了一和一带，两轴，两镇，三星三港等 57 项城市设计与城市规划的实施，取得了可喜的成绩。自 2012 年以来，珠海市先后建成了 302 个社区体育公园，实施了情侣路，凤凰湾，香炉湾，城市客厅等区域的沙滩修复工程，提高了城市岸线景观品质，丰富了市民滨海活动，凸显了海滨城市特色，其中香洲区社区体育公园，香炉湾沙滩修复等系列项目相继荣获了省宜居环境范例奖，中国人居环境范例奖，香洲区体育公园更是作为广东省的唯一推荐项目参加了迪拜国际改善居住环境范例奖的申报。

如今在珠海特区，改革开放 40 年之际，在粤港澳大湾区(大湾区)建设全面推进的时期，我市认真贯彻落实习近平总书记在深圳经济特区建立 40 周年庆祝大会上的重要讲话精神，对照四个走在全国前列，四个继续成为等新使命，新任务，奋斗推进珠海的二次创业，建设新珠海，新经济，新生活，并把珠海打造成为大湾区经济新引擎和独具特色的令人向往的大湾区魅力城市。

作为全国城市设计的试点城市之一，我们将城市品质的提升和民生改善作为城市设计的重要目标，积极推动城市高质量发展，提高发展的协调性和平衡性，以城市设计为抓手，提倡共同缔造让群众满意度作为评价设计成效的重要标准，关心人民福祉，提高市民幸福感，

That is to say, Zhuhai will stick to the new mission of 'Four in the Forefront of the Country', that is, building an economic system of high-quality development, modernised and overall opening up and constructing governance by, of, and for all the members of the society. It will also need to adhere to the new task of 'Four Continued Efforts', which is, continuing to prioritise education, continuing to expand employment and promote entrepreneurship, continuing to improve the social security system, and continuing to safeguard social stability and unity with all efforts. Zhuhai will push forward its second startup, work to build a new economy, a new life and a new city, positioning itself as a new engine to drive the economic growth of the GBA, and an attractive and charming city with its unique characteristics within this region.

As one of China's urban design pilot cities, Zhuhai regards enhanced urban quality and improved civic livelihood as an important goal. We are actively promoting the city's high-quality development in a more coordinated and balanced manner. We advocate an inclusive approach featuring joint efforts with urban design as the starting point while factoring in public satisfaction as an important measurement to assess the urban design outcome. We need to focus on people's well-being and increase citizens' happiness. In our pilot city positioning during these years, we have scored certain achievements in methodology, management, practices, etc.

Today as we gather here to exchange experiences in urban design at this conference, together with the Zhuhai Natural Resources and Planning Technology Center as well as the Zhuhai Institute of Urban Planning & Design, we will be sharing with you our past experiences too. This conference presents an exciting opportunity for us to learn from good examples. With the joint efforts of Zhuhai professionals in this industry, we'll seek to enhance our design and delicacy management further, so as to help build a higher quality city. Going forward, we hope to contribute to the urban design and urban planning as well as the coordinated development of the GBA by providing

通过这几年的城市设计试点工作，我们在方法，管理，实践等方面取得了一定成绩。

在本次大会中，我市的自然资源与技术中心，和珠海市规划设计研究院会给大会有所分享。今天我们在这里聚会，就城市设计工作开展经验交流，我们将以此次大会为契机，通过珠海全体工作同仁的共同努力进一步提升我市设计行业的精细管理和设计水平，提高高品质城市，为大湾区发展和城市规划和城市设计工作提供参考和借鉴。

在此，我也恳请各位专家和领导继续对珠海的城市设计工作给予关心，支持，多提出宝贵意见。最后，预祝本次大会取得圆满成功，祝与会专家领导身体健康，万事如意。

examples for all to share, reference upon and review.

Here I also urge all experts and leaders in this conference to show concern and support for Zhuhai's urban design work and provide valuable opinions. Lastly, I wish this conference a complete success. I'd like to take this opportunity to wish everyone good health and success too.

**Mr. Joel CHAN 陈祖声 先生**
Immediate Past President - Hong Kong Institute of Urban Design
香港城市设计学会上任会长

Those of you in Hong Kong, Mainland China and participants on this conference online, I hope you all enjoy the day. Today's event has attracted the attention and attendance of over one thousand urban design professionals from over 23 countries. Thanks to the Organising Committee, led by our President, Donald Choi, and the valuable time of our distinguished speaker, respondents and moderator, sharing with us their valuable insights, lessons learned, and their thoughtful discussions. A wide spectrum of our common issues in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) related to city context, diversity, liveability, efficiency and lastly, resiliency, were all discussed today.

The Alliance certainly has a lot of takeaways to follow up after today's discussion. As expressed by our five Presidents this morning, today's event is not a concluding event, it's actually the start of the first milestone of long-term collaborations between the GBA cities. Our common goal of the Alliance is to elevate the standard of urban design in the GBA region. Coming first, and top of our action list, is to establish urban designer recognition through a structural approach aligned between the GBA cities. This is a crucial step in realising the mainstreaming of urban design in policy decision making and governance.

诸位香港、中国内地同僚和本次会议的在线参与者，希望大家今天过得愉快。今天的活动吸引了来自超过 23 个国家的千多名城市设计专业人士的关注和出席。感谢由我们香港建筑师学会会长蔡宏兴先生领导的组委会，以及我们杰出的演讲者、受访者和主持人腾出宝贵时间与我们分享他们宝贵的见解、经验教训以及深思熟虑的讨论。我们在粤港澳大湾区(大湾区)的许多关乎城市环境、多样性、宜居性、效率以及弹性的常见问题在今天都进行了讨论。

在今天的讨论结束之后，大湾区城市设计师专业联盟当然有许多内容还需要跟进。如我们五位会长今天上午所讲，今天的活动并非一场结束仪式，实际上是大湾区城市之间长期合作的第一个里程碑的开始。我们大湾区城市设计师专业联盟的共同目标是在大湾区配置城市设计标准。我们的首要行动是通过大湾区城市之间统一的结构性路径来建立城市设计师的认可度。这是实现城市设计在政策决策和治理中主流化的关键一步。

Side by side, to the urban design recognitions, the Alliance will continue to promote urban design thinking and principles to the public, policy makers and the built environment professions through various means such as today's seminar, publication, competition and award. So take for example, the first Greater Bay Area Urban Design Awards of the Alliance, we launched this year, has received an overwhelming response of over two hundred submissions from the GBA region. So this is a good demonstration of the power and potential of the Alliance.

除城市设计表彰外，大湾区城市设计师专业联盟将继续通过多种方式，如今天的研讨会、出版物、竞赛和颁奖等，向公众、政策制定者和建筑环境专业人士推广城市设计思想和原则。举例而论，本年度由大湾区城市设计师专业联盟召开的首届大湾区城市设计大奖收到了二百多份大湾区参赛作品，受到了业界热烈反响。可以说，这很好地展示了联盟的力量和潜力。

## *Greater Bay Area Urban Design Awards 2020*

## *2020 年大湾区城市设计奖的获奖者*

Today, on behalf of the Award Organising Committee, Award OC Chairman, Benny Chan; and the International Jury, I'm delighted to announce the winner of the first Greater Bay Area Urban Design Awards. For the Awards, we have three categories.

今天，我谨代表颁奖典礼组委会、组委会主席陈泽斌先生和国际评审团，荣幸宣布第一届大湾区城市设计奖的获奖者。大湾区城市设计奖分为三个类别。

### BUILT CATEGORY

### 实体落成项目大奖

We have two Grand Awards and six Merits for the 'Built' category.

我们有两个大奖和六个优异奖。

The two Grand Awards, go to:

两项大奖，获得者为：

- *Greenway of Ringroad, Longhua, Shenzhen by LAY-OUT Planning Consultants Co. Ltd,*
- *Urban Design for the Central Area of Dongguan Eco-Industrial Park by China Academy of Urban Planning & Design Shenzhen.*

- 第一个实体落成项目大奖授予深圳市蕾奥规划设计咨询股份有限公司的龙华区环城绿道项目。
- 第二个实体落成项目大奖授予中国城市规划设计研究院的深圳东莞生态工业园中心区城市设计项目。

We have six Merit Awards for the 'Built' category.

- *Cattle Depot Art Park by the Architectural Services Department of the Government Hong Kong Special Administrative Region.*
- *The Ecological Restoration of Migratory Birds Habitat by Shenzhen Wenke Landscape Corp. Ltd.*
- *Poly GISE Plot 140 by Shenzhen L&A Design Holding Limited.*
- *Dasha River Ecological Corridor by AECOM Asia.*
- *Comprehensive Plan of Qianhai Shenzhen-Hong Kong Modern Service Industry Cooperation Zone by Urban Planning & Design Institute of Shenzhen.*
- *Shenzhen Yantian Waterfront Boardwalk Reconstruction by eLandscript Limited, LAY-OUT Consultants Co. and CCCC Water Transportation Consultants Co., Ltd.*

We also have a number of nominated awards. I won't go through it one by one so we'll announce the list on the website shortly.

## URBAN INTERVENTION

For the 'Urban Intervention' category, we have one Grand Award and four Merit Awards.

The Grand Award goes to: -

- *Jingkou Revive! by Atelier Alternative Architecture, Dr. Zhang Yuxing, Urban Planning & Design Institute of Shenzhen and NODE Architecture & Urbanism.*

The Merit Awards go to: -

- *Xiangmi Park Science Library by MLA+B.V. · Open Fabric and Shenzhen Institute of Building Co., Ltd.*
- *Green Cloud by ZHUBO and AAO.*
- *Retrofit of "Canopy of Light" of Guangzhou East Railway Station by the Architectural Design Research Institute of South China University of Technology.*
- *"This Place in Time" – A Public Heritage Plaza at HSBC by Urbis Limited.*

实体落成项目大奖还有六个优异奖获得者为:

- 香港特别行政區政府建築署的牛棚艺术公园.
- 深圳市文科园林股份有限公司候鸟栖息地生态修复.
- 深圳奥雅设计股份有限公司的保利广钢 140 地块.
- 艾奕康有限公司的大沙河生态走廊.
- 深圳市城市规划设计院的前海深港现代服务业合作区综合规划.
- 译地事务所有限公司、深圳市蕾奥规划设计咨询股份有限公司和中交水运规划设计院有限公司合作的深圳盐田滨水栈道改造项目.

我们也有一些提名奖项。在此我将不会一一详述，我们会尽快在网站上公布名单。

## 城市介入项目大奖

对于城市介入项目类别，我们设立了一个大奖和四个优异奖。

大奖获得者为:

- 迳口复兴 年深港城市 \ 建筑双城双年展展场整体改造及展览活动 ( 深圳市多样建筑设计顾问有限公司 张宇星博士 深圳市城市规划设计研究院有限公司以及 ( 深圳 ) 南沙原创建筑设计工作室 ).

优异奖获得者为:

- 香蜜公园科学图书馆 (MLA+ B.V. Open Fabric 及深圳市建筑科学研究院股份有限公司 ).
- 城上绿云 ( 筑博设计 - 联合公设 ).
- 广州火车东站天幕广场改造工程 ( 华南理工大学建筑设计研究院有限公司 ).
- 历史的印记 - 汇丰银行的公共文物广场 ( 雅邦规划设计有限公司及 One Space Limited).

We also have a large number of nominated awards for this category and it will be posted on our website.

该类别的提名奖项我们暂时不便在此一一宣读，会很快在我们的网站上发布。

**PLAN AND CONCEPT**

For the 'Plan and Concept' category, we have two Grand Awards and four Merit Awards.

**计划 / 概念项目大奖**

计划 / 概念项目大奖类别共有二个大奖和四个优异奖。

The first Grand Awards go to: -

- *Cuiwei Village Urban Regeneration Project by Zhuhai Architectural Design Institute:*
- *Urban Design for the Coastal Area of Shenshan Special Cooperation Zone by MLA+B.V., OKRA and Shenzhen Institute of Building Research Co., Ltd.*

大奖获得者为:

- 翠微村城市更新项目 ( 珠海市建筑设计院 ).
- 深汕特别合作区滨海地区城市设计 (MLA+ B.V. OKRA 景观建筑有限责任公司及深圳市建筑科学研究院股份有限公司 ).

The four Merit Awards go to: -

- *Kai Tak Nullah, HKSAR by SED Landscape Architects Ltd.*
- *Xiaomeisha Coastal Zone Detailed Planning by MLA+B.V. and Colliers International and Ramboll Studio.*
- *Shajing Blueway by MLA+B.V. and Powerchina Huadong Engineering Corporation Limited.*
- *Lung Tsun Stone Bridge Preservation Corridor by the Architectural Services Department of the Government of Hong Kong Special Administrative Region.*

四名优异奖获得者为:

- 香港启德河概念设计 ( 深圳市新西林园林景观有限公司 ).
- 小梅沙海岸带详细规划 (MLA+ B.V. Colliers International 及戴水道景观设计咨询 ( 北京 ) 有限公司 ).
- 沙井河碧道建设工程设计 ( 深圳市翰博景观及建筑规划设计有限公司,MLA+ B.V. 及中国电建集团华东勘测设计研究院有限公司.
- 香港特别行政區政府建築署的龙津石桥保育长廊.

We also have a large number of nominated awards for this category so we will also post this on our website shortly.

该类别的提名奖项很快也会在我们的网站上发布。

**STUDENT AWARDS**

In the Awards, we also have a 'Student' category. Two Gold Awards go to two students of the University of Hong Kong; their names are LIU Moxin and HE Jialei.

We also have a Silver Award for the 'Student' category. The Silver Award goes to a team of students from Shenzhen University. The team is comprised of JIANG Ling, LU Xiaohan, YAN Yan and ZHAO Zhenyou.

**学生奖**

本次大奖同时也设立了 学生组别。两位金奖获得者是来自香港的两名学生：刘墨馨 何佳蕾

我们也为学生组别设置了银奖。本次银奖获得者为深圳大学的一队学生，他们分别是：张玲，吕笑寒，闫闫，刁俊尧 。

So congratulations to all the winners. The Alliance will organise award presentations, roving exhibitions and webinars in the GBA shortly. So we look forward to hearing the winners, sharing with us the story behind their award-winning projects. I hope to see you all in the coming Alliance activities and remember, join us to be the first batch of urban designers to have the common title—"Greater Bay Area Urban Designer". Let's join hands together to make the GBA really great. Thank you.

祝贺所有的获奖者。大湾区城市设计师专业联盟将于近期在大湾区举办颁奖典礼、巡回展览和网络研讨会。我们期待听到获奖者的声音，期望他们与我们分享获奖项目背后的故事。希望在即将到来的联盟活动中见到大家，记住，和我们一起成为第一批拥有共同称号——"大湾区城市设计师"的城市设计师。让我们携手共创大湾区。谢谢各位。

# KEYNOTES 专题讲者

**Prof. Martha SCHWARTZ**
Senior Partner of Martha Schwartz Partners,
The United States of America

**Regenerating Ecological Services Using the Public Realm Landscape.**

**玛莎 • 施瓦茨 教授**
玛莎舒瓦茨及合伙人事务所
美国

**利用公共空间的景观再生生态服务**

**Prof. Rob ADAMS**
General Manager of City Design,
Melbourne, Australia

**New Modes of Development - Urban Design for Wellness First - Melbourne a Case Study.**

**罗伯 • 亚当斯 教授**
澳洲墨尔本城市设计总监

**新的发展模式–健康为先的城市设计–以墨尔本为例**

**Prof. WU Zhiqiang**
Academician of the Chinese Academy of Engineering and Vice President of Tongji University, Shanghai

**'Jiayuan' - Building Towards People's Welfare**

**吴志强 院士**
中国工程院院士
同济大学副校长

**家园聚力民生福祉**

**Prof. SUN Yimin**
Dean & Professor of School of Architecture
South China University of Technology
Guangzhou

**Urban Design as a Sustainable Optimization Tool.**

**孙一民 教授**
广州华南理工大学建筑学院
院长及教授

**城市设计作为可持续优化工具**

**Mr. Henk OVINK**
Special Envoy for International Water Affairs,
The Netherlands

**Transformative Urban Climate Action By Design: Learning from Rebuild by Design NY and Water as Leverage Asia.**

**亨克 • 奥文克 先生**
荷兰国际水务特使

**通过设计实现变革性的城市气候行动：学习纽约「按设计重建」和亚洲水务设计**

**Prof. Martha SCHWARTZ 玛莎•施瓦茨 教授**
Senior Partner of Martha Schwartz Partners,
**玛莎舒瓦茨及合伙人事务所**

# *Regenerating Ecological Services Using the Public Realm Landscape*

*A city's largest asset to address climate change is their public realm landscapes (including streets!).*

## *利用公共空间的景观再生生态服务*

一个城市应对气候变化的最大资产是其公共空间的景观（包括街道！）

## ABSTRACT

Today, the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) is China's behemoth of industry with a population exceeding 42 million. However, the rapidity of growth of these cities comes at a steep price, given the scale of the consequences of climate change poses in the form of sea-level rise. To address climate change so humankind can survive, will demand human intervention. Neither the US nor China is working fast enough to avert Climate Catastrophe. Both produce a combined 53% of the world's CO2 emissions, and China is the largest emitter (28%) in the world, with no policies to stop mining coal.

At some point soon, China will have a reckoning between the benefits of China's expansion of wealth, and the costs of losing its coastal cities which generates 35% of the national GDP. Economically, Guangzhou now has more to lose from climate change than any other city on the planet, according to a World Bank Report.[1] "The challenge facing government officials today is investing in protection before the damage occurs." The clash between the effects of a warming climate, and the human desire for more wealth, will have to be reckoned with.

All coastal cities will experience somewhat the same impacts: submergence and flooding of coastal land, saltwater intrusion into surface waters, destabilization and disruption of infra-structure and groundwater, increased erosion, and overwhelmingly negative social and economic repercussions. These effects will be widespread and will accelerate with time.

Designers of the built environment have an extremely important and large role to play in reshaping coastal cities so they can adapt, build new cities, and importantly, mitigate the causes of climate change. Landscape architects are more and more involved in large-scale, nature-based solutions, some of which reach into agricultural and indigenous people's practices, or may even combine bioengineering and new technologies. There is even one idea being researched from the field of solar geoengineering that proposes to cool the Earth, thereby slowing or stopping sea level rise. We will take a look at case studies and different strategies that may be pertinent to China's important coastal cities. Our remit is not only to stop climate change, but to learn how to live in balance with nature if we are to survive.

1. Which Coast Cities are at Higher Risks of Damaging Floods? New Study Crunches the Numbers, August 2013. https://www.worldbank.org/en/news/feature/2013/08/19/coastal-cities-at-highest-risk-floods

## 内容摘要

今天，大湾区（GBA）是中国工业的核心，人口超过 4200 万。但是，考虑到气候变化以及海平面上升的后果，这些快速增长的城市将要付出沉重的代价。为了应对气候变化使人类能够生存，需要人类的干预。美国和中国都没有采取足够的行动来避免气候灾难。两者的排放量合计占全球二氧化碳排放量的 53%，中国是世界上最大的排放国（占 28%），而且没有任何政策禁止开采煤炭。

在不久的将来某个时刻，中国将要在财富增长带来的好处与失去沿海城市的成本之间进行估算，因为沿海城市的 GDP 占国民生产总值的 35%。从经济上讲，广州因气候变化而遭受的损失比世界上任何其他城市都要多。[1] “今天，政府面临的挑战是在发生生态破坏前进行环境保护的投资”。候变暖与经济发展之间的冲突必须被忽略。

所有沿海城市都将受到相同的影响：沿海土地的淹没和洪水，盐水入侵地表水，基础设施和地下水的不稳定和破坏，侵蚀加剧以及对社会和经济的负面影响极为严重。这些影响将是广泛的，并会随着时间而加速。

建筑环境的设计师在重塑沿海城市中扮演着极其重要的角色，因此他们可以建造新城市，重要的是减轻气候变化的原因。风景园林设计师参与越来越多基于自然的大型解决方案，其中一些解决方案涉及农业和土著人民，甚至可能将生物工程与新技术结合起来。在太阳能地球工程领域，甚至正在研究冷却地球，从而减缓或阻止海平面上升。我们将研究中国重要的沿海城市和其策略。我们的职责不仅是阻止气候变化，而且是学习如何生存才能与自然保持平衡。

1. 哪个沿海城市遭受洪水破坏的风险更高？新研究打破了数字， 2013 年 8 月. https://www.worldbank.org/en/news/feature/2013/08/19/coastal-cities-at-highest-risk-floods

# INTRODUCTION 介绍

**Facilitator – Mr. Barry Wilson**
*Vice President - Hong Kong Institute of Urban Design*
*Founding Director - Barry Wilson Project Initiatives Limited*

**主持人：百瑞 先生**
香港城市设计学会副会长（对外事务）
百瑞隽思有限公司创始人兼董事

A very good morning to you. It's my absolute personal pleasure to introduce to you a global luminary in the field of landscape architecture, urbanism, and climate awareness, and that's Martha Schwartz. Martha has inspired many of us through her career for more than 40 years, her firm has been producing projects of art instillation, public spaces, master planning, reclamation, and they are now currently engaged in strategic land use and landscape planning that can assist leadership in adapting and mitigating climate change, making cities climate-ready.

Martha is a professor at Harvard University Graduate School of Design, she is a founding member of the Working Group of Sustainable Cities at Harvard, and a participant of GSD Climate Change Working Group. A founding member of the Landscape Architecture Foundation working group on climate change, she recently founded Mayday Earth, a non-profit focused on educating generalists about geo-engineering and global scale solutions.

Prof. Schwartz is a recipient of so many international recognitions, including the Honorary Royal Designer for Industry Award from the Royal Society for the Encouragement of Arts, Manufacturers and Commerce, the Cooper-Hewitt National Design Award, the Women in Design Award of Excellence from the Boston Society of Architects, an Honorary Doctor of Sciences from the University of Ulster in Boston, a Fellowship from the Urban Design Institute, Honorary Fellowship from the Royal Institute of British Architects, the Council of Fellows from American Society of Landscape Architects, and this year she was awarded the American Society of Landscape Architects Design Medal.

Let me introduce Martha Schwartz to you with her topic, which is - regenerating ecological services using public realm landscape. Martha, thank you very much.

各位嘉宾早上好。我深感荣幸，能够为您们介绍景观建筑、城市规划和气候意识领域的全球杰出人物：玛莎·施瓦茨 (Martha Schwartz)。 在 40 多年的职业生涯中，玛莎一直激励着我们许多人。她的设计事务所一直耕作于艺术灌输、公共空间、总体规划、项目开垦等领域，现在他们正从事于土地的战略性使用和景观规划，可以帮助引领适应和减缓气候变化，令城市为气候变化做好准备。

玛莎是哈佛大学设计研究生院的教授、哈佛大学可持续城市工作组的创始成员，也是 GSD 气候变化工作组的参与者。 作为景观建筑基金会气候变化工作组的创始成员，她最近创立了五月天地球（Mayday Earth），这是一个非营利组织，专注于培养生态工程和全球化解决方案的全才人士。

施瓦茨女士获得过众多国际荣誉，包括皇家艺术、制造商和商业鼓励协会（Royal Society for the Encouragement of Arts, Manufacturers and Commerce）颁发的皇家工业设计师奖、Cooper-Hewitt 国家设计奖、波士顿建筑师协会颁发的英国杰出女性设计奖、波士顿阿尔斯特大学名誉科学博士学位、城市设计学院奖学金、英国皇家建筑师协会名誉研究员、美国景观设计师协会研究员委员会，以及今年的美国景观设计师协会设计奖章。

请允许我向各位介绍玛莎·施瓦茨此次的演讲主题——利用公共领域景观再生生态服务。 有请玛莎。

**MARTHA SCHWARTZ**
Martha Schwartz & Partners

**玛莎·施瓦茨**
玛莎施瓦茨及合伙人事务所

Well, good morning to you and I'm here, it's evening in New York. It is an honour to be here. And I just hope I can say something of use. As Barry said, I have taken a deep dive into climate change for about 4 years now, and I can say that I've never been so busy and engaged and actually traumatised as I have been. I often feel like I know too much, but it's also impelled me to teach and speak about it. I am concerned for the future of my children, two of them who live in the United States and two who are in China, that includes you Dan; one of them is listening, and both are listening, I think.

各位早上好，我在纽约，这里还是晚上。很荣幸来到这里，我也只是希望我能说些有用的话。正如百瑞所说，我已经深入研究气候变化大约 4 年了，我可以说我从来没有像现在这样忙碌和投入，事实上我有点过劳。我经常觉得我知道的太多了，但这也恰恰促使我去教授和谈论气候变化。我很担心我孩子的未来。他们两个在美国定居，此刻人在中国，包括你——丹；我觉得他们当中应该有一两个在听我此时的讲话。

Most climate change effects experienced in Guangdong Province are shared. Given that much of the land that these cities sit on either coastal or are situated on the Pearl River Delta area, all cities within this area share a number of climate change effects, such as health issues, due to the smog or viruses, water management, and lastly, and perhaps the worst, the urban heat island effect. However, the GBA faces another serious issue, which is sea level rise. Every city within the GBA will be facing more floods and tidal surges, worsened by a mix of increasingly severe storms, land subsidence, as the earth compresses under the sheer weight of these cities and amplifying the impact of rising waters. The destruction of Shenzhen's wetlands in recent decades is perhaps one of the area's biggest climate challenges.

广东省大部分地区经历的气候变化影响是一样的。由于这些城市的大部分土地位于沿海或珠江三角洲地区，大湾区内的所有城市都受到许多气候变化带来的影响，例如雾霾或病毒导致的健康问题、水资源管理，以及最后，也许是最糟糕的——城市热岛效应。然而，大湾区面临着另一个严重的问题，那就是海平面上升。大湾区内的每个城市都将面临更多的洪水和海潮激浪，并因日益严重的风暴和地面下沉而恶化，因为地球在这些城市的绝对重量下压缩，放大了水位上升的影响。近几十年来，深圳湿地的破坏可能是该地区最大的气候挑战之一。

These dots represent the cities that will experience sea level rise. These are the cities that are going to be affected in China by sea level rise. The size of the dots represents economic loss from climate change, and you can see that the GBA will have larger economic losses due to sea level rise than other cities in China.

这些点代表将经历海平面上升的城市。这些是中国将受到海平面上升影响的城市。圆点的大小代表气候变化造成的经济损失，可以看到大湾区因海平面上升造成的经济损失比中国其他城市更大。

This shows the percentage of the population that will suffer due to sea level rise, and Shanghai will suffer the most given that 76% of its population

这个画面显示了海平面上升将受到影响的人口百分比。上海将受到的影响最大，其 76% 的人口将受到影响，是世界上受影响最严重的。

will be affected; the highest in the world. Hong Kong, which covers the GBA region, shows 46% of its population are suffering, which is second in the world, however, statistics on GDP losses show that Guangzhou will have the highest GDP losses.

This one shows economic losses, China leads the pack here showing that the losses exceed between 100 and 300 billion US dollars. It says among the ten costliest disasters, seven were reported in China, mainly due to floods, but also due to cold waves and drought.

The rising South China Sea, and the over-stressed Pearl River network lie just a metre or so below the city and is poised to drown after decades of progress. Notoriously, China today is crippled by air pollution linked to local emissions from coal-fired plants, steel factories and cars. This is a map from a website called Climate Central. It's a fantastic interactive site that you can play with to see what sea level rise looks like in different years. This is in 2050, the red indicates land under water. So what we are looking at is the Guangzhou area in 30 years.

This is Hong Kong, Kowloon. I'm just wondering whether people are familiar with these maps, I mean, we read them all the time and we don't really know if the scientists have been on the wrong side of things by underestimating the rate of sea level rise, so it's always an ongoing conversation. This really does show, and we will later see more of it, that these areas within Hong Kong will be underwater. It's red.

This diagram speaks about storm surges in Hong Kong, I'm going to take it city by city here, which are likely to create problems for Hong Kong. I wasn't able to get a lot of information about sea level rise effects for Hong Kong other than the cyclones that would be stronger and perhaps more often, and storm surges as being a real issue. Hong Kong will do a bit better in the region due to her being on top of a rock, which is helpful, although sea level rise will be an issue but later on, it's really the storm surges that will hit the first and the hardest.

位于大湾区的香港有 46%的人口正在遭受影响，位居世界第二。但据 GDP 损失的统计数据显示，广州的 GDP 损失将是最高的。

这个画面显示的是经济损失。中国受到的损失最大，超过 1000-3000 亿美元。 报告称，在十大损失最惨重的灾害中，中国上报的占七次，主要是洪水灾害，但也有寒潮和干旱。

不断上升的南海和压力过大的珠江网络位于城市下方仅一米左右的位置，经过数十年的发展，即将被淹没。众所周知，当今中国在当地燃煤电厂、钢铁厂和汽车排放导致的空气污染中艰难前行。这个地图来自一个名为"气候中心"（Climate Central）的网站。这是一个很棒的互动网站，可以使用它来查看不同年份的海平面上升情况。这是在 2050 年，红色表示水下陆地。所以我们看的是 30 年后的广州地区。

这是香港九龙。 我只是想知道人们是否熟悉这些地图，我的意思是，我们经常看地图，但我们真的不知道科学家们是否因为低估了海平面上升的速度而产生错误的理解，所以相关的讨论一直没有停歇。这张地图确实表明，我们未来会看到更多香港的这些地区被淹没。 这片是红色的。

这张图展示的是香港的风暴潮。我这里就逐个城市进行分析，这些地方的风暴潮可能会给香港带来问题。除了气旋可能变得更强大更频繁，风暴潮越来越需要正视外，我无法获得很多关于海平面上升对香港的影响的信息。香港位于岩石上，这是一个有利因素，因此它在大湾区受影响相对较小。虽然海平面上升将是一个问题，但在往后的时间里，风暴潮是最先来袭的，也是最冲击力最强的。

However, I think that the real culprit for Hong Kong is actually storms and the amount of water that is coming, not from the ocean, but is coming down from heavy, severe storms that are going to be more and more. The only idea that really came to me, in order to deal with the water that's not coming from the sea, but coming from the sky, was based on rice paddies. You have these big mountains that are sitting at the back of you, if you could terraform the mountains and make them into paddies, you would be able to detain the storm water, which is a real threat to the city, from running down the mountain and thus keeping the city safe, while at the same time growing your own food. You may laugh at this, however by 2050, countries are not going to be sharing food, as our countries must feed our own population. I just read an article saying that in the future, the United States will have to find land 2.5 times the size of California to be able to feed us. So this is something that we have to think about. I'm thinking about it in terms of urban design, how we actually redesign our cities. This is happening due to the heat and the environmental stress on agriculture and the people who work in the fields. It will get hotter and hotter, and food in this case in China, will become more scarce. So think seriously about terraforming the mountains in the back of you, Hong Kong.

Rushing to catch up after decades of stagnation, China has built a gargantuan collection of cities, the size of countries, with barely a pause to consider their toll on the environment, much less the future impact of global warming. Of course I don't think we understood that when everything started for China. So today the region is a titan of industry with a population exceeding 42 million, but while prosperity reshaped the social and cultural geography of the delta. it did not fundamentally change the topography, which we are going to talk about. Here as elsewhere, the breakneck development comes up against the growing threat of climate change.

Again, this is from Climate Central. The blue circle is around Guangzhou. So you can really see here, that not only Guangzhou is going to be inundated,

然而，我认为香港城市建设问题的真正罪魁祸首实际上是水，不是来自海洋的水，而是来自猛烈的风暴，而这些风暴在未来会越来越多。为了处理这种来自天空的水，我唯一想到的点子就是稻田。香港背靠大山，如果能把山改造成稻田，就可以阻止雨水从山上流下来，从而保持城市安全，同时种植粮食。山洪对城市来说是真正的威胁。你可能会嘲笑这一点，但是到 2050 年，各国将不会分享食物，因为世界各国必须养活自己的人口。我最近读到一篇文章，说未来美国必须找到比加利福尼亚大 2.5 倍的土地才能养活全国人口。所以这是我们必须考虑的事情。我正在从城市设计角度思考，我们应该如何重新设计我们的城市。这是由于高温和环境压力对农业和在田间工作的人们造成的。天气会越来越热，在这种情况下，中国的食物将变得更加稀缺。因此，请香港认真考虑对山脉进行梯田改造。

在经历了几十年的停滞之后，中国急于迎头赶上，已经建立了一个庞大的城市群，大小相当于一个国家，几乎没有停下来考虑它们对环境的影响，更不用说未来全球变暖的影响了。 当然，我不认为我们在中国开始发展时就理解了这一点。 因此，今天大湾区是工业重镇，人口超过 4200 万，但繁荣重塑了三角洲的社会和文化地理。它并没有从根本上改变我们将要讨论的地形问题。与其他地方一样，这里的快速发展遇到了气候变化日益严重的威胁。

同样，这个画面来自气候中心（Climate Central）。蓝圈在广州附近。所以你在这里真的可以看到，不仅广州会被淹没，到 2050 年整个地区都会被淹没。你可以在这个网站上放大画面，看到建筑物和街道。

the entire area will be underwater by 2050. You can go closer and closer on this website to the point where you can see buildings and streets.

Rains have already brutalized many cities throughout southern China. Economically Guangzhou now has more to lose from climate change than any other city on the planet, according to a World Bank report. So flooding is happening to some extent because canals and waterways that had once helped drain the cities naturally, like Guangzhou, have been filled and then paved over with concrete as a whole, and paving and impervious surfaces are a big issue but they could also be a big solution to what your cities face.

Flooding has been a plague for centuries in China's Pearl River Delta, what's really difficult here is that economically Guangzhou now has more to lose from climate change than any other city in the world, according to a World Bank report. This is something that I wonder about in face of all the development that is happening. I know I don't understand it.

Nearby Shenzhen, we are now in Shenzhen, which is another booming metropolis and it's ranked 10th in terms of financial risk due to climate change on the World Bank list, which measures risks as a percentage of gross domestic product. Climate change not only poses a menace to those who live and work there, or where you are, or to the immense concentration of wealth and investment, it is also a threat to the world, like ourselves here in the US, who have grown dependent on everything produced in the area's factories. I don't know if this risk is spread over the supply chain, but I have a feeling that it's not, which would not make it even riskier.

China has unveiled, and I don't know much about this, I only came across it and I understand it as a very comprehensive policy, which is very interesting, which is suggesting reforms that would be implemented in Shenzhen in terms of this framework agreement that further defines Qianhai, as a key Hong Kong - Guangdong cooperation zone. Qianhai will play, or is playing now, a

所以洪水在一定程度上正在发生，因暴雨已经席卷了中国南方的许多城市。根据世界银行的一份报告，在经济上，广州现在因气候变化而遭受的损失比地球上任何其他城市都要多。为曾经帮助城市自然排水的运河和水道，比如广州，已经被填满，然后整体铺上了混凝土，铺建公路和不透水的地面是一个大问题，但它们也可能是中国城市面临的问题的一个重要解决方案。

几个世纪以来，中国珠江三角洲的洪水一直是一个难题。根据世界银行的一份报告，真正棘手的是，广州现在因气候变化而遭受的经济损失比世界上任何其他城市都要多。 面对正在发生的所有发展，这是我想研究清楚的事情。 我知道我没搞明白。

在深圳附近——我们现在在深圳，这是另一个蓬勃发展的大都市。世界银行有一个排名，衡量的是风险占国内生产总值的百分比高低。深圳在这个方面，在全世界排名第 10 位。气候变化不仅对在那里生活和工作的人、你所在的地方或财富和投资的高度集中的地方构成威胁，它也对世界构成威胁，就像我们美国一样，美国已经很依赖当地工厂生产的所有产品了。我不知道这种风险是否会分布在整个供应链上，但我有种感觉应该不会，这不会让它变得更加危险。

中国公布了一项政策——我对这个不太了解，我只是偶然看到，我认为它是一个非常全面的政策，非常有趣——即倡导深圳在这个框架协议方面实施改革，这将进一步定义前海为粤港合作重点区。 前海将在中国发展的变化中发挥引领作用，或者说它正在发挥引领作用，也在推动深港关系。百年基业正在建立中，这些产业将建立更加强劲的经济。

leading role in the changes of China's development and working on a relationship between Shenzhen and Hong Kong. Centuries of industries are being established that will build even a more robust economy.

The planned area for this covers 15 square kilometres in the Qianhai Bay. I like this diagram which shows the aspiration of connectedness. This will be a vast node of commerce at a scale that we haven't even yet seen on earth. My curiosity is this: this diagram shows, these black dots are the locations for the various programs that are involved in this policy, such as the Business Centre, a Bonded Port Zone, a Qianhai Port, a Comprehensive Development Zone, a Coastal Recreational Zone, a Business Centre and Housing along the Bay, and the Shenzhen Heliport. My question is what are those all doing in a flood zone where it is highly likely that by 2050? This will be a real flood issue. Whose reality this is, who is actually looking at these from different points of view in terms of what the climate is going to be like in 2050?

So it's hard for me to understand, how this much investment and growth and infrastructure, is being done now in these areas, and how that is actually going to be affected by sea level rise by 2050.

What I am curious about and I know what I don't know, is leadership in China aware of what is happening to our climate, and the seriousness of these repercussions?

The world acknowledges the astonishing transformations that China has accomplished in an incredibly short period of time, however it is time to be wise as we enter a new era, with the earth's systems having been destabilised to the point where potentially that there is no turning back. How is it possible to risk humanity while looking for more riches? What is it that we really care about? Those are things we have to think about. So right now we may be able to stop global warming but very soon we will not have a choice.

规划面积 15 平方公里，位于前海湾。我喜欢这张图，因为它展现了连通城市的愿望。这将是一个巨大的商业节点，其规模甚至是我们在地球上从未见过的。我好奇的点是: 这张图显示，这些黑点是这个政策所涉及的各种项目的位置，比如商务中心、保税港区、前海港、综合开发区、滨海休闲区、滨海湾商业中心和住宅，以及深圳直升机场。我想问的问题是，到 2050 年很可能发生洪水的这些地方会起到什么作用？这将是一个真正的问题。谁要面对这些现实？谁会根据 2050 年的气候预测，从不同角度看待这些问题？

因此，我很难理解，这些地区现在怎么会进行如此多的投资、增长和基础设施建设，以及到 2050 年海平面的上升实际上将如何影响这些建设。

我很好奇而且我知道我不太了解的是，中国的领导层是否意识到我们的气候正在发生什么，以及这些影响的严重性？

世界承认中国在极短的时间内完成了惊人的转变，但现在是时候明智地进入一个新时代了，地球系统已经不稳定到可能无法逆转的地步。在寻找更多财富的同时，怎么可以冒着伤害人类的风险？ 我们真正关心的是什么？这些都是我们需要思考的。 所以现在我们或许能够阻止全球变暖，但很快我们将别无选择。 地球会按照自己的方式继续存在，但现在是修复和更新地球的时候了。

土壤和健康是有价值的——货币价值。我们原以为土地的价值取决于我们可以在其上建造的东西，但我们现在知道这是一个大错误，我们从来没有真正思考过这些。 科学家和经济学家开始创建一种叫环境服务的指标。

The earth will move on her own way, but now is a time to attend to repairing and regenerating the earth.

The rest of this talk, I'm going to focus on green infrastructure which is especially important in the cities but especially ignored by cities. We all must understand the concept of environmental benefits. We now understand that what nature offers us in terms of food, water, oxygen, soil, health has value; has monetary value. We never really thought of that, that the value of a land is what we could build on it, but we are learning now that was a big mistake. Scientists and economists are starting to create metrics called environmental services. They are all critically important, but things are changing and we are beginning to value the urban landscape, not on how much money you can make by developing it, but how it can make sure that we have the resources that we need, like water, and food and make sure it's not too hot, and being able to have actually a life that is healthy, and oxygen too!

This is an excellent document. You won't be able to read it but it's been prepared by an organisation in Europe called Grow Green where they actually looked at green cities and climate and water and it's funded by the European Union Horizon 2020, and it focuses on grey and green solutions to climate change. Now grey pertains to the built environment, the environment that we build, that we make, and green is nature based solutions. So these two pages are a list of sixty nature based solutions and we are going to have to regenerate our natural system if we want them to survive, which means that we have to participate in the regeneration of our nature. So we have to use technology, we have to use all kinds of things, geoengineering, bioengineering, we have to use every idea we can think of in order to regenerate our natural systems.

So I want to show you a project that we worked on, our company worked on a number of years ago, called Pluitt Islands. It's in Jakarta. It's a master plan for a city of seventy thousand people in Jakarta. So first let's talk about mangroves, and by

它们都非常重要，但事情正在发生变化，我们开始重视城市景观，不是通过开发它可以赚多少钱，而是它如何确保我们获得所需资源，比如水， 和食物并确保气候不会太热，并且能够过上真正健康的生活，还有充足的氧气!

在本演讲的后半部分，我将关注绿色基础设施，这在城市中尤为重要，但被城市忽视了。我们都必须了解环境效益的概念。 我们现在明白大自然为我们提供的食物、水、氧气、土壤和健康是有价值的——货币价值。我们原以为土地的价值取决于我们可以在其上建造的东西，但我们现在知道这是一个大错误，我们从来没有真正思考过这些。 科学家和经济学家开始创建一种叫环境服务的指标。它们都非常重要，但事情正在发生变化，我们开始重视城市景观，不是通过开发它可以赚多少钱，而是它如何确保我们获得所需资源，比如水， 和食物，并确保气候不会太热，并且能够过上真正健康的生活，还有充足的氧气！

这是一份极好的文件。 各位可能无法阅读，但它是由欧洲的一个名为 Grow Green 的组织编写的，他们由欧盟地平线 2020 资助，实际上着眼于绿色城市、气候和水资源，专注于从灰色和绿色到气候变化的各种解决方案。 现在灰色解决方案与建筑环境有关，是我们人造的环境，绿色解决方案是基于自然的解决方案。 这两页是 六十个基于自然的解决方案的列表，如果我们希望自然系统能够留存下来，我们将不得不让它们再生，这意味着我们必须参与到自然的再生。 所以我们必须使用技术，必须使用各种各样的东西，地球工程、生物工程，我们必须使用我们能想到的每一个想法来再生我们的自然系统。

the way, what you see at the back of me here is a block print, a giant one, about mangrove forest - it has all the animals and the forest at the back here. So Jakarta destroyed all the mangroves that shielded the city and provided a fishing economy, so that they could build along the water, because they figured it had a lot of value which probably it did at that point. But Jakarta is now sinking due to sea level rise and salt water intrusion, and problems that the healthy layer of mangroves could have avoided. So it turns out that probably that money they made in developing these waterfront properties is going to be a pittance compared to the cost of having the ocean coming to the rest of the city. The city will have to relocate, except for a series of islands that the developers have built. So mangroves provide a natural buffer from the sea, shielding the coastline, reducing the impact of waves and rising water, and they filter out the salt that can infiltrate fresh water reserves.

About 70% of mangrove forests in Shenzhen are gone and their disappearance is accelerating. I have read of 2,100 acres paved over between 1979 and 1985. Sixty seven thousand acres more during the next decade, and thousands and thousands more. I guarantee that you will be paying a lot more money when you deal with the ocean coming in, than the money that you made for appropriating the mangroves. So it turns out that the problem isn't just structural for mangroves. When you landfill an area, it is notoriously vulnerable to rising water because it destabilises the earth, and with the weight of the buildings down on it, it just pushes it down. So when hurricane Sandy sought lower Manhattan in 2012, it swamped the streets built on landfill and it peaked where the island's long-observed natural shores had once been. In the end, nature will always find its level.

This is a project that our company worked on. It's a new city built on two man-made islands, designed by the Dutch firm Royal Haskoning, a company that knows how to build dams and other infrastructure that controls the ocean. This is an interesting solution, they knew that the land was subsiding - to build islands that are already in the

因此我想向各位展示一个我们参与过的项目。我们公司几年前参与过一个项目，叫做 普鲁特岛 (Pluitt Islands)，在雅加达。这是雅加达一座拥有 七万人口的城市的总体规划。首先我们谈谈红树林。顺便提一下，我后面的是一个版画，十分巨大，是关于红树林的——后面的森林部分画着各种动物。雅加达摧毁了保护城市的并提供渔业经济的红树林，以便他们可以沿水建造，他们认为这样具有很大的价值。在那时可能确实如此。但由于海平面上升和海水入侵，雅加达现在正在下沉，而健康的红树林层本可以避免这些问题。所以事实证明，与让海洋进入城市其他地方的成本相比，他们在开发这些海滨物业时赚到的钱可能微不足道。除了开发商建造的一系列岛屿外，这座城市将不得不搬迁。因此，红树林为海洋提供天然缓冲，保护海岸线，减少海浪和上升水位的影响，并过滤掉可以渗入淡水储备的盐分。

深圳大约 70%的红树林已经消失，而且正在加速消失。我之前读过资料说，在 1979 年到 1985 年间铺设了 2100 英亩的土地。在接下来的十年里，还会增加 6700 英亩，而且还有成千上万英亩。 我保证，在处理蔓延过来的海洋时所花的钱，将比占用红树林所赚到的钱更多。 所以事实证明，问题不仅仅是红树林的结构性问题。 众所周知，当你填埋一个区域时，该区域就很容易受到上升水位的影响，因为这样会破坏地球的稳定，而且随着建筑物的重量压在上面，它只会被推倒。因此，当飓风桑迪在 2012 年到达曼哈顿下城时，建在垃圾填埋场上的街道被淹没，并且岛上自然海岸水位达到史上的最顶峰。 最终，自然总会找到一个平衡点。

water like fake islands, like a ship going into the wind, instead of with the wind. The design and process was fairly complex, given that this island would also subside like the mainland where Jakarta was already sinking. But the structures of the buildings were built so that they would hold steady. The landscape had to be designed so that as it subsided it was adaptable enough to change as the relationship between the building and the land changed slowly over time. So why is land in a city good? Because it will help you to adapt, to be able to have the room to change things, to move things around. And this was the basis for this island development. So what we see here is a ground plain that's actually going to be able to give longevity to this project. Trees and mangroves were planted within the rocky slope, and docks were able to float up and down that led boaters access up to ground level.

The plan shows one of these islands that has a green spine of forests in a harbour for incoming boat traffic. Our goal is to re-establish a large mangrove forest in the new marina, as all the mangrove forests along the mainland had been destroyed, and to try to actually create a new market for fishing. This was a disaster for the fishing industry, as baby fish find refuge among the mangrove roots and leave when they are grown - it's a way that they don't get eaten by big fish. So it turns out to be an even more serious mistake for Jakarta due to the fragile edge that it is now, and it doesn't have a recourse.

So now what you see here is a second island with the marina. We have integrated a series of mangroves with, let's say hills or small islands, into the marina acting as mini islands that will protect the marina against floods. The marina is like a cul-de-sac in the neighbourhood of small islands planted with mangroves and trees, so as to rebuild the fishing industry and protect the island. It's also a floating park where people can walk out on the water on boardwalks and visit the mangroves.

This is another project I'd like to show you. Because it's so close to Hong Kong. We did this for a client last year who wished to make a resort on the beach. It's a very beautiful environment that's

这也是我们公司从事的一个项目。这是一座建在两个人造岛屿上的新城市，由荷兰公司 Royal Haskoning 设计，这家公司知道如何建造水坝和其他控制海洋的基础设施。这是一个有趣的解决方案，他们知道土地正在下沉——因此建造的是水中的岛屿，类似假岛，像一艘船迎风而上，而不是随风飘摇。考虑到这个岛屿也会像雅加达一样下沉，设计和建造过程相当复杂。但是建筑物的结构是为了保持稳定而建造的。景观的设计必须使其在退潮时具有足够的适应性，能够随着建筑物与土地之间的关系随着时间的推移而缓慢变化。那么为什么城市的土地是好的呢？因为它会帮助你适应，能够有空间改变事物、移动事物。

这就是这个岛屿开发的基础。所以我们在这里看到的是一个陆地平原，它实际上能够使这个项目保持更久的时间。岩石斜坡内种了树木和红树林，码头能够上下浮动，从而使划船的人可以到达地面。这个计划显示了这些岛屿的其中一个，在港口有一片绿色的森林，可供船只进出。 我们的目标是在新码头重建一片大型红树林，因为大陆沿岸的红树林都已被摧毁，然后试着真正创造一个新的捕鱼市场。红树林的摧毁曾经对渔业来说是一场灾难，因为幼鱼在红树林根部可以找到避难所，长大后才离开——这样不会被大鱼吃掉。 因此，对于雅加达来说，这是一个更严重的错误，因为它现在边缘很脆弱，并且不能恢复。

所以现在各位在这里看到的是带有码头的第二个岛屿。 我们已经将一系列红树林与山丘或小岛整合到码头中，作为保护码头免受洪水侵袭的迷你岛屿。码头就像一个小岛附近的死胡同，种植了红树林和树木，以重建渔业和保护岛屿。 它也是一个漂浮的公园，人们可以在那里的木板路水上漫步并参观红树林。

been suffering due to typhoons and eroding beaches. It's at Nanao in Dapeng Bay and thinking of the future, we need to protect it and proposed a series of five different levels of defence. The different levels of defence are a series of different kinds of ideas that will protect the shore and the city in the back of it, and the forest in the back of it.

We have a series of levels: there are sea barriers, artificial reefs made of floating breakwater islands and eco-piles; then the coastal dyke, made out of mounds that are up from the beach and protect the forest at the back; then there is the eco-park, it's a large zone of vegetation which includes wetlands and woodlands and absorbs water; then an inland dyke made of reinforced sand dunes; and retention ponds, that actually help to take the water coming down from the mountain - so we have two kinds of waters.

So we are not going to be able to go through all of these ideas, but the point is that the more we actually integrate these ideas together, the stronger we can create resiliency. But all of these land-based and nature-based solutions are so important.

One last project is a studio I ran at Harvard, based on Rob Adams' work in Melbourne, Australia. It's about creating urban forests, because forests create so many benefits. They could create so many benefits for cities that we need. The idea here was urban afforestation. But how do we do that in cities? We call this "sequestropolis". So how do we find space in cities to plant forests. That's a problem right? However, if we take the public right-of-way, and see it as a space that we can engineer, and shape, and actually implement for what we need to be able to survive and live in the city, that's what we should do. The idea of linear forest within the city that goes everywhere. It's based on the fact that within a few years, we are going to be seeing automated electric vehicles, which will need far less space in our city streets. This will give us a real opportunity to rethink what we want in our streets. And this means we think going to need them to be able to irrigate the trees that will create shade and take down carbon

这是我想展示的另一个项目，因为它离香港太近了。 去年，我们为一位希望在海滩上建造度假村的客户完成了这个项目。 这里环境非常美丽，但会遭受台风，海滩也在被侵蚀。 它在大鹏湾的七尾，考虑到未来，我们需要保护它，因此提出了一系列五个不同层次的防御设计。 不同级别的防御设计是一系列不同种类的想法的集合，这将保护海岸和背后的城市，以及背后的森林。

我们有不同的层次：有海障、由漂浮的防波堤岛和生态桩组成的人工鱼礁；然后是海岸堤坝，由海滩上的土丘构成，保护后面的森林； 然后是生态公园，这是一个很大的植被区，包括湿地和林地，用于吸收水分；然后是由加固沙丘制成的内陆堤坝；然后是蓄水池，实际上有助于吸收从山上下来的水——我们有两种来源的水。

因此，我们无法完成所有这些想法，但重点是，我们越将这些想法真正整合在一起，我们就越能创造抵御性。但所有这些基于陆地和基于自然的解决方案都非常重要。

最后一个项目是我在哈佛经营的一个工作室，它是基于 罗伯·亚当斯 在澳大利亚墨尔本的作品。这个项目是关于创造城市森林的，因为森林创造了很多好处。它们可以为我们的城市创造如此多的好处。关于这点，我们的想法是城市植树造林。但我们如何在城市中做到这一点？我们称之为"隔离城"。那么我们如何在城市中找到种植森林的空间呢？这是个问题对吧？但是，如果我们将公共通行区域视为一个我们可以设计、塑造和实际施工的空间，以便我们能够在城市中生存和生活，这就是我们应该做的。城市里线性森林的想法无处不在。这是基于一个事实，即在几年内，我们将看到自动电动汽车，它们在城市街道上需要的空间要少得多。

dioxide and pollution. We are also going to have to take out all the paved have to about what we are going to deal with, for example, we can actually catch the water, deal with stormwater, catch the freshwater that we are going to need. We are surfaces and create permeable surfaces that will help the stormwater management issue tremendously.

Paint your roofs white - it's very important to increase your albedo so we can also make the cities cooler - and plant high value trees! This was an area we studied which was for one million people. It is one example of a student, it is one of the streets he chose, that shows the cross-section of what he suggested. We redesigned the streets so we had linear forests, we have sidewalks, and bike lanes, and we have drops-off points, and noise barriers, and true forests that were connected in deep trenches so their roots could actually work together.

We took metrics for every single one of these areas. We used an application called i-tree which is developed by the National Park Service. We didn't have a lot of time, but we determined that in those areas, we could save 206 million dollars a year just in energy savings, because of the ability of these trees to cool off the city. And we are really going to be suffering due to the heat island effects - that's one of the biggest issues. So these are the kinds of creativity and ideas that you need creative people to be able to think about now.

So the last thing I'm going to say is that we have to decarbonise. I'm not sure that everybody understands, but mitigation goes to the root of the problem - which is too much carbon dioxide. Over 100 years we have put up into the air more than 1,000 gigatonnes of carbon dioxide. That's what's up in the atmosphere - that's what is making the earth hotter and hotter. If we were to stop emissions today, that carbon dioxide is still up there. So we would still continue to heat up even if we stopped emissions. This is where we really are.

这将给我们一个真正的机会来重新思考我们想要的街道。这意味着我们必须考虑我们将要处理的问题，例如，我们实际上可以取水、处理雨水、捕获我们将需要的淡水，来灌溉树木，从而创造阴凉并减少二氧化碳和污染。我们还必须拆除所有铺砌的表面并创建可渗透的表面，这将极大地帮助解决雨水管理问题。

把屋顶涂成白色——增加反照率非常重要，这样我们也可以让城市更凉爽——并种植高价值的树木！ 这是我们研究的一个区域，该区域在供 100 万人使用。 这是一个学生的例子，这是他选择的街道之一，显示了他建议的横截面。 我们重新设计了街道，这样我们就拥有了线性森林、人行道和自行车道、下客点、隔音屏障以及连接在深沟中的真正的森林，这样它们的根可以真正协同作用。

我们为这些领域中的每一块都制定了指标。我们使用了由国家公园管理局开发的名为 i-tree 的应用程序。 我们没有很多时间，但我们确定在这些地区，每年可以节省 2.06 亿美元的能源节约，因为这些树木能够为城市降温。我们真的会遭受热岛效应——这是最大的问题之一。 所以这些是你需要有创造力的人现在去思考的有创造力的想法。

我要说的最后一件事是我们必须脱碳。我不确定每个人都明白这一点，但缓解是二氧化碳过多问题的根源。 100 多年来，我们已经向空气中排放了 1000 多亿吨的二氧化碳。大气中就是这些二氧化碳——这就是地球变得越来越热的原因。 如果我们今天停止排放，二氧化碳仍然存在。 所以即使我们停止排放，升温仍然会继续。 这才是我们真正的处境。

We need to be thinking about how we can mitigate in order to secure a climate future. We have run out of time -we are running out of time to be able to really turn the ship around. By scientific consensus, we are not going to make the Paris Agreement goal - the IPCC goal of 1.52 degrees - we are not going to be able to avoid that because none of the countries have taken this very seriously and we are going to suffer very drastic effects. And China will be suffering from effects; I haven't talked about it - I don't want to talk about it right now, but you know it's very important that the general public, certainly the people in this room, should understand this and get the scientists, get the science, Really we have to take that in as designers to build the environment. If we are not really using that as a framework for our decisions, we all would be making a huge mistake.

Anyway, that's all I have to say. I am sorry I ran out of time. And I really wish everyone the best, and I think it's very very important that we integrate the science of climate change into what we do so we can not only understand what's going on but we can participate in it, because we are designers. We have a lot of agencies, we have a lot of ideas. We need as many wonderful new crazy ideas as we can make at this time. Thank you very much.

我们需要考虑如何缓解以确保气候在未来态势良好。我们已经没有时间了——我们已经没有时间去真正扭转局面了。科学共识表明，我们不会实现《巴黎协定》的目标——IPCC 1.52 度的目标——这是无法避免的一点，因为没有一个国家非常重视这一点，我们将遭受非常严重的后果。中国将受到影响；我还没有谈到这里 - 我现在不想谈论，但大家知道公众，当然也就是这个会场里的人，应该理解这一点并理解科学家，理解科学，这一点非常重要，真的，作为设计师，我们必须考虑到这一点来构建环境。如果我们没有真正让它作为我们决策的框架，我们都会犯一个巨大的错误。

不管怎么样，以上就是我要说的。对不起，我没时间了。我真的祝大家一切顺利，我认为将气候变化科学融入我们的工作非常重要，这样我们不仅可以了解正在发生的事情，而且可以参与其中，因为我们是设计师。我们有很多机构，有很多想法。我们现在需要尽可能多的新奇想法。谢 谢 大家。

**Prof. Rob ADAMS 罗伯•亚当斯 教授**
General Manager of City Design,
澳洲墨尔本城市设计总监

# *New Modes of Development - Urban Design for Wellness First*

## *Melbourne: A Case Study.*

## *新的发展模式-健康为先的城市设计-以墨尔本为例*

## ABSTRACT

Melbourne has for the last 35 years pursued an aggressive policy of repositioning its central city as a healthy place to live, visit and work in. In the 1980's Melbourne was a city in crisis and the change brought about by the Councillors of the day has transformed the central city to a position where its success is evident in the Economist having voted it for seven years as the World's most Liveable City. While some of this can be attributed to natural factors, much comes as a result of the strategic repositioning of the central city. Policies and Programmes such as Postcode 3000, Urban Forest Strategy, Grey to Green, City as a catchment, sustainable buildings MREP and zero net emissions have all set a path towards a City of wellness. Melbourne has been successful in going beyond policy to implementation and many of these programs have benefitted from a strong internal design and delivery culture rather than relying on external consultants.

This paper will look at many of these initiatives which are transferable to other cities around the world and will highlight the importance of retaining in-house capabilities and intellect.

## 内容摘要

在过去的 35 年，墨尔本一直推行积极的政策，将其中心城市重新定位为健康的生活、旅游和工作城市。在 1980 年代，墨尔本原本是一个处于危机的城市，但如今已经改变了中心城市的地位，在《经济学人》连续 7 年评选为世界上最宜居的城市。尽管其中一些原因可以归因于自然因素，但很大程度上归因于中心城市的战略性定位，例如邮政编码、城市森林战略、从灰变绿、以城市为集水区、可持续建筑 MREP 和零净排放等政策计划都为建立健康城市铺路。墨尔本已经成功地超越了政策本身，而且许多计划都受益于内部设计和文化，而不是依靠外部顾问。本文将研究许多可转移到世界其他城市的举措，并强调保持内部能力和智力的重要性。

## INTRODUCTION

## 介绍

**Facilitator – Mr. Barry Wilson**
*Vice President - Hong Kong Institute of Urban Design*
*Founding Director - Barry Wilson Project Initiatives Limited*

**主持人：百瑞 先生**
香港城市设计学会副会长（对外事务）
百瑞隽思有限公司创始人兼董事

I would like to now introduce Professor Rob Adams to you. He is based in Melbourne, Australia, and has over 46 years of experience as a practicing architect and urban designer, Professor Adams is a regular lecturer at RMIT University, and the University of Melbourne, and has been a professorial fellow since 2004. It's as General Manager of Melbourne City Design that Rob really put into play some of the earliest global urban design strategies back in 1985.

These led his City Design team to be recipients of over 150 international, state and local awards for design in the urban environment, which has assisted in the transformation of Central Melbourne. Rob has been awarded the Order of Australia, in 2007 for his services to urban design, town planning and architecture, the Melbourne Achiever Award, Committee for Melbourne, the Prime Minister's Environmentalist of the Year in 2008, and Sydney Luker Medal for Planning Institute of Australia of 2009, and the Australia Award for Urban Design in Transforming Cities in 2009. Rob, we are really looking forward to you telling us how you did it and how you transformed Melbourne into this magical city it is today. Thank you.

我现在想向各位介绍罗伯·亚当斯教授(Rob Adams)。 他居住在澳大利亚墨尔本，拥有超过 46 年的执业建筑师和城市设计师经验。亚当斯先生是 RMIT 大学和墨尔本大学的定期讲师，自 2004 年起担任教授研究员。 作为墨尔本城市设计总经理，Rob 在 1985 年真正实施了一些最早的全球城市设计战略。

这些使他的城市设计团队获得了 150 多个国际、州和地方城市环境设计奖项，城市环境设计对墨尔本市中心的转型起到了助力作用。2007 年，Rob 因其在城市设计、城市规划和建筑方面的服务而被授予澳大利亚勋章、墨尔本成就奖、墨尔本委员会、2008 年年度总理环保主义者和 2009 年澳大利亚悉尼卢克规划学院奖章 ，以及 2009 年澳大利亚城市改造城市设计奖。Rob，我们真的很期待您告诉我们您是如何做到的，以及您如何将墨尔本变成了今天这个神奇的城市。谢谢你。

**ROB ADAMS**
General Manager of City Design,
Melbourne, Australia

**罗伯·亚当斯**
澳洲墨尔本城市设计总监

Barry, very good to be with you. Martha it's a pleasure to see you again. It's been far too long.

So Melbourne is a city that had set up with a good structure; it was a planned city, and what I am going to talk to you about today is harder to be changed, harder to put in place not only a structure that we could work with, but kept what is spontaneous, what's good about this city.

I'm going to talk about eight points; going through the first seven quite quickly. All of these points that are important to cities will give you sustainability, social cohesion and economic vitality, and so using and working with those is so important.

## Local Character

Melbourne is a very urbane city, it relies on good streets. One of the first characteristics is its local character. If you are going to work with this city, you are going to work with what's important to that city, if you try to be some other city, you won't succeed. In Melbourne's case, that character is made up with simple things like the material we pave our streets with; the bluestone. It's also made up of the way that we pave those, and here you can see that when we started in 1985, there were small sections of streets that were paved. So if you want a walking environment, you want a well paved environment. We put in place a strategy to pave the rest of the streets so that you could get this walking environment. Most of the central city has been paved, it's given us a very good walking surface onto which we can put the activity.

The way Melbourne actually grew up was the subdivision of the grid, it was a large grid of 200 square metres that was subdivided with a ten metre street. In the 19th century that became even further divided and you got lanes and arcades that

百瑞，很高兴和你在一起。 玛莎很高兴再次见到你，我们好久没见了。

墨尔本是一个结构良好的城市，有城市规划。我今天要和各位谈论的是更难改变、更难建立的，不仅仅是一个我们可以共事的结构，还要保持这个城市的自发性和它的优点。

我要讲 8 点，前 7 个我会用很快的速度说完。 所有这些对城市很重要的点都会给大家带来可持续性、社会凝聚力和经济活力，因此使用和与这些点协同作用非常重要。

## 当地特性

墨尔本是一个非常城市化的城市，它依赖于良好的街道。 它的第一个特点是具有地方特色。 如果你要改造这个城市，你要适应对于那个城市重要的点，如果你试图把它变为其他城市，你是不会成功的。 对墨尔本而言，它的特点是由简单的东西组成的，比如我们铺砌街道的材料：青石，以及铺路的方式。在这里你可以看到，当我们在 1985 年动工时，有一小段街道是铺好的。如果您想要步行环境，则需要铺砌良好的环境。 我们制定了一个策略来铺设其余的街道，以便大家可以获得这种步行环境。 中心城市的大部分地区都已经铺好，这为我们提供了一个非常好的步行路面，我们可以在上面活动。

实际上让墨尔本发展壮大的方式是网格的细分，它是一个 200 平方米的大网格，细分为十米的街道。 在 19 世纪这个网格变得更加分裂，连接这些较小地产的是车道和拱廊，在 20 世纪他们才开始整合这些。

connected those smaller properties and in the 20th century they started to consolidate those. We lost some of the street activity and we got those blank walls with entrances to the car parks and air conditioning. If you do that to a city you will slowly kill it. So one of the most important characteristics in the city of Melbourne were the lanes and arcades.

We have got over 300 lanes - we took those lanes and we combined them from being service lanes to being commercial lanes where people could run businesses. And you can see here an example of the street that used to serve properties became a vibrant cafe street. Most of the lanes in Melbourne have done that. That's part of the local character.

**Density**

The next thing that's important to good healthy cities is that you have density and you have mixed use, so that you don't have to jump into a car every time you want to get something, you can find it close by. And if you want to get important capacity out of your infrastructure you need a certain density. So one of the ways we did this in Melbourne was to bring back an urban population to the downtown. The project was called postcode 3000 and we built it on the back of the property market crash in the 1980s. What happened in the late 1980s was that people moved out of office buildings and moved into the new ones and left the old ones. We slowly converted those to residential; put in place as program. So back in the early 1980s we had about 685 residential units in the central city. You can see that grew to 42,000 over the next twenty odd years. That fundamentally changed our downtown and made it a 24-hour city - people came and used the city for 24 hours.

We know from studies done at the University of Melbourne that if you live downtown, you have less likelihood of having a heart attack than if you live in a suburbia; why? Because you walk and you spend more time walking - so walking and having people closer together is important. This

一些街头活动消失了，带有停车场和空调入口的空白墙出现了。如果你对一座城市这样做，你会慢慢让它失去活力。所以墨尔本市最重要的特征之一就是小巷和拱廊。

我们有超过 300 条小巷——我们将这些巷子从单纯的小巷合并为人们可以经营业务的商业小巷。你可以在这里看到一个例子，曾经为物业服务的街道变成了一条充满活力的咖啡馆街。墨尔本的大多数巷子都这样做了。这是当地特色的一部分。

**密度**

对于一个健康的城市来说，下一个重要的事情是城市密度和混合用途，每次想买东西时不用都开车，你可以在附近买到。如果您想从基础设施中获取重要功能，就需要一定的密度。所以我们在墨尔本这样做的方法之一就是将城市人口带回市中心。该项目叫“邮政编码 3000”，我们在 1980 年代房地产市场崩盘的背景下建造了它。80 年代后期发生的事情是，人们搬出旧的办公楼，搬进新楼。我们慢慢地把旧楼变成了住宅，作为项目归置到位。早在 1980 年代初期，我们在市中心就有大约 685 个住宅单元。你可以看到在接下来的二十多年里增长到 42,000。这从根本上改变了我们的市中心，使其成为一个 24 小时开放的城市——人们前来并 24 小时使用这座城市。

我们从墨尔本大学的研究中得知，如果你住在市中心，心脏病发作的可能性比住在郊区的可能性要小。为什么？因为你要走路，并且会花更多的时间走路——所以走路和让人们彼此间更亲近很重要。这个方案也有经济优势，因为我们收取费用的方式，让更多的人可以分摊费用 - 因此它实际上成对人们和企业而言更便宜的城市。

also had an economic advantage because of the way we charged our rates, we had more people that we could spread the rate base over - so it actually became a cheaper city for people and businesses to live in. What also happened was that bars, cafes, and restaurants started to open up. So we got a night time economy, we got a really healthy city that had a mixture of uses and the retail also improved. One of the things that was happening in the 1980s was that retail was dying and over the period of drop-back, it started to improve again as more people came back to the city.

## High Quality Public Realm

I seem to have spent half my life, talking about the public realm. It's what Jan Gehl refers to as the space between the buildings - it's the space outside the buildings. This to me is one of the most important spaces for healthy cities and wellbeing.

This is my one-liner. If you take nothing else away today, take this away. 'If you design a good street, you design a good city'. Why is that so? Because 80% of the public space of a city is made up of roads and streets. So we've converted Melbourne streets into good walking environments. My granddaughter says "all you do Grandpa is widen footpaths and plant trees". If that's what I am remembered for, I would be a very happy man.

We also changed the nature of the city - this is a very simple example where we cut a hole in the town hall that used to be a window and made it a door. We built a small cafe next to a public space - we put a flower seller on the corner and they have to remain open until 10pm at night so it provided the eyes and ears on the street. We took traffic islands like this one and converted them into celebrations of our Chinese community. Not only is it a place where people together, but we also respect one of the oldest communities in Melbourne. We took our city square, which had won many prizes, and was opened by the Queen, but what they fundamentally forgot was that public space only works on the basis of what happens around the public space, not all the architecture within it. So we sold off half of the square to a city

还发生了酒吧，咖啡馆和餐馆开始营业。 所以我们有了夜间经济，我们有了一个真正健康的城市，它有多种用途，零售业也有所改善。1980 年代发生的一件事就是零售业正在消亡，在回落期间，随着越来越多的人回到这座城市，零售业开始再次改善。

## 高质量公共区域

我好像花了大半辈子，都在谈论公共区域。公共区域就是 Jan Gehl 所说的建筑物之间的空间——它是建筑物之外的空间。 对我来说，这是健康城市和居民福祉最重要的空间之一。

我喜欢说的笑话是这样的：如果你今天什么都不带走，就把这个带走。"如果你设计了一条好街道，你就能设计出一个好城市"。 为什么呢？ 因为一个城市 80%的公共空间都是由道路和街道构成的。 因此，我们将墨尔本街道改造成良好的步行环境。 我的孙女说，"爷爷你做的就是拓宽人行道和植树"。如果世人是这样记住我的，我会感到非常幸福。

我们还改变了这座城市的性质——这是一个非常简单的例子，我们在市政厅上挖了一个洞，原来是一扇窗户，现在把它变成了一扇门。我们在公共空间旁边建了一个小咖啡馆——我们在拐角安置了一个花店，必须一直营业到晚上 10 点，这样能为街上的行人提供出行信息。我们给这样的交通岛加上了华人社区的节庆装饰。这不仅是人们聚在一起的地方，而且作为墨尔本最古老的社区之一我们也尊重它。我们通过城市广场赢得了很多奖项，广场也是由女王剪彩的，但人们从根本忘记了公共空间的作用只针对它们周围发生的事情，而不是其中的所有建筑。所以我们把广场的一半卖给了一家城市酒店，让他们设计和建造酒店，以便在一楼有咖啡馆和餐馆，

hotel and got them to design and build the hotel so that it would have cafes and restaurants on the ground floor, and we provided places for people to sit and meet. And the City Square became a people place, rather than a place where people didn't congregate.

We also looked at our public transport and made it comfortable to get onto public transport. You used to have to stand in the middle of the road if you were getting a tram, now you've got shelters, you've got light, you've got information.

We used public art, and public art became a big part of how we changed the city. Not only did we put public art in the street, we used infrastructure, like ventilation ducts where they were going to put a concrete pipe, and then made it into a sculptural work. We used art to a great extent and we also had a program which was for our laneways. This goes back to 2006 when I had arts and culture in my portfolio, and what we did is that we put temporary installations into the laneways, and this encouraged people to go and visit the laneways, and find out what was new. And that was a part of attracting people back to the city.

And then we had a secret weapon, and our secret weapon was coffee. Coffee was the one way we knew we could get people to sit on the street. We were told that in fact Melbourne's climate was so bad that people wouldn't sit on the street. But we had fantastic coffee. So we started converting the streets were widened into coffee bars. So we put on coffee, we sold fruit, magazines, flowers, etc. And back in the 1980s there were only two coffee bars - they were at the top of Swanston Street. By 2014, we had over five hundred, under 'Covid', we have just had over eight hundred applications for sidewalk cafes.

We've been converting parking bays to parklets, to sidewalk cafes, to bring people back to central Melbourne. And then we started planting trees, we planted trees just about everywhere we could. Trees are the cheapest, easiest way to change the way the city looks and feels. They unify disparate

为人们提供了坐下来会面的地方。城市广场变成了人们聚集的地方，而不是人们不聚集的地方。

我们还查看了我们的公共交通工具，并让乘坐公共交通工具变得舒适。过去，如果你乘坐电车，你必须站在马路中间，现在你有了亭子，有灯光，有导航信息。

我们也利用公共艺术，公共艺术成为了我们改变城市的重要组成部分。我们不仅把公共艺术放在街上，我们还在基础设施使用，比如通风管道，他们会在那里放一根混凝土管，然后把它变成一件雕塑作品。我们在很大程度上使用了艺术，我们也有一个针对巷道的项目。这要追溯到 2006 年，当时我的计划里包括了艺术和文化，我们所做的是在巷道中放置临时装置，鼓励人们去参观巷道，并找出新的东西。这是吸引人们回到这座城市的一些方法。

然后我们有一个秘密武器，就是咖啡。咖啡是我们知道的可以让人们坐在街上的一种方式。我们后来才知道，事实上墨尔本的气候非常糟糕，人们不会坐在街上。但是我们的咖啡真的很棒。所以我们开始把街道拓宽成咖啡馆，我们卖咖啡、卖水果、杂志、鲜花等。早在 1980 年代，只有两家咖啡馆——它们位于斯旺斯顿街的尽头。到 2014 年，咖啡店有 500 多个，因为新冠疫情，我们只有 800 多个人行道咖啡馆营业申请。

我们一直在将停车位改造成小卖部、人行道咖啡馆，以将人们带回墨尔本市中心。然后我们开始植树，几乎到处都植树。树木是改变城市外观和感觉方式的最便宜、最简单的方式。树木统一了不同的街景，在夏天提供了遮荫等等。这张幻灯片给了我们一个想法，

streetscapes, they provide shade in the summer, etc.

This slide gives us an idea, it's a boulevard through the middle of Melbourne, that's actually Swanston Street in the far distance. There were no trees down there in 1992, we planted those trees and now they are almost covering the vista to the building at the end. This gives you some idea, just in the downtown, of the number of trees we planted, the central city. So it's a major change of the city. People who had been away for 10 years came back and said the thing they noticed was how green the city was.

We designed our own furniture so that we had our own character, and that was both where you sell newspapers, details, places, we even have seats that were actually serpentine in their nature.

**Connectivity**

Then the next most important thing is connectivity, if you're going to actually walk and use the city, you're going to need to remove the barriers and allow people to connect easily. We were very lucky, Melbourne had a fantastic transportation system, we kept our trams, but one of the things we did is that we realised that we needed to psychologically change the way people use the city. And what we did is that we closed the main street to the middle of Melbourne. This was Swanston Street, it used to take 60,000 cars a day, and we basically said it takes trams, bicycles and pedestrians, and some service vehicles, we didn't pedestrianise that completely, because it's in fact so wide, it would have looked slightly deserted, but we just reduced the number of cars there. As you can see - it was already dying on the picture on the left, it was a pretty ordinary street - shops were up for lease. We've planted trees and put sculpture in and we changed the number of people who visited that street dramatically over 20 years. So no longer could people say that it was our problem that they weren't selling things, because the footfall was going past their door. That street became one of the most vibrant streets - this is Swanston Street today - well not quite today because we're just coming

这是一条穿过墨尔本市中心的林荫大道，实际上远处是斯旺斯顿街。1992 年那里没有树，我们种了那些树，现在它们几乎覆盖了街道尽头的建筑物。这能让各位对我们在市中心种植的树木数量有所了解，就在市中心。所以这是一个城市的重大变化。离开 10 年的人们回来说，他们注意到这座城市是多么的绿。

我们自己设计家具，这样我们有自己的个性，这就是你出售报纸、展示细节和场所的地方，我们甚至还有蛇形座位。

**连接性**

然后下一个最重要的事情是连通性，如果要真正步行和使用城市，就将需要消除障碍并让人们轻松连接。我们很幸运，墨尔本有很棒的交通系统，我们保留了电车，但我们做了一件事，就是意识到我们需要从心理上改变人们使用这座城市的方式。我们关闭了通往墨尔本市中心的主要街道。这是斯旺斯顿街，过去一天通行 6 万辆车，可通行电车、自行车和行人，还有一些服务车辆，我们没有把它变成步行街，因为它实际上很宽，这样看起来会稍微有点冷清，我们只是减少了那里的汽车数量。正如你所看到的- 在左边的图片上这座城市仿佛垂死，这是一条非常普通的街道—商店正在出租。我们种植了树木并放置了雕塑，并且在过去的 20 年里，极大地改变了参观那条街道的人数。因此，人们再也不能说他们卖不出去东西是我们城市设计者的问题，因为他们的门前有人潮通过。那条街成为了最有活力的街道之一这就是今天的斯旺斯顿街—最近看起来还不是很清楚，因为我们刚刚解除疫情封锁——它正在慢慢恢复正常。但它是商业上最成功的街道之一，也有很棒的便利设施。

out of lockdown - and it's slowly getting back to normal. But it is commercially one of the most successful streets. It also has great amenity.

We put in bike links and I won't talk much about it, but here under 'Covid' we managed to put in another 40 kilometres of protected bike links in the city. And this changed the way people look at it - this is the plan that we brought for 'Covid', which actually shows where the new bike links would go through.

**Public Participation**

You can't do this without bringing the community with you and public participation was one of the major things. Martha mentioned one of our projects and fortunately it's the one that is going to be used to illustrate it. Martha has given a fantastic explanation of how big a problem we have got, but what we've been trying to do is concentrate on how we can solve it in our city, because you get so worried about how big this problem is. If you can't concentrate on changing your own city, then, I think we all just spin-our-wheel. So we just said let's see what we can do. We've talked about urban heat-island effect - a huge effect on Melbourne - so, we need to plant trees. We're short of open space, so we need more open space.

I had 'Parks and Gardens' in my portfolio for about 15 years and this shows where we had 48% of our trees in the central city going to die in the next 20 years. This was the year 2000, and why, because we were talking about the Millennium drought. It wasn't a Millennium drought, it was climate change - and we had less rain and greater lengths of hot weather. So we decided we would put in place an urban forest strategy, and to do that, our communication with the community was not about the type of trees, not whether this was an exotic tree or indigenous tree, but about the targets we wanted to achieve. We wanted them to go from 22% to 40% coverage, we wanted a diversity of species, we wanted to get the water back in the ground.

Everybody looked at that and said that made sense, that's sensible, so they adopted this strategy. And

我们设计了自行车道，我不会过多谈论这一点，但是在疫情期间，我们设法在该市又安装了 40 公里的有保护的自行车道。这改变了人们看待它的方式——这是我们针对新冠带来的计划，它实际上显示了新的自行车道将经过的地方。

**公众参与**

如果不带上社区，就无法做到这一点，而公众参与是最主要的事情之一。玛莎提到了我们的一个项目，幸运的是，我们将用该项目来说明这一点。玛莎对我们遇到的问题有多大给出了精彩的解释，但我们一直在努力做的是专注于我们如何在城市里解决问题，因为你会非常担心这个问题有多大。如果你不能专注于改变你自己的城市，那么，我想我们都只是在原地踏步 。所以我们只是说看看我们能做什么。我们已经谈到了城市热岛效应——这个效应对墨尔本影响巨大—所以，我们需要植树。我们缺少开放空间，所以我们需要更多的开放空间。

我的设计元素"公园和花园"计划时长约 15 年，这表明我们在中心城市有 48% 的树木将在未来 20 年内死亡。当时是 2000 年，为什么呢，因为我们在谈论千禧年干旱。这不是千禧年干旱，而是气候变化——我们的雨量减少了，炎热天气持续时间更长。因此，我们决定实施城市森林战略，为此，我们与社区的沟通不围绕树木的类型，也不关于这是外来树木还是本土树木，而是关于我们想要实现的目标。我们希望树木的覆盖率从 22% 增加到 40%，我们想要物种的多样性，我们想让水回到地下。

每个人都看了，都说这个有道理，行得通所以他们采用了这个策略。然后我们开始谈论树木。

then we started to talk about trees. And we created an 'app' - so if you walk around central Melbourne you can get on your phone - "Urban Forest Melbourne", then as you walk past a tree you can click on it and it will tell you exactly what the tree is, how long it is going to live and all the rest of it. And we gave each of these trees an e-mail address, I never anticipated it, but people started writing to our trees. And it went viral, it went around the world, we got North American oaks writing to our oak trees, and Bloomberg picked up on it as well, and helped us promote it, so, a way of communicating in the modern world is not the town hall meeting. You've got to try to engage the community in a slightly different way and this was our way of getting hold of a community and being able to talk about trees.

我们创建了一个"应用程序"——所以如果你在墨尔本市中心走走，你可以打开你的手机——"墨尔本城市森林"，然后当你走过一棵树时，你可以点击它，它会告诉你这棵树是什么，它会活多久以及所有其余的信息。我们给了每棵树一个电子邮件地址，我没想到的是，人们开始给我们的树写信。这个事情传播开来，传遍了世界，北美橡树给我们的橡树写信，彭博社也注意到了，并帮助我们推广，因此，现代世界中的交流方式不是仅仅市政厅会议。你必须尝试以稍微不同的方式与社区互动，这是我们掌握社区并能够谈论树木的方式。

## Integrated Action

The hardest thing in the city is to get everybody pulling in the same direction. We all seem to have different ideas, we want to do everything for the first time again, so we've tried to practice on getting everybody working together. This shows what happened with our water, Martha talked about water and in our case - one of the driest continents - the lack of it. And when we do get it we get it in big dumps. So what we had to do was collect it - as water flowed over the area, we created wetlands and we collected that water, we purified it, and we used the purified water to water the gardens. We put medians down in the middle of most of our streets, so that when water rain fell on it the water soaked in and we put permeable asphalt on the parking bays. And the water tanks shown are all uphill of where we get the flooding - the flooding occurs down at the river, naturally, so what we did is that we built these large tanks and if we know we're going to get a heavy storm then we empty the tanks early. And as it rains we collect that water and slow down the overland flow, so we limit the flooding that occurs in the city. We take water straight off the footpath into the trees, the trees are sunken below the ground and therefore it fills up the trees and goes into the surface before it goes into a pipe. So we try to keep the water out of the pipes for as long as possible, to get as much as

## 融合行为

城市里最难的事情是让每个人都朝着同一个方向努力。我们似乎都有不同的想法，我们想第一次做每件事情的时候，都会试图让每个人都朝一个方向努力。这显示了我们的水规划发生了什么变化，玛莎谈到了水的设计，而我们的项目在最干旱的大陆之一，所以很缺水。而当我们得到水资源的时候，水量就又很大。所以我们要做的就是收集水资源——我们创造了湿地，当水流过时，就能收集这些水，净化水，然后用净化过的水灌溉花园。我们在大部分街道的中间铺设了隔离带，这样当雨水落在上面时，水就会被吸收，我们在停车位上铺上可渗透水分的沥青。所示的水箱都安置在我们发生洪水的地方的上坡 - 洪水自然发生在河的下游，所以我们建造了这些大水箱，如果知道会遇到大风暴，我们就会早早地清空水箱。下雨时，我们收集水份并减缓陆上水流，这样就限制了洪水在城市中发生。我们把人行道的水直接吸收到树干，树根深扎在地下，因此水在进入管道之前就填满了树干并进入地表。

possible we can keep in the ground, because that's the cheapest place for it. When I suggested that we dig a 5 million litre tank in the middle of one of our historic parks, everybody said that I was mad, because it was heritage and the size of the tank was huge. But the way we achieved this was to go to a depot that services the park and made the depot about half the size. We created another 4,000 square metres of new park land and put the tank under that parkland and also built a cafe and restaurant to service other tourist attractions. By putting that package together we could get the population to agree to dig that big hole in the park because they were getting more back afterwards whilst we rationalised that depot. We put tanks under our streets, so the water running down from uphill is collected in the streets, whilst it's actually purified in the median, so that becomes your rain garden that purifies and we can use it in the park.

**Adaptability**

The greatest dilemma we have with our cities is how we adapt our cities, not only for climate change, but for the populations that are arriving in our cities? If we don't do it, we can't create a sustainable environment and we don't get economic vitality or social cohesion.

We've done a lot of adaptation in our city and I have spoken about the water and postcode 3000 - what we've done in many of our areas as we started turning our streets to green, we call it "Grey to Green", and we've converted 80 hectares of asphalt to parks and expanded footpaths over 30 years. We have designed and created active play spaces from roads - We took a 500 square metre traffic island surrounded by dual traffic lanes and put in a one way system whilst creating 5,000 square metres of public space. When we did the open space strategy, my team told me we need 700 million dollars to buy land for urban space - that's not the reality, so I said no, we're just going to take it from the roads and from redundant infrastructure.

所以我们尽量让水远离管道，尽可能多地留在，地下，因为那是治理成本最低的地方。当我建议我们在一个历史悠久的公园中间挖一个 500 万升的水箱时每个人都说我疯了，因为这涉及千秋万代，而且水箱的尺寸很大。但是我们实现这一目标的方式是去一个服务于公园的仓库，并使仓库的面积缩小一半。我们又创造了 4000 平方米的新公园用地，将水箱放在公园下面，还建造了咖啡馆和餐厅，为其他旅游景点提供服务。通过这些项目协力合作，我们可以让人们同意在公园里挖那个大洞，因为在我们劝说建造那个仓库的时候，他们得到了更多的回报。我们在街道下面放了水箱，所以从上坡流下来的水会被收集到街道上，而实际上它在中间被净化，这样就变成了一个净化雨水的花园，我们可以在公园里使用它。

**适应性**

我们的城市面临的最大困境是如何适应城市，不仅是为了气候变化，而且是为了适应我们城市未来的人口？如果不这样做，我们就无法创造可持续的环境，也无法获得经济活力或社会凝聚力。

我们给城市做了很多调整，我前面也谈到了水和"邮政编码 3000"计划——当我们开始将街道变成绿色时，我们把在许多地区做的事情称之为"灰色变绿色"，30 多年来，我们已将 80 公顷的柏油路改建为公园并扩建了人行道。 我们将道路设计并创造成为活跃的游乐空间——我们采用了一个 500 平方米的交通岛，环绕着双车道，并在创建 5000 平方米的公共空间的同时采用了单向系统。 当我们制定开放空间战略时，我的团队告诉我，我们需要 7 亿美元购买土地来建造城市空间——这不符合现实，所以我拒绝了，

So the other big project we did was with Federation Square, where we were partners with the state government So we had a vision back in the 1980s. of a park that could extend right around the edge of the city. When this happened with Federation Square we were able to take the adjacent railway lines down to 12, rather than 36, and create 8 hectares of parkland, so we got to design and build this park in the middle of this city. The 10 new parks we created in our central city were all coming back from roads. We widened footpaths, put trees down in the middle of roads, we took cars off the sides of the street. We are at the moment closing half of a road that used to take 30,000 vehicles, and transforming the areas into becoming park. And we did this because we had closed half of the road for the Commonwealth Games; we sneaked in and closed it and I was told it's a good idea, and then when the traffic dropped, we went back and we started to steal more of the road. This slide is the first section which is outside of some theatres, it's hard paved and it's just being completed. We've also planted in the middle of the tramline, so that we can get permeability to the ground below.

And all of our buildings are sustainable, they all reach '6-star, green star' which is 'platinum rated' in the States, including council buildings and this office building we designed. I can't write about this example at the moment as this is one of the only 'Covid-friendly' buildings in Melbourne and if I wrote about it, people wouldn't want to come back to the office, but this building allows air to come in under the floor, it rises past your body which is hot and goes out of the ceiling. So instead of a conventional building where, when you circulate around, you share your germs, here you're always sitting in fresh air in this building. It's called CH2, and I think it's one of the first 'Covid-friendly' buildings. The staircase is external so you can walk up.

Alright, that's fine for the central city, but what you do with the metro city? What you do with the metro area? Melbourne is going to move from 5 to 10 million people by 2050, and it's going to overtake Sydney in size, when I looked at this I thought this is a huge problem. In the program I started 10 years

我们只会从道路和冗余的基础设施上取得空间。

我们做的另一个大项目是联邦广场，我们在那里与州政府合作。我们在1980 年代就有了一个愿景，那就是修建一个可以延伸到城市边缘的公园。如果联邦广场建成这样，我们就能够将相邻的铁路线从 36 条减少到 12 条，并创建 8 公顷的公园用地，因此我们必须在这座城市的中心设计和建造这个公园。我们在中心城市新建的 10 个公园都是从公路上回来的。我们拓宽了人行道，在马路中间种树，将停车场设置在街道两侧。我们现在正在将一条曾经可以通行 30,000 辆车的道路缩小一半，并将这些区域改造成公园。我们这样做是因为我们为英联邦运动会关闭了一半的道路。我们偷偷潜入关掉道路后，有人告诉我们这是一个好主意，然后当交通量下降时，我们就开始回去占用更多的道路。这张幻灯片显示的是项目的第一块，在几家影院之外，路面铺得很硬，刚刚完工。我们还在电车轨道的中间种植了植物，这样就可以渗透到地面之下。

我们所有的建筑都是可持续的，它们都达到了美国"白金级"的六星级绿色星级，包括议会大楼和我们设计的这座办公楼。 我目前无法写下这个例子，因为这是墨尔本仅有的适应新冠疫情的建筑之一，如果我写了，人们就会不想回到办公室，但这座建筑允许空气从地板进入，升过人的身体，空气很热，然后从天花板上出来。 因此，与传统的建筑不同，当你四处走动时，你会传播细菌，但在这座建筑中你总会坐着呼吸新鲜空气。它被称为 CH2，我认为它是首批对新冠友好的建筑之一楼梯在外面，你可以走上去。

好吧，这对城市中心来说没问题，但地铁城怎么办？大都会区呢？到 2050 年，墨尔本的人口将从 5 增加到 1000 万，而且在规模上将超过悉尼，

ago, and I called the "7.5% City", and it delivers by providing the next five million people on the 7.5% of the city built around the transport infrastructure: the trams, the stations, etc. You don't have to build to more than 5 to 8 stories, so it's a walk-up. The most incredible thing that came out of the study, was the amount of money you saved on infrastructure - for every million people you added in the city by coming back on yourself, rather than spreading out, we saved 110 billion dollars. So if 5 million people, 550 billion dollars saved in respect of infrastructure.

Conventionally, when we want to build in the city, we put it on the fringe, yet we've got a fantastic gridded road system, and a radial, tram and train system. Studies done by Griffiths University shows that for people its getting harder and harder to live on the fringes - mortgage prices, petrol prices, time commuting to work, health, obesity - all of those things are suffered by those communities, but those in the middle, they have accessibility to everything.

The city becomes less walkable the more it becomes more spread out. Whenever there is a slight stress on the economy, the suburbs going to bankruptcy first are those on the fringe. We're getting more family violence in those outer areas, not surprising; people are spending half their time commuting to work and half the families isolated. It sets up tensions that families sometimes find difficult to cope with. And the obesity problem is the huge cost to Australia, 58 billion dollars in 2008. The at cost of people not exercising, not walking.

What is the solution? I went to Cape Town University in the mid-60s and when I travelled overseas in my fourth year as a student in 1969, the places that I visited were all the universities, they were expanding because of all the baby boomers coming into university and they were exciting architectural environments. I went back to Cape Town - the city stuck on the side of Table Mountain, designed by Herbert Baker, it had a heritage overlay on it and is surrounded by national

当我看到这个时，我认为这是一个大问题。 在我 10 年前开始的计划中，我称之为"7.5% 的城市"，它通过围绕交通基础设施如电车、车站等而建造的 7.5% 的城市来供养未来的 500 万人口。你不必建造超过 5 到 8 层的楼，所以这是一个没电梯的建筑。 研究得出的最令人难以置信的事情是能在基础设施上节省的钱——对于你通过自己回归而不是分散在城市中，增加的每一百万人，我们就节省 1100 亿美元。因此，如果是 500 万人，在基础设施方面就会节省 5500 亿美元。

按照惯例，当我们想在城市建设时，我们会把它放在边缘，但我们有一个梦幻般的网格道路系统，以及一个径向、有轨电车和火车系统。 格里菲斯大学的研究表明，对于边缘人群来说，生活越来越困难——抵押贷款价格、汽油价格、上班通勤时间、健康、肥胖——所有这些都受到这些社区的影响，但处于中间的人，他们可以访问一切。

城市越分散，就越不适合步行。每当经济出现轻微压力时，首先破产的都是处于边缘的郊区。这些外围地区的居民会遭遇更多的家庭暴力，这并不奇怪；人们一半的时间花在通勤上，一半的家庭与世隔绝。这会造成家庭成员有时难以应对的关系紧张。澳大利亚为此付出的巨大代价是肥胖问题，2008 年人们不锻炼、不走路的代价就是要花掉 580 亿美元。

解决办法是什么？我在 60 年代中期去了开普敦大学，1969 年我大四，出国旅行时，我访问的地方都是大学，因为婴儿潮一代正在步入大学，校园面积正在扩大，建筑环境也让人非常兴奋。我回到了开普敦——这座城市位于桌山一侧，桌山由 Herbert Baker 设计，上面有一处自然遗产，周围环绕着国家公园。

parks. It can't expand - it can't go up, and it can't go out. So the question I asked of the university is,what are you going to do to absorb this growing population? And they said, we've asked a different question, the question we have asked is how well are we using the stuff that we've already got? The answer, for lecture theatres, was 17.5% at the time. So all they did was re-timetable. What 'Covid' is giving us is the ability to re-timetable our city. We no longer have to arrive at work at 8 o'clock in the morning and leave at five - not that all of us do that anyway. Cape Town tripled its student population without building anything over the past 30 years and so I said, well, if you can do that for a university, why can't we do for the city? So I went back to Melbourne, and we analysed the city, looking at every block in the city, and we've found the place to put 860,000 people around our railway stations, what we called 'activity centres', well connected by rail, and that's where the development has started to happen. The next thing is along our public transport corridors, our tram-based and rapid-bus corridors. If you look the morphology of the city, you can see that it's different around those corridors. Naturally, it's retail and whats associated, so the theory was let's only build there and let's preserve the residential areas, so we don't firefight with 70% of the population. There were extents of corridors, as well as the bus system that intersects as well, so you can get good connectivity. You can extend the system - in China they are using trackless trams that come at a tenth of the cost of the trams we build in Melbourne. So you can start to have a public transport system that can create these high density areas. So we looked at every site in the city, every block, going through a process of elimination. We eliminated parks, public buildings, heritage buildings, recent developments - what we found is that if you took all the blocks that could be built on and didn't have any other sensitivities of normally slow down planning, you could get 2.4 million people living immediately adjacent to one of those corridors.

What does that look like? You have expensive infrastructure that's already sitting in the city, where you can see the city in the distance and

它不能扩展——意味着它不能上升，也不能出去。所以我问开普敦大学的问题是，你打算怎么做才能吸收不断增长的人口？他们说，我们提出的是一个不同的问题，我们问的问题是，我们已经拥有的东西的使用率如何？对于演讲厅，当时的答案是 17.5%。所以他们所做的只是重新安排时间。 新冠让我们增强重新安排城市时间表的能力。我们不再需要在早上 8 点上班并在 5 点离开——无论如何我们都不会这样做。在过去的 30 年里，开普敦的学生人数增加了两倍，但没有建造任何东西，所以我说，好吧，如果你能为大学做到这一点，为什么我们不能为这座城市做到这一点？所以我回到墨尔本，分析了这座城市，查看了城市中的每一个街区，我们找到了可以在我们的火车站周围安置 86 万人的地方，称之为"活动中心"，铁路连接良好，这就是开始发展变化的地方。接下来是我们的公共交通走廊，我们的电车和快速巴士走廊。如果你查看城市的形态，就会发现这些走廊周围的情况有所不同。当然，是店铺和相关的东西，所以理论是让我们只在那里建造，让我们保护住宅区，所以我们不会与 70% 的人口产生冲突。有一些走廊，以及相交的公交系统，因此交通便利。可以扩展系统——中国使用的是无轨电车，其成本仅为我们在墨尔本建造的有轨电车的十分之一。因此，你就可以开始拥有能够创建这些高密度区域的公共交通系统。我们查看了城市中的每个站点、每个街区，进行了一个淘汰的过程。 消除了公园、公共建筑、老式建筑、新进的改造——我们发现，如果你把所有可以建造的街区都拿走，并且没有任何其他通常会放慢规划的敏感性，你可以让 240 万人生活紧邻其中一条走廊。

looking at the fabric along it, perhaps the fabric could be different. We said 5 to 8 stories and built just along those corridors.

I went back a few weeks ago (this was 10 years ago we did in our study), and took a photograph of what's happening - and it's happening! Its not happening because the planning system has changed, our planning system is still stuck in the 1950s, it's changing because the developers have also recognised that this is the right place to build and they are fighting their way through the system.

We're getting good development that is mixed-use, medium density, provides a good, active street frontage, and therefore is potentially a good area for people to live, with high accessibility because of the trams.

The last year we were on brown and grey field sites; this is our dockland, which has only been developed for 15 years and that has enabled us to put another 500,000 people which was conservative because there's new areas which have opened up since then. It looks a bit like this; these are the corridors that run out, so let's do our development along those corridors. We also did the grey and brownfield sites. We won't build into those areas which are the neighbourhoods in between, but what we will do in those neighbourhoods is to make sure they collect their water, they plant trees, they put solar panels on their houses (Australia has got one of the highest percentages of solar panels on domestic houses of anywhere in the world). These become our new green wedges. This is the greenery coming back into the city. And you just walk out a short distance and you'll find a high street with all the services you want. What does the example look like on an aerial photograph? You can see where the corridors are, and you can see the change in the morphology there. And we did a very simple planning - we trialled Swanton Street - you can see the high density of development and drops right back to low density behind. We did a very quick planning scheme, but essential take outs are: keep the heritage; don't build too high; protect the

那看起来像什么？ 你拥有已经位于城市中的昂贵基础设施，在那里您可以从远处看到城市并观察沿线的结构，也许结构可能会有所不同。 我们说 5 到 8 层楼，就沿着那些走廊建造。

几周前我回去了（这是 10 年前我们在研究中所做的事），并拍下了正在发生的事情的照片——改变正在发生！这不是因为规划系统发生了变化，我们的规划系统仍然停留在上世纪 50 年代，它正在发生变化，因为开发人员也认识到这是建造的正确地点，并且他们正在努力超越系统本身。

我们正在获得混合用途、中等密度的优质开发项目，提供良好、活跃的街道临街面，因此可能是人们居住的好地方，由于有轨电车的存在而交通便利。

去年我们在棕色和灰色场地；这是我们的码头区，它只开发了 15 年，这使我们能够至少再安置 50 万人，因为从那时起有新的区域开放。它看起来有点像这样：这些走廊被占用完毕，所以我们沿着这些走廊进行开发。我们还做了灰色和棕色地带。我们不会在那些介于两者之间的社区内建造房屋，但我们将在这些社区中做的是确保他们贮存水份，种植树木，在房屋上安装太阳能电池板（澳大利亚家庭住宅中太阳能电池板的安装百分比在世界上排名处于前列）。这些成为我们新的绿色契机。绿色植物重返城市。你只需步行一小段距离，就会发现一条能提供你想要的所有服务的大街。这个案例在航拍照片上是什么样子的？你可以看到走廊在哪里，你可以看到那里的形态变化。我们做了一个非常简单的规划——我们在斯旺顿街上尝试了——你可以看到高密度的开发，然后又回到低密度。我们制定了一个非常快速的规划方案，但重要的是：保留原有建筑；楼不要建得太高；保护活跃建筑背后的区域。

properties behind active frontages. It looks a bit like this in simulation - and this is what's actually happening.

So thank you. That really is an overview of how, incrementally, looking at the situation of how you need to change cities for the way that climate change and urbanisation is happening, you can successfully create a vibrant city. It doesn't apply to all cities, it's certainly different from Hong Kong, but I think the principles are the same. Thank you.

在模拟中看起来有点像这样 - 但这就是实际发生的事情。

谢谢各位。 以上是逐步了解要如何改变城市以适应气候变化和城市化进程的概述，你可以成功地创建一个充满活力的城市。不是所有城市都适用，其它城市肯定和香港不一样，但我觉得原理是一样的。 谢谢大家。

# Keynote Discussion – 1 专题讲者 讨论(一)

**Barry WILSON**

Thank you so much! What a couple of contrasting presentations - but both giving the same direction - of the huge amount of changes that needed to happen in our cities. Perhaps, Martha was working at very large scales initially and actually talked about the 'right development' in the 'right place', the idea that we've got to assess risk when we think significantly about making development decisions, and then introducing ideas of green infrastructure, how we can adapt our environments through water management and cooling in our streets, and how to mitigate, how to get all these carbon back - out of the air and back into the soil. And Rob has taken it a stage further and explained of how even so long ago we can look over the last thirty years and see how Melbourne has already taken on a lot of these ideas, they are not new ideas, they are very stable, well-thought-out, intrinsic urban design interventions that make our cities liveable and diverse. He has talked about being more walkable, having density, the fact the density can create cheaper services, and how do you do it? You need to look at the amount of urban realm allocated to roads, typically in a European city that's around 25% and in an American city that can be over 30% dedicated to roads and parking infrastructure. So if you take out that, what can you get? You can get trees, lots of trees, you can get water into your streets, you can create public art, you can create more character and details, and you can start as Rob finished there, talking about hubs of intense development which become focused on public transport. I mean, we've gone right

**百瑞**

非常感谢！以上两场演讲对比鲜明——但都给出了相同的方向——我们的城市需要发生巨大变化。也许，玛莎最初做的是非常大规模的项目，实际上谈论了在“正确的地方”的“正确的开发”，当我们认真考虑制定开发决策时必须评估风险的想法,然后介绍绿色基础设施，我们如何通过水管理和街道降温来适应我们的环境，以及如何减轻，如何将所有这些碳从空气中回收到土壤中。Rob 则更进一步，解释了很久以前我们就可以回顾过去三十年，看看墨尔本是如何接受很多这些想法的，这些想法不是新的，它们非常稳定，经过了深思熟虑，这些内在城市设计干预措施，使我们的城市宜居且多样化。他还谈到了城市要更适合步行、有密度，密度可以创造更便宜的服务，以及如何做到这些。您需要查看分配给道路的城市区域有多少，通常在欧洲城市中，该比例约为 25%，而在美国城市中，道路和停车基础设施的比例可能超过 30%。所以如果把它拿出来，能得到什么？你可以种树，很多树，你可以让水进入你的街道，你可以创造公共艺术，你可以创造更多的人物和细节,你可以从 Rob 结束的部分开始，谈论集中发展的中心公共交通。我的意思是，我们已经完成了城市规划的各个领域，一直到城市设计。所以，完美地总结一下，我现在真正希望你们两个人之间建立对话，我想知道我们如何将这些想法中的一些融入大湾区的建设中。

through the gamut of urban planning, through to urban design. So, beautifully summarised, what I would really like from the two of you now is to create a dialogue between you and I'm wondering how we can take some of these ideas and put them into the context of the GBA.

Here in Greater Bay, we still find that, in both Hong Kong and China, the car rules, despite cities having fantastic public transport, I mean, Hong Kong has got an amazing public transport and is a very, very walkable city, and the new developments in Shenzhen and the Pearl River Delta are putting in lots of public transport amenities with metro and bus - but at the same time, still working on these models of planning around road infrastructure. How can we promote change in the GBA to get these ideas back into the forefront of thinking here in this area, how important is that? I'm hoping that you can perhaps discuss how we can do that, how some of these ideas Rob that you've been talking about, how are you going to push them further in Melbourne? What are you going to do to increase the intensity of change and how could we do that in the GBA?

在大湾区，我们仍然发现，在香港和中国大陆汽车很多，尽管城市拥有出色的公共交通，我的意思是，香港拥有令人惊叹的公共交通，是一个非常非常适合步行的城市，而且深圳和珠江三角洲的新开发项目正在建设大量地铁和公交车等公共交通设施——但同时，仍在围绕道路基础设施进行这些模型规划。我们如何推动大湾区的变革，让这些想法重新回到这一领域的思维前沿，这有多重要？ 我希望各位能讨论我们如何做到这一点，一直在谈论的这些想法中 Rob 谈及的一些点子，并将如何在墨尔本进一步推动这些想法，以及打算做什么来增加变化的强度，我们如何在大湾区做到这一点。

**Rob ADAMS**

I think I was in Hong Kong may be two years ago, and as I walked around, it's a hugely exciting city, but you're right, you just found that the pedestrian was crushed onto the footpath in many of the streets, it's difficult for you even to pass given the crowds, and yet the public transport systems is sensational. You have just got to say the least efficient way you use a road - and if you think of utilisation of infrastructure, the road is just a piece of real estate, traffic engineers don't like to refer to it as that, but it's just a piece of real estate - if you want to get

**罗伯·亚当斯**

香港是是一个非常令人兴奋的城市，但是你说的对，我想我可能是两年前在香港四处散步时，发现许多街道的人行道上有一堆人，你甚至很难通过人群，但公共交通系统是闻所未闻的。只能说这是道路使用效率最低的方式——如果你考虑基础设施的利用，道路只是一块地，但交通工程师不喜欢这样称呼它，但它确实只是一块地——如果你想让那块地占用程度最低，你可以用它来停车。
如果你想真正最大化它的价值，你可以让人们步行、骑自行车或乘坐公共交通

the lowest common denominator for that real estate you put a car on it. If you want to actually maximise its value, you put people, walking or on bikes or on public transport. I think 'Covid' is going to help us on that journey and I think Martha also mentioned the change of vehicle sizes and types and nature. But I think what has happened, I don't know whether it has happened in Hong Kong but certainly it has happened in Melbourne, is that we have started to value the 'local'. We have started to value our ability to know our area better and to be able to walk around it. Climbing on a tram actually became a bit of a problem with 'Covid' - so there's a lot of walking - we put 40 kilometres of new bike lanes in over the period we were closed down, so i think we have got to get people to realise you can get more value out of using the street as open space, than as a transport network using a car. That's a difficult sell, but I think we have had a small insight into it during 'Covid', when all the streets were deserted, and somehow cities carried on operating, and then people started coming back and taking space for outdoor cafes and restaurants - I believe it will change. The other thing I had in mind; I think we're getting rid of the peaks, so a lot of the argument is around the idea that you need those roads because you have so many cars at a particular time of the day. We don't have to work to any schedule anymore. I mean, one of the most liberating things - it may not be liberating for many because we work ridiculous hours at some ends of the day - but we can work when we want to work, rather than having to work at 8am till 5pm, or in the office - we can work from home, so I think there is change happening through that, but Martha i will be interested in your thoughts.

工具。我认为新冠将有助于我们最大化土地的价值，玛莎也提到了车辆尺寸、类型和性质的变化。但我认为发生的事情，我不知道在香港是否发生过，但在墨尔本肯定发生过，就是我们开始重视“本地”。我们已经开始重视进一步了解我们所在地区并能够四处走动的能力。由于新冠所以乘坐电车实际上成为了一个问题，所以需要大量步行——我们在隔离期间修建了 40 公里的新自行车道，所以我认为我们必须让人们意识到将街道用作开放空间，而不是使用汽车作为交通网络，这样可以获得更多价值。这是一个很难卖出去的方案，但我认为我们在新冠期间对它有一些见解，当时所有的街道都空无一人，城市以某种方式继续运作，然后人们开始回来并待在露天咖啡馆和餐馆-我相信情况会改变。我想到的另一件事是，我认为我们正在摆脱高峰期，因此很多争论都围绕着大家需要这些道路，因为一天中的特定时间会有很多汽车。我们不再需要按照任何时间表工作。我的意思是，最解放的事情之一——可能不会解放很多人，因为有时候我们要工作到很晚——但是我们可以在想工作的时候工作，而不是必须在 早上八点到下午五点工作，或者在办公室 - 我们可以在家工作，所以我认为通过这样会发生变化，但玛莎我会对你的想法感兴趣。

**Martha SCHWARTZ**

First of all, Rob, you're my hero and I stole all my ideas from you, absolutely. (Prof. Adams: I stole them from someone else). Well, the idea of appropriating the streets in a city is just a very good idea, because it's the largest piece of infrastructure a city has that you can manipulate, and you can repurpose and you can find so many opportunities in the streets - I think that is an obvious place to go.

It's funny, I've just been reading about the upcoming actual kind of explosion of automated electric vehicles, and it isn't that everybody's going to be driving one of them, it's that there are systems if you can image - Uber-type services that are, in themselves, a public transit system. Though my fantasy would be to actually, especially in cities like Hong Kong, to really make areas within these cities where you don't use your private car, you use public transport, and that would actually reduce the amount of space needed because you don't have to park, parking is a big hog of land. And by the way, I think that China is way ahead of everybody in terms of producing these automated vehicles, there are about four hundred companies producing these things. And they're looking at electric energy, so there's going to be a huge transformation, and I think that is key to unlocking what we can do in our streets. I went back to take a look at what Boston is doing because the sea level issue is really a huge problem and why don't we make canals? Why don't we actually use the streets to be able to deal with the water that's going to be flowing in the areas you don't want it? Or why not actually create these forests? But these can also be integrated. So, I also think - honestly I've been a landscape architect for a very, very long time now - the disregard for

**玛莎·施瓦茨**

首先，Rob，你是我的英雄，我绝对从你那里偷走了我的所有想法。（亚当斯 教授：我从别人那里偷的）。好吧，在一个城市中占用街道的想法只是一个非常好的想法，因为它是一个城市拥有的最大的基础设施，你可以操纵，你可以重新调整用途，你可以在街道上找到很多机会 – 我认为那是一个明显的方向。

有趣的是，我刚刚读到文章说，自动电动汽车的爆炸式增长即将来临，不是每个人都会驾驶一辆，而是有几个系统，如果你能想象的话——优步类型的服务本身就是一个公共交通系统。虽然我的幻想是，特别是在像香港这样的城市，在这些城市中真正建立一些不使用私家车只使用公共交通工具的区域，这实际上会减少所需的空间，因为不用停车，停车要占很大面积。顺便说一句，我认为中国在生产这些自动驾驶汽车方面领先于所有国家，大约有 四百 家公司在生产。他们正在研究电能，因此将会发生巨大的转变，我认为这是开启街道改变的关键。我回去看了看波士顿在做什么，因为海平面问题真的是一个大问题，我们为什么不修运河？为什么不使用街道来治理多余的降水？或者为什么不种植森林？但这些也可以一起处理。所以，我也认为 – 老实说，我已经做了很长一段时间的景观设计师 – 无视土地可以做什么，大自然可以做什么，大自然为我们提供了什么 – 我们都必须停止那种要征服自然的想法——我们实际上有这种想法，但完全搞砸了。我们必须真正了解我们需要这些环境才能繁荣发展并保持健康。这不是你的城市 Rob，我了解你，所以你对自然的看法非常不同，你以某种方式将一种想法嵌入脑海中了，你认为城市不仅仅是为了舒适，而是一种必需品。

what the land can do, what nature can do, what nature provides for us - we've all got to stop the kind of thinking that we're going to conquer nature - we actually have, but thus completely messed up.

We have to really understand we need these environments in order to thrive and be healthy. Not your cities Rob, I know you, so you think very differently about nature, you have somehow embedded it in your head that is more than amenity, it's a necessity.

**Rob ADAMS**

I'm not sure we're that good at it but I think we can learn a lot from the custodians of this land. One of the greatest journeys I have been on coming to Australia, is to understand the way the aboriginal people treated the land, and they thought of it as custodians, not as owners, they didn't own the land and therefore they had to nurture it. We have had these horrific fires about a year ago and suddenly people are saying, "but this never used to happen". Partly it's climate change but partly it's the way we are managing our land, we are just not managing it that well, and the same comes of cities. I just find it mind numbing that we expand our cities out into good agricultural land and just concrete it over. The American cities, the South-American, South-African, Australian and the New Zealand cities - all of those cities in the southern hemisphere - are just low density, and they sprawl. The solution to that is just come back in on yourself, don't use any more land. It's like concentrating soup, stick too much water in and it's tasteless. You need to sort of boil it down to actually get to the essence of it. That's what we've been trying to get our governments to do, but national governments are incredibly slow. I think there is a book written by Benjamin Barber called "Should mayors rule the

**罗伯·亚当斯**

我不确定我们是否擅长，但我认为可以从这片土地的监护人那里学到很多东西。我来到澳大利亚最伟大的旅程之一，就是了解原住民对待土地的方式，他们将与土地的关系视为监护关系，而不是所有关系，他们不拥有土地，因此他们必须培育它。大约一年前，发生了可怕的火灾，突然人们说，"这从来没有发生过"。部分原因是气候变化，部分原因是我们管理土地的方式，我们只是没有很好地管理它，城市也是如此。我只是觉得，把我们的城市扩展成良好的农业用地盖上钢筋混凝土建筑让我感到麻木。美国的城市、南美的、南非的、澳大利亚的和新西兰的城市——所有这些在南半球的城市——都只是低密度的，而且在蔓延。解决这个问题的办法就是自己回来，不要再使用任何土地。就像是浓缩汤，加水太多就无味了。你需要把它归结起来才能真正了解它的本质。这就是我们一直试图让我们的政府做的事情，但各国政府的速度非常慢。我记得本杰明·巴伯（Benjamin Barber）写了一本书，名为"市长是否应该统治世界"，我会将其更改为"女市长是否应该统治世界"，因为我认为我们需要更敏感的方法来理解和运营城市。

world", I would alter that into "Should female mayors rule the world" because I just think we need far more sensitive approach to the way that cities are understood and run.

**Martha SCHWARTZ** **玛莎·施瓦茨**

I so agree, honestly, you're going to laugh at me but I think white men should take a break, not all of them, but "ok, you had your fun, now go sit in the corner and the women will clean up after you, just sit in the corner for a while". One thing I wanted to say though Rob, is that when you are talking about the city, you're not just talking about bricks and mortar and trees, you somehow are able to convey a more personal, emotional connection to people, which is just somehow guiding your vision. , You seem to be very attached to how people feel and think and what people enjoy, you have a very human component to how you think, and that's what has made that city. There is nothing like Melbourne, there's nothing like it and you have created it.

我非常同意，老实说，你会嘲笑我，但我认为白人男性应该休息一下，不是所有人，但是"好吧，你玩得很开心，现在去坐在角落里，女人会善后的，就在角落里坐一会儿。" 我想通过 Rob 说的一件事是，当你谈论城市时，你不仅仅是在谈论砖头、灰泥和树木，你能够以某种方式向人们传达一种更加个人化、情感化的联系，这就是以某种方式引导您的愿景。你非常重视人们的感受和想法以及人们喜欢的东西，思考方式具有非常人性化的成分，这就是这座城市的组成部分。没有什么比得上墨尔本，没有什么比得上它，而你创造了它。

**Rob ADAMS** **罗伯·亚当斯**

I think that realisation came to me when I travelled around seas in 1969, and like any fourth year architectural student, I was really excited to go and see all the grandmasters; I'm a passionate architect, and I love good architecture. I found that when I visited the new towns, and the satellite towns around Stockholm, Albertslund and Copenhagen, I arrived there and I just said to the mate I was traveling with, you know, I couldn't live here - It's such a boring place, it's been sanitised to the extent that only the modernists could sanitise a city, and I

我在 1969 年环游各大洋时意识到了这一点，就像任何四年级的建筑学生一样，我真的很兴奋能去见所有的大师。我是一个充满激情的建筑师，我喜欢好的建筑。我发现当我参观新城镇以及斯德哥尔摩、阿尔伯特斯隆和哥本哈根周围的卫星城镇时，我到了就会对和我一起旅行的伙伴说，我不能住在这里——这个地方太无聊了，现代主义者已经尽可能地给这里消毒了，我认为正是在那个阶段，我成为了一个适应者，而不是总是试图重新创造新事物。我们构建了新东

think it was at that stage where I became someone who became an adaptor, rather than trying to always reinvent the new. And we built new stuff, but a lot of what we have been doing is adapting. I've been married for 48 years, we've lived in 14 houses but I've never lived in a new-build, and it only occurred to me the other day, because I'm starting to write up some of the stuff we are doing. So intrinsically, the ability to say whatever is there has a value, but how can you make it more valuable? How can we change it subtly - bring the redundant office building into residential - or right now, empty retail into creative spaces? How do we adapt that to make the city better? That's really guided my practice for the last 37 years.

西，但我们一直在做的很多事情都是在适应。我已经结婚 48 年了，我们住过 14 所房子，但我从来没有住过新建的房子，前几天我开始记录我们正在做的事情的时候才注意到。因此，从本质上讲，这能够表明任何存在的东西是有价值的，但是如何使它更有价值呢？我们如何巧妙地改变它——将多余的办公楼改造到住宅——或者现在，将零售店面改为创意空间？我们如何适应以使城市变得更好？这确实指导了我过去 37 年的工作。

**Martha SCHWARTZ**

**玛莎 • 施瓦茨**

I think that architecture is so important in terms of the spatial qualities that it offers, but it can't really serve us in all ways, and the idea that It can, I think, is flawed. Again, the lack of really integrating a perspective about how the land, the landscape, can actually interact within the field of architecture is still a problem.

我认为建筑在它提供的空间品质方面非常重要，但它不能真正为我们提供所有方面的服务，认为它可以的想法是有缺陷的。 同样，缺乏整合土地、景观如何在建筑领域内互动的观点仍然是一个问题。

**Barry WILSON**

**百瑞**

You said Rob, we did this - we narrowed the streets, we put in this - and you made it feel like an easy win. But I know the challenges in persuading everybody, getting everybody on board to do that, are very difficult, especially in the past, maybe it's a little easier now. Have you got any last recommendations for how we can persuade various stakeholders to make these concrete changes?

你提到罗布，我们做到了——我们缩小了街道，我们投入了——你让它感觉像是一场轻松的胜利。但我知道说服每个人、让每个人都参与其中，是非常困难的，尤其在过去，也许现在更容易一些。对于我们如何说服各个利益相关者做出具体的改变，您是否有任何最后的建议？

**Rob ADAMS**

I think I came to Melbourne at a very lucky period because there were a whole lot of young people who worried about where the city is going. And they got themselves into local and state government, and they are the ones who employed me. In many ways, all I've been doing is choreographing their vision. I look around and I see the age of some of the people coming to politics, not in the Americas, unfortunately, but Jacinta Ardern, and the Prime Minister of Finland, all in their late thirties -I just think, we need to give the young people the opportunity to build the world they want to build because us oldies, we are just starting to realise that we've messed up. We need younger people with the vision and the energy, just to take this forward and not take the stuff they have been fed -kick out the 1950s planning schemes that have multiple zones in them - think about the city in three zones: - is it a mature piece of city; is it in transition; or is it a redevelopment area? And if you then write your scheme around those three areas rather than whether it's industrial 1, 2 or 3 or residential 5, 6 and 7, you'll get a better city. So bring on the youth.

**罗伯·亚当斯**

我想我是在一个非常幸运的时期来到墨尔本的，因为有很多年轻人担心这座城市的走向。他们进入地方和州政府工作，是他们雇佣了我。在很多方面，我一直在做的就是编排他们的愿景。我环顾四周，看到一些人进入政界的年龄，很遗憾不是在美国，而是雅辛塔·阿德恩（Jacinta Ardern）和芬兰总理，他们都三十多岁了——我只是想，我们需要给年轻人机会建立他们想要建立的世界，因为我们这些上年纪的人，才刚刚开始意识到我们已经搞砸了。我们需要有远见和活力的年轻人，只是为了推进这一点，而不是重复之前的东西——摈弃 1950 年代有多个区域的规划方案——想想这座城市的三个区域：这是一座成熟的城市吗？它是否处于过渡期？还是重建区？然后，如果您围绕这三个问题而不是按照工业 1、2 或 3 或住宅 5、6 和 7 编写计划，你将得到一个更好的城市。所以年轻人们来吧。

**Martha SCHWARTZ**

Yes, I agree, and Barry, I absolutely agree. And I have one suggestion - this is something from when I was living in London for a number of years. London is great, it's such a great city, and what they have done there, and I was somewhat part of this, they create 'meanwhile' spaces, and they do a lot of inexpensive things, that we know are going to be temporary, but they reshape outdoor spaces or pieces of land are being underutilised, or do installations, installation art that's just going to hang

**玛莎·施瓦茨**

是的，百瑞，我同意，我绝对同意。我有一个建议——这是我在伦敦生活多年后得出的建议。伦敦很棒，它是如此伟大的城市，建筑师们，包括我，在那里所做的一切，创造了“同时”空间，做了很多不需花很多钱的事情，我们知道这是暂时的，但重塑了户外空间或未被充分利用的土地，或者做装置，装置艺术只会保持一段时间。这开始言说“看，这里正在发生变化”。即使是开发部门也会首先构建景观，以便让人们对正在发生的事情感到兴奋，

around for a while.This starts to say - “look, things are happening here”. Even the development sector will build the landscape first in order to get people to get excited about what’s happening, and then they can actually develop what they are going to do, and they get more money for it because it’s already got people engaged. The idea of doing temporary installations - maybe, you just block off a street and go fill it with bamboo, or have an army of artists, of people who can actually do these things, to start to appropriate streets and other defined areas and just put it out there, so that it’s something a little bit differently than just a place for cars and walking.

然后他们可以真正开发他们将要做的事情，并且他们会因此获得更多资金，因为它已经让人们参与其中。做临时装置的想法——也许，你只是堵住一条街道，然后用竹子把它填满，或者有一群艺术家，一群真正 能做这些事情的人，开始在合适的街道和其他地方把它放置在那里，所以它的定义与汽车和步行的地方略有不同。

**Barry WILSON** **百瑞**

Thank you, Martha! And thank you Rob, thank you so much! I know we can talk for hours and perhaps we will do it another time, but they are shouting at us to get off, so I must wrap up and again thank you both and hope you enjoy the rest of the conference. And you can get to bed, Martha!

谢谢你，玛莎！ 谢谢罗布，非常感谢！我知道我们可以谈几个小时，也许我们会再谈一次，但他们大喊我们下台，所以我必须总结一下，再次感谢你们，希望你们享受会议后面的部分。你可以去休息了，玛莎！

**Martha SCHWARTZ** **玛莎 • 施瓦茨**

Well, it’s still lovely to see you, and Rob. We really do have to somehow connect, I’m going to e-mail you and hopefully if you ever come to North America, let me know.

嗯，很高兴见到你和罗伯。我们确实必须以某种方式建立联系，我将给您发电子邮件，希望如果您来北美，请告诉我

**Rob ADAMS** **罗伯 • 亚当斯**

I most certainly will Martha, it’s good to see you, and Barry, thank you very much!

我肯定会的，玛莎，很高兴见到你，还有百瑞，非常感谢你！

**Prof. WU Zhiqiang 吴志强 院士**
Academician of the Chinese Academy of Engineering
Vice President of Tongji University,
Shanghai
中国工程院院士 / 同济大学副校长

# *'Jiayuan' - Building Towards People's Welfare*

# *家园 聚力民生福祉*

## ABSTRACT

The speaker, as the chief planner of Comprehensive Urban Design of Beijing Sub-Center, introduces how the "People-centered" philosophy is implemented in the planning and design of Beijing sub-center, where Chinese traditional wisdom of city operation is innovatively integrated with modern city concepts.

JIANYUAN planning realizes innovation in six aspects: 1. People-centered principle, which involves in-depth digging of the diverse needs of various groups of people; 2. Intelligent urban diagnosis; 3. Intelligent allocation of urban functions; 4. Cohesion of residents; 5. the Visible Future, which intelligently predicts the key issues in the course of construction in the are of JIAYUAN with the new AI tool of "Planning and Design Application Scenario Optimization Simulation Analysis Technology";6. Full life cycle maintenance, covering
the entire course from planning to construction.

## 内容摘要

"以人民为中心"，吴志强院士团队在北京城市副中心规划设计中，创新融合中国传统营城智慧和现代城市理念，深入分析人民需求，提出"家园"理论； 基于能推广、可复制、引领行业的创新理念，实现了六大创新：一、人民为本，深入了解各类人群对家园的多元需求；二、数据诊断，把握"城市生命体"发展规律；三、功能智配；四、居民凝聚；五是未来可见，对家园建设关键问题进行"智能推演"；六、全生命周期维护，围绕"家园"参与从规划到建筑的全生命周期设计工作。

## INTRODUCTION

## 介绍

**Facilitator – Prof. Bernard V. LIM, BBS, JP**
*Founding President - Hong Kong Institute of Urban Design*
*Principal - AD+RG*
*Architecture Design and Research Group Limited*

**主持人：林云峰 教授，BBS, JP**
香港城市设计学会创会会长
*香港 AD + RG*
*建筑设计及研究所有限公司总监*

Our first speaker is Professor.WU Zhiqiang, Vice President of Tongji University, Academician of the Chinese Academy of Engineering, Special Government Allowance Expert of the State Council, Academician of the German Academy of Engineering Sciences, Academician of the Royal Swedish Academy of Engineering Sciences. He's also the chief planner of the Shanghai World Expo Park in 2010, the chief planner of the comprehensive plan for the city's sub-center urban design in Beijing, the convener of the World Planning Organization WUPEN, member of the Academic Degrees Committee of the State Council, member of the Rural Planning Teaching Professional Guidance Sub-Committee, former director of the National Planning Education Professional Steering Committee, and member of the Professional Steering Committee of Asian Planning Colleges. Chairman of the Federation. He has won the honours of National Advanced Worker, National May 1st Worker Model, Shanghai Model Worker, National Outstanding Scientific and Technological Worker, and National Outstanding Scientific and Technological Worker in Urban Planning.

He has received multiple awards including Technology Progress Award from Ministry of Education, Ministry of Construction, Shanghai etc. He is a recipient of international planning and design awards also. He has many planning projects worldwide garnering important awards. We are very grateful to President Wu. Today his theme is "Jiayuan" - building towards people's welfare.

我们的专题讲解第一位是吴志强院士。吴志强，同济大学副校长，中国工程院院士，国务院政府特殊津贴专家，德国工程科学院院士，瑞典皇家工程科学院院士。中国 2010 年上海世博会园区总规划师，北京城市副中心城市设计综合方案总规划师。世界规划教育组织 WUPEN 召集人、国务院学位委员会委员、城乡规划专业教学指导分委员会主任委员，曾任全国城乡规划学专业指导委员会主任委员、亚洲规划院校联合会主席。获得全国先进工作者、全国五一劳动奖章、世博全国劳动模范和上海市劳动模范、全国优秀科技工作者、全国城市规划优秀科技工作者等荣誉称号。曾获多项国家级、教育部、建设部、科技部和上海等省部级科技进步奖，国内外诸多规划设计重要奖项。他在国内外有很多规划，涉及重要的奖项，我们很感谢吴校长。他的专题讲座是家园：聚力民生福祉。

**WU ZHIQIANG**
Academician of the Chinese Academy of Engineering
Vice President of Tongji University,
Shanghai

**吴志强**
中国工程院院士
同济大学副校长

It's my great honour to participate in this important conference on the urban design of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). As you can see, I didn't simply translate the Chinese phrase "Jiayuan" into English in my presentation, nor did I replace it with the words 'neighbourhood' or 'community'. Instead, I've decided to keep it in its original language here due to the various connotations embodied within, which to me can be explored and studied further in the context of China's urban planning.

I was born and raised in Shanghai, despite my parents being Zhejiang locals. At the age of six, my father sent me back from Shanghai to my hometown, Lanxi City of Zhejiang Province, since I wasn't able to speak any of my hometown dialects. I lived there for one year until the very last day before heading back to Shanghai for elementary education. Back then, I was finally able to speak the Lanxi dialect, which made my father rather delighted. The memory of our community or village could date back to the South Song dynasty around 600 years ago. Ever since then, this place has been dominated by the Wu family.

There were quite a few elements in my hometown, which do not exist in modern society. As urban designers, we've learned about modern cities as well as their functionalities, transportation and mobility etc. But the word "Jiayuan" isn't necessarily equal to 'community'. It's not 'neighbourhood' either since neighbourhood doesn't have the connotations a home is supposed to have. For example, in my hometown there's a very important ancestral temple accommodating generations of kids for their studies. Literally, villagers of different ages from 4, 8, and 17 are required to receive education there. It is also a rule that the teachers must not come from inside the village, but outside the village. That's how this place could manage to bring in new knowledge.

能够参加我们粤港澳大湾区(大湾区)的城市设计的这次重要会议，非常荣幸，我今天把家园这个词没有翻译成英文，也没有换成'neighbourhood'(邻里) or 'community'(社区), 我就专门直接用了一个中文词，家园，因为我觉得这里面有很多的内涵，可以在中国的大地上再次挖掘出来。

我出生在上海，但是我爸妈都是在浙江长大的。我父亲在我 6 岁的时候，把我从上海送回了我的家乡浙江省兰溪市，因为我不会说家乡方言。我在那里住了一年直到小学开学的前一天，将我接回到上海。他听到我可以讲一口家乡话，他就特别高兴，非常幸福。。兰溪市和它的村庄记忆可以追溯到大约 600 年前的南宋时期。600 年以来，这里都姓吴。

你可以体会里面非常重要的一些现代社会中没有的内容。我们在学习设计的时候，都是学的现代主义开始时的城市，功能，交通，快速流动等等。但是家园不是一般的 community (社区)，没有空间，说 neighbourhood (邻里) 他没有家的里面的很多内涵，比方说，我们可以看到在这个村庄中间有很重要的祠堂，祖祖辈辈的孩子都在这里读书，在祠堂下面，垮了年龄的人从 4，8，17 岁所有村庄的人都要在这里读书，老师规定这个村庄的老师是不能让本村人当的，一定要倒外村请，这样才能不断引进新知识。

村庄含有非常重要的，500 年以前就把村庄就写成田字形。还有一快四分之一的土地。

Our village has an important thing. It was built into a grid structure 500 years ago. Nearly a quarter of the land has been made into a public asset for the whole village. The crops produced may not belong to any particular individual household, but to the whole village. It's a source of income to support older people aged over 70 in the village, cover education expenses for children, and pay the teachers, among many other activities. It's also used to support the annual family tree book revision efforts conducted in the ancestral hall, which come after having all the books bathed outside in the sun first.

These were the types of knowledge that we didn't get to learn when we were studying urban design in universities - like annual ancestral worship, spiritual learning of 500 years, and family tree records. In fact, these books are not just about the family tree record, I've looked at the first 5 copies and found that they are mainly talking about family relationships, such as how a sibling should treat another sibling, an older brother to a younger brother or sister, an older sister to a younger sister, a younger brother to an older brother and sister, as well as how to treat a sister-in-law or grandpa. All these are in the so-called ancestral tree records. And it is very important. This is what I want to share with you today. While we advocate rational urban planning style in the modern era, there is still something else we need to learn.

As far as I am concerned, one severe issue existent in the urban design of many big cities is that there aren't self contained areas that are walkable within 10 or 15 minutes, let alone extending them to form bigger areas of dozens, hundreds and even thousands of square metres. As such, people who work in the financial area in the centre of Beijing may live very far away from their workplace. The transportation demands become huge, causing multiple transportation problems such as traffic congestion, etc. Therefore I'm here bringing your attention back to the concept of "Jiayuan" as a future vision for planning, which is more than a community, but something with mental, organisational features. It is also a public asset.

是属于整个村庄。种出来的产品不属于某一个家庭，是属于某个村庄的。这些钱拿出来做说明呢。

专门供 70 岁以上的人，他们所有的福利，老师费用，孩子教育，全部由这四分之一的土地做出来的钱来做全村儿童所有人的教育等等这些。这些制度，这些精神活动，包括每一年，所有家谱，500 年的家谱都在这里晒太阳，然后在这里征订征补。

这些都是我们这些人后来在大学里面学的城市设计所没有的。我觉得这里面的，包括每年的祭祀祖宗，我们的精神的学习，这个里面，500 年来，里面的这个所谓的家谱，实际上不仅仅是家谱，我看了一下，前面有 5 大本都是说的家庭的规矩，比方说哥哥怎么对弟弟妹妹，姐姐怎么对妹妹，弟弟怎么对哥哥，姐姐，还有的怎么对嫂嫂，爷爷，全部有的。这就是我今天要给大家说的，我呢，这件事情，我想在这个时候说哈，在我们这里理性主义学习都比较盛行的时候，我就想了很多在大城市设计中间非常大的问题，就是我们已经是没有可以把小小的人可以设计得 10 分钟，15 分钟步行的区间，把它放到了一个几十平方，几百甚至几千平方公里，这就造成了北京市中心金融区的人不住附近，住在很远的地方，这样的话，每天交通都很不方便，所以造成了很多交通问题，所以我把话题聚焦在家园这个概念，除了 community (社区), 还有精神功能，组织功能，还有共同财产功能这么一个未来的共享。

这个实际上就是我们今天 1978 年中国改革开放，是那时候全中国是 100 人中间只有 18 个人住在城市，但是倒了今天 2020 年的时候，已经倒了 60% 的中国人住在城市里。所以城市如何做好一个一个基本的单元家园的组织生活变得悦来越重要。

In this presented chart, you can find some of China's urbanisation data. In 1978 when the 'Reform and Opening Up' began, there were only 18% of people living in cities. By 2020, 60% of Chinese people had become urban residents. Therefore it becomes increasingly important for a city to properly develop and organise basic units or "Jiayuan" as we urbanise. If 60% of the people have received urban education, then this is very important to China.

In fact, China is not alone. Many countries across the world have gone through such phases. Developed countries make transformations when their urbanisation rates come between 66% and 80%, while it can also be seen that developing countries such as Argentina and Brazil would keep moving forward until all rural residents move to the city. The urbanisation curve of developed countries usually becomes vertical at some points, indicating a certain level of balance between the rural and urban populations. However such a balanced situation can rarely happen in developing countries. Italy's urbanisation rate has stabilised at 66%. Its rural population is stabilised too. For Germany, the figure is 75%. The urbanisation rate of America, UK and Canada has basically stabilised at around 80%. This vertical phenomenon only happens in developed countries. Japan's urbanisation curve has been W-shaped, as at some of its highest points there's still movement towards the urban area. However a mature, developed country is usually able to stabilise at an urbanisation rate of 66% to 80%, which means within that range, there is a good balance between the urban and rural areas. As I checked the income ratio of rural and urban areas in such countries, urban income is roughly twice that of rural income. China is now at a critical phase of urbanisation. It matters a lot in how to create a nice, urban society and a smart social organisation.

Let's assume China's urbanisation rate grows by 1% per annum, which means within a dozen years, it will arrive in a zone between 66% and 80%. Therefore within this period of time, it becomes particularly important for us to make the

假如说 60%的人都是受过都市教育的人，那么这个就是非常重要的对中国。

可以看到，事实上全球发展都有这个规律，倒了 66%-80%这些发达国家就在这里进行转型，发展中国家一直往前走，走到阿根廷巴西，一直把所有农村人走到城市就结束。而发达国家走到一定程度后就竖起来了，也就是说，农村的人和城市的人，共同达到了一种平衡，发展中国家永远达不到平衡，所有的人全部走到农村去，所以意大利在 66%就固定好了，农村也就固定了，德国在 75%，就固定在此，美国，英国和加拿大这些英文国家基本在 80%左右，并不是说所有人都走得掉。上面的人都走掉了，在这个发达地区只有，大家可以看到，一个是日本，日本是上面很大的 W 形状，日本在高位的时候还放掉，而真正的发达国家，成熟国家，也就是在 66%-80%的这么一个区间范围内，是可以稳定住的。就是农村也好，都市生活也好，一个很好的平衡。我看了下，这些国家人的收入，基本上城市收入和农村收入：农村收入是 1 的时候，城市收入是 2。这么个情况的话，我们可以看到，实质上，这是在中国非常城镇化之间一个非常重要的阶段，如何把城市的社会做好，做到一个非常聪明的一个社会组织，一个阶段。

这样的话，才可以把 66%-80%之间中国现在城镇化一年一个点的话，也就是十几年时间，一定要把中国城市和中国农村的 community (社区) 我们这个家园做好，就变成特别重要，变成美丽的家园，幸福的家园。

我们可以看到，城市居住，城市污染，洪灾，也是非常多，城市的很多流行病，从 2003 年的 SARS.现在戴口罩的 Covid-19，2016 年的时候，我非常高兴，有幸在北京城市副中心在做规划的时候，针对北京问题，提出了 6 元平衡，不仅是吃住。

communities of both China's urban and rural areas a beautiful and happy "Jiayuan".

From the graphic we are able to see urban living, urban pollution, frequent flooding and epidemics from SARS in 2003 to Covid-19, which has put a mask on everyone's face. In this situation, in 2016, I was very honoured to participate in the overall planning in the Beijing sub-centre. Targeting Beijing's issues, I came up with the "Balance of Six Elements" theory, where catering, accommodation, medical, education, leisure and business should all be achieved within an area of 15 minutes walking distance to build up a "Jiayuan" concept. It can not really count as a theory, but mainly an innovation that tries to include Chinese spirituality in the planning, apart from western functionality, transportation network, greenness etc.

As you may know, there is a major street in Beijing called Chang'an Avenue, which runs from the Tiananmen Square to Tongzhou, the new sub-centre of Beijing, with a total length of around 20 kilometres. This place gives a different feeling as soon as you come, due to the large amount of water bodies there. It feels a bit like the south of Yangtze River. Traditionally, Chinese emperors would take ships and vessels here, first to Hangzhou, then Suzhou, and at last to the south of Yangtze. The waters here can be connected with the Yangtze River via the Grand Canal.

In fact, there are 26 excellent international teams working together and they've come up with a joint proposal. I've been working together with a German team and we've included the "Jiayuan" model and units in the proposal. In this process there are many people coming together and contributing their thoughts and ideas to this project. The whole team has invested massive efforts in it. There is a canal running from the northwest to southeast and as I was looking at it, I also found there were many ancient canals being abandoned and available for re-use. As I brought them to life, the whole thing just looked like a tree full of fruits. Some areas are still too large and this is not enough, only when you divide it further and

加上医疗，教育，我们的游戏还有商业服务，能够在步行 15 分钟都可以完成的家园概念，谈不上理论，只能说创新提出来，把这个中国制里面，除了西方的理性的功能，道路交通，绿色，我们精神的内涵一块放在里面的这么一个内容。

这一页大家可以看到，这个地方，我想给大家说一下说，北京大家知道有条很大的街，叫长安街，从北京的天安门，到我们设计的通州，是北京新的副中心，有大概 20 公里，但是一旦到达那个地方，大家感觉很不一样，就是水面特别多，有点像江南的感觉，历史上中国的皇帝下江南，就是从这里上船，然后一直到杭州经过苏州，整个地下江南。这里的水脉和江南可以通过大运河是可以联通的。

实际上，这里有很多，26 家优秀的国内外团队，一块合作联合做了一个方案。我也是和一个德国团队合力的。在上面已经有雏形，一个个的团队，一个个的家园。

在这个过程中植入了非常多人的想法，团队大家做了非常多。我当时看见中间这条从西北到东南的北运河，在这个过程中还发现很多历史上的古运河都被盖掉了。我把这些古运河复活起来，看起来就像树上长了很多果实，这样的一个个组团，大家可以看到，就是这些组团里面还太大，还不够，组团里面再往下分，里面就是一个个 15 分钟的步行家园。这个中华文明确实源远流长，我觉得，这个家字，有人说上面是一个房屋盖，下面是一个猪，也有人说，这个不是猪，是三个人构成的，只是人人人，一个屋盖下面，三人就成众，就成家庭，要有个屋盖。从私人的家走到 Public (公众) 中间的一个 collective (CHI), 这就是一个非常重要的概念，实际上，它不是 private,也不是 public (公众),

further, you get multiple “Jiayuan” walkable within 15 minutes.

Chinese civilisation has indeed boasted a long history. The Chinese character 家 “jia” (home) is said to be composed of two parts in its structure: with a roof on top, and a pig underneath. However some also say, the lower part of this character 家 is not actually a pig but three 人 “san ren” (three people). Thus with three people under one roof, a family is formed. 园 “yuan” is more like a collective space running from a private dwelling to a public area.

In fact, it’s neither private dwelling, nor a public area, but the collective space in between. This is actually a very important concept. It’s called “Gemeinde” in German. I think this word represents something that can bring people together, form a shared identity and stay connected. It’s not that ‘public’ in that people who come across on the same street actually don’t know each other, but meanwhile it’s not a ‘private’ situation either. This is of utmost importance in terms of space.

To enhance people’s wellbeing, this space is the very essential link where we should make efforts. In my opinion the concept of "Jiayuan" is what’s missing in our big, modern cities. You can find “Jiayuan” examples in the traditional Chinese ancestral hall where all the surrounding families know each other and are connected by communally owned assets. This is actually something very important.

To build “Jiayuan”, the first thing to look at is integration with nature. This is extremely important because “Jiayuan” is very small, which makes it possible to integrate many natural elements within. This is the first and particularly important thing to me, integrating “Jiayuan” with nature. Of course in Beijing’s sub-centre, the element of water is especially important. To balance the relationship of different water bodies, each “Jiayuan” traditionally would adopt the turtle shell approach. Imagine what a turtle’s shell looks

是中间的 collective (集体), 这就是我们非常重要的一个内涵，德文中叫 Gemeinde，这个字我觉得是真正让大家可以在一起，让大家认同，上下邻里都可以打通，而不是说到马路上大街上就不认识，也不是说 Private (私人)。在空间这块概念是最最重要的。真正要让大家幸福是要在这个环节中间。我觉得现在的大城市，就是缺少了中间环节这个家园的概念，这就是我们可以看到中国传统的祠堂，边上的这些家族，相互之间都认识，相互之间有共同的财产，是非常重要的。

家园要做好的第一件事情，就是和自然要融合，integration with nature (与自然融合), 这个非常重要，因为小，所以相互就很多自然可以融入。这是第一个，我觉得特别重要的，把自然融入。

当然在北京副中心，水的要素特别重要。所以把水和水之间的一个做好，在中国传统文化中间，每个家园都用了龟背，乌龟的背，中间高，四边低，这样排水就可以把水蓄到边上去。我们现在很少用这个概念，有了龟背这个概念之后，我们可以把水的要素和周边的自然，和中间的防水变成一个互动关系。非常好。

中间作为整个自然要素中间的风道也是非常重要。把风和水结合在一起的时候。那么把北京的东南风，夏天的风全部一条条模拟做进去。

我们可以能源非常重要。过去的能源都是大城市远程供应，现在我们就在家园中间做这个能源的削峰填谷。这是什么呢。大家可以看到，左边早上 11 点和晚上，有二个 Peak (高峰)，形成了一个大 M 形状，但是反过来上面的电供那么多，但是中间就浪费了很多电，把 M 反过来，变成 W，就是大概浪费的电，我们都让家园间大量的绿色汽车去充电。

like? It's slanting towards the borders, higher in the middle and lower on all sides. With such a structure put in place, the water can be directed and then stored on the lower sides. This concept has been rarely applied now though. By implementing the turtle shell approach, we can expect to create an interactive relationship among water resources, surrounding natural elements and the water prevention infrastructure.

Another important natural element is the air movement or wind throughout the area of natural resources. Wind and water should be integrated and all the airflows in Beijing simulated during planning. The south-eastern wind, the wind in the summer should all be considered for utilisation.

Energy is very important too. Previously the energy for a city has been supplied by power generators from far away. Now in the "Jiayuan" system, the energy element can actually be utilised in an "M-to-W" mode. What does this mean? There are two peaks in the energy consumption curve, with one at 11am and the other at night. This consumption mode is M-shaped, which means there is a depression in the middle to be filled up, since a lot of electricity is surplus between the two peaks given such a huge power supply potential. Therefore we have suggested to turn M into W by allowing electric vehicles to charge at a certain time of the day. In this way, electric capacity that would otherwise be wasted can be harnessed for charging electric cars.

Green elements are of course very important. I have categorised the green elements into 7 types, from green in parks, housing clusters, rooftop, to vertical greening, to greening inside the household, and along the corridors and walkways, and to interior greenness. We aim to integrate green elements into the whole of "Jiayuan".

At the United Nations General Assembly, President Xi Jinping recently announced China's vision to become carbon neutral by 2060. This is a message reminding us that we shouldn't expect other places for a carbon offset. Instead, we can build more and more "Jiayuan" as our carbon

随着高低的错落，把这些浪费的电都用作明天的汽车的用电。

绿色要素当然很重要。我最后把这个绿色要素从园区的，到组团的，到屋顶的，到垂直绿化的，到每个家庭的建筑内部的，再到走廊里面的，一直到家庭内部的绿化，分成 7 级，把绿化组合到整个家园中。

现在习近平总书记又在世界联合国大会上宣布 2060 年中国实现碳中和，这个就变成：我们不要去想着别的地方把我们的碳中和掉，我们将一个一个家园碳汇和碳排节省，碳汇做多，做到一新的碳平衡，这就变成非常重要。

所以说提高家园中间的建筑、道路、口袋公园，所谓口袋公园就是 mini-park (微型公园)，都把他的碳汇能力增加的话才能够实现一个家园的碳中和。

第二点 人民共享很重要要，完成人和人之间现代住的都市，人和人之间不交往，说的很清楚的平时隔壁的人家关系就特别好，隔壁的孩子都会一起玩大一起长大，但是现在的楼都竖起来以后，都变成了垂直交通以后，人和人之间的感情就冷漠，所以要做大量的横向交往。

所以我们为了做好家园，我们团队一共访问了一共 500 个人的视频，500 个一个个的来问他们希望什么，生活中最需要什么，最渴望未来的生活是什么，500 个视频在 500 个访问之后对我们来说特别重要，让我们直接知道了路上的一些小摊贩，未来的居民和原来的驻民每个人都在想的渴望的内容，这 500 个录像好好地进行了整理把所有谈话的内容进行一条条梳理后，对百姓的所有的需求就非常重要了。

sinks, reducing carbon emissions. With more carbon sinks, it's possible for us to achieve a new carbon balance. This is very important. Therefore, we need to enhance the carbon sink capacity of our buildings, streets, and pocket parks (which actually refers to mini-parks with wise space utilisation) in the "Jiayuan" system to achieve its carbon neutrality.

Secondly, public sharing is also very essential. There's been alienation between urban residents. We should build a modern city where people are encouraged to socialise with each other, neighbours maintain a close relationship and children sharing the same community can play and grow together. This is still yet to be achieved in our modern urban planning, as "vertical transportation" is becoming the norm with high-rises rising up everywhere in the city. There's not much social interaction between people living in the same building and area. Therefore, it's necessary for us to promote "horizontal transportation".

To establish a proper "Jiayuan" system, our team has interviewed 500 people, asking them what they hope and need in life as well as what they desire in their future life. These 500 videos have proved particularly important to us, as they made us aware of the aspirations of people including street vendors, original dwellers and would-be residents in one community. We videotaped all the interviews and tried to comb out the content of these videos one by one, in order to come to understand the needs of the general public.

In these 500 videos, we have put all our focus on the needs of the public of different age groups, for different functionalities such as commuting, education, employment, intelligent infrastructure, innovation, family behaviour or neighbourhood environment and so on. In this way, we can take into account the needs and perspectives of all parties involved in our urban design work. The 'demand map' established after finishing the 500 interviews I termed the "Pain Point Map". In this map, we have showcased a community auditorium in the "Jiayuan" system, which is very essential as I

这是一共 500 个，我们把所有的内容都放到了他们的需求上面，把不同的年龄组，不同的功能、出行、教育、就业、智能、创新、对自然的要求等等对家庭的要求、对邻里的要求所有的都做了，这样就特别特别清楚，可以直接来做设计的时候把所有人的想法都装在脑子里面进行. 这是我们当时做了 500 个 interview (采访) 以后得到的一个需求图我叫生活痛点图。

那么这里面我们就有家庭礼堂，我刚才在上面说的，没有礼堂不行，要有礼堂的话，这种很多举办百姓的结婚典礼、成人典礼、相互之间的退休典礼，加入相互之间的很多的晚上的兴趣小组，包括插花小组、绘画小组还有我们的家政怎么做等等都在里面，这样就加强了邻居之间的非常重要的交流和互动。

在我们这里北京的副中心原来有一个东方化工厂，那么我们在东方化工厂里面的"化"前面加了一个"文"，然后我们也将他变成东方的文化工厂，本来是把老的工厂都处理成为家园的公共的服务中心。

家园也不是完全新的，我们把过去现有的这些村庄、这些老工厂、这些老的水面都把他组合到这个 15 分钟组合的这么一个小镇，比方说这个地方原来一个古城古镇张家湾，我们这里在市政府的领导下做成张家湾的一个北京的设计的创意小镇，我自己也在准备到这面去生活和工作。

这是家园中心改造的项目，现在这些老的厂房老的建筑我们一栋一栋的改建，让相互之间邻里之间的活动都可以来。大家都知道北京冬天很冷，那我们想把这个里面做的很温暖，冬天老百姓都可以进来温暖一下，夏天老百姓，我在北京看见马路上很热可以走进来稍微凉快一点，

said earlier. This auditorium will serve as a communal venue for holding wedding, adulthood and retirement ceremonies. In the evenings, it becomes a platform for seminars of different interest groups such as flower arrangement, painting and housekeeping. This way, it can help strengthen the communications and interactions of neighbours.

There used to be a Dongfang Chemical Plant（东方化工厂）in Beijing's sub-centre, which was later transformed into a cultural hub as we pursued the initiative to renovate old factories into public service centres for the "Jiayuan" system. We added a Chinese character 文 "wen" (cultural）before 化 "hua"（chemical) in its name. This slight name change in turn has given new connotations to the plant, reinventing it as a Dongfang Cultural Factory/ Oriental Cultural factory.

This "Jiayuan" example shown is not brand new. Instead, it's a small town which has integrated existing villages, old factories and original waterways within a 15 minute walking area in its redesign efforts. Taking the Zhangjia Bay in Beijing as an example, we have successfully renovated this ancient town as a creative design town, an endeavour guided and supported by the city government. I am also planning to live and work there.

This example shown is a renovation project in the "Jiayuan" centre. We have remodelled the old factories and other buildings one by one, turning them into an activity hub for all neighbours; bringing them closer.

Beijing has always suffered extreme cold in winter and we intended to make these places warmer in cold seasons and cooler in hot seasons, so that people nearby can have a shelter and stay warm in winter when they pass by, and cool themselves down with some shade in summer. This is the simplest and most fundamental intent we had in mind in the "Jiayuan" proposal.

Therefore, to build an appropriate "Jiayuan", we need to adopt an open mindset. It's necessary to

这样就是我说的冬天有地方暖一暖，夏天有地方凉一凉，这就是家园最简单朴素的初 衷。所以说做好这个东西我们要开放，既要继承中华民族的传统，也要让百姓的生活非常便捷，老人孩子放学周末都可以在这里汇聚，晚上傍晚的时候，都可以在这里有各种各样的兴趣小组。

现代的智能设施我们也进去的 5G，包括能源、水务、环境、交通、设施、物流通讯也放到了家园下面的中心区，把智能化 5G 做进去了。这是我们做的新的这个技术设施，新的智慧 intelligent infrastructure (智能基础架构).

那么，当然，这是一个完整的治理过程，我们刚刚开始，我希望做完以后有一个很好的治理机构，有些财产是公共的，不仅仅是一个人一户人家哪栋房子，还有一个公共的 collective (集体) 财产，比方说我们新的技术设施是可以每家每户都有股份的。那么这就是我们共同的家园的经济的基础和管理的基础，那么这样选出来的物资的物主，物业主的 community (社区) 他们的管理的不一样。

那么这个是我们的平台，管理的平台，智能的平台。这就可以具体到老百姓防洪救灾把他做进去了。也进行了很精确的配置。

在整个过程中间，我们把所有的要素进行了人工智能的学习，现在不仅仅是原来的六代功能现在已将开始做到十项功能来进行推演，我们希望通过这个东西在规划设计的时候做好一直留给后面的百姓他可以一直使用这个平台，来碰到老人的救护孩子的教育都可以使用这个平台。那么正在尝试做些艺术的文化的公共设施广场。

learn from the ancient Chinese "Jiayuan" tradition while working to deliver maximum convenience to civic liveability. It should be built as a gathering area for the old and the young after school and on weekends; in the evenings various interest groups can gather and meet up. More than that, we have set up 5G intelligent infrastructure in terms of energy, water affairs, environment, transportation, communications and so on.

Of course, this comes with a comprehensive governance system and we are just at the beginning of it. Hopefully, when we finish, there could be a governance organ being set up to manage this place. It's important to note that in this "Jiayuan" system some assets in this area are publicly shared. They are not the private property of a certain individual, household or building, but act as a type of collectively owned assets. The newly implemented tech infrastructure that we talked about earlier can count as a good example in this regard. This is a public asset that each household has a share in. Therefore, a solid foundation is laid for how to develop the economy of "Jiayuan" and how to manage it. Only this way, can the selected representatives among our community of property owners work out a unique management system.

Our intelligent management platform allows us to implement flooding prevention measures. Specifically, this can be used to help with flood prevention and crisis relief efforts, with a precise configuration carried out.

In the whole process, we have studied all the 6 elements with the help of AI. Now the original 6 functions proposed have been extended to 10. We hope to do a good job in building this platform when we conduct urban planning and design, so that people in this community can keep using it for various situations such as emergency care for older people and children's education.

We are also trying to create some art and cultural public facilities and squares. These are the explorations being made regarding service provision specifically for children and older people in the next generation.

都在在探索下一代的这些老人的服务孩子的服务。

把智能化的内容都做进去。餐厅也很有趣，把人工智能的服务都放到里面去，3D 打印的食品也很好玩，主要是好玩。

这是公共交通,无人驾驶的公共交通正在设计。

那么所以我说有三点事情我作为收尾，第一，要绿色，第二，要文明共享，不仅仅是一家一户的财产堆在一起，而且还有公共地盘是所有人都有的，最后我们今天创造的家园应该创造人类各个地方的智慧汇聚到一起，加上我们现在的智能网络，家园是中国 60%以后献给世界的一个中国的一个方案，他要变成一个可推广、可复能够造就民生福祉的中国的这么一个范式，我觉得这就是我们中华民族一直有，不仅仅我们住在一起，我们还心和心有共同的沟通，有共同的一份底版、财产，那么我们不应该否定过去的我们小时候学的 communication (沟通)、neighbourhood (邻里) 等英文的很多概念，我们也不否定中华民族传统的从 village (村庄) 里面挖掘出来的非常好的民间的相互之间的气氛，我们不可能重复过去血缘关系，但是我们可以发现我们住在一起，我们有共同的关心关爱，只有把这种尺度的事情 15 分钟的家园做好，家园才是真正 60%的时候中国可以给世界看得一个真正造成大家幸福的样板和试验。谢谢大家我的汇报就到这里。

We are also trying to integrate more intelligent content into the whole system.

The highlighted restaurant is also very interesting, with artificial intelligence services incorporated and 3D printed food it is also fun. Fun is a major part. A driverless public transportation system is also being designed.

To conclude, there are three points I want to make as the final takeaway. Going green is the first. The second is public sharing. By this, I don't just mean the total assets of all households adding up, but also the public space shared by all. At last, the "Jiayuan" we have created today should bring together human wisdom from all across the globe. Together with our intelligent network infrastructure, "Jiayuan" should become China's unique contribution to the global urban planning and design world after its urbanisation rate exceeds 60%. To achieve that, the "Jiayuan" proposal needs to become a promotable, reproducible Chinese model in benefiting people's wellbeing. And in my opinion, this is something we as part of the Chinese nation, always have within us. We have the tradition of living together and enjoying communications on a mutually understandable basis. We have had shared assets to maintain along with common foundations. While in our work we shouldn't deny multiple English living concepts such as "communication" and "neighbourhood" that we learned as a child, nor should we ignore the cheerful vibe generated between different dwellers in our traditional Chinese village. There is no possibility for us to rebuild blood relationships like what's in the past to make a "Jiayuan" system. Yet it's not hard to find, living in the same area, most residents like us actually share similar concerns. Only by small efforts like building a "Jiayuan" of 15 minutes walking distance can "Jiayuan" truly become a worthy experiment in creating urban living happiness for China to showcase to the world, as it reaches the urbanisation rate of 60%.

Thank you. That's the end of my report.

**Prof. SUN Yimin 孙一民 教授**
Dean & Professor of School of Architecture
South China University of Technology
Guangzhou
孙一民 教授 / 广州华南理工大学建筑学院院长及教授

# *Urban Design as a Sustainable Optimization Tool*

# *城市设计作为可持续优化工具*

## ABSTRACT
Based on the concept of "Smart Planning and Building", urban design is used as a tool to continuously optimize urban space. Starting from actual cases, it demonstrates innovative ideas from architecture to planning, from design to management.

## 内容摘要
基于“精明营建”的概念将城市设计作为可持续优化城市空间的工具，从实际案例出发，展示了从建筑到规划、从设计到管理的创新思路。

## INTRODUCTION

## 介绍

**Facilitator – Prof. Bernard V. LIM, BBS, JP**
*Founding President - Hong Kong Institute of Urban Design*
*Principal - AD+RG*
*Architecture Design and Research Group Limited*

**主持人：林云峰 教授，BBS, JP**
香港城市设计学会创会会长
*香港 AD + RG*
*建筑设计及研究所有限公司总监*

Professor Sun Yimin is the Dean of Architecture at South China University of Technology. A doctoral supervisor, National Engineering Survey and Design Master, Changjiang Scholar, National Teaching Master, and National Talents of Ten Thousand Talents Project. He is the Young and Middle Aged Expert with outstanding contributions, the Guangdong Engineering Survey Design Master, standing Director of the Chinese Architectural Society, Deputy Chairman of the Sports Architecture Professional Committee of the Chinese Sports Science Association, and Member of the Urban Design Expert Committee of the Ministry of Construction. Committed to large-scale public construction projects and urban design, he has won international and national sports architectural design and urban design awards.

Today, Professor Sun will discuss the tool for optimising urban design. Let us provide a warm welcome to Dean Sun.

孙一民教授是华南理工大学建筑学院长，博士生导师，全国工程勘察大师，长江学者，特聘教授，国家教学名师，人才工程国家级人选，有特殊贡献的中青年专家，广东省设计大师，国务院，副主任，中国建筑学会常务理事，孙院长也是中国体育学会专业委员会会员，建设部城市设计专家委员会成员，先后获得多项国家的奖项。

孙教授今天主题是城市设计优化的工具，我们有请孙院长。

**SUN YIMIN**
Dean & Professor of School of Architecture
South China University of Technology
Guangzhou

**孙一民**
广州华南理工大学建筑学院院长及教授

Many thanks. I'm happy to have had this chance to hear Professor Wu speak. Today, in accordance with Professor Wu's framework, I will share with you certain " Greater Bay Area" practises. Indeed, when it comes to urban design, we have seen this term used extensively in Mainland China during the last two decades. Our practice is based at South China University of Technology in Guangzhou, a major metropolis in the GBA. Indeed, we collaborated extensively with the University of Hong Kong, particularly with Professor Ye Min, in founding the HKU Urban Design Program some years ago. As a result, I am delighted to have this chance to discuss urban design within the context of the GBA.

When it comes to urban design, it is critical to place a premium on cities. Indeed, both China and the West have produced magnificent cultural masterpieces throughout the history of urban development. We also have a glorious history inside the Lingnan cultural circle, which encompasses the GBA. We are in the process of traditional Chinese old city development, and in contemporary times, we have an outstanding combination of urban development and building. Although our economic and historical circumstances were not ideal at the time, we now observe the fast emergence of modern cities with significant historical significance across the GBA. This is critical to our current research of urban design. We can understand that arcade streets are a significant cultural remnant of the Lingnan character and that of the GBA, as they reflect a high standard of practise in the area of urban planning at the time.

谢谢，很高兴有这个机会，而且隔空听到吴院士的讲解，在吴院士的大框架下，我今天更结合湾区一些实践来跟大家交流，因为谈到城市设计的话，其实在中国大陆我们最近的二十多年是比较频繁见到这个词汇，华南理工大学我们在湾区重要的广州城市里边实践，其实我们前些年尤其在十几年前和港大，尤其是叶敏教授在港大创建城市设计的 program (课程) 和我们有很密切的合作，所以很高兴有着这样的机会在湾区这样的范畴里面探讨城市设计这样的主题，那我想就开始我们的 ppt。

谈到城市设计的话，其实我们要关注城市。其实在城市建设历史上，中西方都创造了灿烂的文化杰作。整个大湾区所在的岭南这个文化圈里边，我们同样也有自己非常灿烂的一个历史。我们在传统中国古代城市这样的发展过程中，到近代我们有非常优秀的一个结合着城市发展建设非常辉煌的过程。尽管那个年代我们的经济历史的条件并不是特别好，但是今天我们看到整个湾区非常有历史价值的近代城市的展现都是在特定的时段快速的完成的。这个对我们今天研究城市设计来说有非常重要的意义。我们看到这样的骑楼街在岭南和大湾区是非常重要的一种文化的遗存，这个遗存代表了当年的在城市设计范畴的非常重要的实践的水准。

今天的话，同样在湾区也代表跟世界一个相同的状况，我们都有同样非常大的一个挑战。在这个里边我们既有自然的也有我们管理的，还包括我们

Today's remarks also reflect the same state of affairs in the GBA and across the globe. We are all confronted with the same enormous challenge. This includes both natural and controlledresources, as well as human-made challenges. Several of these challenges are significant. Land usage is, in fact, very distinct. We seem to be very adept at designing and managing such systems. Similarly, the GBA confronts significant challenges as a result of the global climate crisis, and what's more alarming is that when we discuss the Bay Area, we often gloss over the very real threat of climate change to our area in our ambitious imagination. We are already one of the world's most hazardous areas.

My team and I have been doing urban design in the GBA for the last two decades. The vast number of studies accumulated allow us to select some instances to share which are particularly relevant.

From our point of view, the GBA represents the necessity of planning and implementing a comprehensive network of sustainable development utilising urban design knowledge, yet urban design is not a formal framework tool of Mainland China's statutory planning process, merely a link to it and subject to its controls. However urban design is critical to the development process, so how should it be implemented? These issues need to be understood from a practice point of view.

We need both more compact land use and greener, more resilient cities. Simultaneously, we must consider this need seriously for adaptation into a larger frame. It's common that in the international world, today we reach an agreement, tomorrow someone drops out and the next day someone else rejoins. But this attitude should never be adopted in our practice in the GBA. It's too childish to consider. This is one of the most immediate impacts on our area, and one that we must consider in our professional decision-making process. We have no opportunity to regret and re-act.

设计的，这样的一些挑战非常严重，土地使用其实是非常离散的，我们貌似非常强大的规划管理这样的体制下。同样的话在气候威胁这样的全球性问题里边湾区面临的挑战是非常大的，而且更加让人感到破切的是，我们谈到湾区的时候，我们雄心勃勃的畅想之中往往忽略掉气候变化对我们这个本区非常严重的威胁，我们已经是全球大概有数的几个最危险的地区之一。

过去的二十年我和我的团队在湾区做了相当多的城市设计的实践。这里其中一部分内容的表达，这些积累也协助了我们今天拿出来的几个案例的实施的过程有一定的技术的代表性。

我们在这个里边的话，其实作为湾区来说如何把城市的设计贯彻到一个完整的可持续发展的框架下，同时的话作为城市设计，在大陆设计不在法定规划的框架内，那这样的话，我们放在控规之下的一个环节，但是实际上城市设计又非常重要，在这个过程中如何去实施，这两个问题我们在实践过程中非常需要了解、需要探讨的。

这里边的话，我们既需要土地的使用更加的紧凑，也希望我们的城市建设更加的绿色和韧性,同时我们在大框架的切后适应性下必须去认真对待，尽管对我们全球来说，我们今天达成协议，明天有人退出，后天有人会回来，但是我们在这片土地上的实践是永远不能够这样的退群和回群这样的一个轻易的儿戏的做法，这是我们在专业过程中必须关注到的我们地区的一个最直接的影响，不能过重新去，没有一个机会让我们后悔，让我们重新进入。

我们在过去的几年的话，结合的几城设计的案例，代表了我们一个最核一个实践，那我们结合这个广州琶洲西区的这个案例，

Over the last several years, our urban design examples have exemplified one of our key processes. We are going to illustrate the substance of our approach using a case study from Guangzhou's West Pazhou neighbourhood represents an important stride in the city's expansion from the north bank of the Pearl River to the south bank in the year 2000. Thus, this programme has been created in a conventional manner for many years, including international bidding, and then integrated to reach a given outcome on the Mainland, referred to as 'controlled detailed planning'. This is one of the concepts we observed in 2014 while working on the Guangzhou Pazhou Internet Innovation Zone project. On the basis of this strategy, the government anticipates our involvement in a reasonably significant piece of follow-up control work. However, at the time, we intend to employ urban design to optimise and sort based on a sustainable approach. And this is a critical aspect of the issue we're going to discuss today, which is sustainability. The major issue is the difficulty in finding the key points to start with in implementing sustainable development. In such circumstances, we believe urban design plays a critical role. Since the government hopes that we participate in the subsequent regulations and make our own contribution, then we would hope to emphasise our current optimisation efforts. After reviewing this current blueprint, we've created a fresh approach.

We are doing a re-evaluation of how the land has evolved since 2007. The graphic shows that there has been significant change in the land, the business, and our plans. Some new plans are already in the approval stage. However, if we read closely, we will see that this plan is essentially an interpretation of the initial probability, and there is a possibility that may be improved further. At its heart, of course, was our belief that it was critical to promote a new sort of intensive city, while also instilling green and resilient values early on. Along with more significant urban design, we must also pay attention to people and the fundamental public space system. As a result, we included some optimisation. This is the revised urban design plan as a result of our optimisation efforts. Here shown,

会解释一下我们的实践的内容。广州琶洲西区的话，其实是广州整个从珠江北岸 2000 年的发展之后进展到珠江以南的一个重大的一个步骤。那这个程序设计的话，已经这个经过了好多年的传统的这个方式，比如国际竞标，然后综合已经完成了一定的一个在大陆叫控制性详细规划的一个结果，这是我们在一四年经手的时候，我们看到的这个叫广州琶洲互联网创新区的一个规划，那么这在拿到这个规划的基础上的话，政府希望我们对后续的管制参与一个比较重要的工作，但是我们在这个时候，在这个节点上，我们希望用城市设计，本着这个可持续的原则，做一个优化和梳理，这也是我们今天的这个主题里边非常重要的一个内容就是我们的可持续发展很多内容的话呢，其实是找不到一个在实施环节的抓手，那这样的话，我们觉得城市设计是非常重要的一个环节，那么既然政府希望我们的后续的管制，然后要做出一个自己的贡献，那么我们就希望，现有优化的一个过程，这是一个非常重要的，那我们在研读这个这篇现有的规划的基础上的话，我们做出了我们的一个一个新的设计。

这是我们去重新审慎，这块土地从零七年开始的一个变迁。大家可以看到，在这个这块土地，在不断的变化这个变化里边的话，有产业的转换，也有我们规划编制的这个改变。有一些这个新的规划已经在这个批复。但是我们细读的话，这个规划其实对原有的几率的解读，其实存在一些可以更加优化的一个前景，当然核心，我们觉得还是一个如何倡导这个紧凑集约的，这样的一个新的都市类型，同时的话，把绿色和任性的一些原则提早的灌输进来，基础上的话，做了这样的优化。

we provide our own suggestions and a fresh perspective on the programme. This optimisationincluded multiple content modifications. Initially, we need to expand the infrastructure supporting public service facilities. For a long period of time, in the land-based development mode, there has been a dearth of basic common facilities; we hope to make significant additions and improvements here, including internal and external public connections, a slow traffic system, and the strengthening of public municipal supporting facilities. We essentially categorised the original modernist planning notion of vast plots in terms of transportation. On the right hand graphic, we see the restored land usage, including the block scale. The huge plots included therein represent the initial base condition, while the new little plots represent the consequence of our plan. And here, in the main area, we replaced a modernist design with a new community pedestrian walkway. This not only expands transportation alternatives, but also opportunities for growth. Simultaneously, we made a significant adjustment to the public space system.

In terms of public transportation, we have included a suggestion in this new plan that is mostly focused on public transit. Because in such a vital district, it is public transportation, not private automobiles, that we should really depend on. As a consequence, we've made significant improvements to the service of walking and slow traffic. These improvements may be effected via urban design. Along with land transportation, we incorporated a range of modes and aspire to integrate our GBA's most unique water transportation. Naturally, there is also a synthesis between the slow traffic system as a whole and the architectural space. As a result, I want not just a slow traffic system, but also a slow comfort, particularly in regard to the structure.

这是我们经过优化之后，新的这个都市设计的平面。那这里边的话，我们提供了自己的这个主张和这个新的规划的愿景。我们在这次的优化里边做了几种内容的这个改变，首先，我们是要增加对公共服务设施，配套设施，因为长期以来以土地经济为主的发展方式里面的话，基本的共有设施实际上是存在一个缺失的，所以我们希望在这里上的话，做一个比较重要的这个补充和加强，那么既包括的内外部的公共联系，也包括了慢性系统，还包括这个公众的这个市政配套的这个设施的强化。那这个在这个交通的角度的话，我们实际上把原有的这种大地块的现代主义。规划的这种概念的话呢，重新做了分类，我们看到右边的是我们重新介绍进来的，这个土地使用的这个方式，也包括一个街区的尺度内，那里面的大的地块都是原来的一种基础上的一个状况，然后新的小地块都是我们重新 propose 的这样的一个结果。那同样在这里边，比如核心片区的话，我们用新的这个小区 43.21 迷路，来代替了原有的这样的一个现代主义的规划，不仅增加了这个交通的这种选择性，同时也增加了这个开发的这个机会，同时的话，我们把公共空间的体系也做了一个非常强有力的改变。

对于公共交通的话，我们在这个新的这个规划里边也做了一个以公交导向为主的，因为这样的一个核心的片区的话呢，公共交通才是我们真正应该依托的，而不是私人的小汽车。因此，我们对这个步行，这慢行交通的这个服务都做的非常有效的一个改变，这些改变通过城市设计手段可以实施。我们同样还增加了多种的方式，除了陆上交通之外，也希望把这个我们湾区最有特色的这个水上交通，也跟他结合起来。

We were constantly aware of our traditional arcaded building frontage. These spaces are some of the characteristics of the GBA, yet we often lack the ability to apply distinct planning. Thus, in the process of intensification, we want to enhance the extremities in this area. Even in the most typical

firefighting, our technique of compaction requires us to define precise spaces inside the plot. Such asmall number of spaces, in the past, was also seen in conventional planning. With the urban space, we created an intense and compact concept. As a consequence, we maintain the same breadth and adaptability regardless of whether motor vehicles or pedestrians are present, as long as the original traffic capacity stays maintained. However, we reduced the spacing between buildings, illustrating the disparity between the kind of street layout we developed in the Bay Area and the type of traffic planning that is prevalent on the Mainland. We have indeed accomplished a reduction in land usage via the employment of a variety of technical tools. Simultaneously, we feel that this tighter architecture between the words has a kinship with a new urban spatial shape, a vision for execution.

Such a broad alteration has a great deal of information that may be analysed. We have merged our roadways and transportation systems. So that we may realise our true final goal, a process that features intensive and compact land development. Indeed, this data shown is typical of global examples of urban design. We conducted a comparison on a fundamental level and in light of our country's present condition. Thus, we increased the density of traffic on the road.

We subsequently merged the overarching design rules for each plot to create significant control guidelines. The most critical element of this guidance however, is that we integrate the land transfer procedure after the preliminary preparation. The mechanism encompasses both above and below ground.

当然这里边的话，其实还包括了对整个慢性系统以及和这个建筑空间的一个结合，所以我不仅希望有这个慢性的系统，还包括这个慢性的这个舒适性也提出来，尤其是和建筑之间的关系。

我们一直知道我们的骑楼，这个这些空间是我们湾区非常有特色的一些这个内容，但是离散性的规划里边我们往往没办法实施，那我们在这个集约化的过程中，其实在这个片区里我们尝试了最大的极致。我们在这个企业紧凑里边，甚至包括这个一般常见的这个消防扑救面，那这样的一些这个空间以前的话，在传统的这个规划里边，都是要单独在地块内画出来这个特定空间的。我们和城市空间做了一个集约化的一个紧凑的规划。所以这样的话的结果就是我们在保证原有的这个交通容量不变的情况下，这个激动无论机动车还是步行的，都是相同宽度的，相同的通用性能力，但是我们在建筑之间拉近了他的距离，所以这是在湾区我们实施的这样的一个街道的平面跟这个大陆常见的这个交通规划的一个对比。那在这样的一些技术手段下，我们才真正实现了这个土地使用的一个节约，同时，我们也相信这个拉近的建筑之间的话，互相也有一个友谊的一个新的城市空间形态的，一个愿景的实施。

这样的一个总体的这个变化，实际上有很多内容是可以分析去解决的。我们实现了道路和交通的一个一体化，这样的情况的话，才能实现我们真正的最终的愿景，就是一个非常集约紧凑的一个土地开发的这样一个过程，这个数据指标实际上是可以和国际上最优秀的城市设计案例，我们做一个基础上的比较，也和我们国内实施的目前的状况的话，所以就比较道路的交通的密度，实际上我们增加了。

At the same time, our primary focus should still be on urban design, which is the most fundamental value and substance of design. As our city development is based on the banks of the river, our intensive growth should still be consistent with its original natural surroundings. We aim to preserve our original connections with nature, which should feature the most critical affinity and certain flexibilities.

We attempted to restore as much as possible of the baseline water system, which had been harmed by prior modifications, while retaining some of the most critical markers of biological qualities. Our new water system will be constructed once again after our optimisation process. Indeed, this drainage system has existed all year, but it was altered at the final design phase. This strategy is not only contained inside a basic water system, but also reflects the development of a dense and compact CBD while respecting nature's history and legacy. That is a significant distinction. Additionally, this facility has several very significant historical relics. These types of relics have not been preserved traditionally. For example, in the case of Pearl River Brewery, we make every effort to correct any unintended problems and to strengthen this new functionality.

Due to the fact that the original plan called for just a portion of the industrial buildings to be retained, we made a fresh adjustment of certain components that could not be safeguarded via programme design. For example, centralised park space was retained in combination with some preservation efforts towards old industrial infrastructure. With this method, not only are new green spaces established, but a connection with the past maintained through green space. This chapter of history is often neglected in the current state of affairs. Within this new public space system, we have also shown full consideration to slow traffic. We have addressed the scale of the new public space system to match the capacity of walking. Simultaneously, we have struggled to identify an arcaded building frontage for a high-rise building development system via the principles that govern it.

然后我们在这个对每一个地块的话，就结合整个设计导则做了一个比较重要的这个导则的这个控制，而这个导则的控制，最重要的一点是我们在这个前期编制之后，纳入到土地这个转让的过程中，这个整个的这个控制的话，我们包括了地上和地下的这样一个环节。

同时的话，其实我们的核心点，还是要关注城市设计，最重要的这个价值观和这个基本的设计的内容，我们的地段在江边，然后的话，我们一个高密度的方式的出现，所以我们要和这个原有的自然关系，保持最重要的一个亲和和弹性的过程。

我们把基地里边被原来的前一阶段的规划已经破坏掉的这些水系，尽可能的恢复起来，把生态特色的最重要的一些指标还保留住。经过我们的优化之后的话，我们其实新的水系就是又落成了，而这个水系其实是常年就在那里的，只是被上次的规划给改掉了。这样的一个做法，其实不仅仅在于一个简单的水系的内容，其实代表了一种这个在高密度紧凑的 CBD 的开发里，还能尊重自然的历史和一个自然的一个遗存，是非常大的一个区别，同时我们这个基地里还有很重要的一些，这个过往历史的遗存，并不能达到这个历史保护的这样一个阶段，就是这个珠江啤酒厂这个工业的预测，我们也尽最大的努力调整尚未规划的一些缺失，把这个新的特色得以固化的。

在这个工业建筑的改变的过程中的话，,因为原有的规划已经确定了只保留其中的一部分，那么我们把这个通过这个程序设计的手段把一些原来认为保护不下来的内容我们又做了一个新的一个调整，比如中央公园里边的绿地的话实际上是结合这个原有工业设施的一些保护留下来的，这样的话，

This is the resulting functional system after it has been optimised. Simultaneously, we have a long history of deeply embedded functionalism planning, which results in the city with a single function. For this region, we continue to strive for a dynamic CBD that is open 24 hours a day. In this vertical approach we merge many roles via a process of real ethics and design optimization. We think that CBD may also demonstrate a community's complete variety and inclusion. Naturally, this industry's heritage plays a significant part in it.

Today, a portion of it is already proceeding in an organised manner. Guangzhou Pa Ti has to be a significant, one-of-a-kind cultural innovation area. This is what Central Park has. Certain industrial buildings must be dismantled due to their traditional construction methods. In fact, the demolition process wastes a great deal of money and resources and contributes to secondary pollution. This time, our modification is not a simple change in landscape shape, but rather a combination of such preservation. Similarly, we partnered with the media to generate significant awareness for some of our concepts and material. From the urban design of a sector, such significant aspects are communicated to the whole Chinese media in order to impact a broader audience. This, of course, covers the process of implementing our area.

Guidelines should regulate style in accordance with the government's interests. Additionally, we need to engage in a bidding process; these are hard-and-fast rules. These efforts enable the district owners and their team, which includes architects, to come in and have a clear vision for the project. Naturally, it contains some material relating to emerging technologies, such as green and smart. We conducted a thorough investigation of this before the vision of such density was advanced. Indeed, in a location like ours, a somewhat dense roadway network must include sun penetration and energy conservation. These are really important arguments, and we believe we should make every effort to execute them with the assistance of scientific study. We retain the original

这样的一些内容的话就不仅仅是这个创造一片新的绿地了，而这个绿地和我们的历史是结合在一起的，而这部分历史的话，往往在原有的这个状况下的话，会被忽略掉。而这个新的这个公共空间体系的话，我们是尊重的这个慢行交通也希望这个步行的尺度，同时的话，我们把过往已经很难找回来的这个骑楼的这个系统的话高层建筑发展的体系内通过导则把他控制出来。

这是我们这个经过梳理之后，优化之后新的功能体系内。同时的话，我们在这个长期一段时间，这个根深蒂固的功能主义规划里边的话，实际上城市功能是单一的，那我们在这个片区里边的话，还是希望达到 24 小时有活力的这个 CBD 之后，我们再这个真正的道德和这个设计优化的过程中，把多样的功能在这个垂直方向上作了组合。我们希望这个整个的这个多元和包容的一个社区的话，同样在 CBD 可以展现出。

那当然，这个工业的遗存，在里面起了一个非常重要的作用，今天看的话，一部分已经在非常这个有序的在进行，广州琶醍，在网上的话，一定是一个。非常重要，广州的这个独特文化的一个创新区。这就是我们这个中央公园里边保留下来的，这样的一些，这个工业的构筑物，因为按原有的方式进行构筑物都需要拆除，而这个拆除的过程中，其实浪费了大量的资金和这个材料，还会造成二次污染，我们这一次的话，调整就不是一个简单的景观形态，而是和这样的一些一层的保值结合在一起。同样我们也结合媒体，把一些我们主张和内容，做了一个重要的学员讲这样的话，从这样的一个局部的一个地段的城市设计。把这样一些重要的点的话，宣扬到整个这个中文的这个媒体里去影响更大范围，当然也包括我们这个片区的这个实施的过程。

content but provide new parameters for stiffness and suppleness. The primary issue in any planning, in contemporary urban design, and particularly in the common Mainland cities, is how to successfully apply urban design principles through the implementation process.

In Guangzhou, we collaborated with the local government in 2014, particularly the Bureau of Planning and Nature, to establish a new supervisory position called “regional city chief designer”. This is the first time in the history of the Chinese mainland that urban designers are portrayed positively. We used conventional contracts and job specifications. The government has released papers and the Planning and Natural Resources Committee has issued directives in this area as well. We hope that the area's leading urban designer would conduct a review of the whole public space's style, particularly the content of the arcaded frontages. Indeed, we are proposing a fresh third-party consultation for government approval within this framework, and it is critical to reassess the timeframe.

The scope of some of the guidelines for standards in the public interest extend to the whole region. This innovative method is really a very significant examination of the Mainland's design trend by the region's premier urban designer. In the case of Guangzhou, the whole government, including our planning system, has always been the first city in Chinese history to develop such a metropolis. Guangzhou was the first city to adopt Chinese management practises. Guangzhou, in reality, established a mayoral administration structure in the early years of the Republic of China. So, in essence, Guangzhou's municipal administration is among the most sophisticated in Mainland China. In recent years, however, this history of brilliance has remained. For the first time, we proposed this idea with the public good and the environment at its centre. Guangzhou received a very solid execution of the procedure in this process. We ourselves do not have complete legal standing as the implementing party; we're only government consultants. The government, on the other hand, has collaborated with us in a responsible manner so

这个我们要按照这个政府的关注点的话，你也对风貌控制，也做出了自己的一个沼泽和一些，这个是硬性的文件，让地区的拥有者进来之后，和包括建筑师团队进来之后，会有一个明确的这个导向。当然也包括这个，面对这个新技术的一些内容，也包括这个绿色和智能化的。在这样的一个密度的这个愿景提出来之前的话，其实我们也做了重要的这个物理分析，实际上在我们这样的一个地区的话，相对高密度的这个密路网密格网的情况下的话，其实从日照和这个节能分析上的话都是非常有积极的这个点的，所以我们觉得这样的一个内容的话，有这样的科学的分析的支持的话，应该去尽力的去实施在我的过程中。

那这里边的话，我们通过这个保留原有的内容，但是，在这个刚性和弹性的条件里边做出了这个新的指引。那在这所有的这个规划里边，在目前的的城市设计里面，在尤其在普遍性的大陆城市里面，最大的问题是城市设计交出去之后如何去实施，那么在广州的话，一四年，我们和这个地方政府，尤其是我们的规划自然局共同我们制作了一套叫地区城市总设计师的制度，这个是在整个中国大陆，是我们是第一次的这样的一个正直的方式出现，然后我们有标准的合同，也有标准的工作内容的限定。这里边的话，政府也发了文件，规自委也有这个明确的导引，我们希望这个地区城市总师对整个公共空间的风格这样的一些骑楼连廊的内容作出审查意见，实际上我们在这样的一个框架下，是为政府的审批提出了一个新的一个第三方的一个咨询的，而且是非常重要的一个限期的审查。

这里边这就是这个导则，导则里边的话，包含了我们对整个片区的 公共公共给你方面的一些要求。

that our work may continue to be one of our most significant aiding responsibilities in the future.

Our guidelines system gives a very robust provision. Our rules, on the other hand, may be discussed at any time throughout the implementation process. This debate is a process that can be documented. And the most fundamental is the public interest and environmental advantages, which may be discussed. We're not only looking at spatial shape in these circumstances; we're also looking at above and below ground. The owners collaborated with our team of city directors and the regional control of local governments to develop a set of processes throughout the process of such modifications, from guidelines to plans to final execution. The end outcome is a solid enhancement for the public benefit, while also bringing the owner's design more in line with his personal requirements. In reality, we feel that under the regional director system, the guidelines are primarily a starting point for talks from the standpoint of sustainability and public interest, rather than just management of the eventual plan. In reality, the working method is reflected in this guide, from the refinement of this plan to the ultimate execution. So here is the almost-completed status quo. In several of these instances, the architect plays a critical role. However, after five years of quick implementation, our region has begun to take form, and a significant amount of material has been realised.

Thus, in this scenario, we are benefiting the economy and growing industry. As a result, over the last five years, this area has developed into the centre of Guangzhou's digital economy, from the internet innovation cluster in the beginning to the government and provincial governments' work reports last year. The primary reason for this is because we adhere to a set of very cost-effective methods, which ensures that the heart continues to beat strongly, resulting in rapid implementation, but also in the strong engagement of internet enterprises in promotion. While internet businesses provide a significant boost to the area, they also help sustain our ecological environment and quality of life.

这里边的话，在这个原有的这种一个体系，实际上是我们这个地区城市总设计师的这个运行里边的话，对大陆关于从设计时尚的一个非常重要的一个探索，因为广州的话呢，这个整个政府。包括我们的规划的系统，其实一直是一个在中国历史上来说，广州就是最早建市的这样的一个城市。最早实施中国式的自己的这个在民国初年第一个设立了市长这样的一个管理体系，所以广州的市政管理，其实在本质上说，在中国大陆来说有非常好的先进性，那么近些年的话，实际上这种优秀的传统一直在继续，那我们第一次提出这个以公共利益和环境导向为核心的这样的一个原则的话，在这个过程里边得到一个非常强有力的这个实施的过程，因为我们作为这个实施方，其实我们没有完整的法律的地位。我们只是政府的一个咨询，但是政府以一个非常负责的方式和我们形成这样一个就是框图里面，右边表达的这个内容的话，使我们这个工作可以在后续里边起到我们最重要的一个协助的作用吧。

在这里边的话，我们的这个导则体系做了非常强有力的一个规定，但是我们的规定，其实在整个的实施过程中是一种可以商讨，可以这个探讨的一个写入的过程，而这个所谓的可以探讨的最基本的就是公共利益和环境效益。那这些案例里面大家可以看到，我们不仅关注这个空间形态，我们还关注这个地上地下。像这些从导则到最后形成的结果都是对公共利益有这个好的方面的一个改进，同时的话，也让这个业主方的这个设计更符合他自己需要那这样的一些导则的话，其实我们认为在有这个地区董事这样的制度下，导则就不是一个简单的终极蓝图式的一个管理，而是本质这个可持续和这个公共利益的角度的一个谈判的起点。

As a result, we expanded water infrastructure and subsequently added additional projects. Simultaneously, the enhanced development capability has a significant social benefit. Indeed, as part of this process, our programme engages in a variety of interactions with professionals in the domains of domestic planning and architecture. Additionally, we received a number of accolades and last year we won a significant international prize for green city building. We are not implying that everything must be set up to compete for an award, but, our in-depth examination of sustainable urban design has garnered worldwide and local acclaim.

We conducted a similar investigation in the Nansha region, including an instance later. The case of Guangzhou's Baietan Region is inextricably linked to the heart of our GBA, especially the Pearl River estuary. This connection expresses our appreciation for what remains in terms of natural resources and our willingness to continuously enhance our management system together with applying engineering technology as the most critical components of our urban design. In these three areas, I believe that everyone of us in the GBA has distinct problems. We each have our own set of strengths and motivations. We have the chance to expound on this, but I want to underline that urban design, as a highly analytical instrument, can really very effectively coordinate our route toward sustainable development. Although several aspects of our governance state were insufficiently adequate for implementing our goal, the process design provided us with a chance to do so. The GBA's urban design is critical. Indeed, both instances feature Guangzhou's central business district and illustrate a trend of integrated development with the Pearl River. As a result, we maintain that urban design provides a chance to reorganise planning and maximise urban growth. We aim to carry this plan to its logical conclusion and incorporate our new ideas into a broader development vision, which is equally critical. That is the first point.

方案到最后实施的这个调整的过程中，其实业主方也和这个我们的城市董事的团队，也和这个地方政府的区域管制，我们联合形成了一套机制，那这样的一些案例就是这个唯品会的一个案例的话，从这个导则到这个方案的改进，最后一个实施，其实体现了这样的一个工作的程序。那这是已经接近完成的现状。在这样一些案例里边，其实包含了非常重要的这个建筑师，然后快速的一个实施的过程，经过五年，我们这个片区已经初具规模，相当多的内容已经实现。

那这里边的话，我们实际上在经济上是有回报的，也对产业是有推动的，所以这个五年的时间，这个片区从开始的这个互联网创新集聚区，在去年，政府，省政府的工作报告里，这里已经变成了广州的数字经济核心区，那这个核心的原因就是我们本着一套，这个非常节约化的一个方式，让这个心脏非常强有力的去撬动，所以才有一个快速的实施，也有这个强有力的这个互联网企业的介入。对产业有个非常重要的一个推动，但同时的话，我们的生态的环境和质量还是保持的那我们增加了更多的这个水系，然后增加了新的开发，那新的开发的这个能力，同时的话，从社会效益角度，也有一个非常重要的获得。在这样的一个过程中，实际上我们这样的一个方案也在国内的这个规划和建筑两大领域有一个不同的交流我们也得到了相当多的奖项，而且去年，去年的话，我们得到了这个国际的这个绿色城区的建设的一个重要的奖项，说明这一点上的话，我们不是说一定要所有的内容都去评奖。实际上是我们这样的一个集约的，以这个都市设计可持续化的一个梳理的过程中，也获得了国际和国内的一个认可。

Second, being the first generation of 'chief urban designers', we believe that such a system is critical, much more so under our present system. Indeed, this section of the sorting may demonstrate a more scientific building of our area and effectively execute it throughout the implementation phase. That is what I want to convey to you today. If the chance presents itself, we will discuss certain particular cases in further depth.

Many thanks.

在南沙这个片区，我们做了一个这个同样的一个梳理也包括后边还有一个案例的话，是这个。广州市的白鹅潭的这个片区，那这些案例的话都和我们这个湾区的核心就是我们这条美丽的珠江，然后和珠江口都有一个非常重要的一个联系。这个联系里边的话，体现了我们尊重这个自然的这个遗存也希望改进我们的管理体系同时的话，一个工程技术为最重要的一个导向去树立我们的都市设计，在这些三个点上我觉得在湾区我们都有自己的这个需要面对的这个独特的挑战，我们也有我们自己的强项，也有我们这个自己的发展的动力，这些内容的话，我们在有机会可以再继续去展开，但是我想要强调的就是说城市设计作为一种这个非常强有力的一个梳理的一个工具其实是可以非常好的协调好我们的这个可持续发展这条路径的，尽管我们的体制上我们的管理状态下有有一些东西不能完全是适合我们这个愿景的实施的，但是的话，程设计给了我们这样一个机会，而这个城市设计的话，在湾区来说的话尤其重要，那么我们这几个案例的话，其实都是涉及到广州的核心区，停在这个，也代表了这个跟珠江沿岸的一个共同协调发展这样的一个过程。所以我们坚持认为就是给城市设计一个去重新梳理上位规划的一个机会，去给一个优化的机会，把这个蓝图做得更加极致，把我们新的这些思想，能够纳入到一个一体化的这个发展愿景是非常重要的，这是第一点，第二点的话，就是作为第一批城市总设计师，这样一个制度其实是非常重要的，在尤其我们现有的这个体制下非常的重要，就是这部分的梳理，其实是可以把我们的这个地区的这个建设上的一些科学性，真正的落实在实施的过程中，这是今天想要跟大家这个分享的内容，就是以后有机会的话，我们会把一些具体的案例还可以更加细致的分享，谢谢。

# Keynote Discussion – 2

# 专题讲者 讨论(二)

**Bernard LIM**

Professor Sun's reasoning is most instructive for our future urban design development.

We've already received a bunch of queries from the audience. I have some for Professor Wu and then some for Professor Sun. The first question is - “How the anticipated planning concepts and objectives, such as infrastructure and cultural elements, can be actualised through construction?

**林云峰**

孙教授的讲解也为我们将来的城市设计发展提供了很好的示范作用。

我们已经收到了很多条题目了，我现在就有几条题目问吴校长，然后再问孙院长。问题是规划好的思路和目标，例如是基础设施和文化的内容，怎么可以把他们在我们的建设中贯彻。

**WU Zhiqiang**

That's a very good question that designers are particularly concerned about. We designers have always had specific ideas, and other designers around the world face the same situation, in that the way cities are built is always far from our original plans. This is something that all urban designers face. .

The first thing I want to say is that being an urban designer is always a pitiful job. Each time, after the completion of the building, there will be a big difference from your ideals. Every time, let's say I was the chief planner of the World Expo as it's the same thing with this one, you give out a hundred innovative ideas, and only a third of them will actually get used, and there are a lot of ideas that won't get considered.

As designers, we shall never give up. I believe it will take the entire life of a designer to complete, and sometimes even generations of designers. If your ideas are not implemented fully the first time, then you will find opportunities to add the unfinished parts the next time

**吴志强**

这是一个非常好的问题。所以我们说那也是设计师特别关心的问题。我们设计师一直是有很好的想法，世界上的其他设计师也面临这个情况，即建好的城市总会和我们的规划有很大的距离。这是所有的城市设计师都会面临的。我是这样回答。好。

第一点，我想说就是城市设计师永远是一个很遗憾的工作。每次建完以后，总会和你的理想有很大的区别。每一次，比方说我做世博会的总规划师。这个也是这样，你提出来你一百个创新的想法，实际上能够完成的总会只有百分之三十五十，还有很多的想法你是没法完成。嗯嗯，好。

另外，我们作为设计师，永远不要放弃，我觉得要一辈子一辈一代一代的作品要跟。这个事情不能完成，你要下次还要第二次完成，它有新的想法再加进去，这次的想法没完成，下次再坚持，这是第一点。

round, or in adding new ideas you've just come up with. This is the first point I want to make.

The second point is that we still need to educate more people, particularly authorities, about our ideals, because it requires a large number of differing authorities to comprehend issues. Many competent departments must also comprehend alien issues, but it is important for them to realise that the message is always to communicate. We need to communicate, and I believe it will always take a lot of effort. Our ideas would remain on the wall, or on the desk at our workplace, if we don't have effective communication. We should study the needs of the general public before formulating any strategy and after a project is completed, interact with further departments in charge, such as the department of water conservation, the department of household registration, the commercial department, the cultural department, and the department of management. You can't accomplish success until you communicate. The urban designer, in my opinion, should serve as a facilitator. Only after solid contact with everyone is the urban designer able to finalise the ideas, the task cannot be performed otherwise. We're exhausted as well; we never give up as designers. Each of us should have our own set of values. It makes no difference if a project isn't completed; it's always a 35% improvement over the original. That's something we'll continue the next time. Thank you for contacting me with your inquiry. That is an excellent question.

第二点回答你的问题，是我们还是要去让更多的人理解，我们的想法，更多的官员，因为这个事情要做成，要很多官员能理解。很多的主管部门也要理解。这个要让他们理解的话就是要去主动，那你必须要沟通，我觉得要做很多很多的工作，假如不做很好的沟通的话，我们这个图纸，就是一直挂在我们的墙上，坐在我们的办公室的桌子上。做方案之前要去听老百姓的调研，做完以后要去和更多的部门主管部门对各部门，管水的部门、管户籍的部门、管商业的部门、管文化部门管理部门，一定要去沟通，不沟通的话是没有办法做的，我觉得城市设计师都应该在这个中间是一个哈巴狗，要和大家做很好的沟通之后他才能够把这个东西完成，否则的话真没有，很累的，但是我说，我们设计师要有我们的自己的理想，一次一次的项目去，这次项目完不成也不要紧，总共比原来的事情已经进步了百分之三十五十了，下次再来做。谢谢你的问题，非常好的问题。

**Bernard LIM**

Professor Wu, thank you very much. Here is another question for you. It's about design for strangers.

**林云峰**

好，谢谢吴校长，另外一题吴校长。主要是问设计师为陌生人设计的问题。

**WU Zhiqiang**

We can't just design for our own family, after all. That's an excellent question as well. Doing things for other people is a big part of designer's preparation. In reality, what I want to emphasise in this post is the importance of doing preliminary research and listening to the views of strangers when it comes to urban design. As a result, we conducted 500 interviews. Yes, you should show it to everyone; over 500 interviews were conducted.

You'll be searching for far too many things, not just one community. The 500 interviews, their hopes and dreams, and their wishes should all be listed. Despite the fact that we conducted this in 2016, we've been going through the data we've gathered. This information has been used in the work that we've been performing. You may have a lot of harvest this way, all the way down the line for inspiration to give birth to your own new concept.

**吴志强**

我们不可能为自己家人设计，也是一个好问题，这是一个多的是准备在为别人在做事情。实际上我这个里面想说的就是要前面的调研和倾听这个陌生人的城市和设计这个特别特别重要，所以我们这个中间我专门把我们的这个五百个 interview(采访),对,拿出来给大家看，对。五百个 interview(采访)。

你会寻找太多的东西,不仅仅是为着一个社区，这个五百个这个他们的那个愿望培训他们的呃不行应该把它列出来一套,我虽然这个事情是 2016 年的时候做的竞争力对现在在不断的在听，后面的工作一直是他们的受我们的营养是我们的扭曲水平这是实际上是一直要去一直可以温习复习,你就可以有很多的收获,一直这样就 inspiration(鼓舞)去自己的新的想法诞生。

**Bernard LIM**

Yes, Professor Wu, your suggestions are excellent. Professor Sun, we have some questions for you. The question is about the equality implications of fundamental public services emerging from ongoing urbanisation.

**林云峰**

吴教授您的说法是很好的。好。我们有一些问题想问问孙教授的：新型的城镇化的基本公共服务均等化的内涵。

**SUN Yimin**

Indeed, we've been talking about equality for the last 10 years and in reality, the most essential reason for equality is that we have been in the original system for a long time; i.e., a planned economic

**孙一民**

但是经过这几年的快速发展之后，相当多的设施，其实因为这个
开发商的各种原因的话，导致了我们其实缺乏一个最基本的这个对公务设施的定义和管制，比如相当多的建成区，

system with some planning content. Please consider the public service facilities I just spoke about. However, after recent, fast track expansion, we lack a fundamental definition and regulation of public amenities for a variety of reasons. For example, the building of many built-up regions, as well as maybe some public amenities, has been neglected in different ways, with some lagging behind and others changing. Another example is the transformation of a number of sports facilities, ostensibly public benefit sports facilities, into a noble, sumptuous content with the participation of different developers. As a result, the meaning of equalisation becomes extremely straightforward in this context, which is to really represent the position and function it should have. It is, nonetheless, the most fundamental stumbling block in urban planning. It is difficult to state that a city is an urban design in the true sense if it fails to attain such a content. Because we often encounter the issue that so-called urban design really promotes the interests of a few large developers. And this is the most crucial question.

I note that a second question, concerning micro-modification, has also surfaced. Micro-transformation content determines whether urban revitalisation initiatives will become increasingly common. Urban design, in my opinion, is a transformational process, as defined by mid-level design. An ostensibly new neighbourhood should not be built in an original style, i.e., in a flashy and overpowering manner; it is the appropriate response to integrate it within a context of micro change, even if you do it within a natural system. As you can grasp from what Professor Wu has just said, it is advocating such a fundamental principle. Never assume that once you get a new zone, then these are something you don't need to obey. The examples we've just given demonstrate why it's

可能一些这个公设施的建设，被各种方式的去忽略掉了，有的是滞后的，有的是改变的，比如说相当多的体育设施，分明是这个公共公益性的这个体育设施，但是经过各种的这个开发商的这个介入之后，其实，这个具体的内容的话，实际上是，这个是最近这十年我们一直提到这个均等化，均等化其实最重要的原因就是我们长期一段时间以来，我们原有的体制是计划经济体制下的一些规划的内容，比如说像刚才我们提到的公服配套，这样一些内容。变成了一种贵族化，一个奢侈化的这样一个内容，所以在这样的一个背景下，及时均等化的内涵很简单，就是要真正反映出他该有的一个地位和作用，而这个的话，其实同样是一个城市设计的一个最基本的坚守的点，如果一个城市设计还连这样的一个内容都达不到了，那很难说这个城市就是一个真正意义上的城市设计，因为我们在这个经常会看到这样的问题所谓的城市设计实际上是代表了个别大开发商的利益，然后这样的一个问题是最重要的。

我看到第二个问题也出来了，就是这个微改造的这个内容说城市是不是会这个更新项目是不是会越来越多，对。随着发展越来越多，其实这个概念是这样子，我觉得中层设计的理解的话，我们都是一个改造的过程，这个所谓的新区建设也不能要你原来的那种方式非常张扬的非常霸道的方式，你即使是在这个一个自然的一个系统下去做这样的以微改造的心情才去做进取才是最正确的主张，大家看到了刚才吴院士的提的那些点，其实就是宣扬这样一个最基本的一个价值观，不要认为我拿到新区了好这都是我我可以破除的很多内容，我们刚才那几个实例里面同样是我们为什么要去解读基地，要去了解过往的发展，进而包括人工的也包括自然的，就是说所谓的微改造，

important to understand the site and its prior history, both artificial and natural, or micro-transformation. What we're talking about is that micro-transformation of historic dwellings, and natural culture within a larger system, should be micro-transformational as well. As a result, urban designers should constantly adhere to the notion of micro-transformation, rather than being overly bold and believing in their own ambition to change. The GBA is a water ecologically sensitive area. We shall be penalised in the future if we do not concentrate on the modest viewpoint of micro-transformation. That is how it always works, in fact, As a result, I disagree that micro-renovation is just home renewal. For us, micro-renovation should become a standard achievement. Thank you very much.

我们所谈到的更多的是老旧房屋的微改造，那大的系统里边自然自然的人文的这同样也应该是微改造，所以对于今天来说城市设计者应该在时时处处都应该是一个微改造概念去做，不要那么大胆的，过分的相信自己的这个雄心勃勃去改变，尤其在湾区，我们在这样的一个非常敏感的水生态的地区，如果我们不关注的这个这样一个微改造的一个谦逊的这角度去做开发的话，未来很快我们会被惩罚的，实际上是这样的，所以我并不赞同把这个微改造，只是对老旧房屋这样一个更新，微改造应该成为我们一个基本的素养。好，谢谢。

**Bernard LIM**

Please have a look at my question for two professors. It all comes down to national space planning. Please, Mr. Wu, take the lead.

**云峰**

那有一条题目是两位老师都问你们的，也麻烦看看,关于国土空间规划的问题，请吴老师先。

**WU Zhiqiang**

I'll attempt to respond that before territorial spatial planning, there was no way to deal with the interaction between the territories in the urban design process. To begin with, I do not believe that territorial planning entails the abolition of urban planning. The planning of territorial space is at a higher level. I've researched the evolution of Germany, the United Kingdom, and France. Prior to planning, they all have long-term plans. However, while I was doing my PhD thesis in Germany, one of the most significant themes we discussed was the transition from hierarchical planning to regional, provincial, and national planning. Let's start at the bottom

**吴志强**

我尽量回答一下,这个还没有出来以前，的话没有废止城市设计过程如何处理之间的相关关系。第一点，我觉得国土空间规划不是说要废止城市规划。这个国土空间规划是在一个更高的层面，我研究过德国英国和法国,他们的发展过程。都是说到这个 planning(规划) 的之前，他都是有长期规划，但我在德国做博士论文的时候，我们的很重要的概念就是自从层次规划上面区域规划，走到省域规划，走到全国规划，从下面规划不到上面。往下走，走到一个小镇规划，走到乡村规划，就是这个城市规划在发育过程中间，是一个先导的一个规划，

and work our way up: - Urban planning in the midst of a development phase; then pilot area planning; then small town planning; then rural area planning; then up to a bigger place, then down to the countryside, the community, and finally home. As a result, this is a completely new development approach. If that's the case, I believe the clear answer to your question is that urban design is always a total of various features in the space between different levels of a city. Humans are constantly at the centre of this inventive concept. People are at the heart of the whole creative space, which means that if people are constantly at the centre, the upper planning serves as a bottom line, or what cannot be destroyed in this area. This comprises the ecosystem, which cannot be destroyed, as well as history and culture, as well as the flow of functions, which cannot be eliminated. That is, the happiest and most beautiful existence, according to this bottom line and people-oriented high-definition thinking. As a result, this is one of the basic concepts that should be included into any place's spatial design. Thank you very much.

然后，往上走到更大的空间往下走，走到更下的农村，走到 community(社区)，走到社区，走到家园。那么这个东西，它是一个新发展的这个整体的过程。假如是这样的话，我自己觉得要直接回答你的问题的话，就是城市设计永远是一个地方不同的一个 level(水平)中间的一个空间的多要素总和的一个创造性的思想，这个创造性的思想永远只要把人放在中间。人是在整个创造空间的核心，把 people centred(以人为本)把这个永远放在这个中间的话，这个对上面的编制规划，他是作为一个底线，也就是说这个地方的不能破坏掉什么，这个包括的生态不能破坏，这个历史文化不能破坏，这个里面的功能的流动不能破坏，这他是底线的而成设计的人为本的一个高清的思维，最幸福最美好的生活，所以这个东西是应该给每个地方编制空间规划的时候的一个核心的思想应该植入进去，好，这样就很好了，好，谢谢。

**Bernard LIM**

Please welcome Professor Sun. I have a lot of questions for Professor Sun's response.

**林云峰**

有请孙教授，因为很多问题都想再问你们，争取孙教授的回应啊

**SUN Yimin**

Many thanks. Let's put this question aside for a while. This is the specific preoccupation of the prototypical continental planner and reconstructor. Let us return to the notion alluded to by Professor Wu. What are our difficulties?

The two most pressing global issues are environment and resilience. Climate change, for example, is one of the most serious issues we face. And then there's

**孙一民**

谢谢，这是我们先放掉这个问题。这个就是目前非常典型的一个大陆规划重建人员特别关心这个问题，我们还是回到吴院士刚才提到的概念就是，我们的问题在哪里？

这个全球性共同的挑战提示就是生态这个韧性，这方面气候变迁，这是我们最大的一个问题，然后我们的设计怎么应对这个问题是吧，既有自然的，

the question of how we design to address it. Natural, ecological, and human issues all exist. We need a suitable design to apply in order to overcome this challenge. Thus, everything comes down to regulation in the end. However, this topic is heavily reliant on regulation in order to discuss how regulation influences our design. If our quality design has addressed both macro and micro issues, I believe that control is simply how the design is implemented, regardless of whether it is spatial planning or urban design. Thus, all of these initiatives are aimed at enhancing our government. Because regulation is a process of progress, there are always a variety of ideal and non-ideal states of regulation. I believe that what we are arguing now about this territorial space programme is whether we are progressing or whether we are a means to an end. At the moment, a system of sound management is being developed; nevertheless, we are still fumbling. For instance, the Ministry of Natural Resources was involved in the planning process, and the Ministry of National Construction still has some material to promote. We hope and believe that such a process will result in a good process with the coordination of the management system, but in exchange, as designers, we should focus more on whether we have addressed the above problems, if the design is excellent, and then consider how to improve. Okay, thank you.

也有生态的，也有人文的，然后我们要有一个好的设计去实现这个问题，所以呢，最后才是一个管制的问题，但这个问题的话，很大程度上是基于管制来去探讨这个管制对我们的设计有什么影响，但我觉得，管制实际上是，假如我们的好的设计应对了那个大宏观的问题之后呢，管制来说的话，只是如何把这个设计去实现，无论是空间规划也好，还是都市设计也好，所以这些东西都是这个improve(改进) 我们的政府。那如果我们因为这个管制的话，他既然是在这个改进的过程里边，总有各种各样的理想的状态，还有不理想的状态，我认为今天，我们关于这个国土空间规划这部分内容，我们是朝向更进步的一个过程中还不是一个终极的，已经形成了一个体系下的一个好的管理的方式，我们还在摸索，因为有很大的调整，比如规划的环节进入了自然资源部，然后之后建设部也还有一些内容还在推进，在这样的一个过程中，我们希望而且我们也相信它会随着这个管理体制的协调会更加走向一个好的过程，但是返回来，我们作为设计人员，然后我们更要关注的是我们是不是回答了前面提到的那些问题，好的，设计是不是会好，然后去怎么去improve(改进)

好，谢谢。

**Bernard LIM**

Many questions were raised. Professor Sun has chosen to react to the majority of them. Finally, before we finished our seminar, please would both speakers summarise our GBA's urban architecture in one line and offer words of encouragement.

**林云峰**

大家问了很多问题，但我刚才孙教授基本上都已经回复了，最后我们之前呢，前两位江浙都用一句话为我们的湾区的城市设计论文，说一句鼓励的话吧。

**WU Zhiqiang**

I hope the GBA's urban design may serve as an important example for the rest of the world. I think that our urban design in Hong Kong may serve as a hub for designers from all around the globe to share ideas. I'm hoping that everyone can interact here. Thank you very much. Thank you so much for inviting me.

**吴志强**

祝愿湾区的城市设计做出世界有典范意义的作品。希望我们的香港的城市设计，就是能够为我们所有的全世界的设计师提供思想交往的一个 hub 大家都可以在这里交往，谢谢，哈。谢谢你们的邀请

**SUN Yimin**

I believe the GBA has both an important heritage side as well as vulnerability. As I just suggested, we, as urban designers, and our management processes, should include a bigger notion; we cannot push our particular interests as a designer unilaterally. All of our information should serve a greater purpose, which is to help the public interest and the environment. If we meet these two requirements, we will have excellent design; if we don't meet these two factors, we shall give way to individual interest. Furthermore, we need a green common home, which is the responsibility of all of our designers and planners. Let us collaborate.

**孙一民**

我是觉得在我们这个湾区我们有非常重要的这个历史和又非常脆弱的一个刚才提到的这些内容那么也顺便回答刚才英文提问的这一位这个设计师，我们作为都市设计师和我们的管理过程中，我们要把更宏大的这个思想纳入进来，我们不能去片面的宣扬作为一个设计师本人的个人的小趣味，我们所有的这个内容都要满足一个大的环境就是公共利益环境效益，满足了这两点就是一个好的设计，不满足这两点那么请你放弃你个人的一些这个追求，而且更需要放绿色的共同的家园，这是我们所有的设计师规划师共同的责任，大家一起去努力好。

**Mr. Hendrik Willem Johan OVINK 亨克・奥文克 先生**
Special Envoy for International Water Affairs,The Netherlands
荷兰国际水务特使

# *Transformative Urban Climate Action By Design*

## *Learning from Rebuild by Design NY and Water as Leverage Asia*

## *通过设计实现变革性的城市气候行动*

## *学习纽约「按设计重建」和亚洲水务设计*

## ABSTRACT

As with the 2030 agenda for Sustainable Development and the Paris Agreement, we know "complex challenges call for truly comprehensive and inclusive approaches and truly transformative and innovative solutions". We need to unravel the different interdependent demands and connect these in inspiring and sustainable pathways. For this approach and these results, we need design: architecture, urban design and landscape architecture design is about both the process and the outcome. In addressing the impacts of climate change, design is inclusive, seeks synergies, looks ahead and prepares us and our planet for an uncertain future: flexible, adaptive and resilient.

Design is comprehensive by nature, cutting across disciplines, uniting rather than dividing. Once we understand dependencies - how poverty and health relate to poor infrastructure, how urbanization touches upon the need for food, energy and water, ignoring jurisdictional boundaries - a design approach emerges that integrates this understanding, and identifies opportunities to solve problems holistically.

Appealing to the imagination but grounded in analysis, design enables us to sketch new futures and determine the steps that will get us there, linking today's conditions with tomorrow's possibilities. A comprehensive plan consists of real, innovative projects to implement and inspire others, kickstarting development and catalysing change.

A truly integrated design connects social, cultural, ecological and economic challenges. It connects regional interdependencies, local needs and community assets, not by a trade-off of interests - that is, not by compromising - but by bridging gaps between quality and safety, between economy, ecology and society. Integrated solutions add value across sectors, across scales and through time, building a sustainable business case. This process of design is inherently inclusive.

Design challenges the divisions of our daily lives by drawing all interests, all aspects, all questions and all people into a common understanding and a new deal. It invites us all to contribute: our different needs and demands, our unspoken dreams and ideas. By making the envisioned tactile and the ambitious practical, the design approach increases everyone's imaginative capacity and helps us make the future tangible and achievable. In this way, design turns complexity into compelling and inspirational ideas, and translates societal issues into shared ambitions and inspiring narratives about our future.

Design helps us tell each other stories about what could be - stories that convince, seduce and make us all believe in them. At this level, design is truly inspirational and aspirational, which makes it political. People who have participated in this process will fight for it and what it promises them. This is why we developed "Rebuild By Design" - to tackle the future and escape the past with vision, by design and in collaboration.

## 内容摘要

如同 2030 年可持续发展议程和《巴黎协定》一样，我们知道「复杂的挑战需要真正全面和包容的方法，以及真正具有变革性和创新性的解决方案」。我们需要阐明不同的需求，并将这些需求联系起来，以具有启发性和可持续的方式发展。

对于以上发展的过程和结果，我们需要「设计」。无论是建筑设计、城市设计和风景园林设计，既涉及过程，又涉及结果。在应对气候变化的影响时，设计应更具包容性，寻求协同作用，并展望未来。

为我们和地球做好准备，提高灵活度、增强适应力和柔韧性，以应对不确定的未来。设计的本质是全面和连贯的。当我们了解到其连贯性，便能构思出设计方法，将问题理解和整合，全面地解决问题，例如贫困与健康和基建设施之间的关系、城市化如何触及对食物，能源和水的需求等。

设计不但要发挥想像力，并需要加以分析，将当今的条件与明天的可能性联系起来，使设计能够勾勒出崭新的未来，将我们推向未来。全面的计划包括实际的创新项目，促进发展和变革。真正的综合设计可以应对社会、文化、生态和经济挑战。将不同地方的需求和社区资产联系在一起，此举不是通过利益权衡（即不是通过妥协），而是通过弥合质量、安全、经济、生态与社会民生之间的差距来实现。综合设计可跨部门、跨规模和跨时间地增加价值，建立可持续的商业设计案例。

设计过程的本质是包容。设计可挑战我们日常生活的各个方面，将所有关注，所有问题和所有人吸引到一个新想法中，并邀请我们作出贡献，例如我们的不同需求和要求、我们潜意识中的梦想和想法等。通过前卫的触觉和远大的实践，设计提高了每个人的想像力，并帮助我们实现未来。设计亦将复杂的问题转为引人入胜且富启发性的想法，将社会问题转化为我们对未来的共同抱负。

设计可以帮助我们彼此讲述可能发生的故事，而这些故事可以说服我们，使我们相信。在这个层面上，真正的设计是富启发性和鼓舞人心的，使其具有目的。设计师正为此奋斗，通过设计和协作，以远见卓识应对未来，并摆脱过去，这就是我们推广「按设计重建」的原因。

# INTRODUCTION

**Facilitator – Mr. Benny CHAN**
*Vice President - Hong Kong Institute of Urban Design*

The last keynote speaker today is Hendrik (Henk) Ovink. Henk was appointed in 2015 by the Dutch Cabinet as the first Special Envoy for International Water Affairs. As the Ambassador for Water, he is responsible for advocating water awareness around the world, building institutional capacity, and coordination amongst governments, multilateral organisations, the private sector and NGOs. Ovink is also the sherpa to the United Nations / World Bank High Level Panel on Water. Henk also served under President Obama's Hurricane Sandy rebuilding Task Force, where he led the long-term innovation, resilience and rebuilding efforts. He divided and led the 'building by design' competition, and initiated the national disaster resilience competition. Before joining the Task Force, Ovink was acting Director General of the Spatial Planning and Water Affairs and Director National Special Spatial Planning for the Netherlands. Henk also teaches at Harvard's Graduate School of Design, the London School of Economics, and the University of Birmingham.

The topic for Henk today is Transformative Urban Climate and Action by Design - Learning from Rebuild by Design, New York and Water as Leverage, Asia, which is a very important topic nowadays, as the whole world is facing the challenge of climate change, and as highlighted by another keynote speaker Martha Schwartz today this morning, the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) will be one of the areas in the world that will suffer most in terms of economic loss, in case the anticipated rising of sea level is not stopped by the appropriate action to be taken immediately, so without further ado, I would like to invite Mr. Henk Ovink to deliver his keynote speech today. Henk , please.

**主持人 - 陈泽斌 先生**
香港城市设计学会副会长（公共事务）

好的。今天的最后一位主题演讲者是亨克·奥文克 (Henk Ovink)。亨克·欧文克于 2015 年被荷兰内阁任命为首位国际水事务特使。作为水务特使的他负责在世界各地倡导水资源意识，建设机构能力，推动政府与多边组织、私营部门和非政府组织之间的协调工作。 欧文克 还是由联合国和世界银行主持的水资源高级别工作组的第三方。亨克还在奥巴马总统的任命的"桑迪"飓风重建特别工作组任职，引领长期创新、复原和重建工作。他通过设计竞赛对建筑领域进行了划分和引导，并发起了全国抗灾能力竞赛。在加入"桑迪"飓风重建特别工作组之前，亨克·欧文克曾担任荷兰规划和水资源事务总干事和荷兰国家空间规划主任。亨克还在哈佛大学设计研究生院、伦敦经济学院和伯明翰大学任教。

今天 亨克的主题是通过设计实现变革性的城市气候行动：学习纽约"按设计重建"和亚洲水务设计，这是当今一个非常重要的主题，因为整个世界都在面临气候变化的挑战，正如另一位主旨发言人玛莎·施瓦茨今天上午表示，如果不能立即采取适当的行动阻止预期的海平面上升，大湾区将会世界上经济损失最严重的地区之一，那么废话不多说，有请亨克·欧文克先生发表主题演讲。亨克，请。

**HENDRIK WILLEM JOHAN OVINK**
Special Envoy for International Water Affairs,
The Netherlands

**亨克·欧文克 先生**
荷兰国际水务特使

Climate change, water, and urbanisation are critically linked. As a Special Envoy for International Water Affairs, of course I will start off by talking about water, showing you planet earth, through this 'Blue Marble' image taken already quite a while ago in 1972, with the Apollo 17 mission. It was the first snapshot taken from planet earth in that shows that earth is full of capacity but also vulnerability. The 'Blue Marble' - of course because over 70% of the world's surface is covered in water - it feels like there is water in abundance - there is a lot - but now I do this trick - I take a big vacuum cleaner and I suck all the water off the planet and all of a sudden, it becomes a very greyish planet; but there are no holes in the planet - there is not all of a sudden, a 'swiss cheese' planet earth. I took all the water from lakes, aquifers, rivers, and so forth and put it in another sphere, and that is even not the size of the US. And you see three squares - the smallest one is the water we can use for human consumption, energy production, foods and production. So whilst it looks like there is more than enough water, water is actually very scarce.

We know specifically now in the current times of pandemic, that water is of critical importance. Don't we all say wash your hands. Water is a first line of defence, but for so many people, it's not in place. It's not only the pandemic affecting water, all these challenges that are interrelated and interlinked, climate, gender, inequality, security, food insecurity, economic deprivation, slum development, and so forth, these inter-linkages all aggregate at the places that are already vulnerable, where the vulnerable are hit hardest.

Now, we see the impact of climate change across the world. 2018 - with floods and droughts and wildfires. 2019 - floods, droughts and wildfires, and 2020 - floods, droughts and wildfires. So you could say, as the Americans say, "Houston, we have a problem", and we have.

好的。非常感谢开始这场演讲。气候变化、水资源和城市化是我们现在面临的关键一环。作为国际水务事务的特使，我当然要开始谈论水务。这张蓝色大理石球图像是在 1972 年阿波罗 17 号执行任务期间拍摄的，为大家展示出了地球的样貌。这是为地球拍摄的第一张快照，图上显示我们的地球容量大，却也很脆弱，是一个理所当然的蓝色大理石球，因为球上 70%以上 的表面都被水覆盖，貌似水资源很丰富，很多。那么现在，我来玩个把戏吧。我拿来一把吸尘器，吸走这颗行星上所有的水。突然之间，这里呈现出一个非常灰色的星球。这颗星球上没有洞。对于我们最甜蜜的地球而言，一切并非发生在旦夕之间。我把所有湖泊、河流的水都取了出来，放到另一个球体中，体积甚至没有美国国土面积那么大。你会看到三个正方形，最小的方块是代表可以用于人类食用、能源生产、食品和生产的水。所以看起来水是绰绰有余的，实际上却非常稀缺。现在我们特别知道，在当前疫情大流行时期，水资源至关重要。

我们不是都在说要洗手吗？水是第一道防线。但是对于这么多人来说，这一点并不到位。这不仅是一场针对水、空气的流行病。气候、性别、不平等、安全、粮食危机、经济匮乏、贫民窟发展等都挑战都是相互关联的。这些相互联系的挑战都聚集在现在非常脆弱的地方，而当地的脆弱者则承受最严重的影响。

But we know, before the pandemic hit, there was every Friday, the youth rallying in the streets, calling for more climate action. We know that post-pandemic, there is no 'back to normal'. We should reverse course and that is actually our best opportunity. Secretary-General Guterres says these should be the times for science and solidarity and I couldn't agree more. Science, by understanding, understanding this complexity. Solidarity, with empathy and compassion, by collaboration.

Now let's start with "understand". IPCC brought out three reports in the last years: one on 'Global Warming of 1.5℃'; the second on 'The Ocean and Cryosphere in a Changing Climate' - both acknowledging that the impacts of global warming and climate change is massive, but the middle report is the one I would like to talk about with you. It's the 'Climate Change and Land' report and it tells us that the way we develop our lands, our cities and our economies, our industries, actually make us more vulnerable in two ways: - one, we emit more, more carbon emissions and so forth, therefore we increase the changing climate rapidly; but secondly, the way we plan, the we way we develop our economies, our cities, is also in the most vulnerable way. So it is in the most vulnerable places, but it's also in most vulnerable way. So investment in infrastructure, urban and non-urban, is actually done in the wrong way but in the wrong places. So it's not only more emissions and increased climate change, it's also that we are making ourselves more vulnerable. So that 'double whammy' actually is now exposing us to the challenges of floods and droughts that are occurring everywhere around the world, causing migration, but also economic losses in our cities.

The Bay Area is part of this, and there is a list of the cities around the world that will be exposed, from a financial point of view, to the massive impacts of sea level rise, surges, storms, rain events and droughts. Global flood losses in coastal cities will be ten-fold. The World Bank and OECD estimate that there will be a total cost of a trillion dollars per year in 2050. Now there is a financial economic loss, but there is also a humanitarian risk because as I said before, it's the most vulnerable

现在，我们看到了全球气候变化的影响，2018 年我们遭遇了洪水、干旱和野火，2019 年再次是洪水、干旱和野火，2020 年再次是洪水、干旱和野火。正如美国人所说，"休斯顿，我们有问题"，而我们确实有。

但我们知道，在大流行来袭之前，每周五都有年轻人在街头攒动，呼吁采取更多气候行动。我们知道，大流行后世界已经无非恢复如初。当然，我们应该反其道而行之。事实上，这应该是我们最好的机会。联合国秘书长古特雷斯最近表示这应该是科学和团结的时代，对此我深表认同：基于理解的科学—— 以同理心、同情心和双向合作来理解这种复杂性、团结。

现在让我们从"理解"开始。 政府间气候变化专门委员会（IPCC）在最近几年发布了三份报告。一份关于全球温度上升 1.5℃ ，第二份关于海洋、危机恐惧以及气候变化，两份报告都承认全球变暖和气候变化的影响是巨大的。但这中间有一份报告是我想今天和大家一起来讨论的，也就是《气候变化与土地特别报告》。据报告所述，我们开发土地、发展城市、经济乃至工业的方式实际上令我们在两个方面变得更加脆弱。一，我们排放得更多了，碳排放增加了。因此，我们迅速加剧了气候变化。但其次，我们规划及发展经济和城市所采用的方式其实是最脆弱的方式，所以说，我们不仅位于最脆弱的地方，也是以最脆弱的方式存在着的。我们对城市和非城市基础设施的投资实际上是以错误的方式在错误的地方进行的，因此这不仅导致排放量增加和气候变化加剧，而且也使我们自己变得更加脆弱。就这样，这个双重敌人实际上正让我们同时面临着世界各地出现的挑战、洪水和干旱，这些问题不仅导致了移民，也给我们的城市带来了经济损失。

that are hit the hardest and they are living in the worst places, so they have the hardest time to get back on their feet.

Water and water quality, being part of an increased climate change, also have a huge impact on human health, and we see it now exposed by the pandemic. So there are humanitarian and societal issues next to the financial. And last but not the least, there is an environmental issue in this connection with water and climate change. That is what we call the 6th extinction, the biodiversity loss - biodiversity drops around the world massively.

So we have a problem: the future with all its challenges, and the past are unrelated, and the way we invest currently in our infrastructure to prevent disaster from happening, actually is making us more vulnerable. Replicating the mistakes of the past will not build a more resilient and sustainable future. But now you can say we drafted an agenda, right? Yes, we did. Five years ago, we agreed as a world, on 17 sustainable development goals as a whole forming this very holistic, comprehensive agenda for development. But the problem is that we cherry-pick, we champion one or eight or eleven or fourteen or fifteen, but you can't take them apart. You can't cherry-pick from the SDGs. They are one comprehensive agenda for a more sustainable, resilient future. And we agreed on the Paris Agreement, also five years ago, that set us on track for a not warmer planet than 1.5°C post-industrial levels. But we are nowhere close. That means that the 'business-as-usual' case that we are implementing now, is not only not enough, it's becoming lethal. And to that point on what we should do is that we have to move away from these non-responsive, moving us from crisis to crisis, interventions, while we pick up speed in the context of these disasters. Are we building post-disasters? We build a little bit more resiliency, but we have to become far more proactive, reach out to the future and build better solutions based on those assessments. Those solutions, those interventions start with investing in people.

风暴、降雨和干旱带来的巨大影响。全球沿海城市的粮食损失将增加十倍。没有城市可以幸免，大湾区亦是如此，从财政角度来看，世界各地将有一大批城市遭遇海平面上升、据世界银行和经合组织估计，截止到 2050 年，每年将会产生大约 1 万亿美元的损失。现在固然已经出现了金融经济损失，但同时人道主义风险也是存在的，因为如前所述，最脆弱的人遭受的打击最严重，也生活在最糟糕的地方。因此，他们很难东山再起。

水和水质作为日益加剧的气候变化的一部分，也对目前暴露在新冠疫情中的人类健康产生着巨大影响。因此，除金融之外，我们还面临人道主义和社会问题。同样重要的最后一点是与水资源及气候变化有关的环境问题，也就是我们所说的第六次物种大灭绝，世界范围内的生物多样性在大幅丧失或下降。

所以问题来了，充满挑战的未来和我们的过去并无关联。我们目前投资于基础设施以防止灾难发生的方式实际上正令我们愈加脆弱。重复过去的错误并不会创建一个更有弹性和更可持续的未来。但是现在大家可以看到，我们起草了一个议程，是吗？是的，我们确实这样做了。五年前，我们就 17 个可持续发展目标达成全球一致约定，形成了这一非常全面综合的发展议程。但个中问题是我们挑剔不断，选择支持第一、八、十一、十四或十五个目标，但这些目标是无法拆分的。我们不能对这些可持续发展目标挑三拣四。它们是一项综合议程，有助于我们创建一个可持续性更高的弹性未来。我们也在五年前同意了《巴黎协定》，竭力避免让我们的星球温度超过 1.5℃ 的后工业水平。但现在我们已经接近这个数字。这意味着我们现在实施的行动不仅不够，而且正变得致命。，而是要过渡到危机干预，同时在这些灾难的背景下加快速度。

We need the billions for the projects; we definitely need millions to invest in enabling environments, a capacity among our communities, our institutions, our governments, and businesses, in a collaborative, consistent and cross-cutting way. Economists calculated this for us; if we invest in the process in people, we maximise our opportunity, we do this right, those opportunities also have a higher performance.

Now water is critical for that. Well, you say "you are a water ambassador, so of course you will say it", but I will tell you, investing in water has a trickle-down effect on all sustainable development goals. With water, better health; with water, more security; with water, better urban development. With water security, we mitigate climate change and mitigate its risks; become more adaptive and more resilient. Investing in water has this trickle-down effect across all these SDGs. But that means we have to look at these future agendas, in a very holistic, comprehensive, integrated way. Work on a process that is inclusive and collaborative, really look at the long term; sustainably and resiliently.

That means that a long-term perspective is important -but it's also a plan. With plans, we don't change the rules, we need them; but it's not enough. So the plan needs the projects, the short-term interventions - innovative - as much as these projects need a plan. Because otherwise, these projects become one-offs, they become single focused and will have negative impacts across. So the plan ties the projects in this programmatic approach for long-term resiliency and sustainability. Done in an inclusive way and transparent - so we can learn and be accountable, to track and trace our investment, but also the development of sustainability. That is tied together in a design process, because we need inspiration.

Now I can't see you all, we are all online, but I imagine you are engineers, designers, scientists, policy-makers, and you know that driving change needs inspiration, and design can help bring it. Design has three capacities: Firstly it's

就这一点而言，我们应该做的是，必须摆脱这些无响应的状态，不再任由危机发生灾后重建只是帮助我们多建立了些许弹性。我们必须变得更加积极主动，面向未来，并根据这些评估构建更好的解决方案。这些解决方案、干预措施应当始于对人的投资。我们需要数十亿美元来支持这些项目。我们肯定需要数百万美元来赋能环境，采取的方式应当是协作、一致和跨领域的，这也是我们的社区、机构、政府和企业都需要致力的。经济学家为我们计算了这一点，投资于人，我们便能将机会最大化，倘若我们方式正确，便能有更好的表现。

水资源对这一部分而言至关重要。可能大家会说，我是水务特使，所以我当然会这么说。但我需要告诉大家的是，投资于水务对所有可持续发展都有涓滴效应。水意味着健康改善，意味着安全度提升，意味着城市发展得更好。水务安全能助我们缓解气候变化并降低其风险，增强我们的适应性和弹性。投资于水务对所有可持续发展目标的实现也都有这种涓滴效应。但这意味着我们必须以非常全面综合的方式看待这些未来议程，审视具有包容性和协作性的工作流程，真正着眼于可持续及弹性的长期发展。这意味着长远眼光很重要。但这也是一个计划。

有了计划，我们就不会改变规则。我们需要计划，但这还不够。还需要为这个计划匹配项目及短期创新，恰如这些项目也需要一个计划一样，否则就可能演变成别的项目了。这些项目如果成为单一焦点，必将产生负面影响。因此，我们得将计划和项目务实地绑定在一起，以实现长期弹性和可持续性。

'solution-oriented' - innovative, catalytic and pragmatic, and we need solutions, we need to build only in projects, through scales from your front yard all the way to your river basin; through time, looking back at cultural history and planning in scenarios; but also through interest, cutting across silos in a better world.

But design also has the capacity to 'connect' - not society and in our institutions. Design has also the capacity to connect us, people, to bring us around the table, and find novel ways to work together. So the solutions, and the capacity to connect from the base of this 'resiliency by design'.

Lastly, and not unimportantly, design is also very 'political'- because it's aspirational with ambition, and we need that ambition, but it's also inspirational, it shows what needs to be done and also what we can do. Therefore, it informs our decision-making, and ourselves. It capacitates us, it enables a society to act upon those ambitions. Inspiration is what we need. Then, it demands a way on how to work - the process. For that you have to build places that are safe enough, where we find ways to collaborate, because there is lots of distrust in society across the world and we have to overcome this distrust, come together around these sustainable development goals and agenda, and work together.

Now that relates to me and brings me back to the Netherlands, the country I come from - a low-lying land below or partially below sea level that engineered our way around, moving towards a sustainable future. But that engineering was also by collaboration. Already, 900 years ago, we got together around water security and started to work on the regional scale, forming our water governance around safety and quality to ensure a better Netherlands. And that institutional and enabling capacity we brought to our water quality and water quality interventions, using landform to build natural water purification systems along our coast, and by building islands that thanks to the sea current, protect and fortify our coastline against sea level rise, storms and surges. And in our riverine hinterland, making more room for those rivers,

现在我们聚集于此。我看不到大家，大家都在线上，但我猜想你们是工程师、设计师、科学家、政策制定者，而且都知道推动变革需要灵感。而设计可以帮助激发灵感。

设计具有三种潜质：以解决方案为导向、具有创新性和催化作用、而且务实。我们需要解决方案，不是吗？我们需要建立一个更美好的世界。但设计的链接能力，不仅体现在项目中，比如从前院一直扩展到河流流域，或者回顾历史及规划场景，而且还代表着社会多部门机构之间的利益联系。

要以包容和透明的方式进行，这样我们可以学会负责任地追踪自己的投资，并跟进可持续性发展。这些在设计过程都是连成一体的，因为我们需要灵感。

设计也能将我们人联系起来，让我们围绕着那张桌子，找到新的合作方式。因此，解决方案应运而生，通过设计，我们能够弹性地进行链接。但最后，同样重要的是，我认为设计也非常具有政治性，因为它充满雄心壮志。我们需要这种雄心壮志，但这同样也是灵感。它显示了我们需要做什么。我们也是能做到的。因此，它为我们的决策和我们自身都提供了信息，给我们赋能，令社会能够按照这些抱负采取行动。灵感正是我们所需要的。继而便需要行动方式。要达到这一点，我们必须创建一些足够安全的地方，方便我们找到合作方法，因为世界各地的社会都存在很多困境。我们必须克服这些困难，围绕这些可持续发展目标及议程共同努力。

这一点让我产生了共鸣，让我联想到我的祖国荷兰。荷兰是一片低于或部分低于海平面的低洼土地。我们也在进行工程改造，迈向可持续未来。但这些工程也是双向协作的。

balancing urban and rural to ensure that when it floods, it doesn't flood our society. Then in our cities, we take this hard infrastructure, to be able to capture the rain when it falls.

Now the Netherlands also wants to be a partner around the world. We set up coalitions with countries with the same type of challenges. I helped set a high-level panel on water, but also we will host a global commission on adaptation in the Netherlands, with the global Climate Adaptation Summit in January on the 25th and 26th. The First Adaptation Summit to bring novel adaptation practice across the world. We need those practices, those inspirations, to inspire the world to replicate and bring them to scale for a better future. And we need this part of partnerships being both informal, with indigenous groups around the world, or being formalised in a program like 'Water as Leverage' or 'Rebuild by Design' executed in New York.

Now 'Water as Leverage' is a program I developed in Asia. It started when hurricane Sandy hit New York in a region that was left devastated, and the impact of the Hurricane was massive. Thanks to the leadership of President Obama, we were able to create a competition to challenge communities, experts, and governments to build novel cases for resilience. Projects across the region that inspired resilience by collaboration and design. So innovative innovations that re-envisions the swamp plains, helps build resiliency on the coast, fortify Manhattan in a very collaborative way, and so forth. That process is something we brought to scale in the US, but also across the world.

I think the challenge here is how can we respond within the context of future challenges, increasing demands from our society, and at the same time climate challenges that are making us more vulnerable? Based on that assessment, I came up with a project called 'Water as Leverage for Resilient Cities Asia'. We did an assessment in Asia, and pinpointed 30+ cities, where there is aggregation of challenges, but also an aggregation of opportunities. Then we turned a normal, traditional approach for project preparation and development upside down into this loop. We

早在 900 年前，我们就因水务安全聚在一起，开始在区域范围内开展工作，围绕安全和质量问题形成了水务治理体系，来确保荷兰能变得更美好。而这种制度性和赋能能力给我们的水质和水质干预措施带来了好处。我们利用地形沿海岸建造天然水净化系统，并通过建造岛屿来保护和加固我们的海岸线，使其免受海平面上升、风暴和浪涌的影响。我们在内陆河流中，为河体腾出更多空间，更城市化一些，建更多道路，确保洪水发生时不会淹没我们的社会。在城市中，我们则采用最古老坚固的基础设施，以便在下雨时能够采集雨水。

现在荷兰也希望成为世界各地的一位合作伙伴。我们与面临相同挑战的国家结成联盟。我曾帮助设立过一个水资源高级别工作组。我们也在荷兰主办了一个全球适应委员会，在 1 月 25 日和 26 日举办了全球气候适应峰会。首届气候适应峰会将新的适应实践带到世界各地。我们需要这些实践和灵感来激励世界，对其进行复制推广，构建一个更美好的未来。我们需要这份与世界各地特色群体的伙伴关系保持非正式，或在像《以水为杠杆》这样的项目中正式化，或按照我们在纽约的设计惯例来。

现在，《以水为杠杆》是我在亚洲开发的一个项目。我会对此进一步阐述，但这起始于纽约的飓风"桑迪"，当地有一个地区遭受了严重破坏。这场飓风带来了巨大的影响。多亏了奥巴马总统的领导，我们才能够发起一场竞赛，挑战社区、专家和政府，以建立新的弹性案例。该地区的项目催生了弹性双向协作及设计。当时有一些创新计划旨在重新构想沼泽计划，帮助建立起海岸弹性，以协作的方式加固了曼哈顿。这一历程是我们在美国乃至世界范围内都极力推广的。

created a safe space for collaboration for the communities in these cities - Chennai (India), Khulna (Bangladesh) and Semarang (Indonesia), all the way to institutional investors like World Bank and Asian Development Bank, hence forth, and bringing governments, societies, businesses, entrepreneurs, and innovators together in this pressure-cooker approach, that was led and supported by me and my team, but executed by six teams that were led by designs.

And I will show you one of the examples we developed in Chennai. This is Chennai “City of 1000 Tanks” scheme, led by Ooze Architects. It shows that on one hand the current Chennai water system is based on scarcity, where there is enough water falling in that city on a limited time-frame, but it is all moving, polluted and going out to sea. Because the demand is big, the city has to build desalination plants that increase our carbon footprint, but also debt, because these plants are very expensive. But by investing in nature and nature-based solutions, we can reduce loss, we can reintroduce a closed loop, circular system approach to water sustainability. Using the restoration of historical tanks, building new tanks, building more forestry, re-naturalising rivers and canals, focusing on bioswales, constructing wetlands, combining solar, collecting liquid waste for business cases, and building buildings that are more adaptive shows you how. With all these interventions, it’s not only about water and climate, it is across SDGs interventions.

This year, we are building the first pilot of the school. Then we are scaling-up that pilot, replicating it across the city and across India. We do the same things in all the cities around the world. Water as Leverage was just awarded the winner of the Dutch Design Awards 2020 in the 'Best Commissioning' category. That is nice, but we have to find ways to replicate and scale these approaches across the world. Because one intervention is not enough; the current rate of investment is making us more vulnerable. If we see post ‘Covid’ recovery, what we see is that over 95% of the investments are actually replications of past economies, and replications of infrastructure

我认为，此处的挑战是，我们如何在未来充满挑战的背景下增强社会头脑力量。与此同时，气候挑战正使我们变得更加脆弱。基于该评估，我提出了一个名为《以水为谋 - 亚洲韧性城市设计》的项目。我们在亚洲进行了评估，确定了 30 个大量挑战与机遇并存的街区城市。然后我们将项目准备和开发的正常传统路径颠倒，形成这样这样循环。我们为中国和印度、孟买和孟加拉国、伊斯兰堡和印度尼西亚的社区、城市，以及世界银行和亚洲开发银行等机构投资者创造了一个安全的合作空间，将政府、社会、企业、企业家、创新者聚集在这种高压锅路线上。我与团队进行引领和支持，其他 16 位以设计为先的伙伴则负责执行。

我将给大家展示我们在印度金奈的案例。千池之城项目，由 Ooze Architects 主导。案例显示，金奈的水务系统是基于稀缺性而设立的，在有限的时间框架内，城市没有足够的雨水流入，于是整个近海而居。因为对水的需求量大，城市不得不建设海水淡化厂。这反过来增加了我们的碳足迹，也增加了债务，因为这些工厂非常昂贵。但是通过投资于自然和基于自然的解决方案，我们可以减少这些情况。我们可以重新引入闭环系统，利用循环方法来实现水的可持续性；修复历史蓄水池，建造新蓄水池，建造更多的森林，重新自然化河流和运河，专注于生物圈，人工湿地，将太阳能和液体废物收集结合用于商业用途，并建造更具适应性建筑，利益大家房屋。通过所有这些干预措施，我们不仅涉及了水和气候的管理，还参与了可持续发展目标干预措施。

今年，我们建立了第一个试点学校，然后开始了扩展，试图在整个城市和整个印度进行复制。《我们在世界各地的所有城市都做着同样的事情。

making us more vulnerable. So while these innovations, interventions are amazing and inspirational, they lack scale and replication. So it is not enough, we have to step up, scale up and replicate. And it's not easy. There was no silver bullet in New York, there was no silver bullet in Asia. But the necessity for water security, or too much, too little or too polluted, is critically important.

Secretary-General Guterres said we have to step up our efforts now. I couldn't agree more. We must change course now; now is the opportunity. I wrote a little book on my work for President Obama and I concluded that the climate challenge is too big to ignore. It might be our biggest challenge ever. It is also too big to simplify. But in this complexity lies inspiration and opportunity. We have to do this from a space that is free and where we can build trust and do it together and not alone. And use design as inspiration if only we act now. Concluding: the future is ours. I take inspiration from these little girls from Semarang and the little one has a cap and it says future doctor. And there are three reasons why she wants to be a doctor: - one, she wants to go to school and be educated; second, she wants to care for people; and third, she believes that in the future that it's worthwhile taking care of people. Thank you.

以水为谋 - 亚洲韧性城市设计》刚刚被授予 2020 年荷兰设计奖-最佳委托奖。这很好。但是我们必须找到在世界范围内复制和扩展这些途径的方法。因为一次干预是不够的。当前的投资速度正令我们愈加脆弱。我们看到了疫情后的复苏。

但我们看到的是，超过 95% 的投资实际上是对过去经济的复制，对过去基础设施的复制会使我们更加脆弱。因此，虽然这些创新、干预措施令人惊叹且鼓舞人心，但它们缺乏规模和可复制性。所以这还不够，我们必须对其进行加强、扩大和复制。这并不容易。纽约没有灵丹妙药，亚洲也没有。但是水务安全的必要性不容置疑，水资源不容污染。

联合国秘书长古特雷斯表示，我们现在必须加紧努力。对于这一点，我完全同意。我们必须改变方向，现在正是机会。我为奥巴马总统写了一本关于我工作的小书。 在书中，我得出了这样的结论：气候挑战巨大，不容忽视。这甚至可能是我们有史以来面临的最大的挑战，同样，因为它太过巨大，所以无法简化。但这种复杂性中仍然蕴藏着灵感和机会。我们必须在一个自由的空间中进行，在那样的空间中，我们能够建立信任、协力合作而非单打独斗。如果此刻就采取行动，我们可将设计作为灵感。总而言之，未来是我们的。我从这些三宝垄小女孩中汲取了灵感。这位小女孩戴着一顶帽子，上面写着"未来的医生"。她想成为一名医生有三个原因。一，她想上学并接受教育。其次，她想关心人。第三，她相信在未来，照顾他人是是值得的。谢谢大家。

# Keynote Discussion – 3 专题讲者 讨论(三)

**Benny CHAN**

Thanks to Henk 's very inspiring speech. I believe now that most people will not deny facing the challenge of climate change as the problem is quite obvious now, as observed in the frequent flooding, droughts and wildfires, super typhoons and super hurricanes in many countries in the world. And I think Henk 's suggestion to tackle the problem by design is a very good suggestion; both long-term, short-term, and also because we need a very innovative, comprehensive, transparent and inclusive urban design. Because the problem is so big, Henk suggested that we also need cross professional and also sector collaborations involving a lot of people. Instead of the normal top-down method we need bottom-up and we need to listen to the views of the locals. This is a very complicated process, because this big problem, for example, a river may pass several provinces in China, or several states in the United States, within a country, you need to settle a problem of different regional district governments working together. For smaller countries for example, in South East Asia or in Africa, you may need collaboration with several countries with different financial and technical capabilities and also different priorities.

So Henk , do you have any suggestion on how we should go along with this kind of collaboration to make sure that it will work to the result that we want.

**陈泽斌**

好的，谢谢。感谢亨克鼓舞人心的演讲。我相信现在大多数人都不会否认气候变化的挑战，因为这个问题现在已经很明显了。当今世界，许多国家频繁遭受洪水、干旱、野火、超级台风和超级飓风的袭击。亨克的建议是通过设计来解决这个问题，而我认为，这是一个非常好的建议。在我看来，这其中既有长期也有短期考虑，还因为我们需要一个创新、全面、透明和包容的设计，以及我们面临的问题确实太严峻。亨克建议我们还需要跨专业、跨部门的合作，这不同于以往自上而下的路径，而是涉及到了许多人的参与。我们需要自下而上，需要倾听真正的当地人的声音。而这是一个非常复杂的过程，因为这其中包含太多的内涵了。例如，某条河可能途经中国几个省，或美国数个州。在我们国家内部则需要设置一个难题，让不同地区的区政府共同合作。但对于较小的国家，例如南亚或非洲，可能则需要与财务、技术乃至优先级都不同的其他几个国家合作。

那么 亨克先生，您对我们应该如何开展这样的协作，以确保能够达到理想效果，有什么建议吗。

**Henk OVINK**

Thank you very much. Collaboration, I would say, is the opposite of negotiation. With negotiation, you start off actually on the wrong foot because you think you know what you want, so you enter a conversation with a type of ambition to get something out of it. In a negotiation you always lose a bit, right? So, suppose you are a good negotiator and you come back home and you tell your daughter, when she asks you “what did you do today?” You say, well, I negotiated and I lost 40% but I gained 60%. But she will say, ah, but you lost 40%. Now suppose you go into that conversation open-minded, and bring something. Then, others bring something too, and when you come home, you come home with a surprise and added value. So collaboration creates added value. So, this is a metaphor, of course.

Collaboration is not easy. I often also say ‘trust comes by turtle and leaves by horse’ so collaboration is also a very incremental process; it goes step by step. Even in New York, when I was working for President Obama, we had to go step, by step, by step, but consistency, continuity, and commitment are of critical importance. So, focus on the challenge, ensure the process is always open and transparent and that you try to leave no one behind. Always stay true to this; go step by step; you’ll have fallbacks ; things will go wrong, but the consistent approach in driving that ambition will in the end bring people together. It’s not easy. Vested interests, trench boundary work, conflicts around water are all part of my agenda, and ensuring that you have people around the table is of critical importance.

For that, the experts are of critical importance because you need to know what you are talking about. You can’t

**亨克 • 欧文克**

非常感谢。协作两字，在我看来，几乎是“谈判”的反面。在谈判中，人们会开始采取错误的行动，因为大家都认为自己知道自己想要什么，所以会带着一种野心进入对话，期望从中得到一些东西。而在谈判中也总是有所失去，对吧？那么，假设你是一个很好的谈判者。回到家中，女儿问你，今天做了什么，你回答说，我进行了谈判，输了 40%，但赢了 60%。可是她会说，啊，但你输了 40 呀。那么现在，再假设你以开放的态度进入谈话，并给对话带来一些东西。然后，其他人也带来了一些东西。那么当你回家时，就是带着惊喜和附加值的。就这样，协作创造了附加价值。当然，这是一个比喻。

协作并不容易。我也常说，信任建立如龟行，破碎则如马奔，所以说，协作也是一个非常循序渐进的过程，是一步一步来的。即使当时在纽约为奥巴马总统工作时，我们也必须一步一步，保持一致性。连续性和承诺是至关重要的。因此，专注于挑战，确保流程始终公开透明，并且努力不让任何人掉队。永远忠于这几点，并且一步一步来，然后做好后备计划。事情也许会出差错，但推动这一雄心背后的一致途径最终将使大家团结在一起。这是不容易的。暂被搁置的利益、海沟边界工作、水务冲突都是我议程的一部分。确保有人坐在桌子旁是至关重要的。

如果大家针对问题没有专业视角，就无法围桌展开会谈。因此，问题的复杂性也是有帮助的。邀请专家和设计师坐在桌旁。他们将不单单着眼于这些挑战的单一焦点，而且会更全面地看待这些挑战，从而助力建立一个各类利益相关者都能认领的叙述版本因为在这种复杂性中，每个人都有自己的利益点。

have a table where there is no insight into the problem. So, the complexity of the problem also helps bring in the experts, the designers around the table, that not only look at these challenges' in single focus but more comprehensively; that makes it possible to build a narrative that actually has ownership with all these different stakeholders because in that complexity there's always an interest by everybody. And I think this is a little bit how it works; bringing everybody together, sending them back home with homework, bringing them together again. This consistent process of collaboration, focusing on this comprehensive agenda will help.

Last, you also need to show that it is possible; hope is important because otherwise it is all about despair, and it's not our aim. My parents, although they passed away, were people that really believed in inclusion and collaboration, but also in solutions, hope and opportunity and I think this is the ideal mix. We show, by design, that it is possible, if all of you collaborate, then it is also possible to bring all these interests together. Perhaps last, and that is to investments. Single-focused investments often have a short-term return. Comprehensive holistic investments create added value across society and the pay back takes longer, so it needs patience. So, collaboration also helps for the slowness of the return of those investments but also in where they pop up. If I invest in water, my health cost goes down but that means the health department and all their experts have to understand that the water people are important to them. And I can name many other examples. So collaboration and creating added value across all these interests is critically important.

这便是我之于它如何起作用的一些想法。把所有人聚集在一起，让大家带着家庭作业离开，再把他们聚集在一起。这种专注于综合议程的一致合作过程将会产生一定帮助的。

最后，还需要证明这样做是行得通的。这不单单是我的希望，而是本身也很重要，否则我们的一切工作都避不开绝望灰心。而这远非我们的目标。从小我由父母抚养长大，不过他们现在已经去世了。他们是真正相信包容和协作的人。包容协作意味着解决方案、希望和机会，我认为这是理想的组合。我们通过设计表明，如果大家一直保持协作，这是可能的。那么也有可能将所有利益结合在一起。那么最后，也许就是投资了。专注于单一的投资通常会有短期回报。而全面的整体投资则为整个社会创造附加值，而且回报更长，因此需要耐心。因此，协作也有助于改善这些投资回报缓慢的现象，同时也有助于投资之地。投资于水，健康成本就会下降，但这意味着卫生部门及其的所有专家都必须明白，供水人员对他们很重要。除此之外，我还可以举出许多其他例子。总而言之，在所有这些利益之间进行协作和创造附加价值是至关重要的。

**Benny CHAN**

Yes, I agree that we need collaboration and also we need an open-minded attitude, otherwise, it won't work. And because the problem is so big, nobody knows the whole solution. I think everybody can contribute.

Now we have a question from the audience, also about the uncertainty in future for example, because, of 'Covid'. Now the question asks "how to work on a future agenda to be more resilient, with many unexpected issues such as 'Covid' coupled with the mistrust of ruling parties etc".

**陈泽斌**

是的，我同意我们需要合作，也需要秉持开放的态度，否则是行不通的。而且因为问题巨大，没有人知道个中原因，人们又为什。

么认为自己能够贡献一份力量呢。现在我们收到了观众提出的关于未来不确定性的问题，例如，新冠疫情。现在我将为大家分享这个问题。该观众提出的问题是如何制定未来的议程，以提高应对意外事件的弹性，例如新冠疫情以及对执政党的不信任等。这一问题来自贝蒂。

**Henk OVINK**

Especially in the context of these occurring challenges, that future agenda is so important. What did 'Covid' show us? That there is a direct relationship between human development and biodiversity loss. There's a direct development between the disconnect we have with our environment and our economic development. So the rapid speed of a single-focused approach, making us more vulnerable, was hit hard across the world by this pandemic. So, in that sense the pandemic is only a wake-up call to an Agenda we set forth with the Sustainable Development Goals in the Paris Agreement, but we lack the speed of implementation.

Second, the pandemic, and any crisis are an opportunity. We now know that around the world the recovery of this pandemic demands massive investment and a collaborative way. If only we do this in a sustainable way, looking at that future agenda then we can recover better but what we see around the world is that we again take projects off the shelve, stupid infrastructure from the past just to save short-term jobs. But this is about creating a new society, a new economy based on that future agenda so, yes, the pandemic came

**亨克 • 欧文克**

好的，谢谢贝蒂。尤其是在这种挑战正出现的背景下，未来的议程非常重要。 新冠疫情向我们展示了什么？人类发展与生物多样性丧失之间存在直接关系。我们与环境的脱节与我们的经济发展之间存在直接发展关系，因此专注单一焦点的快速发展模式在世界范围内都受到了新冠流行病的沉重打击，而这种发展方式正令我们愈加脆弱。因此，从这个意义上说，新冠流行病只是对我们在《巴黎协定》中制定的可持续发展目标议程的警钟，但是我们缺乏实施速度。

其次，疫情和任何危机都是机遇。现在全世界都知道了流行病复苏、人类大规模投资和协作方式。如果我们采取可持续的方式行事，着眼于未来的议程，那么我们就能更好地恢复，但目前世界范围内，能看到的是：我们再次搁置项目，启用旧时愚蠢的基础设施仅为了挽救短期就业。

from lacking progress on that future agenda and second it is the best step, the springboard for sustainable development, if only we use it to reverse course.

但这事关创建新社会，事关创建一个基于未来议程的新经济，所以，是的 ，新冠疫情源自于我们在未来议程上缺乏进展，其次，如果我们借此逆转，它也会是我们可持续发展跳板上最好的一步。

**Benny CHAN**

**陈泽斌**

There's another question. Earlier today Professor Schwartz showed us several lines illustrating the scale of the potential future sphere coastal flooding problem in the GBA. A project-by-project approach cannot solve this macro problem. How can we convince our leaders that coordinated strategy is required to attack that problem in the GBA? Can the Netherlands historical approach to coastal defence be a guide for the GBA?

好的，谢谢。还有一个问题，来自塔基·亚历山德拉（Alexander Duggie）。今天早些时候，施瓦茨教授向我们展示了几条图线，揭示了大湾区未来潜在沿海洪灾的严重程度。逐个项目推进的途径无法解决这个宏观问题。如何让领导人相信，我们需要协调一致的战略来解决大湾区的这个问题？荷兰海防历史途径能否成为大湾区的指南？

**Henk OVINK**

**亨克·欧文克**

Well, we can be an inspiration and a partner but the challenges are different everywhere. But I do agree that a programmatic approach not project by project is of critical importance and it has to be based on best understanding. So you need research, science, data and the best expertise, those who have insight in those interdependencies, vulnerabilities and opportunities. We have to create the opportunities to understand the values of these investments and these collaborations and have partnerships and collaborations that are not only enabling society but are also enabling our institutions for greater capacity.
So, a programmatic approach, that is enforced by interventions that are innovative, that help us leap-frog and become a springboard for sustainable development is critically important and, yes, the Netherlands can be instrumental but it's not about copy and paste. It is again about a partnership and reinventing the GBA and based on that future understanding. But

荷兰可以成为大湾区的灵感来源及合作伙伴，但两地的挑战各不相同。但我确实同意，非逐个项目推进的程序化方法至关重要，而且这个方法必须基于最佳理解。因此，我们需要研究、科学、数据及最佳专业人士，这些专业人士需要对这些相互依赖的关系、漏洞及机遇有深刻的见解。我们必须创造机会来了解这些投资及协作的价值，并建立起赋能社会，并令机构发挥更大效力的伙伴关系与合作。
因此，通过创新性干预手段实施的程序化方法有助于我们向前迈进，并成为可持续发展的跳板，这一点至关重要，是的，荷兰的案例可以发挥指导作用，但不能被直接复制粘贴。

we are here, already working around the GBA and looking forward to more opportunities, of course.

这关乎合作伙伴关系、及重塑大湾区，并且是基于对未来的理解的。但我们现在是在就大湾区进行探讨，当然，是期待更多机会的。

**Benny CHAN**

**陈泽斌**

Okay, I thank you Henk for the inspiring views and comments and certainly we need this sort of solution because the GBA is actually facing such a big problem so we need a very collaborative approach and effort of the whole area to fight against this crisis, so that's why the Alliance organised this conference because we really need this sort of action, together, now.

好的，感谢亨克鼓舞人心的观点和评论，当然，我们需要这类解决方案，因为大湾区实际上面临着如此巨大的问题，所以我们需要整个地区以非常协作的方式来合力应对这场危机，这就是我们大湾区城市设计师专业联盟组织这次会议的原因，因为我们现在真的需要这样的行动。

So once again thank you Hendrik for your really valuable and also inspiring sharing tonight and we learnt a lot from you.

所以再次感谢亨克今晚非常有价值和鼓舞人心的分享，我们从你身上学到了很多东西。

# PARALLEL SESSIONS 专题分享

Urban Design System and Administration in GBA

大湾区城市设计系统与管理

Urban Design Guidelines, Practice and Case Study

城市设计准则、实践和案例研究

# 1. Urban Design System and Administration in GBA
# （一）大湾区城市设计系统与管理

**Mr. ZHU Rongyuan**
Deputy Chief Planner of China Academy of Urban Planning & Design

**Humanity's Triumph – Reflections on the Sociality of Urban Design.**

**朱荣远 先生**
中国城市规划设计研究院副总规划师

**山高人为峰—有关城市设计的社会学思考**

**Mr. CHEN Zhimin**
Head of Urban Design Institute Guangzhou Urban Planning & Design Survey Research Institute

**Old City and New Vitality-Experimental Urban Design in Guangzhou**

**陈志敏 先生**
广州市城市规划勘测设计研究院城市设计策划所所长

**老城市 • 新活力——广州城市设计试点工作总结**

**Dr. ZHANG Zhengtao**
Director of Zhuhai Natural Resources and Planning Technology Center

**Study of Zhuhai Urban Design Process: Retrospection, Construction, Practice**

**章征涛 博士**
珠海市自然资源与规划技术中心负责人

**珠海市城市设计全过程研究：回顾、建构、实践**

**Mr. ZHU Rongyuan** 朱荣远 先生
Deputy Chief Planner
China Academy of Urban Planning & Design
**中国城市规划设计研究院副总规划师**

# *Humanity's Triumph – Reflections on the Sociality of Urban Design*

# *山高人为峰——有关城市设计的社会学思考*

## ABSTRACT

A narrative of the modernization value in sociological spatial practices through case projects that integrate implementation of urban design within the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), including Qiandeng Lake (Nanhai District, Foshan), Songshan Lake (Dongguan), Futian Central District (Shenzhen), and the Shenzhen Bay Waterfront (Shenzhen).

## 内容摘要

结合大湾区的城市设计实践，以南海千灯湖、东莞松山湖、深圳福田中心区和深圳湾滨水地带等项目作为事例，讲述社会学空间化实践的现代化价值。

# INTRODUCTION 介绍

**Facilitator – Prof. Kar Kan LING, SBS**
*Director - Jockey Club Design Institute for Social Innovation, The Hong Kong Polytechnic University.*
*Member - Hong Kong Institute of Urban Design*

**主持人：凌嘉勤 教授，SBS**
香港理工大学赛马会社会创新设计院总监
香港城市设计学会会员

Welcome! This session is a subject-sharing session split into two halves. The first section will include three speakers who will discuss urban design in Shenzhen, Guangzhou, and Zhuhai. Then, we'll have five responding guests offer some of their perspectives. Mr. ZHU Rongyuan will provide the opening remarks. Mr. Zhu is the China Urbanization Design Institute's Deputy Chief Planner. He has extensive experience undertaking urban design and planning research and implementing projects in Shenzhen and the Pearl River Delta. Mr. Zhu and I are long-time acquaintances. We have met many times in Hong Kong and Shenzhen regarding the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), as well as at other urban planning meetings across China. Mr. Zhu's keynote address is Humanity's Triumph - Reflections on the Sociality of Urban Design. Let us welcome Mr. Zhu to share his sociological perspectives on urban design.

非常欢迎参加我们这个会议。这个环节是一个专题分享，这个环节分两部分。第一部分，我们有三位发言人，做三个在深圳、广州、珠海城市设计的这个主题分享。然后，我们还有五位回应的嘉宾，跟他们谈谈他们的一些看法，那么第一位的发言人是朱荣远先生。朱先生是中国城市化设计院副总规划师，他在深圳、珠三角长期从事城市设计跟规划的研究跟项目实施的工作。我跟朱先生是老朋友。我们多次在香港深圳大湾区以及国内很多城市规划的活动中都见过面。那么，朱先生主题发言叫山高人为峰，有关城市设计的社会学思考。请有请我们欢迎朱先生。

**ZHU RONGYUAN**
Deputy Chief Planner
China Academy of Urban Planning & Design

**朱荣远**
中国城市规划设计研究院副总规划师

Hello, everyone. I'm delighted to have the chance to share ideas with you. Today's theme is Humanity's Triumph - Reflections on the Sociality of Urban Design. As a result of my extensive experience and study in urban design in Shenzhen and the Pearl River Delta, I have some suggestions. My views on sociology are based on my observations after completing many projects. Why am I interested in discussing urban design from a social standpoint? Historically, research has concentrated on spatial forms and place-to-place relationships. However, the changes taking place in the Pearl River Delta initially stem from its being an immigration area; then this area began to reform and open up, and the Guangdong-Hong Kong-Macao Greater Bay Area's (GBA) immigration ushered in a "new Hakka age". In the face of a mix of alien and local populations - a hybrid process, the complexity of society will increase significantly. Our urban design must consider whether the goal is spatially-centred or human-centred. Therefore, this is where we have to make some weight choices. Today, using some of my design experience, I've chosen several projects in which I would like to convey my point of view succinctly. Indeed, this is a highly complex subject, but, all I can do is make a remark on a topic.

I may approach it from two perspectives: one is design for humanity, and the other is a basic summary of urban design from a sociological viewpoint. I'm going to discuss what we do when designing for humanity at the macro, meso, and micro levels. From a macro viewpoint, the image shown on the left depicts the GBA's conventional layout, as well as historical routes. The northern dot symbolises Guangzhou, while the black dot on the right represents Hong Kong, illustrating the connection between a province and a port; then, add Dongguan, Zhuhai, and Zhongshan; the right image depicts the GBA's layout after reform and opening-up. The Pearl River Delta entered a new cultural period during this time, one marked by

大家好，这个非常高兴，有机会来跟大家做一个交流吧。我今天的题目叫山高人为峰。因为我在珠三角深圳做了很多城市设计的实践和研究，所以有些想法。关于社会学的思考，就是我从事这么多项目之后的一些感想。为什么我要从社会学角度来谈这个城市设计的这个话题呢？因为过去都是以而且都集中在空间形态的研究和场所与场所关系，但是我们面临的这个珠三角的一些变化，实际上是一个移民的一个时代，那么这个便是改革开放，那么这个大湾区的这个移民产生了一个新客家的时代，那么在城市设计面对这种外来人和本地人的这个杂交过程的时候，其实这个社会的复杂性会很高，所以到我们城市设计的到底是对象是基于空间还是基于人，那么这是我们不得不做些权重的选择，结果我今天就是结合我的一些设计体会吧，选了几个项目出来，大概把我的这个观点做一个比较浅的一个表达，其实这个非常复杂一个话题，但是我只能做一个观点的一个陈述而已。

我可能从两个方面来讲，一个是为人设计，相由心生，再一个就是对社会的一个简单的总结，就社会学视角下的城市设计。我会从宏观，中观和微观角度讨论为人设计的时候，我们都做了哪些事情。从宏观尺度来看，左边这个是大湾区的那个叫传统，最历史的方式，就是北边那个点是广州，右边那个黑点是香港的话，那么其实是个省港关系，然后再加东莞，再加珠海的这个这些小点，还有中山，那么右边这个就是改革开放之后，就是那么珠三角开始进入一个全新的一个文化时代，而这个时代的变迁会那个变化会非常大，政治、经济、

significant changes in political, economic, cultural, and population growth. As can be observed from the data, Guangdong province's population has increased by 2.4 times since 1978, indicating that our urban planning and urban design are really addressing a social issue through significant changes.

Both urbanisation and immigration are important. How can a social environment be reconfigured spatially in light of the connections between the local and alien populations? As a result, we must consider the kind of urban area that should be designed to accommodate these individuals. We previously researched ways to improve urban planning in the Pearl River Delta under the premise of identifying how nine cities can operate on a conventional platform to improve urban services? As a result, we used to have a phrase called "fission". Cities as we know them will fragment. The Pearl River Delta will no longer comprise nine cities, but will instead be divided into additional new urban ideas characterised by urban service units as a spatial scale.

I drew a basic graphic showing the Pearl River Delta's national new district, many major cities, and those urban hubs for future development. Indeed, the area should have a higher density of cities to facilitate service provision. Then this region's intelligent civilization will improve and put people first. It should be the GBA's urban space creation in our new Hakka age. This is one of its fundamental tenets. Thus, on a macro scale, we're going to create a network of more cities in order to intake more energy and allow people to benefit from part of civilization's development.

Thus, this is a macro-scale problem that has to be addressed by increasing the number of cities in order to accommodate more people and attain a higher level of civilization. The meso and micro scales are critical. The aforementioned perspective is a wide outlook. The true meso perspective is how we approach the issue of human service. I selected Longgang in Shenzhen as a case study.

人文以及人口规模，有一个数据可以看到，从到 2019 年末的时候。广东省的人口已经是 1978 年的这 2.4 倍了，所以也就意味着我们的城市规划和城市设计其实是在为一个巨变的一个人群社会在做服务。

城市生长和接纳移民其实是同等重要。面对本地人和外地人的关系，那么在空间当中怎么能够重构一个社会环境？所以我们要思考设计一个什么样的城市空间去容纳这些人。我们曾经研究过一个关于珠三角的城市规划如何为人更好服务的课题。那么，从传统的那个九个城市怎么能够去提供更好的城市服务的平台？所以说我们曾经有个说法就是叫裂变，传统城市会裂变，珠三角不再会是九个城市了，会分裂出更多的以城市服务单元为一个空间尺度的一种新的城市概念。

我把国家新区和几个在珠三角重要的城市以及未来成长的那些城市节点做了一个简单的图。其实就是说，区域要有更多数量的城市去提供服务。然后这个地区的智慧文明才会提高，以人为本。就是我们新客家时代的这个大湾区的城市空间生产。这是它的一个基本的原则。所以说我们会建构一个，从宏观尺度来讲，一个更多城市组合的一个城市网络的一个群，那么这样才能够汲取更多的能量，让人们能享受到文明的一些进步。

那么,刚才是个宏观尺度,需要更多的城市去解决，去容纳更多的人口，以实现更好文明。中微观尺度其实才是最关键的东西。前面是个大格局。那么，真正中观尺度是我们怎么去看这个为人服务的问题。我选了一个龙岗，深圳的龙岗区作为一个讲解的案例。龙岗的人口相当于各大城市的人口规模，就是 240 万人在 109 个社区作为一个空间单元的。

Longgang has a population comparable to that of any large metropolis, namely 2.4 million people divided into 109 villages as a spatial unit. When we deconstruct a place, we are mostly interested in the social throng that surrounds it. We've classified it into eight distinct communities, which correspond to eight distinct social spaces.

There can be a debate about whether individuals are categorised according to administrative divisions or according to their social group's features. In this scenario, urban design's public services should be targeted towards distinct groups of people and the society created by distinct groups. It is not just a question of justice or balance; disparities must exist. Therefore, allow me to illustrate through macro, meso and micro perspectives.

I am demonstrating the macro perspective of the Shenzhen Special Economic Zone. That is, we have seen China's growth and evolution since 1979. The "Hu Line" (after Hu Huanyong) defines the east and west of China, as well as the population's density and concentration. Now I notice two points: Hong Kong and Shenzhen; in reality, these two points represent the worth of the Shenzhen Special Economic Zone. Shenzhen Special Economic Zone used the first borderline (Yi Xian Guan) and the second borderline (Er Xian Guan) to highlight the process of China's modernisation mode, although relatively, Shenzhen Special Economic Zone is a symbol of China's modernisation origin. In fact, the people inside are a special social group, enclosed by the first and second borderlines. (Xian Guan).

Illustrated is the population density issue, where Shenzhen has been focusing on the shift away from the accumulation of commodities and toward the service of people. As a result, the government of Shenzhen, together with wider society as a whole, including the urban villages, have been more collaborative in their efforts. It is a natural political phenomena, not something engineered, thus, it is a service centred on people. In 2005, a new town development plan located outside the special zone was actually establishing a spatial logic that would

我们在解构的时候，主要是把空间背后的社会人群做了一个分析。我们把它分成了这个八类的社区，也就意味着是八种的社会人群居住的空间。

那么这个时候就会出现到，人是以行政区划来做分类的，还是以这个社会人群的特征来做分类的。这样的话，城市设计所关注的公共服务就应该针对不同的人，不同的人群所构建的社会。它不是一个简单的公平或者均衡的问题，一定会有差异。这是从宏观，中微观尺度我讲一个案例。

那么，下面我把深圳经济特区的这个宏观尺度的东西，做一个说明吧。这就是说，我们看到的是从七九年开始的中国的这个发展变化。胡焕庸线决定了中国版图的东和西，也决定了这个人口密度和集聚的方式。那么现在看到我下面两个点，一个是香港，一个是深圳，其实就是说的这两个点的话，就是深圳的特区的价值。那么深圳特区是用了这个一线关和二线关的方式建构了一个就是点燃点亮中国现代化进程的这么一个方式吧，虽然相对深圳特区是中国现代化的一个象征，象征着中国现代化开始的这么一个点，那么这些人群是经过二线关和一线关封闭的这么一个特殊的社会人群。

那么这个就是人口的密度问题，那么深圳就一直就在关注从物的堆积到人的服务这个方向的转变，那么，这一直是深圳政府和民间共同在发力，包括城中村这件事情。他是一个自发的一个政治现象，并不是我们设计出来的。那么，这是基于人的服务的。在2005 年的时候，一次叫做叫特区外的新城发展计划，其实就是在建构一个为人更好服务的一个空间逻辑。

better serve the community. When we examined Shenzhen in 2007, we concluded that it should not be considered a large city in the traditional sense, as defined by the public service centre system and the degree of civilised services offered. Rather than that, it should be a federation of disparate urban services composed of many large cities. Thus, it is only in this manner that we can achieve a comparable steady condition in the life of this metropolis.

Here I would briefly conclude the features of humanism in Shenzhen's urban planning. At the first stage, Shenzhen's urban planning was to deal with issues related to population accommodation. It took a highly inclusive approach, namely granting access to all with a legal permit. Meanwhile, it provided various basic public services and supported all kinds of living styles, to solve the accommodation problems. At the second stage, Shenzhen's urban planning aimed to retain people and lived up to their expectations. Traditionally, Shenzhen had planned its public services in proportion with its registered population. But to achieve that retention goal, Shenzhen revolutionised its way of public services provisions, factoring in temporary residents within the city and ensuring more people were served. This was very advanced planning in the whole of China at that time. At the third stage, Shenzhen seeks to ensure a good living standard for its population. This means, it would treat all its people on equal terms, be them a locally registered resident, or simply with a residence permit. In doing so, Shenzhen still aims to meet people's needs with various living styles. In recent years, Shenzhen has provided a lot of ways to meet needs that go beyond basics.

Shenzhen can serve as an excellent case study in this age of continual immigration. As a city where the population flocks inwards, talent is the top resource. Shenzhen has been responding to the needs of such talent with its urban planning and urban space development in different stages. I will take Songshan Lake to illustrate this point.

那么零七年的时候，我们在研究深圳的时候，我们得出一个结论，用公共服务中心体系和提供的文明服务的水准来看，深圳不应该是一个常规意义上的一个大城市，他会由若干的大城市所构成的不同的城市服务的一种单元，那么这样才能使我们的这个人在这个城市生活当中能够得到相应的一种稳定状态。

这里简单总结一下深圳城市规划当中人文主义的那几个特点。第一个阶段就是要解决，装得下，留得住，那么这种宽容包容以边防证准入、来者不拒。然后有各种居住方式和基本的公共服务解决了第一个阶段的问题。第二个阶段，要留得住，要对得起这些人。当时的规划用了一个当量人口，因为我们常规的传统规划是用的是一个户籍人口作为一个计算各种发展的和公共服务配套的这样一个标准。但是深圳用了一个当量人口就把服务人口这一块做了一个比例的折减。这在当时中国的规划编制里边已经非常先进了。那么第三个阶段就要留得住，还要住得好，那么这就是全口径的服务人口就无论你是户籍的还是还常驻的使用了实事求是的这种公平对待的方式,那这仍然是以各种居住方式来满足人们在这个城市的需求，深圳最近这些年是大量提供了非基本需求的方式。

这个持续的移民时代中，深圳是一个非常好的一个案例。那么落脚城市是以人才为第一资源的这个方式在不同阶段呈现出深圳的这个城市规划和城市空间的一个应对的策略。

我再拿松山湖去做一个说明。松山湖的这个区位在哪里？其实，当时是东莞政府采取的一个区域角度开始的一个空间布局。那么这一次我们是基于社会学的思考，从设计的角度来看是东莞对未来的一次期许或者承诺。

Where is Songshan Lake positioned? This project is originally part of the spatial development plan laid out by the Dongguan government from a regional development viewpoint. Now, based on sociological study, and from a design standpoint, we have been able to tell that Songshan Lake is the hope or promise of Dongguan's future. Thus, when we look back now, we see the past twenty years' work has resulted in an excellent outcome.

Songshan Lake's urban design practice was based on the GBA and the Pearl River Delta metropolis's entire environment, as well as the connection between people. Shenzhen, Guangzhou, and Hong Kong have created an intense environment around Dongguan. How can we utilise it to attract individuals with wisdom and wealth? Thus, how can we build a value plateau in Dongguan, a place being considered most with depressed prices? This is part of our sociological study, and as a result, we have chosen corresponding spatial tactics.

At that time, we created a unique arrangement by combining the Songshan Lake scenic setting and the population's potential and wisdom. Assembling talents is the true meaning of what I call "humanity's triumph". We utilised cluster design to generate a sort of culturally and architecturally added value, devising many ways to achieve that possibility of humanity's triumph. As a result, we selected architects in their twenties and thirties who specialised in interactive architecture, who now have developed into the most remarkable group of architects in China. As a result, we physically condensed the standard of Chinese cities and contemporary Chinese architectural design in the early twenty-first century on Songshan Lake, which also lent these structures a humanistic touch.

Twenty years later, Songshan Lake continues to draw more companies and talent than we anticipated at that time, and indeed, we have not ceased to consider urban design. Songshan Lake still bears witness to changes in the GBA, as a result, this region is the most ecologically varied and active in the GBA. Now that major scientific institutions, colleges, and companies are

那么今天我们回看的时候，我们看到20年的时间努力是要得到一个非常好的效果。当年是基于对湾区对珠三角大都市的整体环境和人之人之间产生的这种关联，我们来看到说紧张压迫是深圳广州以及香港所带来的一个城市环境心理环境。那么除了我当年用的时候，我们怎么用，用什么样的方式去吸引有智慧和有财富的人。那么，在东莞的人们认为东莞的传统的成本洼地里边，我们怎么能够创造一种价值高地。这是基于一个社会学的一个思考，所以在空间上采取了相应的策略。

当时是集聚了人的一种潜能和智慧，然后和这个松山湖的山水环境，做了一种特别的安排。集聚人，就是我们说属于山高人为峰。这个当时是在设计上面，我们用了这个集群设计的方式来创造一种人文的建筑的附加值，创造了很多机制来实现这样的一种可能性。那么，当时我们选的是中青年建筑，有交互经验的中青年建筑师。那么，今天这些人已经成为中国最牛的一群建筑师了。所以我们把 21 世纪初，中国城市和中国现代建筑设计的水准用物理的方式凝结在这个松山湖上，这个地方也使这些建筑有人文的这个情怀。

这 20 年后，我们看到松山湖吸引的就是企业和人，超越我们当时的预期。其实,我们并没有停止城市设计的思考。那么松山湖还在面对大湾区的一个变化。那么，这个湾区赤道是生物多样性以及活力最强的。现在的大科学装置，大学以及事业都在向这个地区去集聚，也就意味着松山湖在这个当中还会更上一层楼。用公共服务的方式去创造一个推进东莞城市化进程的一种逻辑，那么建构首先从建构中心体系开始。我们现在的这个方式瞄准的仍然是人。过去 20 年前是吸引珠三角有智慧和有财富的人。

converging in this region, Songshan Lake will only improve. To establish a rationale for promoting Dongguan's urbanisation process via public services, we should start with the establishment of a central system. We are continuing to put people at our centre in our work. The last two decades is a time when we aimed to attract intelligent and affluent people in the Pearl River Delta. Nowadays when we talk about "human-orientated" today, it's obvious that we're talking about attracting scientists and the intelligent groups working in scientific discoveries.

We are now developing a new city core named Songshan Lake. We hope that the explorations in services for people can result in a brand new urban centre pattern and system. This new city core should feature new technologies, living modes and unique groups of people. As we are targeting an unique crowd, our urban space should likewise exhibit a unique condition. Traditionally, since two-dimensional lands are very limited, therefore more focus is put on three-dimensional development. However, we view Songshan lake uniquely, based on a unique combination of visual perceptions and psychological activities. We adopt the two-dimensional development featuring half city and semi-wilderness to organically integrate urban space and nature, while also limiting the development height and angle, so that people may find a different environment for urban work and living from various cities like Hong Kong, Shenzhen, and Guangzhou.

This is how we aim to build a new generation of urban centres, complete with various functions, scenes, and novel spatial connections. I'm not going to extend it here due to the length of this slide; instead, I am going to choose a few images and illustrate briefly for you. To some degree, designing a city is like designing a society. To create a society is about serving its people.

That concludes our two-stage approach to the development of Songshan Lake. The first stage is to attract intellectual and wealthy residents into the Pearl River Delta. At the second stage we will focus on attracting scientists and social groups

那么我们今天以人为本，以人为对象的时候，很清晰地瞄准是科学家以及和科创相关的这个智慧人群。我们现在做的是一个叫松山湖新的城市中心。我们希望探索对人的服务能创造一个全新的城市中心的一种模式和体系。

新的技术，新的方式以及特殊的人群。这是因为是特殊的人群。因此，我们的城市空间也应该呈现出一个特别的状态。那么空间形态其中有一个点，这种常规的做法是二维的土地很紧张的情况下在三位上做一种高度发展。但是松山湖我们采取一个特别的方法，基于人的一种特殊的一种视觉感知和心理感受。我们用半城半野二维相对自由，让城市活动城市空间和自然更有机地结合，三维还要限制高度和开发角度，让人们在这里能寻找到和广州深圳香港不一样的城市工作与生活的环境。

这就是我们希望创造出一个全新一代城市中心,包含各种功能，场景以及场所与场所之间的新关系。我这里没有展开说因为非常长的 PPT，所以我就摘了几个图片，做一个说明而已。设计城市在某种程度上就是在设计社会。设计社会就是服务于人。

那么这就是我们松山湖的两个阶段的策略。第一个阶段是吸引珠三角有智慧财富的人。第二个阶段是瞄准科学家以及科创相关的社会人群，以及它所需要的公共服务与城市空间。

第三个就留仙洞。我非常快的过一下。其实这也是一个和松山湖类似的一个项目。因为这是一个特殊的人群，和特殊的空间相关联，所以我们要分析一些行为模式以及公共服务，以及这个留仙洞片区和城市的关系。大大小小的企业和不同的人群在空间上的需求是不一样的。

associated with scientific innovations, as well as the public services and urban space required by such talents.

The third example is Liuxiandong. Let's take a quick glance at it. Indeed, this is a parallel project to the one with Songshan Lake. Due to the fact that there is a unique population connected with a unique space, we must examine certain behavioural patterns and public services, as well as the connection between the Liuxiandong community and the rest of the city. Large and small businesses, as well as various groups of individuals, have varying requirements for space.

Now here comes the human-led design and design for humans in the Liuxiandong area. Below were the nine conditions that were existent in the Liuxiandong area as we analysed, socially, spatially and artistically among other things. Let me conclude here. Talking about urban space and urban architecture from a sociological viewpoint, we need to first learn from sociologists. Our urban and architectural design is fundamentally based on space, which can be realised from an engineering viewpoint. The point is how can we analyse individuals and society outside the confines of space? This is what we need to learn from sociologists. We need to conduct critical analyses of people's lives and strive to bring positive impact to and optimise the society spatially.

How can we make a comprehensive consideration of individuals, groups, organisations, classes, communities, social services and social governance in this region? So I've drawn a simple schematic diagram here, and this diagram doesn't mean that this is actually the case. It illustrates the complexity of a related discipline. When we imagine ourselves to view the city sociologically, such as its human activity, then in fact many of our ways of thinking would change into or construct something more complex. So I wrote a sentence called "start with complex complexity, and end in complex simplicity", which is also about the weight selection and timing arrangement in the design process. Only in this way can we construct the logic of this design and serve people better.

人为设计和为人的设计。这我们当时分析了留仙洞地区出现的九种状态，从社会、空间、艺术等等这方面去做。最后做一个小结吧。就社会学视角下的城市空间城市设计，首先是要向社会学家学习，因为我们城市设计和建筑设计其实都是建构在空间基础上，这是从工程角度转移过来的。我们怎么超越空间去研究人，研究社会，需要我们向社会学家去学习的，带有批判性，要分析人们的这个生活方式，用空间的方式去影响和优化这个社会。

以人为本，生活为基，其实这就是我们对珠三角对于我们这些在快速增加人口和快速建设过程当中，我们要关注的空间的生产逻辑和空间生产的附加值。

怎么能够把这个社会中的个人、个体、群体、组织、阶层、社区以及社会服务及社会控制等等这些方面做一个综合性的考量？那么我在这里简单画的一个示意图，这个示意图不代表是实际一定就是这样。他说明了一个相关学科的复杂度。我们在想象这个从社会学角度去看城市的时候，去看人的活动的时候，那么事实上我们很多的思维方式会改变会建构一个更复杂的一个开始。所以我写了一句话，叫从复杂的复杂开始到复杂的简单结束，这就是设计过程当中的权重选择和时序安排。只有这样我们才能够把这个设计的逻辑建构起来，更好地为人服务。

那么山高人为峰通过简单几个例子来说明的话，就是让人的智慧服务于城市。我们不只是为人服务，其实我们也要在服务和打造一个城市空间的时候，我们要建构一个怎么把人的智慧能够集聚起来，能够释放想象力，创造更丰富，更有意思的，更和自然环境结合的，更好的和社会人群的需求匹配度更高的城市。

People-orientated - life-based, is in fact the added value of Pearl River Delta's space development for us in its rapid increase of population and rapid construction process.

So through a few simple examples to illustrate "humanity's triumph" is to let people's wisdom serve the city. We do not just serve people. Indeed, when we service and construct an urban space, we also aim to establish a city that can collect people's knowledge, unleash their creativity, and create a more enriching, fascinating, naturally integrated environment that better meets the requirements of social groups. So we tried cluster design in Songshan Lake for this arrangement. In some projects in Shenzhen, we have to analyse the differences of people's needs brought about by social diversity, so that our design of a public service can better match their needs.

Design is a force to be reckoned with, and the organic approach is much more so. When we design in the age when ecological health is valued, we must draw on tradition and also seek lessons from the world's history of human evolution. The Chinese traditional principles, like celestial observation and geomantic omen, are some of the fundamental rules of nature that we've adhered to. We have been doing this since ancient times, but in the broad meaning of sociology, how to reconcile China's reality is what we must consider. Additionally, it is people-oriented and focused on people. This is the country's value orientation, and it is also the most fundamental tenet of our spatial connotation and efficacy.

The pursuit for modernity, social inclusivity with diverse immigrants, and the reliance of newcomers and businesses on rules and regulations are the basic sociological features of Shenzhen and the Pearl River Delta. Additionally, we've determined that Shenzhen's nature is humanism. My two images above illustrate the contrast between singularity and diversification. I believe I am finished. This, I believe, is the last one. I appreciate your time.

所以我们在松山湖试用集群设计的方式在做这个安排。那么到深圳的一些项目里面，我们就得分析社会多样性所带来的人群的需求的差异，让我们的设计的一种公共服务能够更匹配这样的需求。

设计是一种力量，有机方式是更是更好的。在生态文明时代，我们其实在设计的时候，我们是需要去做从传统取得一些经验，也要从世界的各个人类发展史当中去寻找到我们可借鉴的东西。像中国传统的这套相土尝水，象天法地是我们在遵循自然规律当中的一些基本法则。自古到今，我们都这样做，但是如果从社会学者这个普意来讲，怎么把中国的现实进行结合是我们需要考虑的。这个也既是以人为本，以人民为中心的。这是国家的价值导向，同时也是我们空间内涵和空间有效性的最关键的一个基本原则。

追逐现代文明,移民社会多元并存共生，对陌生人对企业的法律和法规的依赖度，这是深圳和珠三角这个城市和社会特征的一个概况，就是我们也总结过深圳性其实就是即人性。我上面这两张图，一个是单一和多样的一个对比和差别。我好像讲完了，这应该是最后一张。谢谢聆听。

**Mr. CHEN Zhimin 陈志敏 先生**
Head of Urban Design Institute Guangzhou
Urban Planning & Design Survey Research Institute
广州市城市规划勘测设计研究院
城市设计策划所所长

# *Old City and New Vitality : Experimental Urban Design in Guangzhou*

# *老城市 • 新活力——广州城市设计试点工作总结*

## ABSTRACT

Guangzhou City thoroughly implements the instructions of Xi Jinping, General Secretary of the Central Committee of the Communist Party of China, to promote the “four new points”, to focus on the “Belt and Road”, to bring new opportunities and requirements for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), and to promote urban design pilot projects, to pursue quality of life, to let the "old city" glow with new vitality.

With the vision of building "a beautiful livable floral city and a vibrant global city", Guangzhou has proposed the urban design work method of "grasping the two ends and promoting the middle" to promote multi-level urban design compilation. Recently, the Guangzhou train will be launched in conjunction with the renewal of the old city. Exploring the design of the station, Huanshidong and other areas to improve quality and realize sharing. Hope that through the joint efforts of planners, architects and builders, Guangzhou will become a place where you can drink coffee and herbal tea!

## 内容摘要

广州市深入贯彻落实习近平总书记对广州重要指示精神，推动“四个出新出彩”，围绕“一带一路”和粤港澳大湾区为广州发展带来新机遇和新要求，持续推进城市设计试点工作，追求品质优先和美好生活，让“老城市”焕发新活力。

广州以建设“美丽宜居花城、活力全球城市”为愿景，提出了“抓两头、促中间”的城市设计工作方法，推 动多层级的城市设计编制工作，近期结合老城区的更新，开展广州火车站、环市东等片区的设计探索，提升品质、实现共享。希望通过规划师、建筑师和建造师共同的努力，使广州成为一个既可以喝咖啡又可以喝凉茶的地方!

# INTRODUCTION

**Facilitator – Prof. Kar Kan LING, SBS**
*Director - Jockey Club Design Institute for Social Innovation, The Hong Kong Polytechnic University.*
*Member - Hong Kong Institute of Urban Design*

**主持人：凌嘉勤 教授，SBS**
香港理工大学赛马会社会创新设计院总监
香港城市设计学会会员

Thank you very much, Mr. Zhu. I completely concur with Mr. Zhu's evaluation and summation that "urban design begins with "complicated complexity" and ends with "'complex simplicity". At its core, the most fundamental purpose of a city is to provide an adequate platform for humans. We appreciate your time, Mr. Zhu.

Now, Mr. Chen Zhimin will take the floor as our second speaker. Mr. Chen is the Deputy Chief Planner of Guangzhou Urban Planning Survey and Design Institute. Also, the Urban Design and Planning Institute has had him on its board for many years as well as winning many accolades for his work in the field. Mr. Chen's keynote is "Old City and New Vitality - Experimental Urban Design in Guangzhou. Welcome Mr. Chen.

非常感谢朱先生，我非常喜欢朱先生这个总结，就是从复杂的复杂开始，到复杂的简单结束，因为最后这个城市最基本的功能还是为一个人服务的一个良好的平台，谢谢朱先生，

那么，这次我们迎来第二位发言人就是陈志敏先生，陈先生是广州市城市规划勘察设计研究院的副总规划师，陈先生，他也是城市化城市设计策划所的所长，然后，陈先生从事多年的城市规划跟设计工作，也获得了很多的这个奖项。陈先生，他跟我们发言的主题就是老城市新活力，广州城市设计试点工作总结，我们欢迎城陈先生。

**CHEN ZHIMIN**
Head of Urban Design Institute Guangzhou
Urban Planning & Design Survey Research Institute

**陈志敏**
广州市城市规划勘测设计研究院
城市设计策划所所长

I appreciate your introduction, Professor Ling. I'm also honoured to have been invited to this Guangdong-Hong Kong-Macao Greater Bay Area (GBA) forum. Today, I'd like to share some design practises that we've done in Guangzhou with you. Please refer to the accompanying slide presentation. Our primary focus is on the "Old City and New Vitality". This is mostly because when President Xi visited Guangzhou, he said unequivocally that Guangzhou should set an example, maintain its vitality, and shine with innovations, which has become a central theme of our efforts. So perhaps our 2000-year-old metropolis of Guangzhou is now experiencing a renaissance.

For a long time, our urban design objective has been to design a city well. As a result, for 2000 years, the focus has always been on how this city has evolved, and how its space structure can be leading, as well as how its urban landscape has formed. As such, I'll introduce the urban design of Guangzhou through the macro, meso, and micro levels.

Since the location of Guangzhou city has remained unchanged throughout history, the city's core axis being established during the Tang and Song dynasties, this forms a more than 2,000-year-old historical urban region. Guangzhou's skyline has changed dramatically as a result of the development of the Pearl River system. Guangzhou has developed since 204 BC to its current configuration, developing along the river for over 2,000 years, from an ancient axis to the current one. These two axes remain the city's backbone. At the moment, we will continue to work with Shenzhen and Hong Kong, while also exploring ways to develop our eastern area, which is closer to the heart of the GBA, including Panyu.

We shall carry out the spirit of the Central Economic Work Conference in 2015 and promote

这个感谢凌教授的介绍，那么也高兴能够受邀在这里大家我们这个大湾区的这个论坛，今天，我就给大家分享一下这个广州的一些设计的一些实践工作。这个我们，就是我们主要是老城市新活力，就是因为我们习总书记到广州来就提出来，这个广州要榜样，保持此爆发新活力，可以用新出彩，那这个呢，也就成为我们把这个工作的一个核心，可能是吧，在我们广州 2000 年的古城焕发出新的活力。

一直以来，我们的城市设计，就是设计城市，所以我们这个历史也是关注到这个广州这个 2000 多年的这个城市它的演变和这个未来的这个甚至千年的这个层次的空间架构，以及它的形态是怎么塑造的。那我就将宏观中观微观的三个层次，去给大家做一些介绍。

广州城址这些年一直没有变过，那么唐宋时期就已经形成了城市中轴线，那么这个是我们 2000 多年的一个历史的城区。广州依托珠江水系发展，天际线发生了翻天覆地的变化。可以看到，广州从公元前两百零四年一直演变到这个现在的这种的中轴的一个形态。那么 2000 多年来的都一直是沿江发展的，从这个老的轴线到新的轴线。这两个轴线到目前也是统领我们城市的骨架。目前呢，我们也会继续跟深圳和这个香港这样的一个组织方案，进一步的去对接也在思考我们的东部，我们与大湾区更接近的这个区域怎么去发展，包括我们番禺这些地区。

pilot design projects in cities. At that time, we proposed strengthening Guangzhou's urban architecture and incorporating a healthy natural landscape into our metropolis. Guangzhou has long maintained an open door policy, and as a global metropolis, is now considering how to adapt the global economy, society, and culture into Guangzhou in order to accomplish growth. To reconcile the public's desire for a better living standard with that of imbalanced and insufficient urban growth, we must approach urban planning in two major parts:

On the one hand, we must establish a bottom line for urban planning along an ecological path and a primary line for historical and cultural preservation, so that Guangzhou's mountains, rivers, and nostalgia remain visible to the people. Guangzhou is home to Baiyun Mountain and the Pearl River. Mountains and water are at the heart of our metropolis. Alternatively, we must make our urban design really beneficial to people. We need to lead in making targeted efforts in our design while maintaining the local Lingnan characteristics. We therefore conduct urban design through five objectives:

1. to emphasise the city's unique characteristics;
2. to promote urban renewal and benefit the public;
3. to reinforce core strengths and develop new driving force for urban growth;
4. to manage resources and guarantee the city's foundation
5. to preserve local memories and recall nostalgia.

For the first objective of highlighting the city’s unique characteristics, we aim to achieve it by working on the overall urban landscape and environment building from a macro standpoint. We start with the city’s overall outlook. In Guangzhou, overall planning has been made to enhance the city’s general look, featuring a landscape near to mountains, rivers, and coastlines, including its northern region, the centre region, and the southern

我们也是落实这个中央实施工作会议，2015 年的这个会议精神，那么也是在推动这个设计的试点城市工作，那么当时提出来的要加强和设计，把好山水好风光融入到我们的城市里，广州的一直以来是开放的门户，那现在是作为这个全球的城市在思考，怎么来考虑就全球这个经济、社会和人文这种环境更适合在这个城市可以取得的发展。那应对这个公众对美好生活需求和不平衡不充分的城市发展之间的现实矛盾，我们搞城市设计要两个方面去开展工作。

第一个是把作为底线的城市设计沿着走这个生态路线，划定历史文化保护这个主线，那么让这个把公众看得见山，望得见水，记得住乡愁，在广州，有白云山，有珠江，我们这个有山有水是我们城市的这个底线。那同时呢，我们设计工作，你要做有用的设计，那么精准发力就秉持敢为人先，岭南特色的原则，从五个方面来开展这个城市设计工作，包括这个显特色塑风貌、促更新惠民生、强核心培动能、理资源保本底、留记忆记乡愁。

这第一个方面，就是从这个宏观方向，我们啊这个整体风貌城市景观环境等等这些东西去开展。第一个就是这个城市的整体风貌，我们广州，也做了这个城市整体风貌的规划，提出了塑造依山、沿江、滨海的风貌的特色，包括北部地区，中部地区和南部地区，这样就存在跟我们的城市的历史和交友的弹性制度建设。那么，我们也开展了整体层设计工作。对这个依山、沿江、滨海的这个山水融合的这个风貌，那么也是详细地落实了这个风貌的管控。

在广州北部地区有五千多平方公里山林地带，也是山体森林的一种生态景观。在中部地区呢，我们有 1000 多公里。

region. As a result, there is a flexible system structure that keeps up with the city's history and helps us remain in harmony with our city. We have also conducted the overall design. Also, we have fully implemented measures to manage and control the landscape, integrating mountains, rivers and sea resources. There are almost 5,000 square kilometres of mountain forest in the northern portion of Guangzhou, which also serves as an ecological environment. We have more than 1,000 square kilometres in the central area. We are establishing the style of this city, which is a synthesis of history and modernity. The southern portion is thereafter to be developed into a new coastal metropolis with a sea view.

Secondly, we should work on the development of mountain and river landscapes. We concentrate on the management of 28 district-level urban distinctive landscape corridors at 4 city levels via analysis and study. We want to ensure that the collective includes landmarks, visible landscape, and historic sites.

Next, we need to safeguard our ventilation corridors. We build windflow models that replicate a built city's digital wind response, including six ventilation routes. We'll need to think how to react more effectively to the wind flow in the northern, central and southern parts of the city?

A final element is to concentrate on Binjiang Avenue, providing high-quality coastal planning and construction management. We split the 373 kilometre long Pearl River into four sections: north, centre, east, and south. We design and manage the landscape and construct the magnificent Pearl River city charm connection to thirty kilometres from the city centre. Then, ten kilometres to the west, we find a fusion of western and Chinese culture, complete with a garden-like waterfront promenade. The region under our jurisdiction is ten kilometres from the centre, showcasing the metropolis's beauty and the features of an innovation - agglomeration, Lingnan style waterfront. Ten kilometres to the east there will be an ecologically sustainable, vibrant, and open contemporary port metropolis.

我们是建设这个传统现代交融的这个都市的风貌。那么南部地区，就是把打造滨海新城的风貌。

那么第二个方面呢，就是构建山水千万这个城市有关的事儿，那么我们通过这个分析研究重点管控 4 条市级的 28 条区级的城市特色景观视廊，那么保证这个视廊范围内的这个地标建筑，它的可见山体地形，还有历史地标的建筑。

那第三个呢，就是保护我们通风廊道，通过我们的这个模型模拟，那么构建我们这个城市的数字风反应，那么把包括六条通风廊道，从我们北部中部南部怎么样能够对我们的城市的风反应能够更好的去改善。

那第四点，就是聚焦在滨江大道上，高标准高水平沿岸规划建设管理，我们为 373 公里长的这个珠江的沿线划分的这个四段，包括我们的北段中段东段南段，对这个这个景观进行这个规划的管控。那么对于这个中心城区的三个十公里，那么塑造大美珠江的这个城市的魅力的纽带，那么，西十公里，我们可以达到中西合璧，展现花园式的滨水长廊。那么中十公里，就是我们国家的地区凸显大都市魅力和创新集聚特色的岭南水岸，那个东十公里就是我们华北地区啊，未来将是一个生态低碳，展现活力与开放的现代化港城。

第二块就是我们促进更新惠民生政策。最近我们市委也推出了新一轮促进城市更新，加快发展的工作报告。通过保活力，做高线，优布局来促进我们能够达到更加包容的城市空间，提高公服配套标准，改进职住平衡。我们这里就是形成工作方案，娱乐实施办法和多个政策的指引来加快城市更新工作。我这里谈到城市更新，因为他是跟广州这样存量的城市是密切相关的。我们的城市工作也是跟城市更新紧密结合到一起。

For the second objective of promoting urban renewal to benefit the public, our local Party Committee has just started a fresh round of work on urban regeneration and development acceleration. By retaining vibrancy, achieving high standards and optimising layout, we can create a more inclusive urban environment, raise the bar for public service, and enhance the balance of work and life. We are creating labour plans, recreational implementation techniques, and different policy recommendations in order to accelerate urban regeneration. I bring up urban redevelopment in this context because it is inextricably linked to cities like Guangzhou with lots of existing land inventories. Our urban practice is also inextricably linked to urban regeneration. We have specified the critical aspects of industry and industry promotion, as well as the industry ratio. This also has implications for future urban employment. The administration of urban renewal and regional divisions established matching criteria for designers, namely the integration of urban renewal activity with planning and supervision.

We also aim to promote the integrated development of Guangzhou and Foshan along the eastern and western sides along the Pearl River. Starting from the Guangzhou International Finance Centre, we shall further develop eastwards. Pazhou Internet Innovation Cluster is undergoing construction and will happen soon as one of the few major unique works of ours.

We have thoroughly managed and controlled the industries, enterprises, and similar initiatives within a ten-hectare area full of natural elements. This is an excellent example of cost-effective design management.

Along with meticulously managing the space, we have made a more detailed design for this area. To guarantee the quality of the construction, we've conducted comprehensive facility control and design for the road radius and site entry, among many others. Next is the design of our core district, another new development along the Pearl River. This is a unique big region which is undergoing transformations currently. We strive to provide

我们对产业和产业的推动的重点以及产业的配比做出了规定。这个也影响未来的城市工作。城市更新，区域划分管理对设计师提出相应的要求，即把城市更新的工作和规划管控结合到一起。

我们以珠江以脉东西两翼增长促进广佛机制联动,通过我们金融城进一步的向东去发展。琶洲互联网创新集聚区这将是一个目前的建设，也是我们是比较少的一个重要的不同的作品。

我们对理念这一块，包括产业，集团，这类项目都做了一个详细的管控。那么这个是一个十来公顷的自然中心的地块进行的。这是个精细化节约的设计管理。

除了这个地区精细化的管理以外，我们也做了更详细的这个场地计划的设计。那么对里面的这个道路半径场地的出入口这些建设的理念等等，都做了详细的这个设施的管控和设计，以保证它的这个品质，然后是我们的中心区的设计，那么也是珠江的一个新的，一个原来的地方大区，这个区型进行新的城市化的改造。提供区域性的公共设施，国际科技服务中心，

那么第三个，就是黄埔港商务区的设计，那么也是我们正在进行所有的竞赛，现在要进一步的进行提升的，对黄埔港的一个新的分区，那这个也是我们在珠江新城的基础上，希望把更高的一个发展的平台与大湾区进行对接的一个重要的平台，未来是面向生态和这个历史的人文，更加的文史的对话的区域，也希望全国的，那么在这个地区的搭建面向线下的这个管控的，主要的数据库设计，空间啊，道路交通这些进行详细的防控。

regional public facilities and build tech service centres of international standards.

The third objective relates to the further enhancement of the development of a sub-area of the Huangpu Port through design contests. This is part of our hope to build a bigger platform to connect well with the GBA, on the basis of the Zhujiang New Town. Going forward, our focus should be about highlighting the ecological, historical, and cultural features of the city. We also hope more detailed prevention and management measures can be launched nationwide to help with road transportation, space management and database design.

We are now pursuing the renovation of old buildings in the eastern central area of the city via retention, alteration, and demolition efforts. One third of those old buildings will be improved with a hybrid of regeneration endeavours, another third will be retained, and the remainder shall be slightly transformed. We are now sparing no effort to revive and enhance the cultures of the cities while compensating losses for residents involved, in our attempt to establish a new urban highlight.

We've transitioned from the conventional central business district to a dynamic central business district. We aim to devote further attention to the revitalisation of those old towns in Guangzhou and to release more vitality and establish a business circle in this new environment. This is also something we value highly. Additionally, we've conducted a skyline analysis of this region. Our skyline is a defining feature of Guangzhou. Now we're currently investigating ways to introduce new alterations to the old areas of Guangzhou. Changing the way we look at them brings about new urban design ideas.

The fourth objective is related to projects that link Baiyun Mountain, Luhu Lake, and Yuexiu Park. By doing so, we can give back people the access to green resources. This has led to the creation of a three-year action plan and the promotion of eight restoration and upgrading projects. Meanwhile, the area's park project is well underway. We anticipate that this project integrating residences and mountains will be realised soon. Another goal is to

我们现在，正在推进的这个老城的协议，这个凡事都是我们中央环市东片区的,这个所在地区，我们通过，“留，改，拆”，进行混合改造的⅓，我们将保留⅓, 进行微改造的⅓，怎么样去复兴和这个强化的功能和文化功能和赔偿损失，这样打造新的城市的亮点，我们花了大力气正在推进工作。

我们从原来传统的中央商务区转变到中央活力区。我们希望更加关照我们老城的复兴，激发生命力来打造这个新的环境中的商圈。这个也是我们非常重视的。那么另外呢，我们对这个地区也做了天际线的研究。我们这个天际线在整个广州还是有一定的地标性的。那现在呢，我们研究怎么样把老城的地区促成新的一些改变。改变我们对老城的一个新的边际线认识的，引发了一些新的城市设计思路。

第四个也就是对白云山，麓湖及越秀公园连通工程，还绿于民，制定三年整治行动计划，推进八项整治提升工程。那同时呢，该地区的公园项目目前已经实施了。我们预测实现这个开门见山的项目，让城市和公寓环山融为一体。第二个就是以珠江为主脉。到 2025 年底, 全市建成碧道 156 公里，实现这个水清绿岸、鱼翔浅底这样版本的水乡风貌。我也制定了全市建设计划，详细建设要求以及保障措施等等。此外，我们对海珠湿地，即 11 平方公里城央湿地进行环境提升。我们目标提升海珠湿地，对每一个区段的特色风貌，生态修复进行建设。可以看到我们个人与自然地融合的理念，可以看到我们这个山和环境和这个城这样的一种景观风貌。

我们在城里能够看到的最后一个板块，就是留记忆、记乡愁。我们对恩宁路历史街区进行补牙齿式的改造。

build a green waterway of 156 kilometres in length. By 2025 with the Pearl River as the main axis, to create an urban landscape closely connected with natural water resources. Additionally, with the Longtan Fruit Tree Park, which is a central wetland occupying 11 square kilometres, we aim to improve the features and landscape of every section of the Park and conduct necessary ecological restorations. This manifests the concept of building harmony between humans and nature. Meanwhile, an attractive landscape with mountains and the city itself intertwined will be formed.

For the final objective of retaining the special old memories of the city, we've carried out urban interventions of the Enning Road Historic District in a way similar to tooth-filling.

Through our own spontaneous efforts in urban transformations, we have created the most historically focused international district in Guangzhou. Then, through landscape transformation, we have made the old city there more vibrant, highlighting unique memories of its 1000-year wealth of history. By toothfilling-like interventions, we mean to renovate areas in a flexible way and renovate more of the inner space. We have also inserted the Cantonese Opera Art Museum into one of the old blocks.

We transformed the Bund in Guangzhou into a car-free and green area, particularly our Shamiandao Island and there is walking space for a stroll in the park. People working in the office buildings can see our city's public space, and the planned space is made brighter and more spacious. The area reserved for parking bicycles previously has been returned to an open and transparent environment. Simultaneously, for certain areas that were previously divided by automobiles, like Haizhu Square, we reset the priorities between automobiles and pedestrians.

We hope to bring in more international professionals and experts to propose a planning scheme for Guangzhou. As an innovative area, we will aim to have our decision-making body, tech review body and management body play their parts well. Simultaneously, we conduct extensive trials and errors on modest projects, while having the

通过自主性的改造，我们打造广州最原始最国际的历史街区，那么通过对所有风景的改造呢，我们让这里的老城保持了更加有活力，.更加有这个对广州千年城市的回忆和体验，那么通过这个补牙的改造的方法，移动的去改造，同时同处，里面的空间打造，！

将粤剧艺术博物馆这样一个重要公共建筑也植入到我们的原来的街区里面去我们广州希望让更多的国际人士，更多的专家共同为广州出谋划策，我们也是创新的地区也是决策的审查，技术审查，发挥我们这个管理部门和这个技术的作用，那同时呢，我们也对接这个小项目，大试错，增加一项全民设计进行这个啊品质化的这个思想渗透到每一个城市的细胞里面。

在这个新时代的高质量发展的要求下，广州对标世界名城，提出“美丽宜居花城，活力全球城市”的愿景，以绿为脉，织补空间，营造与新时代改革开放、创新发展的引领型城市相匹配的城市环境。那么对于刚才我们朱总所说的这个以人民为中心为准，坚持人民城市为人民，以人的这个使用和体验来设计城市，真正的把这个品质的思维渗透到城市的每一个细胞，真正实现“老城市，新活力”！

public involved in our design, as part of our aim to promote quality design throughout all cities universally.

In this new era when high-quality development is required, Guangzhou takes international cities as its benchmark and has proposed a goal of inventing itself into a dynamic international flower city that is beautiful and liveable. We will hold on to green development while conducting restoration projects for our urban spaces. That is how we strive to build an urban environment befitting a globally leading city featuring innovation and development in the new era of ‘Reform and Opening-up’. As Mr. Zhu mentioned above, our work should be people oriented and we should build our city for its people and design our city based on how our people will use and experience it. In the same way, we can expect to infiltrate this idea for quality design into every aspect of the city itself, thus realising the "Old City, New Vitality" vision!

**Dr. ZHANG Zhengtao 章征涛 博士**
Director of Zhuhai Natural Resources and Planning Technology Center
珠海市自然资源与规划技术中心负责人

# *Study of Zhuhai Urban Design Process : Retrospection, Construction, Practice*

# *珠海市城市设计全过程研究：回顾、建构、实践*

## ABSTRACT

For many years, Zhuhai has been focusing on urban design and guiding urban construction. In 2017, the first batch of national urban design pilot cities was approved, which became an opportunity to promote the refined management and quality improvement of Zhuhai city.

The main purpose of this speech is to systematically sort out Zhuhai's urban design work and practice in recent years, and summarize relevant management and control experience. This speech consists of four parts: one is to sort out Zhuhai's urban design practice history, compilation status, and current status of management and control; the other is to introduce Zhuhai's "Four ones" urban design work content, corresponding to top-level design, management system, repair system, and informatization management and control system, systematic review and construction of Zhuhai's urban design work; the third is to summarize some of the highlights of Zhuhai's urban design work; the fourth is to introduce the practice of Zhuhai's urban design work through the case of Lovers' Road

## .内容摘要

多年来，珠海一直注重城市设计引导城市建设。2017 年，获批国家首批城市设计试点城市，成为推进珠海城市精细化管理和品质化提升的契机。

本演讲的主要目的在于系统性梳理珠海近年来城市设计工作和实践，总结相关管控经验。本演讲包括四个部分：一是梳理珠海城市设计实践历程、编制情况、管控现状；二是介绍珠海"4 个 1"的城市设计工作内容，对应于顶层设计、管理体系、修缮体系、信息化管控体系，系统性回顾和建构珠海城市设计工作；三是总结珠海城市设计工作中的一些特色亮点；四是通过情侣路的案例来介绍珠海城市设计工作的实践。

# INTRODUCTION

**Facilitator – Prof. Kar Kan LING, SBS**
*Director - Jockey Club Design Institute for Social Innovation, The Hong Kong Polytechnic University.*
*Member - Hong Kong Institute of Urban Design*

**主持人：凌嘉勤 教授，SBS**
香港理工大学赛马会社会创新设计院总监
香港城市设计学会会员

Many thanks, Mr. Chen. Guangzhou is the most historically and culturally significant city in the Lingnan area, thus, how can we revitalise this ageing metropolis? Mr. Chen spoke to us about the concept of maintaining Lingnan features while giving full release to the Cantonese people's pioneering spirit. Mr. Chen talked about the efforts of Guangzhou in its urban planning and design from five perspectives. We are very appreciative of Mr. Chen sharing this with us. We would like to extend a warm welcome to Dr. Zhang Zhengtao. Dr. Zhang is the director of Zhuhai Natural Resources and Planning Technology Centre. His speech will be themed as Study of Zhuhai Urban Design Process: Retrospection, Construction, Practice. Welcome Dr. Zhang.

非常感谢陈先生的发言。广州是我们岭南地区最主要的最重要的历史文化名城，那么，在这个老城市里面的我们怎么让它发挥新的活力？陈先生跟我们谈了以广东人敢为人先的精神，保留岭南特色的原则。从五个方面，陈先生探讨了开展广州的规划和设计的工作。我们非常感谢陈先生跟我们的分享。我们迎来章征涛博士。章博士是珠海市自然资源与规划技术中心的负责人，他跟我们分享的主题是：珠海市城市设计全过程的研究，回顾、建构、实践。欢迎张博士。

**ZHANG ZHENGTAO**
Director of Zhuhai Natural Resources and Planning Technology Center

**章征涛**
珠海市自然资源与规划技术中心负责人

To begin, I would like to express my gratitude to the organisers of the Greater Bay Area Urban Design Conference for inviting me. On this occasion I wish to discuss with you the Study of Zhuhai Urban Design Process: Retrospection, Construction, Practice. The overall topic is also associated with parts of my job and some particular circumstances - including some planning, organisation, management of urban design, and ideas gained from work. Then I will merge it with some current work on Zhuhai's urban design, particularly the retrospections that Zhuhai has made regarding its previous urban design work in terms of urban design management and practises, after it was designated as a pilot city for urban design in 2017.

Today, my speech will be carried out in these 4 aspects:

1. An overview of Zhuhai;
2. The evolution of Zhuhai's urban design;
3. Zhuhai's explorations on urban design after being designated as an pilot urban design city
4. Zhujiang's urban design practises

To begin with, allow me to share with you certain background information about Zhuhai. It is situated on the South China Sea coast, facing Hong Kong to the east, and Macao to the south. In 1980, Zhuhai Special Economic Zone was established and has been the sole Chinese city immediately adjacent to both Hong Kong and Macao by land once the Hong Kong-Zhuhai-Macao Bridge was open for vehicle traffic in 2018. It covers a sea area of more than 6000 square kilometres.

Zhuhai is dubbed the 'City of a Hundred Islands'. We can observe from the shared image that the whole ecological mechanism of Zhuhai is embraced between mountains and seas. Additionally, there is the overarching urban purpose of mountains and oceans embracing one another, as well as land and islands confronting one

首先感谢大湾区城市论坛的邀请。我这次分享的主题是珠海市诚设计全过程的研究，回顾建筑和实践。整个分享的主题也是结合本人的一些工作以及一些具体开展的情况，包括一些规划，一些组织编制，城市设计的一些管理，一些工作思考。然后结合近些年对珠海城市设计的一些工作探索，特别是一七年珠海市获批城市设计试点城市之后，珠海对之前对城市设计工作进行一定的回顾和思考，做出对一些在规划城市设计管理上的一些探索和项目的一些实践。

本次我分享的内容主要是四个方面，珠海概况，珠海城市设计的工作历程，城市设计试点以来的珠海城市设计的一些探索，以及一些实践的工作。

首先是珠海的一些基本的情况。珠海应该说是位居南海之滨，东望香港，南接澳门。珠海在 1980 年设立这个珠海经济特区。从 2018 年港珠澳大桥通车以后，珠海一直是就是全国唯一和港澳直接陆路相连的城市。从整个地理特征来看，珠海拥有 6000 多平方公里的海域面积。

珠海具有百岛之市的美誉。从这个图里面也看到珠海的整个生态机理就是承山，还有海之间的这种山海相拥，陆岛相望的一个整体的城市意向。这塑造出整个珠海的天生丽质的生态粉底。下一页是整个珠海城市建设的一个历程。

another. This contributes to Zhuhai's natural beauty and ecological basis.

The following page details the history of Zhuhai's urban development. As can be shown, there were already human civilisation sites in Zhuhai more than 4,000 years ago, when Baojingwan rock painting started. In 757, Tang Zhide's second year, Xiangshan county was established, and the millennia-old Xiangshan culture made its appearance in Zhuhai. The Fragrant Hill region thereafter developed into a vital crossroads for commerce and cultural interactions between East and West. In 1909, the year of “Guangxu thirty-five years”, the Qing government created an international tax-free port in Zhuhai.

Between 1918 and 1929, the Tang family's Zhongshan County in Zhuhai was created as a national model county, and the Zhongshan port and tax-free port plan were proposed, matching to a building concept for a southern port in Dr. Sun Yat-sen's foundation strategy. It can be observed that Zhuhai's urban development has continually been rooted in the surrounding water. Its urban construction also surrounds its eastern coastline region. As a result, the entire urban design of Zhuhai is centred on completing works along the entire eastern coastline region.

Please allow me to describe the urban design process in Zhuhai. In general, it may be split into four phases: -

The initial stage was one of basic spatial element control. We have been referring to the concept of ecological primacy in Zhuhai since the city's inception. Zhuhai has enacted a number of urban management laws and regulations relating to land disunity, urban development, and environmental protection since 1991. For instance, the most recent rules outlining eight environmental restrictions, specify that no structure may be constructed above the 20 metre contour line or within 80 metres of a mountain or 120 metres of a body of water. Additionally, polluting businesses are prohibited from entering Zhuhai, creating a system to protect the integrity of Zhuhai's whole environment.

我们可以看出，其实在 4000 多年前宝镜湾岩画初期的时候，珠海这个区域有就已经诞生了人类的文明遗址。到了唐至德二年 757 年香山镇设立，珠海出现了千年的香山文化。然后香山一带，也就成为串联东西方的贸易和文化交流的重镇。第二张图里面提到的光绪 35 年 1909 年，当时清政府就在珠海设立过这个国际无税港。

1918 年到 1929 年在珠海唐家中山县设立全国模范县，并提出建设中山港和无税口岸计划，对应了孙中山先生建国方略中的南方大港的一个建设设想。可以说，从整个珠海的城市建设可以看出，珠海的城市建设是一个面海而生,向海而兴，城市建设的思路也是围绕整个东部沿海的区域开展建设。因此整个珠海城市设计的重点也是围绕着整个东部沿海区域进行一些工作。

下面我谈一谈这个珠海城市设计工作的一个历程。珠海总的来说，城市设计的工作的历程可以分为四个阶段。

第一个阶段是起步阶段，也就是从最开始的，一个朴素的空间要素管控的一个阶段。自建市以来，当时我们一直提到的就是珠海以生态优先为原则。从九一年开始，珠海就颁布了土地不统一，城市建设八不准和环境环境保护八不准一系列的城市管理规定和条例。比如最后一个环境保护八不准就提出了在这个 20 米等高线以上，山边水边 80 米和 120 米之内不允许建建筑。而且，污染性的企业不允许进入珠海，也就奠定了保证整个珠海完整环境的一个机理。

第二个阶段是个典型，城市地段设计的一个阶段。这个阶段主要围绕 2013 年的第四版总规。从分区层面和重要地区，我们也开展了一些具体的城市设计工作，并尝试规范了城市设计的控制内容和表达形式，我们在高新区，横琴十字门商务区，西部城区开展了 50 余项城市设计工作。

The second phase is typical; it is a design stage for urban lots. This phase is primarily focused on the 2013 publication of the fourth version of the general rules. Additionally, we completed some specialised urban design work at the regional level and in key regions, with the goal of standardising the control content and expression form of urban design. We completed over 50 urban design projects across the high-tech zone, Shizimen Central Business District in Hengqin new area, and Zhuhai's western urban district.

The third phase is the project for a living urban environment, which is the people-oriented initiative we previously discussed, namely the effort to build a liveable environment in Zhuhai. As seen in our image, the whole of Lovers' Road and the eastern coast were encircled with transit, hotels, and cultural public spaces. Then we launched almost 40 initiatives. The second objective is to place an emphasis on the implementation of novel concepts. Indeed, in 2013, we commissioned Peter Calthorpe to execute the idea of tiny block networks in the high-tech zone's rear ring region. Finally, we focused on implementing urban design outcomes and establishing a control mechanism. We proposed the need of urban design in the form of management and control through management units and extra plans during the process of urban development in Hengqin.

The fourth phase is the development of a thorough promotion strategy. At this level of systematic urban design, it is necessary to do comprehensive urban design work in response to the requirements of the Urban Work Conference. In October 2016, Zhuhai held an Urban Work Conference, during which it became clear that the city needed to strengthen urban design work, during which 'double repairs' (urban regeneration and ecological restoration) should be further promoted, and finally establish an urban design system that is compatible with urban and rural planning in order to further improve the city's image.

Of course, Zhuhai is also confronted with new challenges in its urban design efforts. The first

第三个阶段就是围绕这个城市环境宜居项目，也就是我们之前一直提的以人为本，即创造珠海宜居环境的项目。从我们的这个图上可以看到，整个情侣路和东部沿海区域，当时围绕着交通、酒店、文化公共空间。然后，我们开展了 40 多个项目。第二个点就是注重新理念的运用。对于这块，其实我们早在 2013 年的时候，就请这个卡尔索普在高新区的后环区域落实这种小街区密路网的理念。最后一个是我们注重城市设计成果的实施性，然后建立管控体系。在横琴的城市设计过程中，当时我们就提出了这种通过管理单元加附加图则的管控形式城市设计的要求落到这个城市建设的过程中去.

第四个阶段就是全面谋划提升。城市设计系统性的这个阶段，就是应对于中央城市工作会议，要求全面开展城市设计工作。珠海在 2016 年 10 月，召开了城市工作会议，明确了珠海要求加强城市设计工作，然后提升这个城市双修，然后并且建立与城市，城乡规划相适应的城市设计的一个体系，进一步完善城市形象。

当然，在珠海在城市设计的工作中也面临一些新的形势。第一点是关于 2017 年开始的，珠海获批首批城市设计试点城市。当时我们提出要在创新管理制度和技术，探索制度方法，传承历史文化和提高城市质量四个方面开展试点工作。下面探讨具体的一些探索工作。我们的工作也是围绕着这种管理制度和技术方法的一个探索。

第二个方面对珠海来说特别的现实，就是一七年和一八年珠海先后是遭受天鸽和山竹台风的袭击。当时，整个城市的建筑物，还有一些基础设施，还有包括树木，受损比较严重，急需开展灾后的复建工作，提升城市品质。

point is that in 2017, Zhuhai was designated as the first batch of pilot cities for urban design. We suggested at the time to do pilot work in four areas: innovation in management systems and technology; institutional approaches exploration; preserving history and culture; and enhancing the city's quality. The following sections cover some particular explorations. Additionally, our study is an investigation of this management system and its technological techniques.

The second point of Zhuhai's unique reality is that in 2017 and 2018, the city was struck by typhoons Hato and Mankhut. At the time the whole city's structures, as well as certain infrastructure including trees, were severely destroyed, necessitating immediate post-disaster rebuilding work to restore the city's quality. At the time, we desired to enhance the whole urban design system through our post-disaster rebuilding efforts. This goal proposed stricter standards for the whole of Zhuhai's urban design work.

Thirdly, we must carry out President Xi's directive that urban administration must be detail-focused such as planting flowers. At the time, the Zhuhai Municipal Party Committee and municipal government developed a series of plans for urban refinement and quality improvement, including the 'One Plus Seven' action for the 2018 airshow, the twentieth anniversary of Macao's return to China in 1900, and some requirements for comprehensive improvement beyond 2020.

Of course, during the process of urban design, we have included summaries of our work where we highlighted some actual obstacles, namely in the following areas. The capacity for regional difference in administration and control necessitate precise strategies, particularly in the case of Zhuhai. The primary ones are islands, since Zhuhai has a total of 264 islands. This regional structure is diametrically opposed to the city and island areas, where control needs are stringent. Design goals are always evolving, but advice for this kind of physical space building is still trailing behind. We worked on general urban design and then developed a vision for spatial development and

当时，我们是想通过灾后的复建，来完善这种整个城市设计的体系，做好这个提升工作。然后，这也对整个珠海城市设计工作的广度提出了更高的要求。

第三个方面是为落实习总书记关于城市管理就像栽花一样精细的工作要求。当时的珠海市委，市政府作出了城市环境的精细化和品质化提升的系列部署，提出了一加七的行动，针对一八年的航展，还有包括一九年的澳门回归 20 周年，以及以后的 2020 年以后全面提升的一些要求。

当然在整个城市设计过程中，我们对城市设计的工作也进行了一些总结.我们也提出了一些现实的挑战，主要有下面几个方面。

第一个就是设计目标持续的革新，但指向这种物质空间建设的指引还是偏滞后。

第二个就是我们也做了总体城市设计的一些工作，然后构建了空间发展远景，并且梳理了这种管控的框架。然而，宏观设计往这个微观地块的传导上还缺少一定的要求。

第三方面就是地区差异化的管理管控能力，需要这种精细化的政策，特别是针对珠海这种情况。主要的是海岛，因为珠海有二百二百六十二个海岛。这种区域布局对城市和海岛区域来说是完全不一样的，即控制的要求高。

第四个方面是材料手段匮乏，特别是针对现在城市设计的这个导则的内容越做越多。然后我们也是要探索这种通则性的，这种设计的要求，然后方便这个规划管理上的落实。

第五个方面是城市管控，要向精细化和智能化方向转变，还需要持续地进行投入。

created the framework for such management. However, some criteria about the application of macro design to this micro plot remain unsatisfied. A shortage of material resources exists, particularly as the content of urban design guidelines continues to grow. We wanted to investigate these broad concepts, these design needs, and then make it easier to execute this planned management. The final element is administration and control of urban areas. Continuous investment is required to convert into refinement and intelligence.

The following page discusses many elements of Zhuhai's exploration since it was designated as a pilot city for urban design. To summarise, it consists of two components: 'One Plus Five' - where the 'one' is a high-level design framework with 'five' critical tasks: -

The first task is to create the framework for the top-level design. System construction, technical innovation, management innovation, professional control, and collaborative creation are the five facets. That is where we began the following five missions. The next slide, the five critical tasks, is to create a guide to urban design and to construct a plan. This is a three-tiered compilation system, from the broad level to the key area level and the key plot level, all of which are related to planning. It defines the various kinds and classifications of urban design control at all levels, as well as the criteria for technical advice compilation. We also put forth the urban design plan of important locations, as well as control components and expression needs. We also sorted out the control components spanning 128 layers of design in seven categories of all levels, and standardised the implementation management processes according to the needs of urban design management. This is the important point, the content of the digital storage of this accomplishment, and then the creation of the digital control platform for the future course design, creating a foundation.

The second element is to create a flawless repair system of urban design. Under the management framework of the overall urban design, we utilised

下一页介绍作为城市设计试点城市以来，珠海进行的几方面的探索工作。

总结起来，可以分为一加五两个方面。一是顶层设计框架，还有五大重点工作。第一个工作是顶层设计的框架。五个方面是制度建设，技术创新，管理创新，专业把控，以及共同缔造。

我们后面整个五大任务也是围绕这个开始的。然后下面一张，就是五个重要工作，是制定了城市设计的一个编制指引构建规划。这个与规划相衔接的总体到重点地区和重点地块三个层级的一个编制体系，明确了各层级城市设计的管控类型和分类，编制技术指导要求。

我们再提出了重点地区城市设计的图则，还有管控要素，表达要求等。我们也梳理了涵盖各层级七大类 128 项层设计的管控要素，同时根据城市设计管理的要求，规范实施管理的程序。这里就是重点，将这个成果的数字化入库的内容，然后对后面的课程设计的这个数字化管控的平台的搭建，奠定了基础。

第二方面是形成了城设计的一个完善的修缮体系。在总体城市设计的搭建的管理框框架下，我们运用大数据分析既有的规划，城市意向，然后识别珠海高频重点区域。我工作的开展是多维度的。这个多维数据，多源数据是一种评价方式，自下而上的识别了城市的意象的结构。然后，我们再结合自上而下的规划的修正，比如总规、概规，还有环境提升规划，形成珠海的城市空间优化的要点。在此基础上，我们提出十大区域三级节点，五横、四纵、多路径的整体的城市意象体系。

big data to evaluate the current planning and urban aim, and then selected the main high-frequency locations in Zhuhai. The evolution of my work is multi-dimensional. This multi-dimensional data, multi-source data is an assessment technique that detects the visual structure of the city from the bottom up. Subsequently, we integrated the top-down planning revision, such as general regulations, general regulations, and environmental improvement planning, to create the main elements of Zhuhai's urban space optimisation. On this premise, we bring forth the overall city picture system of ten regional three-level nodes, five horizontal, four vertical and multi-path. Then, we refine the city picture to the particular zoning level. The assessment of urban space quality is split into three categories and 46 critical areas according to the '80-20 concept'. This is also for the broad needs of the following urban design standards to make some demarcation of the scope, and detailed to the particular project library, to guarantee a landing of urban design.

The third task is to establish uniform guidelines for urban design as a document for standards control, and then there are criteria for management staff. Using such basic criteria, we created six core control components; designated six kinds of blocks, six types of style zones and 13 types of characteristic regions; put forth general requirements for the overall level and other types of design elements; and set up baseline control.

The fourth objective is to create a digital design control platform. Zhuhai has made various efforts and investigations in this area, and has established a rule foundation for unified hierarchical urban design behaviour. This illustration demonstrates that Zhuhai is engaged in layer design. For instance, layer design accomplishment management may handle the whole hierarchy of various zones and levels, as well as the associated statistics and data calls. Then, digitalisation assists with statistical query, programme evaluation, land use circumstances, and decision-making aid, whilst also increasing management efficiency and technical capability. Additionally, we developed a three-dimensional integrated control platform for

然后，我们将城市意象细化到具体的分区层面。这个开展城市空间品质评价以二八原则划定三类，46 项重点区域。这个也是为后面的这个城市设计标准则的通则性要求做出了一些范围的划定，并且细化到具体的项目库，保证城市设计的一个落地。

第三个是制定城市设计的标准准则。这个针对城市设计的文件的管控，然后还有就是对管理人员的要求。采用这种通则式的要求，我们确立六个核心管控要素，以及划定六类街区，六类风貌分区和 13 类特征区域，

提出总体层面和其他类设计要素的通则性要求，架设底线管控。第四点是搭建设计数字化管控平台，这里是我们珠海在这方面做了一些尝试和探索，构建了统一层级传导的城市设计的一个规则库。

这张图可以看得出珠海在做层设计，比如说层设计成果管理可以实现对不同分区和不同层级的总体，以及层设计的整个统计和数据调用。然后，数字化为查询统计，方案审查，用地条件和辅助决策等领域提供支撑，提高管理效率和科技的水平。此外，我们还搭建了面向城市设计的三维一体的管控平台，形成城市设计的数字沙盘。我们图里面可以看到，形成对现状合成设计的数字沙盘成果管理和智能审查和辅助决策的一些功能。第五个方面，我们探索了在这个地区，城市设计总师的制度。

我们全程跟踪城市设计实施的动态过程。横琴一体化地区也是结合我们公共空间规划的一河两带。双城多组团是一河的区域。采用总师制度时，我们邀请了华南理工大学的王教授担任横琴的城市设计总师。在协调各方的诉求下，目前已有多个项目通过总师的审查，写入方案，从而保证落实。

urban design, resulting in the creation of a digital sandbox for urban planning, as shown in the picture, to help with project accomplishment, intelligent evaluation, and auxiliary decision making.

Fifth, we examined the 'Regional City Chief Designer' system. We tracked the dynamic process through which urban design is implemented. The adjacent Hengqin Integrated Area also includes a river and two belts that serve as a connector for our public space design; the twin cities are located in a river valley. We asked Professor Wang from South China University of Technology to be the Chief Engineer of Urban Design for Hengqin when the Chief Engineer System was implemented. Several projects have been evaluated by the Chief Engineer and included into the plan at the request of the coordinators to guarantee their execution.

In the last section, I'd like to offer some tangible examples of Zhuhai's commitment to urban design and guidance throughout urban development. As stated before, Zhuhai's urban growth has always been centred on the seaside regions, which is analogous to the development of the Lovers' Road, a promenade that links up many of the city's main attractions. The development of Zhuhai has been accompanied by the building and rehabilitation ofthe urban bay during the last three decades. The region that connects the whole coastline area is the entire Qinghai Lovers' Road, which is a smaller version of Zhuhai's urban growth.

The establishment of a waterless port at Xiangzhou in 1909 and Sun Yat-sen's concept of a great southern port in 1929 were both significant milestones in the formation of the Lovers' Road and the evolution of Zhuhai City's design. This is a significant representation, linking significant sections of the natural environment, such as Xiangzhou District Hengqin and Gaoxin, as well as certain public spaces and key resources of historical and cultural nodes. One might argue that Zhuhai's urban design approach is inextricably linked to Lovers' Road. Following that, let us discuss Zhuhai's practises throughout this time period from three perspectives. Many facets of the

最后一个部分我想分享一下珠海在这种坚持以城市设计，引导城市建设的一些具体的一些实践案例。就前文所所说的，珠海的城市建设一直是围绕沿海的区域开展，也是相当于围绕情侣路的开展。应该说是近 30 年，珠海的建设都是伴随着城市海湾的建设和修复，串联整个滨海的区域是整个青海情侣路，是珠海的城市发展的一个缩影。

我们前面提到的 1909 年的香洲开埠无水港和 1929 年孙中山的南方大港的设想，都是情侣路上的一些重要的节点。整个情侣路是整个珠海城设计的演变。这是一个重要的代表，串联了自然山水重要区域，包括香洲区横琴，高新，还有一些公共空间和历史文化节点的一些核心资源。可以说，珠海的城市设计的实践都和情侣路是密不可分。然后，下面我们从三个方面大概讲下珠海这一段时间的实践。一是，在提升城市风貌方面开展的几方面工作。

第一个是在塑造情侣路沿线的空间，即空中栈道。以情侣路空中栈道为例，我们塑造了全长 8.6 公里长的空中栈道。通海达山的情况起到有效的串联的作用。公园还有滨海节点以及人文观景点，形成这种看海观水的态势。整个香山湖的建设已经基本完成，具备开发条件。第二个是板樟山的栈道是 160 米到 180 米的空中栈道。这个形成环山步道。现在也基本上建设成功，预计在 2021 年年底对外开放。

下面一个是针对几个大片区的城设计，包括横琴新区和保税区。洪湾片区就是我们前面说的珠海的核心区的一体化地区的总体城市设计。通过统一的规划实现资源优势互补，建设珠海的这个新中心。

effort to enhance the urban environment can be discussed.

The first step is to shape the area next to the Qinglü Road. Take the Phoenix Hill Skywalk as an example, where we built an 8.6 kilometre long aerial boardwalk, helping people gain access to mountains and the sea. Additionally, the Xianglu Bay Park has coastline nodes and cultural viewing areas that provide a wonderful sea view. The construction of Xiangshan Lake is almost complete and the site is now ready for development. Banzhang Mountain's access road reaches a height of 160 to 180 metres - this creates the path around the mountain. The sea view's development is currently almost complete, and it is scheduled to open to the public by the end of 2021.

The following is a proposal for the urban design of many major regions, including Hengqin New Area and Bonded Area. The Hongwan area is Zhuhai's central business district. The building of this new facility in Zhuhai was made possible by a concerted effort to secure complementary resources. The second objective is to investigate Zhuhai's skyline, which is reminiscent of the city's international convention and exhibition centre. This is applicable to the whole integrated region. The new skyline's general design may reinforce the two sides' effective connection, create a fusion of interacting relationships, and shape a suitable landscape interface. Indeed, Macao is located east of the urban interface. At the moment, a few physical markers have been established there. On both sides of the river, we're planning to recreate a typical urban scene of two banks along one river. The next picture shows what the whole Shimen region looks like if you take a view from the Macau Tower.

This is followed by Zhuhai's Hengqin Financial Island region, which is also included in the integrated area. This area is referred to as the eastern core. Here, many landmark structures have been built in line with the criteria of the Chief Urban Designer.

第二个就是探索珠海的天际线，和珠海的国际会展中心遥相呼应。这个是针对整个一体化地区的。这个总体的设计新的天际线可以加强两岸的有效的连接，形成融合互动的关系，塑造出良好的景观界面。其实，在城市界面的东边，就是澳门，目前也已经形成了一些具体的一些标志性建筑。我们将要打造出这种一河两岸的典型景观风貌。从这个图可以看到是从澳门电视塔看到整个石门地区。这个下面是珠海的横琴金融岛地区，也是位于一体化地区的。这个是东部核心区。这里一些标志性建筑也是在按照城市设计总师的要求进行一个设计，现在已经完成。

再下一个项目是珠海湾仔一体化地区的整体设计。这个总体城设计总面积高达一百九十八公顷，与澳门濠江相望，延续到总体城市设计的一个项目。从这个图可以看得出来，整个那边就是澳门的区域。然后再往下就是重点的公共空间的打造情况，包括具体的一个香洲港。这里涉及到的珠海医院的建设就是一个公共空间，主要是就是以人为本的这种公共空间的设计。结合滨水栈道，我们打造出这种复合的休闲空间。珠海的城市阳台项目就是处于这个占地面积 38 公顷，打破这种地形的阻隔，将沙滩和香炉湾连成一片，形成通山达海的形貌。目前该项目正在建设施工，一期将要完成。

还有包括珠海的一个海天公园的项目，还有总体综合体的一些总体设计。海天驿站的一些设计积极的改善社区的空间，包括对社狮山北社区的参与式规划。居民参与到社区规划中去，实现建设的实践。图中就是一些具体的实际的项目。

The following project is the integrated design of Zhuhai and Wanchai district. This master urban design plan encompasses an area of 198 hectares, which stands face to face with Macau across the Haojiang River. It is part of the extension project of Zhuhai's overall urban design. As you can see from this photograph, the whole region is Macau. Then the critical public area is constructed, complete with the Xiangzhou Port. Then it's the construction of a public space near Zhuhai hospital. This kind of public space is primarily centred around people. We built this compound leisure area by combining it with the seaside boardwalk. This region is home to Zhuhai's 'urban balcony' project, which spans 38 hectares. It penetrates this terrain's barrier and links the beach to Xianglu Bay, creating a topography that connects mountains to the sea. The project is now under development and the first phase will be finished in the next few months.

Additionally, Haitian Park in Zhuhai was planned, as was the general design for this whole complex for commercial, residential and living purposes. The 'Haitian Posthose' building actively improves the community's space, including the Shishi Mountain North Community's participation in planning. Residents engage in community planning to ensure that participatory building practises are carried out.

These are only a few of the current initiatives. The following article is about the development of a community sports park in Zhuhai. Since 2012, around 100 community sports parks have been constructed across Zhuhai. Additionally, the building and development of many livelihood initiatives have garnered national and regional innovation awards. Numerous community sports areas constructed along Lovers' Road provide locations for people to engage in everyday activities.

This concludes my report sharing. Many thanks.

下一个是关于珠海建设社区体育公园。从 2012 年开始，珠海建设了百余个社区体育公园，并深入到社区。这个建设发展一些民生项目也获得了国家和省的一些发明奖。情侣路建设的多处社区体育公园形成让市民日常活动的场所。

我整个的一个汇报分享就此结束。谢谢大家啊。

# Session Discussion (1) 讨论会(一)

**LING Kar Kan**

I've known Mr. Zhu Rongyuan for many years and have spoken with him on many occasions. As I can see from this session, speakers are mainly reviewing the development history of 3 major cities in the GBA during the last four decades since Reform and Opening-up. And then they have also pointed out the functional changes that these cities would undergo in the future, as well as utilising our city as this platform to decide in what ways should we aim to raise the quality of lives for our people.

For instance, during the early stages of 'Reform and Opening-up', our cities grew at a speedy pace with advanced development. At that time, we worked relentlessly to improve the city's environment and ecology. It was a mending procedure; nowadays it seems as if we are more focused on how to make our city more attractive, that is, a beautiful village and a beautiful city, in order to continuously enhance the people's standard of living. In this process, as urban planners, urban designers, and overseers, our thinking has shifted dramatically in terms of urban work systems and technological techniques.

Let's consider over the next 20 years, say 20 years, not 40 years, in terms of urban design, what do you believe is the primary direction or challenge for the GBA's cities and urban development? Mr. Zhu, you seem to have the greatest experience, and therefore how about that you take a lead and share with us your thoughts first.

**凌嘉勤**

我跟朱先生认识了很多年了，很多场合都有交流。那么我看大家比较主要的是回顾我们改革开放以来 40 年我们这几个主要城市啊，大湾区这三个主要城市的历程，然后呢，指出了我们未来的这些城市的功能改造，也利用了城市这个平台，改善我们市民生活水平的一个方向。

那么，我个人的感受就是，比如说在改革开放初期的时候，我们的这个城市发展是高速度的，但是也是比较超放的一个过程。然后呢，我们对我们城市的这个环境，跟我们城市生态一个一方面要进一步要发展。另外呢，也是一个修复的过程。现在好像呢，我们更加主要的就是怎么样把我们的城市发展的更美好，就是一个美丽乡村，美丽城市啊，让市民这个生活指数不停的这个有改善。那么这么一个方向，在这么一个过程里面，实际上，就是在这个工作的这个制度，这个工作的这个技术方法，然后我们这个城市规划，城市设计人员，监制人员，我们的思路方面有很多的不停的在改变。

你们三位看，在未来 20 年，比如说 20 年，我们不说，未来 40 年了。那么主要你们觉得这个大湾区这个城市，城市发展，在城市设计方面，你们看主要的这个方向或者是挑战，是在哪一个方面？朱先生，可能你的经验最多，由你开个头。

**ZHU Rongyuan**

We have seen it all over the last several decades regarding the massive changes brought about by the Reform and Opening-up Policy, whether it is growth of developed land, or the confrontation between the city and the ecological environment. Indeed, there are both positive and negative elements, however moving ahead, we will need to assess and enhance our expectations in terms of urban development.

Another thing is that we need to contain our desires. In the past four decades, we have managed to resolve a significant portion of the main issues, creating urban works from nothing, both small and large. However, as we go forward, we may find ourselves focusing more on standards. It matters if we can enhance the quality of our inventory development. This means we need to enhance both the qualities of urban environments and human connections. And these goals, in reality, may be more difficult than starting from scratch 40 years ago, or expanding from small to large. The market norms will shift again, and I believe that the emphasis of our future urban design should be on how design may generate a sense of hope for the future.

This means, we need to execute and monetise such design visions in an ever-evolving and efficient manner. In my opinion, if design is a promise for the future, then building is a process and a means of fulfilling that promise. Thus, it seems that we must reflect on the outcome. Is the outcome consistent with our design promises or did we overpromise? In comparison, we can see that most of our effort in recent years has been related to the execution of the design; we have a series of mechanisms associated with design work, such as the

**朱荣远**

过去的几十年时间里，改革开放所带来的一个巨变，无论是在这个土地空间的扩张，还是在生态环境的这个，或者叫城市和生态环境里面的这个冲突，那么事实上我们都看到了。好的方面或者坏的方面其实都有，那么未来呢，就是再往后发展，而是去面对的，或者叫城市发展所面对的事情可能就是要对我们的期望值，要做一些升华和审判。

再一个，欲望要进行控制。因为我们其实前四十年解决了很多这个从无到有的问题，从小到大的问题。但是，我们再向后面的话，其实更多的可能会关注到一个规范。就是在同样的基础上，能不能把这个存量的品质进行提升，无论是城市环境的品质，还是社会人文的一种社会关系，那么这些方面呢，事实上，可能比我们从无到有，从小到大要更艰难。那么这个过程呢市场会改变，下次标准会改变，我觉得这个未来城设计的专注于怎么能把设计创造形成对未来的一种承诺。

我要要用一种持续的，不断优化和修正修改的这种联系方式把它落实下去，变现。我一直在想，如果设计是对未来的承诺的话，那么建造就是对未来承诺的一种兑现的过程和方式。那么它的结果，就是我们要回看，怎么能够和我们的处境的一种承诺，是一种什么样的这个对应关系，是承诺和兑现是匹配呢，还是承诺过头了，兑现不足，我们现在看到最近这些年，其实我们很多工作都是在做这个设计的实施和设计的兑现，我们才会有伴随设计，总规划师制度等等这样的一系列的这个机制的这个变化。

regional city chief designer system, and so on.

This shift in mechanisms seems to be occurring at a different pace from that which I would anticipate. Thus, our emphasis is on developing a more targeted solution for the type of future described in our blueprint. The lovely visions depicted in our design schemes may be the path for us to follow in the future. Those visions also contain how humans and the environment interact. Starting from many years ago, Shenzhen has been working on containing its desires with natural resources. It adopts policies like drawing an ecological line between the city structure and the natural elements. Such examples can be found in projects like the Shenzhen Bay, Dapeng Peninsula.

Another consideration is about the urban density. Of course there is another subject to discuss, and that is the society itself. Because when we perform urban work, we deal with city dwellers. Human-orientation is the key topic of mine today also.

Human society is diversified. When we study the future of Shenzhen, we hope to see it's becoming a society with density and diversity. Both qualities are closely related to our design. Our design should create a kind of value for the future. This requires us to think more about what kind of values we want to build in our design.

这个机制的这个变化跟我估计就变得塑造好像有一点差别了。那么我们关注的是怎么能用更精品的解决方式我们文字里面所表述的那种未来。而这个图纸里 面表达的那种美好的愿景，我觉得这个可能是我未来所需要去转变方向，也要控制着我们人与自然的关系。深圳甚至在很多年前就已经开始在自然生态，这个边界的这一块，用生态线，就像深圳湾，大鹏半岛加海岸线的这种决策对自己欲望的那种收敛。

还有一个密度城市。当然还有一个话题，就是关于社会的。因为城市里面对的是人。我今天讲的主题是以人为本的这样一个话题。

那么人是多样性的，所以我们在研究深圳未来时我们希望看到具有密度的城市，也有一个多样性的语言社会。其实这两个品类可能都跟我们的设计相关。我们设计是未来的一种价值取向，需要在这个设计当中更多的价值宣导的一些思考。

**LING Kar Kan**

Many thanks, Mr. Zhu. Now for Mr. Chen. Indeed, many Hong Kong residents are descended from Guangzhou. Because my hometown is in Panyu, I believe I am also a Guangzhou native. I visited Guangzhou with my parents when I was a child. Guangzhou's tiny alleyways were eerily similar to those of Hong Kong. You

**凌嘉勤**

非常感谢, 朱先生。陈先生，其实，香港人很多都是从广州下来的。我的老家是在番禺，那么我也觉得我是广州人。我小的时候跟爸爸妈妈到广州探亲。广州窄窄的街道跟香港很相似。

placed a high premium on the key Lingnan characteristics of Guangzhou in your speech. Therefore, I believe that when you presented the urban design concept, you gave much thought to the layout of the two sides of the Pearl River and so forth. In your opinion, during the process of Guangzhou's high-speed development and urbanisation, what are the primary elements that contribute to Guangzhou's retention of these Lingnan characteristics? Which factors do you believe are the most critical?

在你关于广州的发言里面非常重视这个岭南核心。那么我看在你介绍的这个城市设计的方案时，非常注重这个珠江两岸规划等等。你觉得在这个高速发展，高速城市发展的过程里面怎么样，最主要是哪些因素，能够让广州保留这个岭南的这个特点呢。哪一个因素你觉得最关键。

**CHEN Zhimin**

**陈志**

I believe that is precisely what Mr. Zhu said about the promise of the future. I believe that we designers continue to struggle to articulate a feeling of duty toward history. How about Guangzhou? With a history of over two or three thousand years this is our priceless gem. We should appreciate the streets that the city has left behind, as well as the life that exists inside. We do not want to evict older residents, since we are unable to do so anyway.

我觉得呢，就是刚才这个，我们这个朱总说对未来的这个承诺。我觉得我们设计师或者是设计师还是很难来说啊，只是说我们保持对历史的一个责任感。那么广州呢，这个 2000 多年啊，3000 多年的历史啊，这个是我们宝贵的瑰宝。我们会珍视里面的城市遗留的街区，还有里面的生活。我们不希望把原来的人都赶走，因为我们也赶不走。

Individuals from various areas of life will offer us advice, which we will absorb in order to consider how to maintain our most important urban characteristics. That is what matters to us most. It's not that we secretly decide on the city's destiny. That's a bottom line we can't lose, rather, we will rally all forces from all sides so that we can propel forward. Finally, I have understood the need for passing on the original history, the original historical links, and some very genuine history.

各方的人士会给我们意见，我们会吸收各方面的意见，来思考怎么把自己宝贵的品质保留下来。这个就是对于我们最重要的，而不是我们私下决定了这个城市未来的发展。我们不会丢失这些底线，而是各方力量让我们发展。最后我也意识到这个原来的历史，原来历史的人脉，一些很真实的历史需要传承下去。

This doesn't mean that we just pass on everything without any adjustments. For us, the purpose should be to preserve the most valuable items while injecting fresh

我们就不能说原来的东西不能动。我要考虑怎么样把最宝贵的东西保留下来，又把新的生活，新的人，新的产业空间植入到这个老城里面去，让这个城市去管理。比如说我们的这空中栈道，

life, new people, and new industrial space into this old city, allowing the city to govern itself. For instance, our aerial walkways, train stations, and so on are examples of transformation in transportations. The purpose is to accommodate new needs in a limited space. This is critical for the future of our country. Nonetheless, Guangzhou bears a great burden; however, we are obstinate, enthusiastic, and eager to change. That is, despite the heaviness of challenges we face at the present, we can break through, innovate, and unify as a community. This is my understanding: we wish to preserve the spirit of history's origins.

火车站，那么一种工具的改造，在高速怎么样在有限的空间里面，能够就是把新的需求都能够存进来。这对我们未来来说很重要。但是广州呢，包袱很重；但是呢，我们又很顽固的，很兴奋的呢，还是希望改变。就是说，虽然目前的包袱很重，或者我们还是能够突破，还是能够创新，还是能够跟我们大家团结一心。我们希望保持历史之源的这个精神，这个是我的一个认识啊。

**LING Kar Kan**

**凌嘉勤**

It's a significant challenge  at the moment. Dr. Zhang highlighted many points in Zhuhai, including the development of technical standards for quarterly monitoring, the creation of a regulatory platform, and the establishment of a think-tank team. They will all gradually improve and grow. Additionally, there is a participatory urban design process in which the public is involved. That said, I believe that Dr. Zhang may not have outlined many instances involving public involvement due to time constraints. In Hong Kong, we have always had a high level of public involvement in urban design and development, as shown by Hong Kong's urban planning. We are currently exploring  the optimal method to engage in particular urban office buildings. Dr. Zhang, could you elaborate on your experiences for public involvement in your Zhuhai planning work? How did you go about it?

目前这也是一个很大的挑战啊。在珠海这一块，章博士提到几个方面，比如季度监测技术标准的制定，管制平台的建立，智囊团队。他们都会慢慢的完善，建立。还有一个参与设的城市设计的过程，就是跟民众一块参与。那么我看后来可能因为这个时间关系啊，章博士就民众参与的案例可能没有展开的很多。一直以来，我们在城市设计，在城市化方面，比如说在香港城市规划方面，我们民众参与比较多。在具体到城市写字楼方面，我们还在探索用怎么样的方式参与最好。章博士在珠海这个民众参与方面呢，也可以跟我们再补充一点，再展开一点你们的经验呢？

**ZHANG Zhengtao**

I'll brief you on the participatory planning in Zhuhai. Much of our urban design is now being conducted at the neighbourhood level. Though not citywide, still we manage to set up places at certain particular streets for public involvement. For instance, on Lion Hill Street and subsequently in North Community, we have some unique, distinct trials for public involvement. Additionally, we conducted some participatory research in both groups. Indeed, the whole process of our involvement entails dialogues between citizens and planners, at least five, six, seven, or eight times back and forth. Indeed, one of the primary objectives was to encourage people to express their demands. The Shishan community I described before, as well as the North Community, are some of the province's older communities.

For example, in the urban design of these older communities, they are the primary reasons for improvement; in reality, the majority of people make these recommendations, rather than urban designers or planners. The designer then makes further changes and provides feedback based on residents' comments. This is like they propose needs, and we planners create plans and then communicate with them. We've since altered that perspective throughout the design process where it's our say to decide which areas need design. On this basis, our trials for public involvement produced positive outcomes. Numerous projects have been completed in their entirety, and we've also obtained some funding in the district. We have formed a library of specific projects, and have decided on the priority order.

The same approach applies to the project facilities and community projects. For example, the district authorities may distribute a certain amount of money for

**章征涛**

我大概说下珠海在参与式规划的一个情况吧。我们很多城市设计现在很多都落入到社区层面上。然后我们也是做了一些，也不是全面铺开吧，也是在具体的一些街道上做了一些试点。比如说，我们在狮山街道啊，然后北社区啊，我们也是有一些专门的,具体的一些设置点。在这两个社区里面，我们也做了一些参与式的研究的工作。其实我们整个参与过程还包括居民和这个规划师之间的互动。来来回回应该至少有个五六次，七八次。其实做出来的一个主要东西就是，最后是让 他们提出他们的需要。针对我前面说到的狮山社区，北地的社区，都是一些老旧的社区。

针对这些老旧社区的城市设计，比如那些是主要改善的点，其实多是居民提出来的，反而不是这些城市设计师或者规划师他所提出来的点。根据他们提出来这个点，设计师进行一些深入的完善，然后再进行一个反馈。这就相当于他们提需求，我们规划师做方案，然后再反馈给他们，而不是我们之前传统认为觉得哪些区域是需要做设计的。现在我们在整个这个设计过程中转变了这种观点。基于这样的形式，我们的参与设计的试点取得了比较好的效果。几个项目现在已经基本上落地了，并且我们也在区里面也落实了一定的经费。我们后面形成了这个根据居民的需求，我们形成了具体项目库，根据这个轻重缓急，我们排好了序。

区里面也根据这个项目设施，社区的项目也是一样，比如说针对很小的一些改善，区里面会拨一定的费用，让他来确定下一步是否可以具体落地，就是一个这种情况。我大概就介绍一下这个情况啊。

minor improvements and they will need to decide if the following step may be executed precisely, as is the case. This is the general summary of how our participatory planning scenario is.

**LING Kar Kan**

Many thanks, Dr. Zhang. I wish to initiate another discussion with Mr. Zhu. Mr. Zhu made an intriguing view that our cities must expand with high intensity and density, since the GBA's urban growth faces a two-dimensional land scarcity and its development space is limited. Additionally, Mr Zhu mentioned three-dimensional techniques. Meanwhile, we must restrict the building's height and the complex's density, among other things.

However, it seems Guangzhou skyline has also been mentioned in Mr. Chen's report. Mr. Chen thinks that in some areas there should be more high-rise structures to match our skyline. Well, if I remembered correctly, you did seem to use the wording “skyline”.

As I have noticed, Zhuhai has high-density, high-rise structures in plenty along its canals and river bank. Thus, dear speakers, how do you see the relationship between density and the quality of urban design? In your experience, what kind of effects will it have on residents’ lives? For instance, in Guangzhou, there are areas without many high rises, and you add high-rises there to form an intriguing skyline. What is your take on the connection between towering structures and urban look in this regard? I'm wondering if you could share your view with us, Mr. Chen?

**凌嘉勤**

谢谢章博士，我希望开一个这样的话题，也是从朱先生身上哪里开启的。朱先生提出了一个很有趣的观点，就是，我们大湾区这个城市发展面临二维土地紧张，发展用地小，那么我们必须要像这个高强度，高密度的方向发展。朱先生也提出了这个三维的科技。

我们这个建筑物的高度跟整个建筑群的密度等等啊都要有所限制。但是我从陈先生的报告里面也看到广州这个天际线。那么某些地方你们觉得高层的建筑多一点，作为我们天际线的一个补充。到广州这个天际线，好像是你的用词啊。

我看到这个珠海，这个是智能水道，这个两岸啊，这个高密度的高层的建筑也非常非常的多。那么你们是怎么样看这个密度跟这个城市设计的这个质量。这个对市民生活的影响方面，从你们的这个经验来看有什么可以跟我们交流一下呢。特别是，比如说广州，我看你们的考虑，就是,,这个高层的建筑物不多，你们把高层放在这里改造。这塑造了一个很有趣的天际线。那么在这方面，你们的高层建筑跟城市面貌，这个关系里面的看法是怎么样？陈先生，可不可以你跟我们分享一下。

**CHEN Zhimin** **陈志**

That is an excellent question. Density and height are important factors to consider. In Guangzhou, we have built some landmark buildings that dominate the skyline. Also, we have conducted a relevant study about it. In terms of urban density, we do hope that we can build our cities like Zhujiang, Hong Kong and Macao. However, it's really costly to try to renovate. Instead, we have only made some slight changes, in a similar way to demolishing practices in Northern China. Otherwise there will be a financial cost. We need to take a balanced approach. But should we keep our buildings below 30 metres and 28 metres? We're simply about to give it a try.

How can we inject new industries within, so we can retain the development's original culture and density? How should we utilise the original fire fighting systems and intervals for buildings less than 30 metres high? We are currently referring to what approaches Japan and Hong Kong have adopted in terms of its high-rise building complex. Once in a forum, someone commented, "Oh, the basement design is so much worse than Hong Kong in every way." However, this feedback indicates that something novel has occurred here.

We positively approve those new development projects that seek for greater heights. In accordance with the government's wishes, we encourage the retention of enterprises and businesses in the city. Meanwhile, we also aim to maintain the original local memories, which is something that has been emphasised again and again.

We've also made changes to how our skyline looks. Like I mentioned, we don't really have sufficient resources for renovations on a large scale. An easy way is to reinforce the old building structures. Based on all these, we then renovate the

我们广州也做了一些层级天际线的地标，也有比较好的这个研究。当然是说城市的密度啊。我们也希望事项像珠港澳。但是呢，因为我们现在这个改造的成本是非常高的，所以我们稍微改了改。我们像北方的征拆的方式。因为我们一改呢，这个成本就会遇到一个瓶颈。这样的话我们需要一种平衡的方式。我们是要保持大概 30 米以下 28 以下呢？我们还正在准备去尝试呢。

这是个非常好的问题啊。密度和高度是我们应该考虑的问题。那我们怎么样把新的产业注入进去，这样子又能保持原来的基因和强度。原来的消防规范，间隔间距，怎么样在30米以下合理利用呢？我们现在对比日本，对比香港，这个建筑群之间的选择。有一个论坛，有个老总说，哎呀，这个地下室的楼盘设计各方面跟香港比差太远了。但是呢，就是说这里存在一些新的东西。

一些新的越往外的，追求较高的这些建筑的高度，还是我们就定下来。还有很多的企业啊，政府的意愿呢，我们是鼓励引导啊，那我们要保持，更加紧密原来的这种记忆和经历，这个我们一直再强调。

我们也做了一个天际线的变化。那这样呢，就是说，我刚才说的这个因素。因为我们没办法，没有更多的资源来支持。因此，在原来的基础上再加强显得容易。在这个基础上，我们要建标志形象表现的一些空间。我们可以说广场，文化圈。那么呢，这个城市的天际线会存在地区的改造。当然我们还没有预见到未来，因为我们城市设计师难以预见。所以呢，我们可能会碰到哪些新的重点地区需要进行改造。刚才说我们会通过对多方面的方案来比选来确定边际线。

landmarks in the urban space such as open square, culture circles, etc, an effort that can contribute to the enhancement of the city skyline. Of course we haven't seen what is coming down the line in the future. As urban designers, we can hardly predict what's in store ahead. Therefore, sometimes in key areas that need renovations, we would determine its heights and boundaries by factoring in all aspects. This is actually something we have always been studying and exploring: are high density, high landmarks and high buildings always the best option? As part of our hope, we aim to build an urban space that is accommodating for new industry developments, talents and markets. I look forward to communicating with all speakers in the future.

这个也是我们一直在研究和摸索的。是不是一定是高的强度，高的地标建筑，高的建筑是最好的？我们确实也希望，这个空间更敞亮更开阔，新的产业发展，新的产业上的人群和市场聚集。我希望以后呢多跟各位教授交流。

**LING Kar Kan**

Good. We have recently got a query online, which is addressed to Mr. Zhu. In the era of national space planning, what kind of role does urban design play?

**凌嘉勤**

好的。我们刚才收到一位网友的问题，就是问朱先生的。他问在国土空间规划时代，城市设计是在扮演什么样的角色呢？

**ZHU Rongyuan**

I would like to make a statement first that I haven't been formally involved in any territorial space planning ever since its inception. But I have always been rather concerned about it. As far as I can gather, currently, in the territorial space planning industry, the focus will be shifting away from land and space resources in terms of land size, land types, or building categories. More attention will be given to resources themselves.

In territorial space planning, we manage and control resources. What about urban

**朱荣远**

我先做个说明，因为我其实在国土空间规划出现之后，没有正式这个涉足过这个空间规划的工作。但是我一直在旁边在观察。那么在我现在了解到的一些情况，国土空间规划，目前不会再关注土地空间资源这一块，无论土地的大与小的，或者土地的类别，建设类别的差异，关注资源可能更多。

因此他在国土空间规划表达的方式是管控资源。那么城市设计关注的方向呢？事实上，他考虑了那个土地上边的一些生命的状态。因为它不只关注资源，

design then? What does urban design focus on? Well, in fact, urban design cares more about how people live on a certain area of land. Urban design goes beyond resources themselves to how these resources should be utilised. It focuses on urban vitality. There is one difference between territorial space planning and urban design in terms of their focus. The former one focuses on managing and controlling resources, while the latter focuses on utilising resources to create human connections and urban vitality, and solve conflicts between new social relationships and cultural values. Urban design focuses on the activities happening on certain land resources instead of those resources themselves.

The two are distinct from each other. The purpose of territorial and spatial planning is to effectively manage governmental resources. But design is to release the potential of such resources and present them as how they truly are. It's organic, and associated with human civilisations. Even their literal meanings are different. If we have to build up relevance between the two, then in my opinion, they are as close as our hands and feet.

Urban design should expand the options for resource use, founded on a legal framework. It should help the territorial space planner understand why they should establish certain regulations rather than just stating that it's the only way to do so.

In my mind, a city should be flexible, intelligent, futuristic, and creative. As a result, the way it utilises land may be regulated by territorial space planning rules and regulations. If a city does not investigate the potential uses of its land, regulatory issues with territorial space planning may arise. Because there are significant variations between east and west, north and south in China, regardless

他要关注资源的利用，要关注这种城市的生命力。他关注的重点有一点差别。一个是管控，一个是要利用资源来释放人与人之间的关系，所产生的活力和人与人之间所产生的碰撞所产生的那种，就是叫做一种新的社会关系和文化价值的冲突。他关注的是这个是活动，而不是关注的资源本身。

我觉得这个是有差异的。国土空间规划是要管好国家的资源。设计是要让这些资源能够释放一种它应有的自然生态的一种状态，或者叫人文生态的一种文明程度。我觉得这个名词解释也是有差别。那么，如果从相关性来讲的话，既然是手足资源，那叫手足资源。

那么城市设计要从资源的这种法律的法规的法理层面，提供更多的资源利用的可能性，然后让他在制定这个管理法规的时候，他知道他为什么要制定法规，而不是青红皂白的说什么都不干，只能这样干。

我觉得城市是一个很有灵动的，有思想的，有未来性的，有想象力的，所以他对土地的利用方式的解决，可能是这个国土空间规划的法规管住的那个分寸和尺度。如果没有城市去研究它的土地利用方式的可能性，那国土空间规划的法规制定上就可能会有问题。因为中国东西南北差别大，无论是地理气候的差别，还是社会发展阶段的差别，都需要研究社会的关系，人与人的关系，空间场所与场所之间的关系，城市与自然的关系。

那么这个东西是标准准则，或者一些约定俗成的某一个法规的落地规定的。因为社会在进步，社会在变，城市是个动态研究，城市是人和社会进步的工具的方法。研究出来的这个法理和这个时代相关的，或者和这个时代走向未来的，必须将城市对一个社会贡献很多这个力量。

of geography and climate or social development stage. It is essential to examine the relationships between society, people, space and place, and city and nature.

These territorial space planning rules and regulations are usually formed as a standard rule to follow, based on certain conventions. As civilization advances, so does our society. Urban development involves a dynamic study. Our cities should serve as a tool for human and

social development. All legal theories that have come about during this era or ahead, should help the city contribute to the whole social growth. This is how our space planning rules and regulations can make sense. Above is my understanding about space management and controlling as well as urban design.

所以只有这样的话所谓的法定才有理，才有法理。所以我是这样理解管控空间和城市设计的。

**LING Kar Kan**

Many thanks, Mr. Zhu. Dr. Zhang from Zhuhai may also share with us some of his views in terms of this question. Because the way Zhuhai develops and uses space resources, in my opinion, is still very cautious. Perhaps in Zhuhai, urban design has always played a significant role in this regard. Dr. Zhang, would you like to share something with us on this matter?

**凌嘉勤**

谢谢朱先生。那么这个问题，珠海的章博士也可以跟我们分享一下。因为在我的印象里面呢，珠海对这个空间资源的开发跟利用还是比较小心，比较精细。那么在这个方面，可能珠海一直以来这个城市设计，可能都是在发挥比较大的作用。在这方面，章博士是不是也可以跟我们分享一下。请章博士就这个问题分享一下。

**ZHANG Zhengtao**

Indeed, as Mr. Zhu previously mentioned, territorial space planning is about land resource management and control. It assumes such two responsibilities and works as a tool to achieve planning goals. What urban design does is figure out how to maximise the value of existing resources while also benefiting the city, society, and individuals.

**章征涛**

其实前面朱总都提到了，国土空间规划相当于是他延续了当时应该说是国土资源部当时管控的就是国土这块，资源的管控行使，两个统一的一个职责和一个手段。国土空间规划就是这个。城市设计做的是对现有资源上如何发挥并让资源发挥价值，以及服务于城市和服务于这个社会以及服务人的这个功能做到最大的一个东西。

Allow me to share with you my thoughts about Zhuhai planning. Professor Ling mentioned earlier about Zhuhai's considerations in its resource control and management. One thing to note is that Zhuhai is a small, lovely city. It also puts environmental beauty at the top. Shortly after the establishment of the Zhuhai Special Economic Zone, in 1991 and 1992, eight unification rules in urban construction and land management and eight forbidden activities in terms of environmental protection were established to regulate the contribution along the water and mountain resources in Zhuhai.

Those regulations have been actually very strict and have gone on to become part of the urban planning management standards of Zhuhai later. Literally speaking, they have partly acted as legal measures for resource management in Zhuhai. That explains why Zhuhai's land and river lines are controlled very well.

In my previous speech, you should have been able to see a chart depicting the geographic features of Zhuhai. As you can see from the chart, in this city, the relationships between the city itself, its rivers and mountains are very apparent. Also, just now we talked about building heights restrictions, the rule in Zhuhai is that buildings over the 25 metre contour line are effectively prohibited. As a result, most mountains in Zhuhai remain unharmed.

Zhuhai also fully implements an intensive way for land development in terms of its general development intensity or height development. Zhuhai has built a plethora of community sports parks. It has designated a number of tiny pieces of land (such as floral display areas) as community sports parks. Zhuhai's mountain resources are also different from cities like Chongqing or San

然后我这边谈一下就是珠海在这个前面，凌教授也说到了珠海在这个资源管控上一些方面的考虑。第一个方面就是珠海珠海其实其实怎么来说，珠海一直是一个小而美的城市，它在这个开发推动上面一直就是延续的就是一种生态优先的理念。当时特区刚刚建不久，包括前面提到了珠海在 91 年 92 年分别出台的土地管理,城市建设八统一,还有包括环境保护的这个八个不准，这个条例里面就很明确的提出珠海对山边水边的这个建设。

他其实控制的非常严格。所以这些制度上其实包括延续到后面的珠海的城市规划管理条例里面。这种相当于法规层面上都已经进行了一些控制。所以珠海的山边水边控制的都很好。

我们从前拿出来有一张图，关于珠海的整个地理特征。那张图里面可以看得出来，就是她的那个城，河，山之间的关系特别明显。然后，第二个，就是前面说到的在 25 米等高线以上的建设问题就是珠海基本上是在 25 米等高线是不允许建建筑。所以我们也看不到，就是珠海的这些山体其实也基本上没有被破坏过。

所以城市的那些小山包，小山丘，其他跟这个重庆，或者旧金山这些城市都不一样。这些城市相当于建在山城里面。所以珠海相当于他的这个设计情况，到处都是小山丘或者小山包。其实啊，凌教授也提到这个城市高强度的开发和这个城市设计之间的关系这些考虑。其实珠海是一个大疏大密的一个城市。前面说到的十字门水道，这个区域，包括贴近澳门的区域，那个区相当于是珠海打造的城市的核心，就是一个重点开发的一个核心区域。在珠海的整个强度上或者高度上的开发还是贯彻了这种土地集约开发的这种方式。

Francisco, which are built among mountains. By comparison, Zhuhai is densely forested with small hills and mounds. Just now Professor Ling brought out concerns about connections between the city's high-density development and urban design.

Zhuhai is a city featuring high density in some places and low density elsewhere. For example, the Shizimen waterway described before and areas close to Macau are like Zhuhai's central business district, a major development.

For example, there has been certain protective green space provided around the flood discharge canals in Zhuhai, as part of our planning and management specifications. Zhuhai has turned such protective green spaces into a community sports park, because it is actually very close to the community where the residents live. Zhuhai then makes efforts to turn them into community sports parks without changing their fundamental land use as a protective green space.

However, converting the protected green space into a community sports park may improve people' sense of gain and accessibility, which is critical for enhancing their living environment. Naturally, this concept of community sports park is further enhanced by other ideas generated during the development process of Zhuhai. For instance, we combine our community sports parks and cultural and creative industries and turn such spaces into specially themed parks. Additionally, when coupled with urban regeneration concepts, children's parks become a sort of communal park. This is more than a straightforward idea of a neighbourhood sports park. What Zhuhai wishes to do is to strengthen the people-oriented design and planning concept and to make dedicated changes in enhancing the urban quality.

当然，珠海在这个城市具体建设里面其实做了很多社区体育公园。他把很多这种小的地块啊，就是所谓的叫做珠海内部的一些插花地边角地，拿来做社区体育公园。

我举个例子来说，我们这个规划管理的规范里面就涉及到这种排洪渠周边有一定的防护绿地。珠海把防护绿地做成社区的体育公园。因为这种防护绿地其实和居民的这个居住的小区离得特别近。所以他就把这些做成一些社区体育公园。

然后在不改变土地利用的这种性质的情况下，他其实还是防护绿地但是，把防护绿地做成社区的体育公园，相当于可以增强了居民的获得感和可达性，然后成为改善居民生活环境的一个重要的关键。当然，这种社区体育公园，其实在我们珠海的后面的一些发展上也进行了一些概念的延续。这包括我们社区体育公园和叫做文化创意产业结合到一起就变成了园区。此外，儿童公园和这种城市更新的内容结合到一起就变成了一种类似于社区公园的概念。这其实不仅仅是一个简单的社区体育公园的概念。珠海主要想做的就是增加以人为本的概念，并且做一些城市精细化的工作。

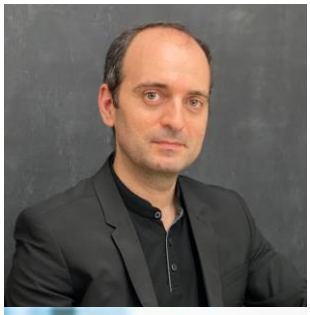
**LING Kar Kan**

Time is up, Dr. Chang. We appreciate your sharing, Dr. Zhang. The host informs me that our time has run out. I would like to express gratitude to our three speakers again, Mr. Zhu, Mr. Chen, and Dr. Zhang, for sharing their knowledge with us. Many thanks.

**凌嘉勤**

章博士，我们的时间到了。感谢章博士的分享。这个女士告诉我时间到了，再一次感谢我们三位发言人，朱先生，陈先生跟章博士跟我们的分享，谢谢你们。

# 2. Urban Design Guidelines : Practice & Case Study
# (二) 城市设计准则：实践和案例研究



**Mr. Nuno SOARES**
President - CURB Center
for Architecture and Urbanism Macau

**Reframing the Urban Edge - Design Strategies for Macau x Zhuhai Waterfront**

**苏伟图 先生**
CURB 建筑与城市规划中心-澳门创始人及总监

**重塑城市边缘-澳门与珠海海滨的设计策略**

**Mr. Stefan KRUMMECK**
Director - TFP Farrells, Hong Kong
Member - HKIUD

**SUPER DENSITY, THE 15-MINUTE CITY RETHOUGHT : Hong Kong's Urbanity, a Model for Sustainability and Wellbeing**

**斯戴凡．科鲁麦克 先生**
香港 TFP Farrells 董事
香港城市设计学会会员

**高密度十五分钟城市改造 香港都市风格 – 可持续及舒适生活模型**

**Prof. Bernard V. LIM BBS. JP**
Founding President - HKIUD
Principal - AD+RG Architecture Design and Research Group Limited

**Strategies for an Accessible, Inclusive City**

**林云峰 教授 BBS. JP**
香港城市设计学会创会会长
香港 AD+RG 建筑设计及研究所有限公司总监

**推动畅通易达无障碍共融城市设计的策略**

**Dr. HUANG Dingxi**
Vice President & Secretary General - Guangzhou Urban Planning Association

**The Role of Expert Committee or Chief Designer for Promoting Urban Design**

**黄鼎曦 博士**
广州市城市规划协会副会长兼秘书长

**专家委员会和总设计师对推动城市设计的作用**

**Mr. Brian YANG**
Partner - Bjarke Ingels Group, Denmark

**BIG at All Scales: Social Infrastructure for Sustainable Cities**

**Brian YANG 先生**
Bjarke Ingels Group 合伙人
丹麦

**规模宏大：可持续城市的社会基建设施**

**Mr. Nuno SOARES 苏伟图 先生**
President – CURB / Center for Architecture and Urbanism Macau
CURB 建筑与城市规划中心-澳门创始人及总监

# *Reframing the Urban Edge - Design Strategies for Macau x Zhuhai Waterfront*

# *重塑城市边缘-澳门与珠海海滨的设计策略*

## ABSTRACT

Throughout the centuries, the Pearl Delta was a territory of many borders: between water and land, between jurisdictions, and between cultures. Urban edges were managed as hard boundaries and cities grew independently, with little cooperation or competition, developing their individual characteristics. There is a common practice of looking inwards that is ingrained in the mindset of key stakeholders and city dwellers in these cities.

The Guangdong-Hong Kong-Macau Greater Bay Area (GBA) plan creates a new framework and mindset, placing the water as a central element, common to all. In years to come, waterfronts will be at the forefront of the urban development of each city, playing a critical role in their sustainability and quality of life. This paper explores the potential of the GBA plan as an opportunity for a paradigm shift towards mutually beneficial design collaborations that deal with the rising water levels and further explore the potential of waterfronts as positive drivers for the urban development of each GBA city. It advocates for a holistic Reframing of the Urban Edge and envisions the Inner Harbour as a testbed for design strategies for the Macau x Zhuhai waterfront.

## 内容摘要

数个世纪以来，珠江三角洲都是一个拥有许多边界的领土：位于水与土地之间、司法管辖区之间以及文化领域之间。城市边界被称为硬边界，让城市可独立发展，与邻近城市只有少许的合作或竞争，逐渐发展出自己独有的特色。在这些城市的主要决策者和城市居民中，普遍植根了一种向内发展的思维模式。

大湾区规划项目创建了一个新的框架和思路，以水作为城市共同发展的中心要素。在未来的发展中，滨水区将成为每个城市的最前沿城市发展，在其可持续性和生活质素方面发挥关键的作用。本文探讨了大湾区规划项目的潜力，将其作为转向互惠互利设计合作摸式的机会，以应对不断上升的水位，并进一步探索滨水区作为推动每个大湾区城市积极发展的潜力。它倡导全面改革城市边缘，并设想将内港作为澳门与珠海海滨设计策略的试验区。

# INTRODUCTION

**Facilitator – Prof. WANG Weijen**
*Professor - Department of Architecture,*
*The University of Hong Kong,*
*Member - Hong Kong Institute of Urban Design*

**主持人：王维仁 教授**
香港大学建筑系教授
香港城市设计学会会员

Good afternoon. The session is about urban design guidelines, practice and case study. I would like to introduce our first speaker Mr. Nuno Soares, who is the President of the Center for Architecture and Urbanism in Macau. Nuno Soares is an architect and planner based in Macao and active in the fields of practice through architectural design, teaching and research, including his teaching in Saint Joseph University, Chinese University of Hong Kong, as well as active participation in the Union Internationale des Architectes (UIA), United Nations Educational, Scientific and Cultural Organization (UNESCO), and Macau Association of Architects (AAM). His work has been exhibited in the Architecture Biennale of Shenzhen, Seoul, as well as Venice. The topic in the presentation he gives today is "Reframing the Urban Edge – Design Strategies for Macau and Zhuhai Waterfront". Let's welcome Mr. Soares.

下午好。 会议内容是关于城市设计指南、实践和案例研究。我首先要介绍第一位演讲者 Nuno Soares 先生，他是澳门建筑与城市中心的主席。努诺·苏亚雷斯 （Nuno Soares）是一位常驻澳门的建筑师和规划师，活跃于建筑设计、教学和研究的实践领域，在圣约瑟夫大学、香港中文大学任教，也活跃于 UIA、联合国教科文组织和澳门，AAM，澳门建筑师协会。 他的作品曾在深圳、首尔和威尼斯的建筑双年展上展出。 他今天的主题是"重塑城市边缘——澳门和珠海滨水区的设计策略"。 让我们欢迎苏亚雷斯先生。

**NUNO SOARES**
President – CURB / Center for Architecture and Urbanism Macau

**苏伟图**
CURB 建筑与城市规划中心-澳门
创始人及总监

Good afternoon. I hope that everyone can hear me. Thank you for the invitation, it's a great pleasure to be amongst all these cities discussing the future of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). So today I have a presentation that is called 'Reframing the Urban Edge – Design Strategies for Macau and Zhuhai Waterfront'. I'll just give you a bit of a background and then guide you through the presentation. It'll be illustrated with many images that I'll try to pass quickly.

So, throughout the centuries the Pearl River Delta was a territory of many borders: between water and land, between jurisdictions, and between cultures. Urban edges were managed as hard boundaries and cities grew independently, with little cooperation or competition, developing their individual characteristics. There is a common practice of looking inwards that is ingrained in the mindset of key stakeholders and city dwellers in these cities.

The GBA plan creates a new framework and mindset, placing the water as a central element that is common to all. In years to come, the waterfront will be at the forefront of the urban development of each city, playing a critical role in their sustainability and quality of life. This paper explores the potential of the GBA plan as an opportunity for a paradigm shift towards mutually beneficial design collaboration that deals with the rising sea levels and further explores the potential of waterfronts as positive drivers for the urban development of each GBA city. It advocates for a holistic 'Reframing of the Urban Edge' and envisions the Inner Harbour in Macau and Zhuhai as a testbed for design strategies for Macau Zhuhai waterfront.

As Wei Jen Wang explained I'm a practitioner and I'm also a professor, so today I'm going to share a studio that we've been developing for several years that is in the School of Architecture at the Chinese University of Hong Kong, in the Master of Urban Design course which is a collaboration with

下午好。希望大家都能听到我的声音。感谢邀请。很高兴能和这些城市一起讨论大湾区的未来。所以今天我的演讲叫做重塑城市边缘——澳门和珠海滨水区的设计策略。我会交代一些背景信息，然后在演讲中引导各位理解。我会用许多图像来说明，尽量快速讲完。

几个世纪以来，珍珠三角洲是一片有许多边界的领土：边界存在于水与土地之间、司法管辖区之间以及不同文化之间。城市边缘作为硬边界进行管理，城市独立发展，几乎没有合作或竞争，发展各自的特色。向内看是普遍做法，在这些城市的主要利益相关者和城市居民的心中根深蒂固。

大湾区规划创造了一个新的框架和思维方式，将水作为共同的核心元素。未来几年，滨水区将成为每个城市发展的前沿，在城市的可持续性和生活质量方面发挥关键作用。这个研究探讨了大湾区规划的潜力，将其作为向互利设计合作模式转变的机会，应对不断上升的水位，并进一步探索滨水区作为大湾区每个城市发展的积极驱动力的潜力。它倡导对城市边缘进行整体重构，并将澳门和珠海的内港设想为澳门珠海滨水区设计策略的试验台。

正如王伟仁所说，我是一名实践者，也是一名教授，所以今天我要分享一个我们已经开发了几年的工作室，在香港中文大学建筑学院在与 CURB—建筑城市主义中心—合作的城市设计硕士项目中。

CURB - Center for Architecture Urbanism. So, the context is Zhuhai and Macao. You'll be able to see on your screen; on the right side you have Macao. On the left side you have Zhuhai, and in the middle, there is the Inner Harbour which is about 600 metres wide.

So, usually when we are talking about planning in Macao and planning in Zhuhai, we don't talk to each other. So, it's very rare that we can address common issues with a common plan. So, in this studio students address this as a cross-border studio that focuses on both sides and this started with the site analysis of both places. Students understood that both the urban history and current conditions are very, very different in these two realities. Although they are nearby, the urban fabric; the social fabric; it's very, very different. So, they did many analyses on typologies, on the different urban morphologies, on the urban evolution process that's led to the generation of the current urban fabric. They interviewed and they mapped different activities and they also identified the potential problems of these sites. And we always did it as a comparison. Looking into Macao and looking into Zhuhai with the same methodology, to identify problems that are unique, and opportunities that are unique to each one of the two cities.

So again, just going quickly through the urban fabric. It's a very different urban fabric: we have urban villages in Zhuhai; we have urban fabric with over 500 years of history in the Macao side. So, you will always see on the top, Zhuhai and on the bottom part, Macao.

So, realities are very different, urban fabric conditions are very different. The flooding scenario is also very different in Zhuhai and in Macao. In Macao, the area that is flooded is much bigger. There is much more risk of flooding than Zhuhai because it's a newer waterfront and if you look into hydrology and into the topography, we'll see that the waterfront is quite vulnerable on Macao's side.

These are the image mappings of the Hato typhoon in 2017 and about 25% of Macao Peninsula was under water. So, the entire Inner Harbour floods

所以，这是在珠海和澳门。在屏幕上可以看到，右边是澳门，左边是珠海，中间是宽约 600 米的内港。

所以，平时我们在谈澳门规划和珠海规划的时候，彼此间是不交流的。因此，我们很少能用一个共同的计划来解决共同的问题。所以，学生们把这个工作室称为一个专注于双方的跨界工作室，从分析澳门和珠海开始。学生们明白，两个城市历史和现状有很大差异。尽管它们相邻，但城市结构、社会结构是极为不同的。因此，学生们对类型学、不同的城市形态以及导致当前城市结构产生的城市演变过程进行了许多分析。他们采访并绘制了不同的活动图，还确定了这些地点的潜在问题，而且我们总是用对照的方式做。用同样的方法看澳门和珠海，找出两座城市各自独特的问题和机遇。

再次，我快速讲讲城市结构；这是一个非常不同的城市结构。珠海有城中村，而澳门则拥有 500 多年历史的城市结构。所以你总是会在顶部看到珠海，在底部看到澳门。

所以，两座城市的现状很不一样，城市结构条件也很不一样。珠海和澳门的洪水问题也大不相同。在澳门，被淹的面积要大得多。它比珠海更容易发生洪水，因为它是一个较新的海滨，如果你研究水文和地形，我们会发现澳门一侧的海滨非常脆弱。

这些是 2017 年天鸽台风范围图，大约 25% 的澳门半岛在水下。整个内港的洪水和洪水范围图都是沿着原来的海岸线，所以澳门一侧的所有填海土地在遇到大台风时都会被淹没。所以，在这种情况下，你会看到一些天鸽台风的图像，地面高达 2 米—接近 2 米。而台风中水位超过了 3.8 米。

and the mapping of the flood follows the original shoreline, so all the reclaimed land in the Macao side gets flooded when there is a big typhoon. So, in this case, you'll see some images of the Hato Typhoon, so the ground level is up to 2 metres, it's close to 2 metres, and it was over 3.8 metres at the typhoon.

So there is one proposal by the government that is to create a seawall. And these are the real images of the Hato Typhoon. So, the entire place was flooded, ten people died, ten thousand cars were under water, and ten thousand trees were also under water. Unfortunately, the two cars that you can see on the picture are my cars that were also under water so this is the view from my window.

So, looking into this scenario, we cannot think about solving the flooding situation in Macao without considering Zhuhai and vice versa. So, we've asked the students to develop different strategies and different scenarios and the first one that I'm going to discuss is the seawall strategy, and this is based on the proposal by the government. The government two years ago was planning to do a seawall and basically a seawall brings a barrier. It really blocks the relation between the city and the waterfront. So we were very worried about this, and we launched this studio basically to try to understand how we could do it in a way that could increase the proximity with water instead of reducing it.

So, again, always analysing the two parts - Zhuhai and Macao at the same time, the students of course try to understand what are the different idiosyncrasies of two areas and they've developed a masterplan that was for the two areas at the same time. So, of course aiming to solve the floods, to create more public space next to the waterfront for locals, to create a landscape that was for leisure on the waterfront, to better link the two sides with both connections and to create complementarity between one part of the city between Macao and Zhuhai.

So, the masterplan was designed as one single project, centred on the Inner Harbour, but tackling the issues of Zhuhai and Macao because those issues are very, very different. So in this case, in

所以政府提出了一项建海堤的建议。这些是天鸽台风的真实图像。所以，整个地方都被淹了。十人死亡。一万辆车被淹，一万棵树也泡在水里。不幸的是，你在图片上看到的两辆车是我的车，也在水下，这是我窗外的景色。

因此，考虑到这种情况，我们不能不考虑珠海就解决澳门的洪水情况，反之亦然。所以，我们要求学生制定不同的策略和不同的场景，我要讨论的第一个是海堤策略，这基于政府的建议。两年前政府计划做海堤，而海堤会带来障碍。它确实隔断了城市与海滨之间的关系。所以我们对此非常担心，我们成立这个工作室基本上是为了了解我们如何以一种可以更接近水而不是远离水的方式来做到这一点。

所以，由于总是同时分析珠海和澳门两个部分，学生们当然会试图了解两个地区的不同特质，因此制定了一个同时针对两个地区的总体规划。这当然是为了解决洪水，为当地人创造更多的滨水公共空间，在滨水区创造一个休闲景观，更好地将两岸联系起来，在澳门和珠海之间创造一个互补的部分。

因此，总体规划是一个以内港为中心的项目，但要解决珠海和澳门的问题，因为这些问题非常不同。 所以在这种情况下，在设计过程方面，正如你所看到的，我们总是同时处理这两个部分——创建连接，在滨水区创建中心，研究现有条件，以便扩展到滨水区，因此要考察当地社区，创建这些不同的功能适合滨水区的中心点。 然后还创建了几个视觉连接点，让两个城市能够看到彼此。 这创造了一个前所未有的非常有趣的可能性，可以从珠海瞭望澳门，也可以从澳门看到珠海。

terms of the design process, we are always addressing the two parts at the same time; creating connections, creating centralities on the waterfronts, looking into the existing conditions, so that the existing conditions could be extended into the waterfront, so looking into the local communities, creating these different centralities with functions that are adequate to the waterfronts. And then creating also, several visual connections; trying to make one side read the other side and vice versa. And this created a very interesting possibility that we usually don't have, of being able to read Macao from Zhuhai and being able to read Zhuhai from Macao. And then we arrived at a masterplan, a preliminary masterplan that has very different design solutions on the one side and on the other. Both parts deal with a seawall. So, I'll guide you through very quickly, just explaining how we can do an exercise of doing a masterplan that is an integrated masterplan with different character in both realities, but at this dialoguing. So, we have public space on the waterfront expanding a lot of public space on the waterfront on both sides. In Macao, we don't have many public spaces on the Inner Harbour. In Zhuhai, it's just a big, big promenade but there are no spaces where people can really stay and rest on the waterfront. So, this project was trying to solve the flooding issue but also trying to bring more quality to the urban space and a bigger proximity with the waterfront.

So, the drawing that you see now is the seawall that we were all afraid in Macao of having just in front of the Inner Harbour. And also basically the seawall that we will not see at the end as a seawall, it will be more of a landscape intervention that I'll show you in a moment. Then also public transportation that was planned for these two areas - and on the right side you'll see Macao and on the left side you'll see Zhuhai.

So after the common masterplan, we've then developed the individual project on each one of the sides. Let's start with the Macao waterfront. This case was extending the Inner Harbour into the waterfront, looking into the local conditions that existed there, keeping the original buildings that are highlights on the waterfront but expanding the

然后我们得到了一个总体规划，一个雏形，你可以看到两个城市都有非常不同的设计解决方案，但都涉及海堤。我会带大家快速了解一下。这里就先解释一下我们是如何做一个包含两个城市不同特征的总体规划的。我们在两个城市的滨水区有很大的公共空间。澳门的内港没有很多公共空间。在珠海，在海滨有一个很大很大的长廊，但不能供行人停留和休息。

所以，这个项目试图解决洪水问题，同时也试图提升城市空间的质量，更进一步利用海滨面积。

你们现在看到的图是我们都害怕的澳门内港前的海堤。这个海底最后不起到海堤的作用，而更多是一种景观干预，我稍后会向大家展示。然后还有为这两个城市规划的公共交通——左面的是澳门，右边的是珠海。

所以在做好总规划之后，我们为两个城市开发了单独的项目。先从澳门海滨说起。澳门的方案是将内港延伸到滨水区，因地制宜，保留了滨水区原有的亮点建筑，但扩展了内港与滨水区的连接，真正创造了许多连接点，更好地连接了原本交通拥堵的滨水区。然后，有了新的海堤和新的填海工程。滨水区的关键建筑将成为滨水区的中心，这将有助于在滨水区创建不同的社区，你可以看到这里有一个货运区，有一部分供当地社区、渔民使用，所以所有在内港的活动此刻都被安排在新的计划中。

connectivity from the inner to the waterfront, so really creating many connections to better connect the city to the waterfront that is now quite blocked. Then, there was a new seawall and also a new reclamation. Key buildings on the waterfront that will be centralities on the waterfront and this will help to create different neighbourhoods on the waterfront and you can see that there's a cargo area, there is a part for the local community, for the fishermen, so all the activities that are at this moment on the Inner Harbour are accommodated in the new plan.

Then, we need to connect to the Inner Harbour, to the inner fabric, so all these bridges will basically bring people from the inner city to the waterfront. And then these were basically key ideas for each one of these communities. So, instead of just doing a seawall, it was designed as an expansion, solving the problems of the existing city at this moment; so there's a lack of public space, there's a lack of community spaces, and this new extension accommodating the waterfront will also cater for all this needs that are not possible to be solved on the existing urban fabric and try to expand the existing urban fabric into the waterfront, to better connect it with the waterfront. And it's, at this moment, the harbour and the city are disconnected. The whole idea was to do this counterintuitive thing that we need to build a seawall but can we do it in a way that instead of separate, bring these two places together. So all the different strategies are basically trying to extend the urban fabric into the waterfront and to create a community space and not just a leisure space but a living space on the waterfront. And then there are several small neighbourhoods that are connected with the existing neighbourhoods.

So, in terms of the walking system, the connectivity is really improved. In terms of the traffic system, it maintained all the service at this moment. In terms of landscape; more than ten times the green space that we have at the moment. In terms of public space; also more than ten times the space that exists now. So the seawall moved from being a wall to being an expansion and a part of the city next to the waterfront.

然后，我们需要连接到内港，连接到内部结构，这样所有这些桥梁基本上都会将人们从内城带到海滨。这些是每个社区的关键想法。所以，这不是仅仅做一个海堤，而是被设计成一个扩展空间，用来解决城市现有的问题；缺乏公共空间，缺乏社区空间，滨水区的新扩建也将满足所有这些现有城市结构无法解决的需求，并尝试将现有的城市结构扩展到滨水区，更好地与滨水区连接起来。而现在，海港与城市是断绝的。整个想法是要做这个违反直觉的事情，建造一个海堤，但我们能以一种方式把这两个地方连接在一起，而不是分开。

所以所有不同的策略基本上都是试图将城市结构延伸到滨水区，并在滨水区创造一个社区空间，不仅仅是一个休闲空间，而是一个生活空间。然后有几个小街区与现有街区相连。

因此，在步行系统方面，连通性变得更好了。在交通系统方面，保持了现在的所有服务。在景观方面，绿地面积比我们目前的多了十倍。在公共空间方面，也是现在存在的空间的十多倍。 因此，海堤从一堵墙变成了一个扩建部分，并成为毗邻海滨的城市的一部分。

你们现在看到的所有元素都是海堤策略的一部分，但它创造了人行天桥，创造了檐篷，创造了海滨长廊和游泳区。而且，我会尝试更好地解释它们是如何融合的。就洪水的场景而言，你在这里看到的是，每当洪水泛滥时，会有一个柔软的结构吸收部分洪水，然后才会来到海堤。但海堤不仅仅是一条直线，它融入在景观、建筑中，洪水初期你无法真正看到它。而且因为我们将内城与海滨连接起来，基本上河流变得更有存在感，而不是像每个人都害怕的那样变得不那么 重 要。

So all the elements that you see now are part of the seawall strategy, but it creates footbridges, it creates canopies, it creates promenades, swimming areas next to the waterfront. And, I will basically try to explain a little bit better how it's all integrating. So in terms of the scenario of flooding, what you see here is whenever it floods there is a soft landscape that absorbs part of the water and then there is the real seawall. But the seawall is not just a straight line, it's integrated in the landscape, in the buildings and on an early basis you cannot really see it. And because we connect the inner city with the waterfront, basically the river becomes more present, not less present as everyone was afraid of.

So on the top of the image, you can see the seawall and on the lower part of the image you can see the landscape treatments around the seawall. So in terms of the strategies for the waterfront, it was basically creating multiple functions. At this moment in Macao, we can only have three or four restaurants on 27 kilometres of waterfront. So there is little space for people to do leisure activities and to enjoy the waterfront, so this was also trying to solve that issue.

So, in terms of water-affinity, usually the seawall will tell us that it separated the sea from the water but the idea was the opposite. This was to use it as an opportunity to create more water-affinity with many different activities taking place on the waterfront. Then the seawall will be, in terms of strategy, be hidden in buildings, combined with urban furniture, inside the landscape and also movable, so it's really a complex system to deal with the waterfront so also combined with shops, with sports, with architecture. So, there is a real physical seawall but it's a much more complex urban element, it's not just a wall.

And then this is connected with the strategy to reconnect the city and the waterfront, connecting the urban fabric, extending the urban fabric into the waterfront and creating much more public space on the waterfront. So, this is the first project in Macao and then on the same masterplan, we've also developed a Zhuhai waterfront. So in this case, the scenario and situation was very different and the urban fabric is more recent and it's also less dense

因此，在图片的顶部，你可以看到海堤，在图像的下部，你可以看到海堤周围的景观处理。所以就滨水区的策略而言，它基本上是在创造多种功能。现在的澳门，27 公里的海滨只能有三四家餐厅。人们休闲活动和享受海滨的空间很小，所以这也是我们在试图解决的问题。

所以，在亲水度方面，通常海堤会将海水与淡水分开，但我们的想法恰恰相反。建造海堤是为了给在海滨进行的许多不同的活动创造更多亲水感。那么在策略上，海堤将隐藏在建筑物中，与城市结构相结合，在景观中，也可以移动，所以它确实是一个应对海滨问题的复杂系统，还与商店、运动场地、建筑相结合。所以，海堤是实实在在存在的，但它是一个更复杂的城市元素，而不仅仅是一堵墙。

然后这与重新连接城市和滨水区、连接城市结构、将城市延伸到滨水区并在滨水区创造更多公共空间的策略相关联。这就是澳门的第一个项目，然后在同一个总体规划中，我们还开发了珠海海滨。在珠海，场景和情况大不相同，城市结构更新，也没有澳门那么密集。所以情况和条件真的非常不同，虽然离澳门只有 600m。所以此时的情况是，珠海这个新城市在发展，有很大很大的塔楼和一个公共裙楼，而这是一个封闭的社区，我们认为真正阻碍了与海滨的联系。所以我们的想法是创造一个连接山脉和海滨的部分。创建一个能与现有条件相联系的部分，因为旁边还有一个城中村。而在这一边也已经有了一个商业中心。因此，我们从摸清现有条件开始，并基本上将其用作扩展，扩展到海滨。

than in Macao. So the situation and the conditions are really, extremely different, although it's just 600 metres away from Macao. So there is a situation at this moment, of a new town development with big, big towers and with a common podium, that was a gated community that was understood as really a problem of blocking the relation with waterfront. So the idea was to create a disconnection to connect the mountain and the waterfront. To create a zoning that was connected with the existing conditions because there's also an urban village on the side. There's also a commercial hub already existing on this side. So we've started by reading the existing conditions, and to use it basically as an extension, to extend it into the waterfront.

Okay, so in this case, the students created a commercial hub, a residence ferry terminal, and the village and urban farming. And this is already related with what is happening there so it's a new typology for an existing condition. So creating centralities on the waterfront, creating multi-level platforms on the waterfront and the different typologies will be an evolution of the conditions that exist there at this moment. Landscape and public space network extend into the waterfront, better connected with the surrounding and to have a walkable experience all around. And again integrating the seawalls. What you see, the 3 metre, it's the seawall and again the seawall is part of the landscape as you cannot really perceive it as a wall. It does not separate you from the waterfront. On the contrary it creates a platform for exploring the waterfront.

So, just trying to guide very, very quickly. It's the same masterplan but totally different architectural typologies, totally different urban arrangements from one side to the other side because the conditions are really, really different so in this case, projects are of course, site specific to those conditions and those communities. So in terms of architectural typology, it moves, again, it increases the density compared to the density of the urban village at this moment but integrates a courtyard system and also urban farming to these new typologies. So we were able to more than double

好，那么在这种情况下，学生们创建了一个商业中心、一个住宅渡轮码头，以及村庄和城市农业区。这些已经与那里正在发生的事情相关，因此是现有条件的新类型学。因此，在滨水区创建中心，在滨水区创建多层次的平台和不同类型的建筑，将在现有条件上进行演变。景观和公共空间以网络形式延伸到滨水区，更好地与周围环境连接，便于行人四处行走。再提一下，整合海堤。大家所看到的 3m 是海堤，海堤也融入成为景观的一部分，你不能真正将它视为一堵墙。它不会将人与海滨分开。相反，它创造了一个探索海滨的平台。

那么，我非常快速地带大家走一遍。两个城市采用一个总体规划，但采用完全不同的建筑类型，两个城市有完全不同的安排，因为两者条件真的非常不同，所以在这种情况下，项目当然是专门针对其社区条件的。所以在建筑类型方面，它还是移动，与此时城中村的密度相比，它的密度更高，但将庭院系统和城市农业整合到这些新类型中。因此，我们能够将目前密度提高一倍以上，但与封闭式社区的类型完全不同。

所以第一个策略是建一个海堤，然后我们尝试应用的第二个策略是响应策略，我们不是封锁海滨，而是用洪水管理洪水。这被证明是一个很大的挑战，因为在澳门和珠海，情况大不相同。我们可以管理珠海的城市洪水，但在澳门，这要困难得多，因为有 25% 的地区是脆弱的，而且澳门的城市结构非常古老，基本上很难适应，所以这个策略在澳门不是那么成功。因此在这个工作室，我们测试了四种策略，我向大家展示了一种最成功的策略，另一种是具有挑战性的，基本上要创建一个更加积极响应的策略。

the current density but with a totally different typology from the gated communities.

So this first strategy was a seawall and then the second strategy that we tried to apply was a responsive strategy, so instead of blocking the waterfront, the flooding would be to manage the floods. And this proved quite a big challenge because in Macao and in Zhuhai, the conditions are very different. We can manage floods, urban flooding in Zhuhai, but in Macao, it's much more difficult because there's 25% of the area that is vulnerable and there is a very old urban fabric that is basically very difficult to adapt, so this was not so successful as a strategy so during this studio we tested four strategies, I'm showing you one that is the most successful and the other one that was one that was challenging, that was more challenging on this which was to basically create a responsive strategy.

So again, students started by looking into the two realities. They did of course a very thorough site research, it was a comprehensive site research with the entire class and then each one developed their own project that, you'll see, are very, very different. On the Zhuhai side was expanding the green and the mountain to the waterfront. And into the Macao part was creating a small community extension on the waterfront.

So this is the masterplan. Again, the masterplan part was designed as a single project. Of course, catering for the different idiosyncrasies of the two sides. And then, in terms of flooding, the responsive strategy was integrated in the architecture so some movable walls, and some patios to raise once there were the floods, so it's much more complex, much more engineering driven. On the Zhuhai side, this proved very easy because the challenge is not that great and there's more space. On the Macao side, this proved to be quite difficult, quite disruptive. So the idea was to deal with flooding in a responsive way, to extend the urban fabric and to increase connectivity between the city centres and the waterfronts.

So on the Macao side, it created a device that integrated the movable seawall with different configurations, that will be integrated on the

因此，学生们再次开始研究这两个城市的现状。 他们做了非常彻底的实地调查，这个实地考察调动了全班级的学生，然后每个人都开发了自己的项目，大家会看到，它们都非常非常不同。 在珠海这边，植物和山脉在向海滨扩展。 在澳门这里，是在海滨创建一个小型社区扩展。

所以，这就是总体规划。 同样，总体规划部分被设计为一个统一的项目。 当然，也迎合了两个城市的不同特质。

然后，就洪水问题而言，响应策略就是将一些可移动的墙，还有一些天井整合到建筑中，一旦发生洪水它们就会升高，所以这个策略要复杂得多，需要更多工程技术支持。 在珠海，事实证明这很容易，因为挑战不是那么大，它的空间更大。 在澳门，这是相当困难的，工程相当具有破坏性。

因此，我们的想法是以响应的方式应对洪水，扩展城市结构并增加市中心和海滨之间的连通性。这是总体规 划。那么，在澳门这边，它创造了一种将不同配置的可移动海堤集成在一起的设备，将与建筑融为一体。 那么，我将向各位展示一些这方面的示例。

这是正常情况下的场景，当发生洪水时，一部分会被淹没，一部分会被阻塞。 这是可能的，这一点已经在其它地方讨论和设计了。 在澳门这样处理是很不寻常的，但是，这就是这种情况下的解决方案。这个方案允许在滨水区进行较少的建设，滨水区总是更加脆弱。 然后在珠海，这有点不同，在那种情况下，因为面积更大，就有了不同计划步骤的可能性。 因此，即使在洪水期间，它也能完全发挥作用。所以这将是没有被洪水淹没时的样子，然后，当它被洪水淹没时，洪水在海滨就得到了控制，而不会进入城市结构。

architecture. So I'll show you some examples of this. So, this is a normal scenario, and when there was a flood, a part would be flooded and one part would be blocked. So this is possible, this was discussed and designed already now in other places. It's quite unusual in Macao to deal like this, but again, this was the solution in this case. It allows less construction on the waterfront and the waterfront was always a bit more vulnerable. Then in Zhuhai, this was a bit different and in that case, because there was a bigger area, this created the possibility of having different plan steps. So it was fully functional even during a flood period. So this would be the landscape when it was not flooded and then, when it was flooded, it would be managed just on the waterfront and not going inside the urban fabric.

So the conclusion that we have in this case is that, again in the GBA the waterfront is centre stage; it's something that is common to all these cities. And all these cities developed independently throughout these years, and they have a character and idiosyncrasy that is something that we all share. But now we have the GBA and we can see and we can look into these different realities from a common point, which is the waterfront, from the middle, from the water which is something we haven't seen before. In this case, to deal with these issues and to tackle these opportunities, it is much better if we really can have dialogue because this will basically be beneficial for both sides. In the Macao case, it's really clear to understand that we cannot solve Macao problems just in Macao. It needs to go through a collaboration with Zhuhai. And it's not just a need, it's also a great opportunity to basically create a much better understanding of our fabric and a much better understanding of the way to look into our reality. If we can and start interpreting also from Zhuhai, and vice versa.

So the presentation I gave is a bit short to fit into our time frame but the key message is that rising waters are here, it's a problem, it's also an opportunity for us to reframe the waterfront and instead of going into an engineering driven solution, we can use this as an opportunity to really create cities that are better connected with water and to use waterfront as a living area. So thank you.

它需要通过与珠海的合作来解决。这不仅是一种需求，还是一个很好的机会，可以从根本上更好地了解城市的结构，更好地了解看待我们现状的方式。如果可以，我们也能从珠海开始解读，反之亦然。

所以从这个案例得出的结论是，在大湾区，滨水区是中心舞台；这是所有这些城市的共同点。这些年来所有这些城市都是独立发展的，它们具有我们所有人共有的性格和特质。

但是现在有了大湾区，我们可以看到，我们可以从一个共同点，从地处中间和水面的滨水区，来看待这些不同的城市现状，这是我们以前从未见过的。而在这种情况下，处理这些问题并抓住这些机会，如果我们真的能进行对话会更好，因为这基本上对双方都有好处。对澳门而言，我们很清楚地知道，我们不能仅在澳门解决澳门的问题 。

我的演讲相对我们大会的时间安排上来看有点短，但我想表单的关键点是，水位上涨是一个问题，也是我们重新规划海滨的机会，而不是从工程驱动角度得出解决方案， 我们可以以此为契机，真正打造与水联系更紧密的城市，并将滨水区作为生活区。 谢谢大家。

**Mr. Stefan KRUMMECK 斯戴凡·科鲁麦克 先生**
Director - TFP Farrells, Hong Kong
Member - Hong Kong Institute of Urban Design
香港 TFP Farrells 董事 / 香港城市设计学会会员

# *Super Density : The 15-Minute City Rethought*

*Hong Kong's Urbanity - A Model for Sustainability and Wellbeing*

## *高密度十五分钟城市改造 香港都市风格 - 可持续及舒适生活模型*

## ABSTRACT

Globally we edge toward unprecedented urbanization, what are the coming urban challenges urban dwellers are going to face in the future, particularly in high-dense cities like Hong Kong? How can we visualise design to address the urban challenges and constraints for better urban spaces and healthier urban living?

Perception of high-dense cities is undesirable with urban constraints. Through analysing Hong Kong and other high-dense cities with scientific data as case studies, showing that Hong Kong includes the crucial urban elements for forming a successful sustainable urban model.

Exiting urban complexity with limited urban extent, diverse urban and building typologies, and lack of public realm give challenges and constraints to Hong Kong. However, transit-oriented development and urban design with people first approach help addressing the three-dimensional relationship of buildings, spaces between and around them, and the surrounding landscape; fostering a creation of a liveable and sustainable urban environment for the high-density city.

Committed by the Planning Department of the Government of the Hong Kong Special Administrative Region, the Urban Design Guidelines embrace the challenges and constraints, and provide strategic directions for the future city with regards to liveability, sustainability,
walkability and wellness within a dense urban context. Hong Kong is a city that puts people first in the design of the built environment while embracing its distinctive natural assets and unique neighbourhood characters.

## 内容摘要

放眼全球，我们正逐步走向前所未有的城市化，城市居民尤其是在香港般的高密度城市，未来将会面临怎样的挑战? 我们如何通过设计来应对城市面临的挑战，从而获得更好的城市空间和更健康的城市生活?

人们对高密度城市的看法往往是负面以及不可取的。通过分析香港和其他高密度城市的数据作案例研究，显示香港包含了形成可持续城市模式的重要城市元素。

有限和复杂的城市空间，多样化的城市和建筑类型，以及公共空间的缺乏，都给香港带来了挑战和限制。然而，以交通为导向的发展和以人为本的城市设计有助于解决建筑物、及其周边之间空间和周边景观的三维关系; 为高密度城市创造一个宜居和可持续发展的城市环境。

香港特别行政区政府规划署和 Farrells 合作的《城市设计指引》拥抱城市面临的挑战和限制，并在未来城市的宜居性、可持续性、步行性和健康性的大前提下提供策略性的指引。香港是一个以人为本的城市，在建筑及环境的设计上坚持以人为本的设计理念，并同时拥抱其独特的自然资源和邻里文化特色。

# INTRODUCTION

**Facilitator – Prof. WANG Weijen**
*Professor - Department of Architecture,*
*The University of Hong Kong,*
*Member - Hong Kong Institute of Urban Design*

**主持人：王维仁 教授**
香港大学建筑系教授
香港城市设计学会会员

The next speaker is Mr. Stefan Krummeck. He's the Principal Director of TPF Farrells with over 30 years of experience for the design of award winning buildings, master planning and infrastructure. Related projects throughout Europe, Australia, Africa, and in particular, Asian-Pacific region. Stefan has been active in Hong Kong in architecture as well as urban design for many years, and in particular he was involved with the West Kowloon Cultural District Development Plan consultancy teams, as well as the cutting-edge Museum of Visual Art - M+ projects. The topic of his presentation today will be Super Density, 15-minute City Rethought. Hong Kong's Urbanity, a model for Sustainability and Wellbeing. Let's welcome Stefan.

下一位发言者是泰福毕建筑设计咨询香港办事处(TPF Farrells) 的首席董事，斯戴凡·科鲁麦克（Stefan Krummeck）先生，拥有 30 多年在建筑设计、总体规划和基础设施方面的从业经验，设计出的建筑屡获殊荣，相关项目遍及欧洲、澳大利亚、非洲，尤其亚太地区。 斯戴凡先生多年来一直活跃于香港建筑和城市设计领域，尤其参与了西九文化区发展计划的顾问团队，以及最前沿的视觉艺术博物馆 M+ 项目。斯戴凡先生今日演讲的主题是高密度十五分钟城市改造：香港都市风格 - 可持续及舒适生活模型。让我们欢迎斯戴凡。

**STEFAN KRUMMECK**

Director - TFP Farrells, Hong Kong
Member - Hong Kong Institute of Urban Design

**斯戴凡·科鲁麦克**

香港 TFP Farrells 董事
香港城市设计学会会员

Hello everyone. I developed a particular interest for cities, for the patterns of cities. I think cities are one of the most phenomenal achievements of our civilisation. Many hands contribute to our cities and there are two cities in particular which we have a lot of exposure to and therefore, I would like to share some of our thinking on these two cities.

One is London, you can see London and Hong Kong; actually similar populations; 8 million each, but the character of the city is very different. London takes up a very large footprint; covers the whole area, whilst Hong Kong is compressed into particularly the waterfront zones along the harbour. In London we've been involved in some big picture thinking. We've been advising the mayor on how the city could expand along the Thames. We've been looking at opportunities to connect the Royal Parks. We've been looking at ideas for how we can activate the Thames, the waterfront along the Thames. So, we were very aware of big issues which can help to form the city. And recently, we were offered an opportunity to do a similar exercise in Hong Kong because we've been involved in the redevelopment of the urban design guidelines.

Now this often leads to repairing the urban fabric. I'm showing you one example here. This is the British Home Office in London, where initially there were three-tower blocks; the whole urban fabric was disconnected. They were called the three ugly sisters. We were commissioned to remove these tower blocks and to provide a new Home Office which is a lower block now, fitting in with the surrounding heights. Here's the building and it's permeable. You can walk through it and it activates the streetscape and in keeping with the urban fabric in general.

When we first arrived in Hong Kong 30 years ago, we were overwhelmed by the density, the closeness

大家好。我很早就对城市、城市模式产生了特别的兴趣。在我看来，城市是我们文明最显著的成就之一。不少人为我们的城市做出了贡献，尤其有两个城市我们接触很多，因此，我想分享我们对这两个城市的一些想法。

第一个城市是伦敦。可以看到伦敦和香港两地实际上人口相似，都是 800 万，但每座城市的性格却大不相同。伦敦足迹巨大，覆盖整个区域，而香港则被压缩至几近海港边的滨水区。在伦敦，我们掺入了一些大局思考，一直在就这座城市如何沿泰晤士河扩张向市长提供建议，一直在寻找连接皇家公园的机会，一直在寻思如何给泰晤士河沿岸、泰晤士河滨水区注入活力。所以，我们非常清楚哪些点有助于城市的形成。最近，在参与香港城市设计准则的重拟工作中，我们获得了在香港进行类似工作的机会。

重拟设计准则通常会带来城市结构的修复。大家可以看看这个例子：这是位于伦敦的英国内政部，最初有三座塔楼，整个城市结构都是断裂的。三塔楼也被称为三丑姐妹。我们受委托拆除这些塔楼，并提供一个新的内政部，现在是一个较低的街区，与周围的高度相适应。这是建筑物，它是可渗透的。你可以穿过它，它激活了街景，并与一般的城市结构保持一致。

30 年前我们第一次来到香港时，便被此处塔楼的紧实和密集所震惊了。时至今日，我们仍然认为这种特殊城市类型提供了一些非凡机会。香港的汽车保有量很低，只有 10%，而且很多人使用公共交通工具，这让我们很是好奇。

of the towers. And we still feel that this particular typology of the city offers some phenomenal opportunities. We were quite intrigued by the fact that car ownership is quite low in Hong Kong, only 10% and a lot of people use public transport.

So we'll talk you through a little bit of our findings with regard to Hong Kong, why we think it actually has its merits, and then I'll lead in to the urban design guidelines and explain to you how we are trying to embrace some of these principles.

So one of the challenges we think we need to overcome is suburbs, and residential enclaves are the perimeter of the city. This generates a lot of commuting highways which need to be built in the urban areas and that is a very unsustainable way to build a city now. I think the American cities have adopted this. This is now being understood, I think, in many parts of the world that a city should be mixed-use, should offer housing and residential areas, should offer leisure areas, ideally all within a walking distance. We heard someone speaking this morning about Melbourne. Melbourne has adopted an 800 metre radius, that is about 10 minute walk, from the centre, so that idea has now been widely accepted as a good model.

But what does it mean in order to have a more walkable city? We have to reduce cars in the urban area. We still have the need to commute from one neighbourhood to another neighbourhood so public transport is a very important element to connect these different neighbourhoods. And if we can do that, if we can keep the cars to a lower level in the city then we can open up the city to the pedestrian realm, we can introduce pleasant walkable environments, sustainable environments in the city.

So why is Hong Kong an interesting model in that sense? I've already mentioned the developments are very dense on the waterfront, but what that means is we have a phenomenal amount of green space, a phenomenal amount of country parks. Only 25% of Hong Kong is built up and the remains are mountains and green space; a great opportunity, particularly in challenging times like

因此，我们将向您介绍我们对香港的一些发现，为什么我们认为它实际上有其优点，然后我将过渡到城市设计指南并阐释我们如何努力接受其中一些原则。

我们认为需要克服的挑战之一是郊区。住宅飞地是城市的外围。这就要求城区需要建造大量的通勤高速公路，而这是现在建设城市时一种非常不可持续的方式。我认为美国城市已经采用了这样的模式。在我看来，现在世界上许多地方都认为一个城市应该是混合使用的，应该提供住房和住宅区，应该提供休闲区，而且最好都在步行距离之内。今天早上我们听到有人在谈论墨尔本。墨尔本的建筑模式，是划定 800m 的半径，即从中心步行约 10 分钟的距离，因此这个想法现在已被广泛接受为一个很好的模型。

但是拥有一个更适合步行的城市意味着什么？意味着我们必须减少市区的汽车。我们仍然需要从一个街区通勤到另一个街区，因此公共交通是连接这些不同街区的一个非常重要的因素。如果我们能做到这一点，如果我们可以将城市中的汽车量保持在较低水平，那么我们就可以让城市向行人敞开，可以在城市中引入宜人的步行环境和可持续的环境。

那么，从这个意义上说，为什么香港是一个有趣的模式呢？我已经提到香港滨水区的发展非常密集，但这意味着我们拥有大量的绿地，大量的郊野公园。香港只有 25%的面积用于建筑，剩下的都是山峦和绿地。这是一个很好的机会，尤其是在这样充满挑战的时期。香港的居民区比较均匀地分布在香港的足迹中，但是纽约更像是一个金字塔，可以看到有很多住宅区被推离市中心，伦敦则非常极端，几乎就像一个煎饼，整个城市的居民人口都差不多。

this. When you look at the residential settlements in Hong Kong, they are relatively evenly spread across the footprint of Hong Kong, but in the middle, you see New York, that's more like a pyramid, you can see that there are a lot of residential areas are pushed away from the centre and London is quite extreme, it's almost like a pancake, pretty even residential population across the city.

Whilst when you look at the working opportunities, employment opportunities, Hong Kong is again relatively evenly spread out, other than maybe Tuen Mun which I think is a problem, but when you look at New York and London, they have pinnacles in the middle so everyone essentially has to commute to the centre of the city and that leads to huge congestion and environmental problems. So with this density we have in Hong Kong, we can put very efficient public transport in and only 7% of people roughly use cars to commute. In London we talk about over 50% of people commuting, I think 60% in that sort of order, and in New York it's much more extreme, we are talking about roughly 80% of people commuting by car, so that's really what we are trying to avoid.

Another interesting aspect in Hong Kong, the bottom diagram is Hong Kong Island, about 15 kilometres long, and itself essentially one line, 1.3 million people live here. It's one line with at least a million commuters every day, but since it's relatively evenly distributed, living areas and working areas, the line is relatively evenly loaded throughout the day. It works hard for us. It's not a main stream of people living in the suburbs coming to the centre, it is much more diverse.

So what does it result in? This is an image of Central. It's a very dense mixed-use urban fabric. The spaces, the urban spaces within the city, are kind of limited. That is something which we experience. How do we overcome it, how do we deal with this challenge?

So, talking a bit more about the transport systems in Hong Kong, I think now again, over the last few years, we are aware of how climate change is

在工作机会、就业机会层面，香港的分布再次相对均匀（除了屯门，我个人认为可能有点问题）。但纽约和伦敦中间是有尖峰的，所以每个人基本上都必须通勤到市中心，这导致了巨大的拥堵和环境问题。因此，以香港的人口密度来看，可以提供非常高效的公共交通。大概只有 7% 的人会使用汽车上下班。在伦敦则是超过 50% 的人开车通勤，按这顺序来看我认为应该是 60% 了，而在纽约，情况要极端得多，大约 80% 的人开车通勤，而这就是我们真正要试图避免的问题。

香港另一个有趣的方面是下图的香港岛，长约 15 公里，基本上是只有一条路线，130 万人住在这里。这条线路每天至少有 100 万通勤者，但由于生活区和工作区分布相对均匀，因此线路的全天负载相对均匀。它很努力地在服务着我们。这条路线不是单一地帮助郊区居住者蜂拥前往市中心，而是更加多样化。

那么它会导致什么结果呢？这副图片展示的是香港中环，是一个非常密集的混合用途城市结构。城市内的城市空间是有限的。这一点，已经是我们所经历的。我们如何克服以及应对这一挑战呢？

我们再稍微谈下香港的交通系统。我认为，在过去的几年里，我们意识到气候变化正成为一个非常重要的问题。我们需要能耗更少、对气候更友好的城市，这样才能避免我们现在面临的这些环境挑战。我们来看看美国城市吧。这是休斯顿，左边已经是几年前的事了，但完全是一个汽车主导的地方。即使是现在，仍然可以看到停车场占据了市区大部分空间。而这都是办公建筑。城市无法混合使用。这意味着巨大的通勤量。

becoming a very substantial issue. We need to find cities which consume less energy, which are more climate-friendly so that they can avoid these environmental challenges we are facing now. When you look at an American city, this is Huston, on the left is already some years ago, but totally a car dominated place. Even now you can see that the car-parking is still taking the majority of space in the downtown area. And this is all office. There is no way of mixed-use provided here in the city. And that means huge commuting.

When you look at the chart, this is the carbon transport footprint of cities. The top of the chart on the left is all American cities, poor performers. The centre portion is European cities and Hong Kong is at the bottom right, at the very bottom. And you can see that from a carbon transport footprint, it is the best performing city, one of the best performing cities in the world. And why is that, because the densities allow very efficient public transport systems. They are safe, they are reliable, they are very frequent and you can see we can score very highly here with all public transport. Its rate is one of the best in the world.

But with this density comes another huge advantage. We have phenomenal landscapes and phenomenal backdrops to our urban areas, which are still very accessible. They are not far away from the places where we live and work.

So what we can measure here is the transport energy is significant in a city, it's at least 30%, similar for Hong Kong but we have 90% of people using rail and when you look at the right chart you can see that those 90% only consume a very slight sliver of the overall transport consumption. So if we can reduce the cars in a city and we can reduce buses also then we make a big difference in terms of carbon transport footprint.

Now, traditional models for public transport systems - that put big distances between the hubs because cities are not so dense, their catchment areas are further away from each other, and that means you need other transport to supplement

这张图表显示了城市的碳运输足迹。左边图表的顶部是所有美国城市，表现不佳。中间部分是欧洲城市，香港在右下角最底部。可以看到，从碳运输足迹来看，香港是表现最好的城市，是世界上表现最好的城市之一。为什么会这样呢？因为香港的密度使得非常高效的公共交通系统成为可能，不仅安全、可靠、而且非常频繁。可以看到香港在图表中所有公共交通工具之列都能得到很高分数。它的得分是全球最佳之一。

但是这种密度带来了另一个巨大优势。我们的城市地区拥有非凡的景观和背景，而且非常方便，离我们生活和工作的地方不远。

所以我们在这里可以衡量的是一个城市的交通能源很重要，至少有占据 30%。香港比较类似，但香港有 90% 的人乘坐地铁。据右边图表所示， 90%的人仅占据整体交通运输能耗的极小部分。因此，如果我们可以减少城市中的汽车和公共汽车，那么我们在碳交通运输足迹方面就会产生很大的不同。

现在，由于城市没有那么密集，所以现在公共交通系统的传统模型是在枢纽之间设置很远的距离；因此它们的集水区彼此相距较远，这意味着需要其他交通工具来补充这些地铁站沿线的枢纽。需要公共汽车和出租车来提供城市中的额外交通。这不是组织城市的最有效方式，但香港对这些枢纽进行了一些专门研究，并将这些枢纽变成了非常密集的有着混合用途的城市中心，因此 15 分钟的城市概念对香港来说真的不是什么新鲜事，已经在香港发展交通系统的思考过程中根深蒂固。

these hubs along the metro stations. You need buses and taxis to provide additional circulation in the cities. That is not the most efficient way of organising a city, but Hong Kong has specialised a little bit on the idea of these hubs and they've turned these hubs into very dense urban centres, mixed-use urban centres, so the idea of a 15-minute city is really not new to Hong Kong. It's already been entrenched in the thinking process of developing the transportation system.

One example I will show you briefly, Kowloon Station, is probably one of the densest in the world, and MTR realised that property opportunities were a big contributor to their commercial model and also provide convenience for people who live or work close to the metro stations, so that model has become a very successful idea for Hong Kong. Now when you make the city very dense, you need to use all levels in a city, you need to have a multi-layer system. That's all it's been embraced. There was an idea in West Kowloon to extend for the whole peninsula but Kowloon Station was the first one; truly mixed-use as a residential office component here, all within 30 hectares of land. And in total, we are talking about roughly 40,000 people living and working in this very compact area; more like a '5-minute city' really.

But we don't want to look at this development in isolation. We really think that the city only becomes very efficient when these nodes are interlinked with each other. When you look at Hong Kong, in the urban stations, and the distribution of the stations, 75% of all office space is captured by stations within 5 minutes' walking distance. And a lot of the residential areas - 50% of them - are also within 5 minutes walking distance from the MTR stations. So that is a main factor to minimise commuting and therefore very valuable. So if you want to take this to the next extreme, what we really want to do is have these nodes linked with each other, so that 15 minutes neighbourhoods are touching and we don't need to rely too much on additional transport other than the metro system.

This idea in Hong Kong was coincidental, it was

举个例子，九龙站可能是世界上最密集的站点之一。港铁意识到地产机会是其商业模式的重要贡献者，也为住在或工作在地铁站附近的人提供便利，于是便让这种模式成为了香港非常成功的想法。为了使一座城市非常密集，需要使用到该城市的所有层次，需要有一个多层系统。这就是它被接受的全部。西九龙当时有个想法，是延伸到整个半岛，但九龙站是第一个真正的混合用途枢纽，成为当地 30 公顷的土地内住宅办公组件的一部分 。总的来说，我们谈论的是大约 40000 人在这个非常紧凑的 5 分钟城市内生活和工作 。

但我们不想孤立地看待这一发展。我们认为只有当这些节点相互连接时，城市才会变得非常高效。从香港城市车站的分布来看，75%的办公空间都在站点 5 分钟步行距离以内。许多住宅区（其中 50%）也距离港铁站仅 5 分钟步行路程。这是减少通勤的主要因素，因此非常有价值。若要把它带到下一个极端，那么我们真正想要做的则是让这些节点相互连接，这样 15 分钟的街区就相互触及，而且我们不需要过多依赖地铁系统以外的额外交通。

这个构想在香港比较巧合。确实是滨水区的发展和线性排列所产生的，但并非完全没有被认可，例如深圳前海有一个总体规划，被称之为景观都市主义，发展相当密集，但这个最终能容纳大约 100 万人的地区的关键是拥有一个非常复杂的公共交通系统，并在附近的地方设置车站，使其再次成为一个适合步行的环境。因此，地铁可以成为人们在这个新区出行方式的主要贡献者。

really the development along the waterfront and the linear arrangement which generates this, but it's not entirely unrecognised, for example in Shenzhen in Qianhai, there's a big masterplan, they call this landscape urbanism, quite dense development, but the key to this district with ultimately house about a million people is to have a very sophisticated public transport system and put stations in such proximity that again it become a walkable environment. So the metro can become a main contributor here to the way you get around within this new district.

One of the projects we've been doing is shown here - it is very dense. The towers are each allocated on very small footprints, but it allows for opening up of the space between the towers and creating an urban space between a multi-layered space; a walkable space; an enjoyable space; a leisure space; which can supplement the density of the community.

So Hong Kong also has some challenges. I think we are all aware of this, for example there's a perception that there is very little public open space in Hong Kong because of the density, the streets are quite tight, only 2 square metres per person, versus say, for example, New York with 25. So apparently a very small amount of public space. But when you look at it in a slightly bigger picture, Central Park and Hyde Park which are big contributors to public space in those cities, we actually have a bit of an equivalent to this, except it's not as defined and that is the country parks and mountains, kind of engaging with the city, getting very close to the urban fabric, very accessible to us, and actually almost interweaving with the residential and working neighborhoods. And so we've got one side of the urban fabric, we've got the mountains and leisure facilities and the parks and on the other side we have the harbour and waterfront, and then again, I think one of the most fascinating harbours in the world provide a huge opportunity for Hong Kong to cater for more public space.

There are challenges at the moment; the waterfront has only just achieved its final configuration

这是我们一直在这里做的项目之一 - 非常密集。每座塔楼都分配了非常小的占地面积，但允许塔楼之间空间敞开，并在多层空间之间创造一个城市空间；一个适合步行的空间；一个令人享受的空间；一个休闲空间；来补充社区的密度。

那么，香港也面临一些挑战，我想我们都知道这一点。例如有人认为香港的公共开放空间很少，因为城市密度很大，街道很拥挤，每人平均只有 2 平方米，相比之下，纽约人均 25。所以显然公共空间非常少。但是从更大视角来看，中央公园和海德公园是这些城市公共空间的重要贡献者。而香港实际上有一些类似的东西，只是没有明确定义，那就是郊野公园和山脉。这些公园和山脉与城市是有接触的，非常接近城市肌理，对我们来说非常方便，实际上几乎与住宅区和工作区交织在一起。所以我们城市结构的一侧有山脉、休闲设施和公园，另一侧有海港和海滨。我认为这是世界上最迷人的海港之一，为香港提供了一个巨大的机会来供给更多公共空间。

目前香港是存在挑战的；由于前几个世纪的填海工程仍在继续，滨水区才刚刚完成最终配置，而且滨水区有些区域无法进入，有些甚至是私人区域。但我认为我们已经做出了很多努力进行改进，并提升这里的连接度。我认为，我们还需要为港口制定愿景，并且制定一个将港口联系在一起并赋予其连贯性的整体总体规划。但是滨水区一带有很多活动，我们正试图在那里开放海岸线并铺设木板路。滨水区新建了一个文化区。所有这些元素最终都会增加整体画面，并将改善公共开放空间的数量。

because reclamation was continuing in the previous centuries, and there are areas which are not accessible and which are even private along the waterfront. But I think a lot of effort has been made to improve and to connect it better. What I believe we need is a vision for the harbour and an overall masterplan to tie the harbour together and give it a coherence. But there are a lot of activities along the harbour front where we are trying to open the harbour front up and provide boardwalks. There's a new culture district created along the waterfront. All of these elements ultimately add to the overall picture and will improve the amount of public open space.

Another challenge for Hong Kong is that the living area is actually quite small. 16 square metres per person, that is very little when you compare with New York for example, which has 60 square metres; so they have very big flats - whilst we have very small flats. I believe that there is some tradeoff maybe in having so much leisure space versus the size of the accommodation we can enjoy, but if we were going to double our residential stock, which is what we would need in order to get to similar level to London, we would probably end with something like this - this is Kowloon Station - the residential buildings would take up almost the same height as the super highest tower there, so that would be a very difficult model I think to pursue.

So what actually could we do? If we don't go tall with our residential development then we need to go wide. And that means we need to find more area to provide a more land take and I believe that should be dominantly along the harbour. And it should be mixed-use. We should not make the mistake and create suburbs which are predominantly residential. There is a government plan for that to happen, the “Lantau Tomorrow” scheme, which is sitting right between Hong Kong Island and Lantau, and there will be a really large area of reclaimed land. I think that in principle that is sympathetic to the idea to develop along the harbour and hence I think it's valid. I do think that we need to watch out for the uses we are providing here and also the ‘15-minute city’ concept should all be integrated into this as well, particularly since

香港面临的另一个挑战是居住面积小，人均 16 平方米，与纽约 60 平方米相比，这是非常少的；所以纽约有很大的公寓——而我们有很小的公寓。我相信我们需要在如此多的休闲空间与我们能够享受的住宿规模之间进行一些权衡，但如果我们要将住宅存量增加一倍，（这样才能达到与伦敦相当的水平），最后可能会以这样的方式结束：这是九龙站 - 住宅楼的高度几乎与那里的超高塔相同。那么，这将是一个非常难以追求的模式。

那么我们究竟能做什么呢？如果我们的住宅开发不往高处走，便需要往远处走。这意味着我们需要找到更多区域来提供更多土地，我相信这主要应该沿着海港进行。这些土地应有着混合用途。我们不应该重蹈覆辙，让郊区以住宅为主。为此，政府制定了即“明日大屿”计划。在香港岛和大屿山之间将会有很大一片填海土地。我认为原则上这与沿海港发展的想法是一致的，因此我认为这是有效的。我确实认为我们需要留意我们提供的用途是什么，而且 15 分钟城市的概念也应该全部融入其中，尤其考虑到这里实际上离内陆和香港岛有一段距离。

this is actually some distance to the Mainland and to Hong Kong Island.

So what it means is we end up with a very urban and very dense environment and also has its challenges. The urban fabric within the city area is quite constrained. How can we improve that and how can we make the city more walkable and more enjoyable for our residents?
So this brings me now full circle to what I've been hinting on at the beginning. We had an opportunity to work with the Planning Bureau in developing Urban Design Guidelines for Hong Kong and they are focusing on the opportunities of people-centric design. What we need to do to our public realm to make that more walkable and more enjoyable for us. And as a principle we felt that some of these issues I've just raised should become overriding principles for the guidelines, such as the context - how you relate to the surroundings?. Movement - how do you make it a pedestrian priority city in Hong Kong? Public spaces - how do we upgrade public spaces? The buildings - how do we design buildings so that it enhances the public realm?

And also principles were informing the chapters we have adopted for the urban design guidelines. So we've got a chapter, the first chapter, which deals with context, the second chapter with movement, the third chapter with public spaces and a fourth chapter with building interfaces. And I'll just show you a little bit of the sort of inspirations we had for these chapters. I think the document will be available soon; it should be promulgated by the end of year; hopefully you can all study it then.

The first issue is about this symbiosis between the urban fabric and landscape. Landscape is super important for Hong Kong because of the pandemic. People are recognising the huge value and they are going out into the landscape and into the parks on the weekends, so it's a very good asset for us. So how would we string these together - that's what is described in the first chapter. And here you can see a typical page of the document and some of the urban design guidelines which we have determined. How to integrate with the parks, how do you retain the ridgeline? Those sorts of issues we've tackled in this chapter.

所以这意味着我们最终会拥有一个非常城市化和非常密集的环境，并且也面临着挑战。香港市区内的城市结构相当受限。我们如何对这一点加以改善，以及如何让城市更适合步行，让我们的居民更愉快呢？

所以现在完全回到了我在演讲开始时提及的内容。我们曾经有幸与香港规划局合作，为香港制定城市设计指南。他们专注于以人为本的设计机会，需要对我们的公共空间采取行动，使其更适合步行和更令人愉悦。我们认为我刚刚提出的这些问题中的一些原则应该成为香港城市设计指南中的首要原则，例如情境上——如何与周围环境相关联？移动方面——如何令香港成为一座步行优先城市？公共空间——如何升级公共空间？建筑物——如何设计建筑物以增强公共领域？

这些原则也为我们城市设计指南中的章节提供了信息。所以我们的第一章处理情境，第二章涉及移动，第三章涉及公共空间，第四章涉及建筑界 面。我将向大家展示我们在这些章节中获得的一些灵感。我认为该文件很快就可供参阅了，应该会在年底前公布；希望到时候大家都能多加研习。

第一个问题是关于城市结构和景观之间的共生关系。由于新冠流行病的影响，景观对香港变得非常重要。人们意识到了景观的巨大价值，会在周末外出游览风景和公园，因此这对我们来说是一笔非常好的资产。那么我们如何将它们串在一起呢——这就是第一章中所描述的。在这里，您可以看到文档中典型的一页以及我们已经确定下来的一些城市设计指南：如何与公园融合，如何保留骑行路线？我们将在本章中解决这类问题。

So the pedestrian-friendly movement network is the second chapter. So how do we enhance connectivity within our neighbourhoods, how can we get better spaces for the people between the buildings? And again, we've devised a number of guidelines. We feel that we should hold on to the idea of being public transport conscious. How do we enhance the neighbourhoods? We think that we should still look into a layered city, because of the density we need to activate the groundspace, but we also need to look at above ground connectivity.

We think there are great opportunities to enhance the waterfront and to bring landscape and public spaces into the waterfront. And that we also have embraced in our chapter which deals with engaging the public realm. So, again, I've listed out here the main guidelines for the public realm. We can study that in more detail when the guidelines are promulgated.

And finally we also dealt with the buildings - how they should be integrated. We think that listed buildings or existing interesting older buildings, they can become a focal point in urban areas. They can help to activate districts in Hong Kong, so we should embrace that. This is covered in the urban design guidelines but we also think that the buildings themselves can open up to the public realm and can be more welcoming for a people-friendly environment and also for landscape.

So again, we have devised a chapter where we have highlighted a number of urban design principles which could be, or should be, embraced in order to create a better interface between the building and the public realm. That just gives you a little bit of an impression as to what we've been trying to do for the urban design guidelines.

Now I believe a ‘15-minute’ concept is not really a new idea. It's been embraced in Hong Kong for many, many years, mainly driven by the natural geography. So, the idea of creating this 15-minute district has actually been long established, but having a naturally created super-city structure, where all these nodes are interlinked and

而行人友好的移动网络则是第二章。如何增强社区内的连通性，在建筑物之间为人们提供更好的空间呢？同样，我们已经制定了许多指导方针。我们认为我们应该坚持倡导公共交通意识。我们如何改善邻里呢？我们认为我们仍然应该研究分层城市结构，因为我们需要激活地面空间的密度，同时也需要考虑地面上的连通性。

我们认为有很好的机会来改善滨水区并将景观和公共空间带入滨水区，也在处理公共空间参与度的章节中囊括了这一点。所以，我再次在这里列出了公共空间的主要指导方针。我们可以在指南颁布时更详细地研究这一点。

最后，我们还讨论了建筑物应该如何整合的问题。我们认为已经备案的建筑或现有的趣味老建筑，可以成为城市地区的焦点，可以帮助激活香港各区域，所以我们应该接受这一点。这在城市设计指南也有所涉及。与此同时，我们也认为建筑物本身可以向公共领域开放，对于搭建人性化环境及景观而言更热情引人。

因此，我们再次设计了一个章节，重点介绍一些能够或应该被采用的城市设计原则，以便在建筑和公共领域之间建立更好的界面。这只是让大家对我们对发展城市设计指南所采取的行动形成些许印象。

我相信 15 分钟城市并非全新概念，反而已在香港已经实践多年，这主要是受自然地理的驱动。因此，这个创建 15 分钟城区的想法实际上早已确立，但拥有一个自然的超级城市结构才是我认为非常了不起的事情，在这个超级城市结构中，所有节点相互连接，从本质上讲不仅创建了一个社区，而且创建了一个真正的沿海港步行的城市。香港应该庆祝这一点，我认为多年来我们都将为此感到非常自豪。

essentially create a not only neighbourhoods but a real walkable city along the harbour, that is I think something quite phenomenal and Hong Kong should celebrate that and I think over the years we will all be very proud of this. So that concludes my talk. Thank you very much. I hope you enjoyed it and maybe I'll meet you again sometime soon.

我的演讲到此结束。非常感谢。我希望大家喜欢，也许很快我们会再次相遇。谢谢。

**Prof. Bernard V. LIM, BBS, JP 林云峰 教授**
Founding President - Hong Kong Institute of Urban Design
Principal - AD+RG Architecture Design and Research Group Limited
香港城市设计学会创会会长
香港 AD+RG 建筑设计及研究所有限公司总监

# *Strategies for an Accessible Inclusive City*

# *推动畅通易达无障碍共融城市设计的策略*

## ABSTRACT

After reviewing over 150 sites in Hong Kong with a significant team of auditors who are people with disabilities, we feel obliged to take a good step forward to propose new strategies and design guidelines to enhance the accessibility of our City to make our Built Environment more inclusive. This presentation covers observations from the site audits and make potential proposals for positive changes.

## 内容摘要

经过与一支由残疾人士组成的调查员团队审核了香港 150 多个场所之后，我们感到有必要向前迈出一大步去提出新的策略和设计指引，以增强城市共融畅达，使建筑环境更具通用性。 本演讲涵盖了场所审核的观察，并提出了各种可能的建议及前瞻性改善。

## INTRODUCTION

## 介绍

**Facilitator – Prof. WANG Weijen**
*Professor - Department of Architecture,*
*The University of Hong Kong,*
*Member - Hong Kong Institute of Urban Design*

**主持人：王维仁 教授**
香港大学建筑系教授
香港城市设计学会会员

The next speaker is Mr. Bernard Lim. Bernard Lim is the Principal of AD+RG, the Architecture and Urban Design Practice, and also, he is the former Adjunct Professor of Architecture at Chinese University of Hong Kong, as well as he was also the most importantly the Founding President of Hong Kong Institute of Urban Design as well as the President of Hong Kong Institute of Architects. He's actively engaged in public and social services in Hong Kong including as a member of the Hong Kong Housing Society as well as Chairman of the Hong Kong-Shenzhen Biennale of Architecture and Urbanism. Today, the topic of his presentation is Strategies for an Accessible Inclusive City. Let's welcome Bernard.

下一位发言者是 Bernard Lim 先生。Bernard Lim 是建筑与城市设计实践 AD+RG 的负责人，也是前香港中文大学建筑学兼职教授，最重要的是，他是香港城市设计学会创会会长，及香港建筑师学会会长。他积极参与香港的公共和社会服务，包括作为香港房屋协会的成员以及深港建筑与城市设计双年展的主席。今天，他演讲的主题是无障碍包容性城市战略。让我们欢迎伯纳德。

**BERNARD LIM**
Founding President - Hong Kong Institute of Urban Design
Principal - AD+RG Architecture Design and Research Group

**林云峰**
香港城市设计学会创会会长
香港 AD+RG 建筑设计及研究所有限公司总监

Thank you Wei Jen. Now let's move from the whole cityscape to another topic where we'll look at accessibility, whether our city is accessible or not. Now, I'd like to share with you a study where we'll look at the facts of our city: Is it inclusive? Is it designed for people of different backgrounds, ages, or physical conditions? Now what we have done is to carry out surveys that try to review how our environment, from the perspective of people with disabilities, affects the way they experience in the city. We have invited over hundred different groups from different types of disability, some are mobility impaired, some are visual, some they have hearing difficulties and some they have mental disability. Inspections have been carried out in over 150 sites in different areas in Hong Kong, ranging from shopping, cultural, transport, hospital, outdoor facilities, car park, educational and others. Now, in the years from 2019 to 2020, we have been looking at various categories of issue, ranging through accessibility on public transportation, wayfinding, tactile guide paths, obstructions related to seating, circulation and looking at evacuation in cases of emergency.

Some experiences that were gathered from them have been recorded. Some of these are shown like this; the situation on public transportation, how they are shown to different types of areas, look at signage issues, look at tactile guide path situations, look at the seats and situations, look at circulation, look at information on how to make evacuation. And then from this, we look at the possibilities of how one would deal with such problems and we divide them into code-related strategies, accessibility evaluation, education, incentive schemes, building management, and the use of information technology to deal with these situations. We'll be suggesting reviewing our codes for building design, our codes for urban design, our code for universal design, to future

谢谢维仁。现在让我们从整个城市景观的话题转移到另一个主题，我们将研究城市可达性，无论我们的城市是否可达。现在，我想与您分享一项研究，我们将研究我们城市的事实：它是否具有包容性？它是为不同背景、年龄或身体状况的人设计的吗？现在我们所做的是开展调查，试图从残疾人的角度审视我们的环境如何影响他们在城市中的体验。我们邀请了来自不同类型残疾的数百个不同群体，有些是行动不便的，有些是视力障碍的，有些是听力障碍，有些是精神障碍。已在香港不同地区的 150 多个地点进行视察，涵盖购物、文化、交通、医院、户外设施、停车场、教育等。现在，从 2019 年到 2020 年，我们一直在研究各种类别的问题，包括公共交通的无障碍性、寻路、触觉引导路径、与座位相关的障碍物、流通和紧急情况下的疏散。

从他们那里收集到的一些经验已经被记录下来。其中一些是这样显示的；公共交通的情况，它们如何显示到不同类型的区域，看看标志问题，看看触觉引导路径的情况，看看座位和情况，看看流通，看看如何进行疏散的信息。然后从这里，我们看看人们如何处理这些问题的可能性，我们将它们分为与代码相关的策略、可访问性评估、教育、激励计划、建筑管理以及使用信息技术来处理这些问题。情况。我们将建议审查我们的建筑设计规范、我们的城市设计规范、我们的通用设计规范、未来规划以及现有城市和涵盖的问题类别，事实上我想与他们分享一会儿你。

planning, as well as to existing cities and covering categories of issues which in fact I'd like to share with you in a moment.

In a lot of public open space we tried to record from the surveys how our surveyors, who are people of disability, experience. Sometimes you see the maps are faded, they can't see and sometimes even the braille maps, they are too complicated to obtain information, and sometimes the images and the text are too small to be visible. In public open spaces, some experience that there are seats that are not accessible because there are changing levels; you can't get access to them. Also, for stairs, there's no appropriate luminous contrast, and there are tactile guide paths, however, they direct to different types of accessible entrance only, but not in fact to all the different access points. And sometimes, there are drinking fountains, but only one accessible drinking fountain, but no directional sign to lead them to such.

Therefore, we see that there's a need to review and provide accessible shelters and seats in public open space. And one will also look at provision of braille and tactile information so that one can lead those who need it, in public open space and also to use the internet system to try to help. Also, one should consider providing certain numbers of accessible drinking fountains with clear signage to deal with such. We'll see that in public open space one will need to look at appropriate luminous contrast for nosing tiles and railings and provide sufficient lighting. And of course, more and more often, the use of appropriate multi-media signage and use of audible devices or radio-frequency identification (RFID) to help accessibility.

Now, we travel by a lot of public transport. Some of the surveys were on buses. One can look at a lot of the bus stations being relatively dull, lighting not sufficient, no provision of accessible facilities information at bus interchanges. Also the pathways in the bus stations are too narrow for both people with disabilities (PWDs) and their caretakers. We see, very often, insufficient seating for a lot of bus stations, for people to wait and elders sometimes

在许多公共开放空间中，我们试图从调查中记录我们的调查员，他们是残疾人，是如何体验的。有时你看到地图褪色，他们看不到，有时甚至是盲文地图，它们太复杂而无法获取信息，有时图像和文字太小而无法看到。在公共开放空间中，有些人会因为楼层变化而无法进入座位；您无法访问它们。此外，对于楼梯，没有适当的发光对比度，并且有触觉引导路径，但是它们仅指向不同类型的无障碍入口，而实际上并不指向所有不同的入口。有时，有饮水机，但只有一个可以使用的饮水机，而且没有方向标志可以引导它们。

因此，我们认为有必要在公共开放空间审查和提供无障碍庇护所和座位。并且还将考虑提供盲文和触觉信息，以便人们可以在公共开放空间中引导有需要的人，并使用互联网系统尝试提供帮助。此外，应该考虑提供一定数量的带有清晰标志的无障碍饮水机来处理此类问题。我们将看到，在公共开放空间中，人们需要查看合适的前缘瓷砖和栏杆的发光对比度，并提供足够的照明。当然，越来越多的情况下，使用适当的多媒体标牌和使用声音设备或 RFID 来帮助无障碍。

现在，我们乘坐很多公共交通工具旅行。对公交车的一些调查，可以看到很多公交车站比较沉闷，光线不足，公交车换乘处没有提供无障碍设施信息。而且，公交车站的通道对于残障人士及其看护人来说都太窄了。我们经常看到，很多公交车站的座位不足，人们等待，长者有时因座位不足而需要坐在围栏上。而且，可进入的等候区可能会被封锁，并且在这些区域没有庇护所或座位。嗯，在公交车内，也可以找到他们的重要信息，但屏幕太低看不到。它们也不够大以至于无法看到，而且屏幕也太小且难以找到。

need to sit on fences due to insufficient seats. And also, accessible waiting areas could be blocked and no shelters nor seats in such areas. Well, within buses, one could also find their important information but the screens are too low to see, nor are they large enough to be visible and also screens are too small and difficult to find.

Now, for experience in various parts of the world one should see - one will provide a tactile guide path to every major access point; and one should explore the possibility to provide announcement information via braille, speakers and the use of information communication technology (ICT); explore also the possibility to provide appropriate shelters and seats; and explore the possibility to review the lighting requirement of transportation hubs and provide clear signage and layout plans.

We see that in the MTR (mass transit rail) and railway stations, very often there's no flashing warning lights whilst opening and closing the doors and no announcement for lift maintenance and no information about the current position and direction inside the train cabins. Also, tactile guide paths don't lead to the right location and sometimes if there's only one lift, and it's under maintenance, what can one do? No tactile guide path to entry or exit gates. Well, from some of this, one would imagine there's a need to look at providing more tactile indicators in the train stations and platforms. Explore the possibility to provide accessibility provision inside train cabins. We've seen in some countries, in Tokyo, in Singapore, there's good examples to improve their accessibility provisions like flashing warning lights or accessible facilities information. Before you go to the next station, you already know from the exit door from your cabin, which direction you can reach, accessible lifts or other information. And explore the possibility of providing more than one accessible lift.

We see that for many years with tactile guide paths, although provided in many locations, are very often broken, or the guide path only connects to certain accessible facilities and they are not connected usually to toilets and have insufficient

现在，对于世界各地的体验，人们应该看到，人们将提供通往每个主要接入点的触觉引导路径。人们应该探索通过盲文、扬声器和使用 ICT 提供公告信息的可能性。还探索提供适当的庇护所和座位的可能性，并探索审查交通枢纽的照明要求并提供清晰的标志和布局计划的可能性。

我们看到在港铁和火车站，经常没有闪烁的警告灯，同时有开门和关门，没有电梯维护通知，也没有关于列车车厢内当前位置和方向的信息。此外，触觉引导路径不会通向正确的位置，有时如果只有一部电梯，并且正在维护，该怎么办？没有通向入口或出口大门的触觉引导路径。好吧，从其中的一些内容中，人们可以想象有必要考虑在火车站和站台上提供更多的触觉指示器。探索在火车车厢内提供无障碍设施的可能性。我们已经在东京、新加坡等一些国家/地区看到了一些很好的例子来改善其无障碍条款，例如闪烁的警示灯或无障碍设施信息。在前往下一站之前，您已经从客舱的出口处知道可以到达的方向、无障碍电梯或其他信息。并探索提供多个无障碍电梯的可能性。

我们看到很多年的触觉引导路径，虽然在很多地方都有提供，但经常坏掉，或者引导路径只连接到某些无障碍设施，它们通常不连接到厕所，与地板的颜色对比不足。触觉引导路径有时也定位不正确，有时甚至被地毯或其他障碍物覆盖。想象一下有视觉障碍的人，他们如何继续走这条路。我们还发现触觉引导路径太长并且与其他公共路径交叉的经验。

colour contrast with the floor. The tactile guide paths sometimes are also positioned incorrectly and sometimes they are even covered by carpets or other obstructions. Imagine someone with a visual disability, how can they continue along the path? We also have found experiences that the tactile guide paths are too long and are crossing other public paths.

Well, look at some of these reviews. We can see there's a need to review and examine the connectivity, not only to certain accessible facilities but also to toilets, exits, rest areas, and to review the design location and materials of tactile guide paths so that in fact one will look at additional warning tiles and implementation to indicate different levels of danger. In the UK, as shown in the lower part of this slide, there are different types of guide path to differentiate different levels of dangers.

We can also look at the possibility of introducing certain clear zones between the tactile guide paths because we know that certain people, perhaps in a wheelchair, find it difficult to cross over the tactile guide path, and therefore a certain clear zone, while still allowing visually impaired people to use their sticks to help navigate their routes, provides for those who are perhaps in wheelchairs or maybe in a hospital bed, a clear zone, resistance free for crossing.

Now in terms of the application of automatic doors, such has not been in fact popular in many parts of Hong Kong. Very often, only one ramp entrance is provided and that's the only one for the automatic door. And insufficient warning on the glass door and often one can see difficulty to pull the door whilst access entrances very often are not automatic doors. Now what one should see and look at is to consider providing automatic doors to all entrances with audio guiding devices that may be located above the door and to explore the possibility to improve the requirement for glass door markings with higher colour contrast or two levels of markings.

There's provision of an information counter needed for those who want to make inquiries.

好吧，看看其中一些评论。我们可以看到，不仅需要审查、检查与某些无障碍设施的连通性，还需要检查与厕所、出口、休息区的连通性。并审查触觉引导路径的设计位置和材料，以便事实上人们会查看额外的警告牌和实施，以指示不同级别的危险。在英国，如本幻灯片的下半部分所示，有不同类型的引导路径来区分不同级别的危险。

我们还可以考虑在触觉引导路径之间引入某些明确区域的可能性，因为我们知道某些人，也许坐在轮椅上，发现难以跨越触觉引导路径，因此存在某个明确区域，同时仍然允许视障人士使用他们的手杖帮助导航他们的路线，为那些可能坐在轮椅上或可能在医院病床上的人提供一个清晰的区域，穿越时没有阻力。

现在就自动门的应用而言，其实在香港很多地方还没有普及。很多时候，只提供一个坡道入口，这是自动门的唯一入口。并且玻璃门上的警告不足，经常可以看到很难拉门，而且入口通常不是自动门。现在应该看到和考虑的是考虑为所有入口提供带有音频引导装置的自动门，以便它们可以位于门上方，并探索提高对具有更高颜色对比度或两级标记的玻璃门标记要求的可能性.

有需要询问的人需要的信息柜台。我们仍然看到有些情况下没有供轮椅使用者使用的降低柜台，或者人们可以看到仅指向较低柜台的触觉引导路径。现在实际上我们收到了盲人结合或视觉绝望的人的投诉。事实上，他们不需要去低柜台，他们说他们经常不得不低头，因为他们的触觉引导路径将他们引导到低柜台。低柜台供轮椅使用者使用。

We still see there are cases where there's no lowered counter desk for wheelchair users, or also one can see tactile guide paths directed only to a lower counter desk. Now in fact we receive complaints from people with either the blind union or people with visual despair. In fact, they don't need to go to a low counter, they say they often have to bow down because their tactile guide path leads them to the low counter - the low counter is for wheelchair users.

So in Hong Kong, when we drafted the code many years ago, probably one has confused or put everyone with impairment thus, assuming that they all need the tactile guide path. So in fact, these are things that one should clarify. So, in fact we suggest to consider increasing the extent of obligatory provision of a lower counter desk for wheelchair users and clarify the provision and design requirements of the assistive listening system and then clarify the provision of tactile guide path directing to the normal level counter desks.

Now we use lifts, but are lifts designed for those in fact with certain impairments? We find that our normal lifts are difficult for wheelchair users to leave the lifts. And often the buttons are too small and too small without sufficient information. In fact one should consider proper design for accessible lifts, requiring all passenger lifts to be accessible, provide wider lift shafts and then review the lift provisions including installing some mirrors and windows to improve the use of control buttons.

In many of our public areas, directional signs are not designed for those who in fact need the signs. Very often, our surveyors find that: the character sizes are too small and have poor colour contrast; the paints fade out with no maintenance; QR codes are difficult to scan; and no directional signs exist to show directions of facilities. So one should really review the use of appropriate directional signage - the connectivity for access, so that they in fact provide the appropriate character size, symbol size and use a size-to-distance approach to determine the size of the letterings and apply

所以在香港，我们多年前起草守则的时候，可能有人把每个人都弄糊涂了，或者把每个人都放在了障碍中，假设他们都需要触觉引导路径。所以实际上这些都是应该澄清的事情。

因此，我们实际上建议考虑增加为轮椅使用者提供下柜台服务台的强制性范围，并明确助听系统的提供和设计要求，然后明确提供指向正常水平柜台服务台的触觉引导路径。

现在我们使用升降机，但升降机是为那些实际上有某些障碍的人设计的吗？我们发现我们的普通升降机很难让轮椅使用者离开升降机。并且通常按钮太小和太小而没有足够的信息。事实上，人们应该考虑无障碍电梯的适当设计，要求所有乘客电梯都可以到达，提供更宽的电梯井，然后审查电梯的规定，包括安装一些镜子和窗户，以改善控制按钮的使用。

在我们的许多公共区域，方向标志并不是为那些实际上需要这些标志的人设计的。很多时候，我们的测量员发现：字符尺寸太小，颜色对比度差；油漆褪色，无需维护；二维码难以扫描；并且不存在指示设施方向的方向标志。因此，应该真正审查适当的方向标志的使用 - 访问的连接性，以便它们实际上提供适当的字符大小，符号大小并使用大小到距离的方法来确定字母的大小并应用足够的发光对比并需要更耐用的材料，以便油漆不会轻易被洗掉，并提供适当的维护。

sufficient luminous contrast and require more durable materials so that paint won't be washed out easily, as well as providing proper maintenance.

For places to provide emergency evacuation we see that there is usually insufficient colour contrast for evacuation routes and the emergency exits are very often blocked, with no braille sign for obtaining the evacuation information. We see there's a need to review the location and design requirements on directional emergency signage whether they are floor mounted, for low level signs, or braille signs. Also to provide horizontal evacuation or evacuation lifts for people with disabilities, and then also provide large enough visible fire evacuation plans for people with disability and enlarge the extent of application of additional assistive provisions to other buildings.

Now, besides what I've talked about, besides codes, in some parts of the world like in New South Wales in Australia, or in the UK, there's been a practice to encourage the use of Comprehensive Accessibility Evaluation Reports, involving comprehensive evaluation. Getting PWD stakeholders involved, so that one can look at the standard of accessibility applied in addition to just code compliance. In some parts of the world, access consultants, coupled with an access auditor will be engaged; these are professionals or PWD stakeholders who will help to produce accessibility design reports and accessibility audit reports.

There's a need for better education. To introduce universal designs in schools, in university and professional bodies accreditation programs and promote universal design through regular public education. In schools, to introduce universal design concepts and then for the various university courses or continuous professional development or professionals so that rehabilitation, design and theoretical studies would be introduced.

I hope that the Greater Bay Area Urban Designer Alliance, as well as the various collaborating institutions, would consider incorporating promotion of universal design into our programs; would promote universal design through regular

对于提供紧急疏散的场所，我们看到疏散路线的色彩对比通常不足，紧急出口经常被堵塞，没有盲文标志来获取疏散信息。我们认为有必要审查定向紧急标志的位置和设计要求，无论它们是落地式、低位标志还是盲文标志。同时为残疾人提供横向疏散或疏散电梯，进而为残疾人提供足够大的可视火灾疏散方案，并扩大附加辅助设施对其他建筑物的应用范围。

现在，除了我讲的，除了规范之外，在世界的一些地方，比如澳大利亚的新南威尔士州，或者在英国，都有鼓励使用综合无障碍评估报告的做法，包括综合评估。让 PWD 利益相关者参与进来，以便除了代码合规性之外，还可以查看应用的可访问性标准。在世界的某些地方，将聘请访问顾问和访问审核员；这些是专业人士或残疾人利益相关者，他们将帮助制作无障碍设计报告和无障碍审核报告。

需要更好的教育。在学校、大学和专业机构的认证计划中引入通用设计，并通过定期公共教育促进通用设计。在学校，引入通用设计概念，然后为各种大学课程或持续专业发展或专业人士引入康复、设计和理论研究。

我希望城市设计大湾区城市设计师专业联盟以及各合作机构考虑将通用设计的推广纳入我们的计划，通过通用设计周等定期公共教育活动来推广通用设计。将促进和提高对普遍无障碍和包容性环境的认识，并鼓励通用设计的新实践和新思维方式。

public education events such as universal design week; and would promote and raise awareness of universal accessibility and inclusive environments and encourage new practices of universal design and new ways of thinking.

Besides codes and education, incentive schemes can help provide accreditation and building incentives with promotion of universal design through universal design awards. One can establish accreditation and building incentive schemes so that accreditation systems can be set up, similar to those such as BEAM Plus or Universal Design Mark in Singapore,. There can be various categories of assessment that can be evaluated, such as: the use of the ratio of wheelchair space; the number of accessible ambulant toilets; and the dimensions of primary or secondary access routes.

One can promote universal design through universal design awards, establish universal design awards and corresponding incentive scheme criteria, and motivate developers and government to appropriately adopt accessible facilities in their premises, thereby encouraging design best practice. My aunt in Singapore, aged over 90, always insists on going with me to shopping centers where they've got the universal design mark and this is something which is good. And now we must also encourage our building management and take regular evaluation and training of building professionals, such that the tactile guide path won't be covered, so the tiles will not fall apart, so that the guide path won't be blocked, so that the faded maps will be maintained, so that the stagnant water will be looked at, and so that the appropriate announcement for maintenance will be given. Accessible toilets shouldn't be blocked and then used for various alternative types of storage; emergency exits shouldn't be blocked by water-filled barriers. So all this would be needed so that we can carry out our regular evaluation of our building management staff and professionals. The use of IT should be further promoted; this is something which can provide a better city. Encouraging the use of Wi-fi infrastructure and then providing further financial and technical support for indoor mapping and wayfinding, all

除了规范和教育之外，激励计划还可以通过通用设计奖来促进通用设计，从而帮助提供认证和建筑激励。可以建立认证和建立激励计划，以便建立认证系统，类似于新加坡的 BEAM Plus 或 Universal Design Mark。可以评估的评估类别可以有多种，例如：轮椅空间的使用比例；无障碍流动厕所的数量；主要或次要通路的尺寸。

可以通过通用设计奖推广通用设计，设立通用设计奖和相应的激励计划标准，激励开发商和政府在其场所适当采用无障碍设施，从而鼓励设计最佳实践。我在新加坡的姑姑已经 90 多岁了，总是坚持陪我去购物中心，那里有通用设计标志，这是一件好事。而且现在我们还要鼓励我们的建筑管理，定期对建筑专业人士进行评估和培训，这样触觉引导路径不会被覆盖，所以瓷砖不会散开，从而引导路径不会被阻塞，以便保留褪色的地图，并查看死水；并会发出相应的维护通知。无障碍厕所不应被堵塞，然后用于各种替代类型的存储。紧急出口不会被充满水的屏障挡住。

因此，所有这些都是需要的，以便我们可以对我们的建筑管理人员和专业人员进行定期评估。应进一步推广信息化。这是可以提供一个更好的城市的东西。鼓励使用 Wi-fi 基础设施，然后为室内地图和寻路提供进一步的资金和技术支持。所有这些信息通信技术的发展都可以鼓励使用室内和室外空间数据的数字化，从而鼓励数据共享并为有需要的人补充所有标志的可见性。我们都需要一个包容的城市，我相信在大湾区的发展中，我们实际上可以共同努力，朝着一个更包容、更普遍的地区努力。非常感谢。

this ICT development can encourage the use of digitisation of indoor and outdoor spatial data and as such encourage the sharing of data andsupplement the visibility of all the signs for those in need. We all need an inclusive city and I'm sure in the development of the GBA we can in fact together work towards a more inclusive and universal area.

Thank you very much.

**Dr. HUANG Dingxi 黄鼎曦 博士**
Vice President & Secretary General - Guangzhou Urban Planning Association
广州市城市规划协会副会长兼秘书长

# *The Role of Expert Committee or Chief Designer for Promoting Urban Design*

## *专家委员会和总设计师对推动城市设计的作用*

## ABSTRACT

This talk focuses on institutional arrangement for promoting urban design in the rapid new area development and urban regeneration context of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). As most of the urban design works in such context are hosted and approved by local public development authorities, efficient mechanism for balancing design creativity for individual market driven development projects and the guidance of larger scale urban design is important for achieving high quality urban spaces. Cases for appointing Expert Committee or Chief Designer in GBA cities will be compared to illustrate how they play the roles for bridging urban design with project design. Followed by discussions for formalising such mechanisms.

## 内容摘要

本论坛发言聚焦于大湾区快速新区建设及城市更新背景下的城市设计实施制度安排。由地方公共部门主导推动的城市设计，如何通过有效的机制向具体建设项目传导，平衡城市设计要求和市场化项目的设计创意，对营造高品质城市空间尤为关键。通过比较大湾区城市中目前开展的专家委员会和总设计师机制实践案例，将进一步讨论如何将上述探索纳入正规化的制度安排。

## INTRODUCTION

## 介绍

**Facilitator – Prof. WANG Weijen**
*Professor - Department of Architecture,*
*The University of Hong Kong,*
*Member - Hong Kong Institute of Urban Design*

**主持人：王维仁 教授**
香港大学建筑系教授
香港城市设计学会会员

The next speaker, Dr. Huang Dingxi is the Vice President and Secretary General of Guangzhou Urban Planning Association. He has also been a Special Committee Member on Urban Big Data - Healthy Cities for the Chinese Society of Urban Designers. And he also has participated in research projects for strategic planning and master plans for Guangzhou planning authorities, focusing on public land banks, ecological corridors, as well as infrastructure. The topic of his presentation today will be The Role of Expert Committee or Chief Designer for promoting Urban Design.

下一位发言者黄鼎曦博士是广州市城市规划协会副会长兼秘书长。 他还是中国城市设计师学会城市大数据——健康城市专委会委员。 他还参与了广州市规划部门的战略规划和总体规划研究项目，重点研究公共土地银行、生态走廊和基础设施。他今天演讲的主题是专家委员会或首席设计师在促进城市设计方面的作用。

**HUANG DINGXI**
Vice President & Secretary General –
Guangzhou Urban Planning Association

**黄鼎曦**
广州市城市规划协会副会长兼秘书长

It's been a fruitful day today, listening to cutting-edge speeches and learning from sustainable human-oriented, very warm-hearted, cool design proposals from around the world. Today, I will share with you some on-going institutional exploration for implementation of urban design. I just noticed that Professor SUN also talked about his great practice in the Pazhou area in Guangzhou, so I'll just be very quick and save some more time for other design sharing and discussion.

As a background, the importance of urban design and awareness is increasing in Mainland China. At the 2015 Central Policy Conference on Cities, urban design, urban rehabilitation and strengthened openness of detailed planning were emphasised. Also cities 3D spatial coordination, landscape holisticity, and cultural continuity were greatly emphasised. The central government also calls for "retaining the genes", such as the city's unique geo-spatial environment, cultural characteristics and other architectural styles to be retained.

As required by the Ministry of Housing and Urban - Rural Development, urban design is divided into two layers: the overall urban design; and the key areas of urban design. For the key areas of urban design, which are very popular in Mainland cities in China, the areas of concentrated embodiment, shaping of the city culture, and also style characteristic or other special value, must be preserved and put into detailed urban design. Urban design in key areas is usually incorporated into statutory planning as a requirement for land development and construction. However, in practice, the channel is still not so smooth in conducting urban design requirements into construction projects and public space construction.

Firstly, since there are no mandatory standards for the implementation of key areas, urban design does

今天是硕果累累的一天，我们聆听着前沿演讲，还学习了来自世界各地的可持续的、以人为本、非常热情的、很酷的设计方案。今天，我将与大家分享一些正在进行的城市设计实施的制度探索。刚刚注意孙一民教授也讲了他在广州琶洲地区的项目，所以我会很快带过，为其他设计分享及讨论节省更多时间。

补充下背景信息——城市设计的重要性在中国大陆日益增加，更多人也意识到了这一点。2015 年中央城市政策会议上强调了城市设计、城市修复和加强详细规划的开放性。还进一步强调了城市 3D 空间协调、景观整体性和文化连续性。中央政府还呼吁"保留基因"，例如保留城市独特的地理空间环境、文化特色和其他建筑风格。

按照城乡住建部的要求，城市设计分为两层：城市总体设计，以及城市重点领域的设计。对于在中国内地城市非常流行的城市重点领域设计，集中体现和塑造城市文化、风格特征或其他特殊价值的部分必须保留，并将其纳入详细的城市设计中。重点区域的城市设计通常作为土地开发建设的要求纳入法定规划。但在实践中，将城市设计要求纳入建设项目和公共空间建设的渠道还不是那么畅通。

首先，由于对重点区域的实施方案有强制性标准，城市设计尚未涵盖所有开发建设区域或上述重点区域。其次，城市设计是由政府规划和行政部门委托一些城市设计顾问团队准备的。但在城市设计准备阶段，实际的开发建设意图和要建设的项目还不清楚。

not yet cover all development and construction areas or the key areas mentioned above. Secondly, urban design is commissioned by the government planning and administration departments for preparation by some urban design consultant team. But when urban design is prepared, the actual development and construction intention and what projects are to be built are still not clear.

Finally, aside from the government departments, urban design teams and development construction owners also lack mechanisms for how to meet the requirements of the United Nations Sustainable Development Goals (UNSDG's) in leaving no one behind. There is still a lack of channels to listen to the general public's opinions, so, institutional arrangement is maybe just for bridging the design and site delivery.

We know that these problems have been encountered in other developing countries in the last century such as in the 1920s, Le Corbusier in the Congrès Internationaux d'Architecture Moderne (CIAM), called for meeting and discussion as essential work styles. And lately in the 1980s, in Japan, the Chief Architect collaborative design mechanism in Japan is very popular. Also in France, the Architect Coordinator is also implemented. This also includes some of the US cities, such as San Francisco, Portland and Seattle, where there is Design Review with guidance on walkability, landscape, public space, etc. Also we find that it's quite common in the planning permission and application process in the UK.

Now I'll introduce some of the pilot experiments in China. There are mainly two kinds of these practises. The first one is the 'Expert Board' which is a team of experts appointed by the city government. They provide comprehensive long-term tracking services and review the implementation of each project. The second is the 'Chief Urban Planner' or 'Chief Urban Designer' which are directly appointed or appointed through a bidding process to service a special period. They are led by one or more urban designers with a high

最后，除了政府部门、城市设计团队和开发建设业主之外，还缺乏如何满足联合国开发计划署可持续发展目标要求的机制——即不让任何一人落下。还缺乏听取公众意见的渠道，因此，制度安排可能只是为了连接设计和现场交付。

我们知道，这些问题在其他上个世纪的发展中国家也遇到过，比如 1920 年代，CIAM 的勒·柯布西耶 (Le Corbusier) 将会议和讨论作为必不可少的工作方式。而 20 世纪 80 年代，在日本，日本的首席建筑师协同设计机制非常流行。同样在法国，他们采用的是建筑师协调员的方式。这也包括美国的一些城市，比如旧金山、波特兰和西雅图就有关于步行性、景观、公共空间等的设计指南。我们发现这在英国的规划委员会和申请过程中也很常见。

下面我介绍一下中国的一些试点。这些做法主要有两种。第一个是专家委员会，由市政府任命的专家团队而任命。他们提供全面的长期跟踪服务并审查每个项目的实施情况。第二个是首席城市规划师或首席城市设计师。他们是直接任命的，或者通过招标程序为特殊时期服务而任命的。他们由一位或多位享有盛誉的城市设计师领导，例如今早的孙教授和吴教授，他们代表公众利益，以顾问的身份为规划管理提供技术服务。

reputation, such as Professor Sun and Professor Wu this morning, and they represent the public interest for the provision of technical services to planning management as consultants to the local authorities.

We can see quite a lot of such pilot experiments in China. In Shanghai we have an 'Expert Advisory Team' in historic areas and 'Chief Urban Planners' of the 2010 EXPO Site with one Chief Planner and two Deputy Chief Planners. In Beijing there is a 'Collaborative Planning Management' mechanism in the Zhongguancun Science City. Long-term checking of the planning and implementation dynamics in the areas to assist in refined management. Also in Tianjin, in the Cultural Centre area, there is also a 'Collaborative Work Platform' and in the Binhai Economic Zone, there is the General Planner Responsibility System. Each special area has two chief planners, they systematically conduct planning and management, architectural design management, architectural design review, and also architectural design schedule management. In Shenzhen, we are quite familiar, there is the 'Planning-Architecture Double Chief Engineer' system, which is now being implemented in the International Conference Exhibition Centre near the airport. And a Chief Planner and a Chief Architect work very closely together to provide technical coordination and professional consultation works. Also regionally, a 'Regional Chief Designer' also serves in the Bay Area Super Headquarters Base and provides similar, familiar services.

Now I will also give you some more details on on-going exploration in Guangzhou. Actually Guangzhou, back in the 1980s, already formed a Committee of 'Urban Built Environment Arts', serving similar functions as the experiments mentioned above. The 34 architects, planners, and urban management officials, formed a committee to give advice on a variety of urban construction and design issues, such as for each area which is larger than 10 hectares they will give opinions on the design. From the upper right you can see that was the initial design scheme of our CBD, Pearl River City area, which incorporated many of the

我们可以在中国看到很多这样的试点。在上海，我们有历史地区专家顾问团和 2010 年世博园区城市总规划师，总规划师 1 人，副总规划师 2 人。在北京，中关村科学城有协同规划管理机制。长期掌握各领域规划实施动态，助力精细化管理。

同样在天津，在文化中心区，也有协同工作平台，在滨海经济区，有总规划责任制。每个专区设总规划师二名，系统地进行规划管理、建筑设计方案管理、建筑设计评审、建筑设计进度管理。在深圳，我们比较熟悉，有规划-建筑双总工制度，目前正在机场附近的国际会展中心实行。并且总规划师和总架构师紧密合作，提供技术协调和专业咨询工作。同样在区域上，区域首席设计师也在海湾超级总部基地服务，并提供类似的、熟悉的服务。

现在，我还将向您介绍有关广州正在进行的探索的更多详细信息。其实早在 1980 年代，广州就已经成立了城市建成环境艺术委员会，其作用与上述措施类似。34 名建筑师、规划师和城市管理人员组成了一个委员会，就各种城市建设和设计问题提出建议，比如每一个大于 10 公顷的区域，他们都会对设计提出意见。从右上角可以看到我们 CBD 珠江城区域的初步设计方案，这个委员会的很多意见都融入到了最终的设计工作中，还有现在的广州塔所在的区域，也有很多来自这个委员会的顾问意见。

opinions from this committee into the work of final design, and also the area where the Canton Tower now is laid, also had a lot of consultant opinions from this committee .

There is a very successful practice in the Guangzhou Financial District in which academician He Jingtang led the consultancy team as 'Chief Urban Designer' in this area. They gave advice on architectural design proposals and improvements to achieve the harmonised outcome of the overall design intention. As we can see from the graph on the right, this area, although it is a very modernised central business district, focusing on financial services, Professor He was of the opinion that there's a 方城曲苑; a fusion of the ancient and modern. After the design delivery, 36 blocks were attained through auction by financial, commercial, banking, and insurance companies. Although all the design drawings are included in the form of land auction contracts, the requirement of urban design and public space interface are facing challenges of the actual land owners. They put forward many practical optimisation requirements that have not been considered in the urban design stage.

The working mechanism is the fixed-term, meeting discussion as well as written opinion circulation by the team led by Professor He. The coordination and inspection for district detail planning was also given, and they are also in charge of the design qualities of each development project. Professor He occasionally gave very detailed advice on each of the buildings being constructed.

This morning, Professor Sun also introduced his consultant team of the Cyber Economy Zones, and also the very famous designer Benjamin Wood played an important role in the historic area revitalisation, such as Yongqing Fang and Beijing Lu, giving advice on all the on-going detail construction.

We just started last year with the GZUPA, Guangzhou Urban Planning Association also providing design review services. For projects of landscape sensitive areas, it's possible to choose to

在广州金融区有一个非常成功的项目，何镜堂院士带领顾问团队担任该领域的首席城市设计师。他们就建筑设计方案和改进提出建议，以实现整体设计意图的协调结果。从右图可以看出，这个区域虽然是一个非常现代化的中央商务区，以金融服务为主，但何教授认应该有一个方城曲苑，古今融合。设计交付后，金融、商业、银行和保险公司通过拍卖获得了 36 个街区。虽然所有的设计图纸都以土地拍卖合同的形式包含在内，但城市设计和公共空间接口的要求正面临着实际土地所有者的挑战。他们提出了许多在城市设计阶段没有考虑到的实际优化要求。

工作机制就是，由何教授领导的团队定期召开会议讨论和书面意见交流。还对区域详细规划进行了协调和检查，他们还负责每个开发项目的设计质量。何教授偶尔会就正在建造的每一栋建筑给出非常详细的建议。

今天上午，孙教授还介绍了他的网络经济区顾问团队，还有著名设计师 Benjamin Wood (本杰明伍德) 在如永庆坊和北京路的历史街区振兴中发挥了重要作用，对所有正在进行的工作提出了详细建议。

我们去年刚开始与广州市城市规划协会合作，广州市城市规划协会也提供设计审查服务。对于景观敏感区域的项目，可以选择通过开发商组织审查过程或使用我们的服务。该服务由市政府资助，对开发商免费。组织顶级专家参加会议，对每个建设项目发表意见。他们还投票决定是否对项目感到满意，或者项目是否需要更多建议和进一步修改。

either organise a review process through the developer or to use our service. The service is funded by the city government and free of charge for developers. Top tier experts are organised to attend meetings and give comments on each construction project. They also vote on whether they are satisfied with a project or if the project needs more advice and further modification.

You can see some of the outcomes and results. The projects are made before our consultation and after our consultation. Finally I think that the construction and development of a city is an organic life cycle. The missions of a city designer go far from buildings or vision footprint for the city. In order to create healthier and more human livable spaces, city designers can play a better role throughout the lifecycle of the development. The Committee of Experts or the team of Chief Planners are very important platforms for the city designers to develop their roles.

Thank you.

大家可以看到一些成果。 这些项目是在我们咨询前后制定的。 最后我认为一个城市的建设和发展是一个有机的生命周期。 城市设计师的使命远非城市的建筑或愿景足迹。 为了创造更健康、更人性化的宜居空间，城市设计师可以在整个开发生命周期中发挥更好的作用。专家委员会或总规划师团队是城市设计师发挥作用的重要平台。

谢谢大家。

**Mr. Brian YANG** 先生

Partner of Bjarke Ingels Group, Denmark

丹麦 Bjarke Ingels Group 合伙人

# *BIG at All Scales : Social Infrastructure for Sustainable Cities*

# *规模宏大：可持续城市的社会基建设施*

## ABSTRACT

Between political upheaval, climate change and a global pandemic, 2020 has been a difficult year across the spectrum of human experience. While architecture alone cannot solve all of the challenges we collectively face, this presentation will show BIG projects built, in-progress and proposed as examples of how as architects we have the agency to rethink how our cities can be designed as ecosystems at multiple scales that are ecologically, economically and socially profitable – and where the outcome doesn't force people to alter their lifestyle solely for the sake of a better conscience but because it actually also increases our quality of life.

## 内容摘要

在政治动荡，气候变化和全球大流行之间，2020 年是人类艰难的一年。虽然仅凭建筑本身无法解决我们共同面临的所有挑战，但本演示将展示已建置，进行中和拟议中的 BIG 项目，这些实例说明了作为建筑师，我们如何重新考虑将城市设计为多种尺度的生态系统的例子。在生态，经济和社会上都是有利可图的，不会迫使人们改变他们的生活方式，而是它实际上能提高我们的生活质量。

# INTRODUCTION

# 介绍

**Facilitator – Prof. WANG Weijen**
*Professor - Department of Architecture,*
*The University of Hong Kong,*
*Member - Hong Kong Institute of Urban Design*

**主持人：王维仁 教授**
香港大学建筑系教授
香港城市设计学会会员

The next speaker is Mr. Brian Yang. He is the partner of Bjarke Ingels Group (BIG) in Denmark. He has been actually working at BIG for many years and completed projects, important projects like Shenzhen Energy Efficiency Sky Towers and housing projects, innovative housing projects in Denmark and as well as the concept design for the Contemporary Art Museum in Norway that bridges across the river. Today, his presentation topic will be BIG at All Scales: Social Infrastructure for Sustainable Cities.

下一位发言者是 Brian Yang 先生。 他是丹麦 比亚克·英格尔斯 (Bjarke Ingels Group – BIG) 的合伙人。Yang 先生在 BIG 工作多年，完成了深圳节能天空塔等重要项目和住宅项目，丹麦的创新住宅项目，以及跨越河流的挪威当代艺术博物馆的概念设计 。今天，他的演讲主题是“规模宏大：可持续城市的社会基建设施”。

**BRIAN YANG**
Partner of Bjarke Ingels Group, Denmark

Good afternoon everyone. It's a pleasure to have the opportunity to speak to you today from here in Copenhagen and to walk through some of our thinking about sustainability through the lens of our built and on-going work. And in the context of this conference, work predominantly in Asia in the presentation that we call 'BIG at All Scales: Social Infrastructure for Sustainable Cities'.

Now as architects and at BIG, we are not architects for architecture's sake. One of our missions is to explore how our cities and buildings can be designed as ecosystems that are both ecologically but also economically profitable and where the outcome doesn't force people to alter their lifestyle for the sake of a better conscience, but because it can actually increase our quality of life. So sustainability not as a moral dilemma, but as a design challenge that allows us to give form to a future that we would be proud to pass on to our children and our children's children.

Now, our first built project in Chinese was the Danish Pavilion for the Shanghai EXPO in 2010. The EXPO theme was Better City Better Life so very broadly about urbanity, sustainability and creating and crafting a vision for the future of our cities. And one of the defining characteristics of Danish city life is that between 30% to 40% of Danes bicycle to work every day in a kind of low to mid rise, very human scale context. So we took the idea of wrapping the typical Danish street with the blue-coloured bicycle path in and around itself so that it creates this amazing kind of three-dimensional cityscape that you experience on top, in between, and through, and on the underside, so really a kind of incredible human scale three-dimensional experience. And then in the middle, we actually transplanted the Little Mermaid from her home in the harbour in Copenhagen. We discovered in the Chinese primary school curriculum, one of the stories that is taught to kids at a young age, there's three fairy tales from Hans Christian Andersen and one of

**BRIAN YANG**
丹麦 Bjarke Ingels Group 合伙人

大家下午好。很高兴今天有机会在哥本哈根与大家进行交流，并通过我们已落实和正在进展的工作来介绍我们对可持续发展的一些思考。在本次会议的背景下，我把 PPT 所展示的主要在亚洲的工作称之为"规模宏大：可持续城市的社会基建设施"。

作为在 BIG 的建筑师，我们不是为了追求建筑设计而成为建筑师。我们的使命之一是探索如何将我们的城市和建筑设计成在经济和生态上都能受益的生态系统。这样的结果不会迫使人们为更好的良知而改变生活方式，而是因为它能够切实提高生活品质。因此，可持续性不是一种道德困境，而是一种设计挑战，它使我们能够塑造一个未来，我们会自豪地将其传递给我们的孩子和我们孩子的孩子。

我们在中国建造的第一个项目是 2010 年上海世博会丹麦馆。世博会的主题是"城市，让生活更美好"，涉及城市性、可持续性以及为我们城市的未来创造和制定愿景。丹麦城市生活的一个显着特征是，每天有 30% 到 40% 的丹麦人骑自行车上班，处于一种中低层、非常人性化的环境中。所以我们想到了用蓝色自行车道包裹来代表典型的丹麦街道的想法，这样它就创造一种令人惊叹的 3D 城市景观，您可以在顶部、中间、通过时和底部体验，感受一种不可思议的符合人体尺度的三维体验。在中间的设计中，我们其实把哥本哈根港口的小美人鱼头像给搬来了过来。我们在中国小学的课程中发现，安徒生的三个童话故事被教给孩子们，其中一个是小美人鱼。

them is the Little Mermaid. So we thought it could be an incredible way to initiate a kind of culture exchange. So we literally went to the Parliament in Denmark and argued that the actual Little Mermaid should be transplanted from her home in Copenhagen. Here you can see her being lifted out of her place in the Copenhagen harbour and placed in the centre of the Danish EXPO in Shanghai for the duration of the exhibition. And in her place we had actually installed a 2D screen with a live feed looking at her 24 hours a day so that the Danes in Copenhagen could see that she's alive and well at her new home in Shanghai.

Our second built project in China, at about the same time as the Danish Pavilion was under construction, we had been invited to a competition for the Headquarters for the Shenzhen Energy Group. And as you know very well Shenzhen and Hong Kong are in a humid subtropical climate zone where heat gain, especially in the summer, can be a major issue in terms of energy use and indoor air quality in buildings. Since the project was for an energy company, we thought why not make this building an example of how architecture itself could become a tangible representation of energy efficiency. So instead of using the technology of the glass itself to mitigate heat gain, we've created a pleated façade with opaque and transparent holes. The opaque proportions are oriented in the direction of the most solar gain and at the same time it's almost completely transparent in the other direction. So you have this incredible play between opacity on the one side and transparency on the other. This means that when seen from the other skyscrapers to the north, it appears as a contemporary glass skyscraper, but when seen from the south and a more low-rise context, it becomes more sculptural and opaque. So the pleats of the façade are then pulled together and pushed apart to create the significant social spaces within the building, and a demonstration of how the façade can be incredibly rational and yet at the same time beautifully expressive.

Here you can see some of the typical work spaces. The places where the two systems of opaque and transparency systems come together on some of the

所以我们认为这可能是一种令人难以置信的方式来发起的一种文化交流。所以我们真的去了丹麦的议会，并争辩说真正的“小美人鱼”应该从她在哥本哈根的家中給搬过来。在这里，您可以看到她被抬出哥本哈根港的位置，并在展览期间被放置在上海丹麦世博会的中心。在她的位置上，我们安装了一个 2D 屏幕，并提供全天 24 小时注视她的实时画面，这样哥本哈根的丹麦人就可以看到她在上海的新家中安安全全的。

我们在中国的第二个项目大约同丹麦馆同时开建。我们被邀请参加深圳能源集团总部项目的竞标。众所周知，深圳和香港地处亚热带湿润气候区，热量增加，尤其是在夏季，是建筑能源使用和室内空气质量的主要问题。该项目是为一家能源公司设计的，我们想为什么不把这座建筑作为建筑本身如何成为能源效率的实体代表的例子呢？因此，我们没有使用玻璃本身的技术来减少热量增加，而是创造了一个带有不透明和透明孔的褶皱立面。不透明的部分朝向最大太阳能增益的方向，同时在另一个方向几乎完全透明。所以，不透明和透明之间存在了不可思议的发挥空间。这意味着从北面的其他摩天大楼看，它像是一座当代的玻璃摩天大楼，但当从南面和更低层的环境中看时，它是不透明的而呈现出雕塑感。因此，立面的褶皱被拉到一起并被推开，在建筑物内创造出重要的社交空间，并展示了立面合理应用，同时又具有美丽 的 表 现 力。

在这里，您可以看到一些典型的工作空间。 不透明和透明系统的两个系统在一些角落聚集在一起的地方，以及建筑物的体量如何从高层环境向北逐渐下降到南部的低层环境。

corners and again how the massing of the building steps down from the high-rise context to the north and to the lower-rise context to the south. So at the same time we get this incredible shifting quality of the façade where it's both sculptural and opaque and at the same time has the potential to become incredibly transparent. And one of the things that has been important to us about this project is that it's the realisation of an architectural form where the building itself and the façade look different because it simply performs differently and a demonstration of how the architecture itself can be influenced by sustainability at its heart as a goal.

A little bit closer to the equator, in Singapore, we've been spending the last five years on a project for CapitaLand, located in the heart of the historic CBD of CapitaSpring. The development is for a 280 metre tall, mixed-use tower, comprising of public realm, retail and hawker centre at the base, service apartments in the middle and offices that occupy the bulk of the massing towards the top. In a way, typologies that are generic in the sense of how they can be planned according to accepted performance criteria and where there is a certain expectation in terms of efficiency of these components. Our role within the overall envelope we were given to work with, there was volumetric flexibility in terms of how they could meet also from generic to specificity. So the overall idea we had was that the building form could be unified with a series of modernised pin-stripes that are then pulled apart to reveal the green and social spaces that happen within the context of the building. So in the mid-section we have this incredible, 30 metre high green space that is filled not only with greenery but which is also programmed along a gradient, from live - to work - and play. So really a kind of active social green heart at the centre of the building that facilitates the life of the building and how that plays out on a daily basis.

So here you can see a view of the project from the Singapore River. There are some views from some other approaches from across the street. As part of this development, we are also pedestrianising Market Street, that sits below which is connected again to Raffles Place, so really the kind of historic heart of the CBD in Singapore. And as you go up

因此，与此同时，我们获得了令人难以置信的外观变化质量，它既具有雕塑感又不透明，同时有可能变得非常透明。这个项目对我们来说很重要的一件事是它是一种建筑形式的实现，其中建筑物本身和外墙看起来不同，因为它只是表现不同，并且展示建筑本身如何受到以可持续性为核心目标的影响。

在过去的五年中，在靠近赤道的地方，也就是新加坡，我们一直在为 CapitaLand 开发一个项目。该项目位于历史悠久的 CapitaSpring 中央商务区的中心。该项目是一座 280 米高的混合用途的塔楼，包括底部的公共区域、零售和小贩中心、中间的服务式公寓和占据顶部体量大部分的办公室。在某种程度上，类型学在如何根据公认的性能标准进行规划以及这些组件效率方面的特定期望的意义上是通用的。我们在被赋予的工作角色的整体范围内一直在探索如何满足从通用到特殊性方面发挥体积灵活性。所以我们的总体想法是，建筑形式可以与一系列现代化的细条纹相统一，然后将这些细条纹拉开，以揭示建筑环境中发生的绿色和社交空间。因此，在中间部分，我们设计了这个令人难以置信的 30 米高的绿色空间，不仅充满了绿色植物，而且还沿着从生活到工作和娱乐的梯度进行了规划。因此，在建筑物的中心存在一种鲜活的社会绿色心脏，它促进了建筑物内的生活以及它如何在日常工作中发挥作用。

所以在这里你可以从新加坡河上看到这个项目的景色。从街对面的其他途径也可以看到一些景色。作为该开发项目的一部分，我们还将步行街，即位于其下方的市场街再次与莱佛士坊相连，因此真正成为新加坡中央商务区的历史中心。当你走在这个令人难以置信的绿色级联空间时，绿色植物实际上已经融入了建筑的中心。

this incredible cascade of green spaces, the greenery is literally wrought into the heart of the building. Here you can see some construction images. These images are actually from approximately about a year ago. Unfortunately, due to the travel restrictions, we haven't been able to travel to see the building site in the course of this year, but you can see it's actually progressing along. These are relatively new images from street level. So we are incredibly excited to see how this manifests itself. It's expected to be completed within the first half of next year.

在这里你可以看到一些施工图。这些图像实际上来自大约一年前。不幸的是，由于旅行限制，我们在今年无法前往新加坡参观建筑工地，但您可以看到它实际上正在取得进展。这些是来自街道的相对较新的图像。所以我们非常兴奋地看到这如何被表现出来。该项目预计明年上半年完成。

Now moving to a larger scale of development, we've been working with Tokyo on a site that they have at the base of Mountain Fuji on an urban planning area that really meant to be a testbed for all of the different technologies that Toyota is developing as they transition from a provider of cars to being a company that's much more focused on mobility services. So the idea with what is called Toyota Woven City is that it's really an opportunity to think through how mobility can influence the future of urban design. So not just the streetscape but also the entire urban environment that sits around it, and how we can begin to explore all these inter-connected linkages between mobility, technology, and human life.

转向更大规模的开发，我们一直在与东京合作，在他们位于富士山脚下的城市规划区的一个站点上进行合作。该站点实际上是丰田正在开发的各种技术的试验台，因为他们从汽车供应商转变为一家更加专注于移动服务的公司。所以所谓的丰田编织城市的想法是，它确实是一个思考移动性如何影响城市设计未来的机会。因此，这不仅是街景，还有周围的整个城市环境，以及我们如何开始探索移动性、技术和人类生活之间的所有这些相互关联的联系。

So, it's based on this idea that we can think about three different types of mobility: one where we have vehicular roads, which have certain speeds associated with them; a kind of shared mobility areas, where maybe you are able to take down the speed a little bit to facilitate the occupation of city street by different type of mobility; and then more pedestrian friendly areas. And each of these mobility types are associated with different types of speed, different types of spatial requirement. So here you have a vehicular road; something that's more like a recreational promenade, a street-scape that is with shared mobility types. And then more of a kind of a linear park that becomes kind of pedestrianised street-scape that goes through our cities.

因此，正是基于这个想法，我们可以考虑三种不同类型的移动性：一种是我们有车辆的道路，它有一定的速度；一种共享的移动区域，在这里也许你可以把速度放慢一点，以方便不同类型的移动工具对城市街道的占用；然后是更多的行人友好区。并且，这些移动类型中的每一种都与不同类型的速度、不同类型的空间要求相关联。所以这里有一条机动车道，更像是一个休闲长廊，一个共享移动类型的街景。然后更多的是一种线性公园，变成一种穿过我们城市的步行街景观。

Unfortunately, there is an issue with this slide here, but essentially, the idea is that we can take these three mobility types and you weave them together,

so you can form a kind of city block whereby you have access to each of these three mobility types, so that allows you to rationally plan public spaces in the middle. The site plan you see in front of you would basically be the manifestation, where you have very rational city blocks, that each have access to three mobility types. And in the middle, we have the ability to create substantial urban spaces of a certain scale. So there should be animation you see right now and there is sound with the animation.

So Toyota Woven City is a project that we feel incredibly excited about. It's still in the early stages of urban planning and what we've really been thinking about it was not only with regards to how it can allow us to rethink of the planning of our cities, and future urban areas from the get-go, but also how these principles may be applied to some of the existing urban context that we have, because we have tremendous amounts of built areas in our cities around the world, so there is also an exercise in thinking how these concepts can be applied to the existing built environment as we take some of these ideas forward.

So also in the region, at an even larger scale, we recently won a competition for the master planning of the southern islands in Penang on the west coast of Malaysia. So really a part of the world that, as you are familiar with, is a kind of incredible cultural melting pot, but also really a kind of diversity hot-spot for the region. So some of the goals of the project have really been about preserving the biodiversity, not only in terms of the wildlife, but also in terms of the cultural life of Penang.

At the outset of this project, we've set out some very tangible performance goals that we should be able to meet, so in terms of the overall carbon footprint; looking at reductions of that in terms of habitat area and quality through the land reclamation, not leading to a reduction, but actually to a substantial increase in those performance goals. And in terms of the overall economic value, through design and biodiversity, to actually be able to justify that this creates additional economic value to this development as a whole.

不好意思，这里的这张幻灯片有一个问题。但本质上，我们的想法是我们可以将这三种移动类型结合在一起，这样你就可以形成一种城市街区。你可以使用这三种类型中的每一种移动类型，让您可以合理规划中间的公共空间。你看到的场地平面图基本上是一种表现形式，其中有非常合理的城市街区，每个街区都可以使用三种移动类型。 在中间，我们有能力创造一定规模的大量的城市空间。 所以这才有你现在看到的动画，并且动画有声音。

因此，丰田编织城是一个让我们感到无比兴奋的项目。它仍处于城市规划的早期阶段。我们真正考虑的不仅是它如何让我们从一开始就重新思考我们的城市和未来城市地区的规划，而且以及如何将这些原则应用到我们现有的一些城市环境中。因为我们在世界各地的城市中拥有大量的建成区，因此，在我们将这些想法付诸实践的同时，也需要思考如何将这些概念应用到现有的建筑环境中。

因此，在该地区，在更大的范围内，我们最近赢得了马来西亚西海岸槟城南部岛屿总体规划的竞标。所以，正如你所熟悉的，这里是世界的一部分，是一个令人难以置信的文化熔炉，也是该地区的一个多样性热点。 所以这个项目的一些目标是保护生物多样性，不仅仅是野生动物，还有槟榔屿的文化生活。

在这个项目的一开始时，就整体碳足迹而言，我们就制定了一些我们应该能够实现的非常具体的绩效目标； 通过土地复垦，着眼于栖息地面积和质量的减少，这不会导致减少，但实际上会大幅提高这些绩效目标。 就整体经济价值而言，通过设计和生物多样性，实际上能够证明这为整个开发项目创造了额外的经济价值。

So there are a series of three islands that are being created through the process of land reclamation. So through the reclamation of the islands, there is also the opportunity to create a diversity in terms of the types of city districts that are being created, which can then be further subdivided into diverse neighbourhoods, therein there exists diverse kinds of parcels and experiences.

So this is overall the master plan of the three southern islands. The overall idea is to ensure that there is a biodiversity of edges, so through the articulated edges of islands, we actually increase the perimeter of these islands that is available to host the local flora and fauna At the same time, to create ecological orders of connectivity back to the mainland of Penang, so that all the landscapes become thoroughly integrated and performative in terms of how they also increase the amount of bio-habitats that are available. This is layered on top of the overall idea of creating a porosity, a kind of robust, mobility ecosystem, infrastructure clouds, as well as in general, urban design guidelines that are responsive to the local climate in terms of solar orientations, as well as predominant wind directions. And within this, crafting the idea of the 5-minute walkable neighbourhood, so that the long-term realisation is really an incredible urban mosaic, not only for flora and fauna, but also for the unfolding of human life and cultural diversity as well.

So these are some sections that show the kind of thinking of how infrastructure, mobility, flora, fauna, and the integration of landscape, have been thought through in the course of the initial competition for the master plan of this project. So again, with this project, we are also at the very early stages of development, but we are incredibly excited to take this forward. I think one thing that is important to mention with the project, is that there is also, at the beginning, a very incredible outreach effort, to ensure that what we are doing is something that is really relevant, but more about local culture and context of Penang itself. I have another video that I will show you here as well.

So the last project I'd like to show you today is CopenHill, which is a competition for a waste

因此，在土地复垦的过程中，形成了一系列的三个岛屿。 因此，通过填海造岛，也有机会在创建城市地区类型方面实现多样性，然后可以进一步细分为不同的社区，并保持不同种类的地块和体验。

所以这就是南部三个岛屿的总体规划。总体思路是确保边缘的生物多样性，所以通过岛屿的铰接边缘，我们实际上增加了这些岛屿的周长，可以容纳当地的动植物；同时，我们创造生态秩序来接回槟城大陆，使所有景观在它们如何增加可用生物栖息地数量方面变得完全整合和有所体现。就太阳朝向和主要风向而言，这是建立在多孔性的整体理念之上的，一种强大的、可移动的生态系统，基础设施云，以及总体上响应当地气候的城市设计指导方针。在此之中，精心打造 5 分钟步行街区的想法产生了，从长远来看，这真的是一幅令人难以置信的城市马赛克，不仅是对动植物，也是对人类生活和文化多样性的展现。

因此，这些部分展示了在该项目总体规划的初步竞争过程中如何考虑基础设施、流动性、植物群、动物群和景观整合的思考方式。同样，对于这个项目，我们也处于开发的早期阶段，但我们非常高兴能够推动这一进程。我认为在项目中需要提及的一件事是，在开始时，还有一项非常令人难以置信的外展工作，以确保我们正在做的事情真正相关，但更多的是关于当地文化和背景槟城本身。我还有另一个短视频，我也会在这里向大家展示。

energy plant on the outskirts here in Copenhagen. Most of the energy that is used in Copenhagen actually comes through waste energy, which in the Danish context has been something that has been relatively productive, so something like 3 kilograms of trash gives you 4 hours of electricity and 5 hours of heating, or you could see that a tonne of trash gives you 226 litres of oil. Of course, all these plants tend to look the same - as big boxes with chimneys attached - but you can see they have a kind of large relative scale, especially in Copenhagen - compared to the scale of the relatively low to mid-rise city.

Now this plant that we were invited for the competition is actually located close to the heart of historical Copenhagen, that is an area that has greatly been re-purposed from industrial to recreational use. Here you can see some of the uses in the surrounding context.

The new idea of the plant was that it could be so clean that you could literally stick your head into the chimney, so somehow it offered the opportunity to also reinvent, or to re-think the world of energy infrastructure in our city, whereas typically they become walled off areas. There is a new opportunity that we could rethink how we actually reuse this infrastructure in terms of the larger social context of Copenhagen as well.

One of the things about Denmark is that it is completely flat, but Danes love to ski, so it's not uncommon to drive hours to slopes in neighbouring Sweden, of about 90 - 100 metres high. So we thought, since we apparently have mountains of trash, why not turn that into a ski slope that you could literally ski down. So we took this idea of transplanting a section of alpine slope onto the volume of the ski slope itself, so at the time this was the image that we had of what the future of skiing in Copenhagen might be like.

This works because the volume of the plant itself steps down gradually from high to low, so simply by creating a minimal wrapper around the plant, and then creating an occupied surface, you also create the opportunity to allow the plant itself to have a strong relationship with the public realm, and the ground plane access will be provided

所以我今天要向大家展示的最后一个项目是 CopenHill。这是一个在哥本哈根郊区建造废物能源工厂的竞标。哥本哈根使用的大部分能源实际上来自废物能源，在丹麦的体制中，废物能源一直是相对高效的，所以像 3 公斤垃圾一样可以为您提供 4 小时的电力和 5 小时的供暖，或者您可以看到一吨垃圾为您提供 226 升油。当然，所有这些植物看起来都一样——就像附有烟囱的大盒子——但你可以看到它们有一种相对较大的规模，

尤其是在哥本哈根——与相对中低层城市的规模相比。我们被邀请参加竞标的这家工厂实际上位于历史悠久的哥本哈根市中心附近。该地区已经从工业用途转变为娱乐用途。在这里，您可以看到周围的环境。

该工厂的新想法是它可以非常干净，以至于您可以将头伸入烟囱。因此不知何故，它提供了来自世界的重新发明或重新思考我们城市能源基础设施的机会，而通常情况下他们变成了隔离区。有一个新的机会，我们可以重新思考我们如何根据哥本哈根更大的社会背景实际重用这一基础设施。

丹麦的一个特点是它是完全平坦的，但丹麦人喜欢滑雪，所以开车几个小时去邻国瑞典体验大约 90 到 100 米高滑坡的情况并不少见。所以我们想，既然我们显然有成山的垃圾，为什么不把它变成一个可以滑雪的滑雪场。所以我们想到了将一段高山斜坡移植到滑雪场本身的体积上的想法，所以这就是我们当时对哥本哈根滑雪未来可能是什么样子的印象。

through an elevator to the top, where you can then come down and experience one of three slopes of varying difficulty.

So this is the realised form of the plant itself, and it's not only an infrastructure for the social life of the city, but also for the flora and fauna as well. We worked with Danish landscape architects SLA to plan the rooftop, so that in a way, it has its own life with the birds and bees in the surrounding neighbourhood, but also has a kind of changing characteristic through the different seasons of the year, and very different and diverse experiences. So some sense of the feeling of really going down an alpine ski slope.

These are some images of the completed project. Now the wildlife and nature has really taken to the top of the slope itself, which is basically built on top of the hyper-efficient machine for the energy infrastructure of the city. Not only energy, but also the project integrates a series of administrative and other offices into the sides of the facade where you have the incredible views out, back to the historical centre of Copenhagen. A look-out on top; and of course an incredible series of diverse experiences from walking, hiking and running trails to the top; the views down to the nearby Acquamarina; of course the opportunities to ski; and the world's tallest outdoor climbing wall that is integrated onto the side of the facade.

So really it becomes a kind of infrastructure, not only for the energy of the city, but also an incredible infrastructure for recreational and social use as well. And this project has been important for us in terms of the realisation of something that demonstrates the transformative potential at an urban scale, rethinking of infrastructure, and injecting sustainability very tangibly into how our cities are experienced and lived on a daily basis.

Thank you so much for taking the time today, we really appreciate the opportunity to talk to you and share some of the work that we are doing.

这是有效的，因为植物本身的体积从高到低逐渐降低，所以只需在植被周围创建一个最小的包装，然后创建一个被占用的表面。也可以创造机会让植被本身与公共区域具有很强的关系；地面通道将通过电梯到达顶部，然后你可以在那里下山并体验三个不同难度的斜坡之一。

所以这就是植被本身的实现形式，它不仅是城市社会生活的基础设施，也是动植物群的基础设施。我们与丹麦景观设计师 SLA 合作规划屋顶，因此在某种程度上，它与周围街区的鸟类和蜜蜂有自己的生活，但也有一种随着一年中不同季节的变化而变化的特征，以及多样化的经历。所以有一种真正从高山滑雪坡上下来的感觉。

这些是已完成项目的一些图片。现在野生动物和自然已经真正占据了斜坡本身的顶部。它基本上建立在用于城市能源基础设施的超高效机器之上。不仅是能源，而且该项目还将一系列行政和其他办公室整合到立面的两侧。在那里可以欣赏到令人难以置信的美景，回到哥本哈根的历史中心。在顶部观景台，当然还有一系列令人难以置信的多样化体验，从步行、远足和跑步小径到山顶；可欣赏到附近 Acquamarina 的景色；当然还有滑雪的机会；以及集成在立面的侧面的世界上最高的户外攀岩墙。

所以它真的变成了一种基础设施，不仅为城市提供能源，而且还是用于娱乐和社会用途的令人难以置信的基础设施。这个项目对我们来说很重要，因为它可以展示城市规模的变革潜力，重新思考基础设施，并将可持续性非常有形地注入我们城市的日常体验和生活方式。

非常感谢大家今天抽出时间，我们非常感谢有机会与大家交谈并分享我们正在做的一些工作。

# Session Discussion (2) 讨论会(二)

**WANG Weijen** **王维仁**

Yes, I have received one question from the audience, and it's about the Guangzhou Shuqian Road. It is about the Shuqian Road close to Metro Line 10 in Guangzhou city that has raised a lot of public concern of proposed demolition of surrounding heritage neighbourhoods. So the question is about what measures different agencies can do on these issues and are there any examples from other cities that can help to reach a better solution to such. So maybe with this particular question, I would invite Dr. Huang to share with us your knowledge on these Guangzhou Shuqian Road issues.

是的，我收到了听众的一个问题，是关于广州暑前路的。 广州地铁 10 号线附近的暑前路引发了公众对周边传统街区拆除的关注。所以问题是不同的机构在这些问题上可以采取什么措施，其他城市有没有什么例子可以帮助达成更好的解决方案。所以，也许对于这个特殊的问题，我想请黄博士与我们分享您对广州暑前路问题的看法。

**HUANG Dingxi** **黄鼎曦**

Hi, it's quite a heated topic on the internet in the Mainland on this topic of Shuqian Road. I think this phenomenon is quite familiar with 15 years ago, when I was pursuing a PhD degree in HKU, with the people's opinions on Queen's Pier in Central. That is a different stage of urban development when the speed of urban development is slowing down. And we are turning from the stage of quantity into quality, and civic society will suddenly come to realise that there are quite a lot of things we have to cherish and we call it 'collective memory'. So I think it's time for the Mainland cities, after 40 years of rapid development, to consider more on the ordinary people, in the civil society, what they cherish in the built environment. I think for Shuqian Road, the buildings there were not listed as conserved or landmark buildings. The spirit of this place is quite cherished by the Cantonese speakers in Guangzhou, so I think we can

你好，关于暑前路这个话题在大陆的网络上是一个相当热门的话题。15 年前我在港大攻读博士学位的时候就对这种现象很熟悉，当时人们在讨论中环皇后码头。这是城市早发展速度放缓时的不同阶段。目前，我们正在从数量到质量的阶段，那么社会公民会突然意识到有很多东西值得珍惜，我们称之为“集体记忆”。所以我认为大陆城市在经历 40 年的高速发展之后，是时候需要更多考虑普通人，也就是社会公民对建筑环境的重视。暑前路那里的建筑没有被列为保护或标志性建筑。广州讲粤语的人很珍惜这个地方的精神，所以我想我们可以以某种方式学习香港过去二十年的经历，这对我们来说是一个新问题。我们期待从澳门、香港等其他城市获得更多经验，看看如何更好地解决这个问题。

somehow learn from what Hong Kong has gone through for the last two decades, and this is a new issue for us. We are looking forward to having more experiences from other cities, such as Macao and Hong Kong, to see how to deal with this problem better.

**WANG Weijen**

I think this involves the very typical urban development situation in China, a sort of bulldozing of traditional neighbourhoods. In what ways have any models been done in China that may be able to, not only preserve particular signature heritage buildings, but rather more the certain way of neighbourhood fabric system? We have more or less some in cities - I forget the name in Chengdu - certain neighbourhoods, heritage neighbourhoods. Is there a model that has somehow been successful that is able to sustain certain parts of the fabric, in order to pick off the continuity of new development? Maybe we can come back to this issue at the very end so we are not all hooked into this issue.

I'd like to thank you all - the presentations touched upon a wide variety of issues about urban design and architecture. I'd like to bring it all together, anchored on this session which has been about urban design guidelines and urban design practises. So maybe with that angle, I'd like to ask each of you one question to address that; maybe to use that as an opportunity to share with us your observations on other presentations with some issues.

So maybe I will start with that fascinating example of studio work across the river of Macao and Zhuhai - using sea level rise and seawall construction - posing a counter-proposal to basically use the

**王维仁**

我认为这涉及到中国非常典型的城市发展情况，一种对传统街区的推到。在中国，有哪些模式不仅可以保护特定的标志性遗产建筑，还可以保护社区结构系统的特定方式？我们在城市或多或少有一些——我忘记成都的一些街区名字——某些街区，传统的街区。是否有某种模式在某种程度上取得了成功，能够支撑结构的某些部分，以保持新发展的连续性？也许在最后，我们可以回到这个问题，也就是说我们并不是都被这个问题所吸引。

我非常感谢大家- 演讲涉及有关城市设计和建筑的各种问题。我想把这一切放在一起，以本次会议为基础，即城市设计指南和城市设计实践。所以也许从这个角度，我想向在场的每个人提出一个问题来解决这个问题，也许可以以此为契机，与我们分享你对其他具有某些问题的看法。

举个吸引人的例子开始吧，比如说，工作室对岸的澳门和珠海。这两座城市利用海平面上升和海堤建设，这等于说提出一个相反的建议，也就是基本上利用海堤在城市空间和城市结构方面打造更好的城市等等。所以，如果你提出的所有想法都有机会成为现实，比如说你认为需要什么机制?假设这是一个来自不同开发商和政府的多个项目，那么您认为城市设计指南会是促进您所提出的城市愿景的有效机制吗？

seawall to make better cities in terms of urban spaces and urban fabric and so on. So if all the ideas you have proposed there have the opportunity to become real, what mechanism do you think is needed? If assuming this would be a multiple project from different developers and government and so on. So do you think urban design guidelines would be an effective mechanism to facilitate the urban vision that you have provided?

That's basically my question, but also seeing your presentation, I cannot help but think of the current situation across the river. And this is almost like Hong Kong and Tsim Sha Tsui; almost like Pudong and Shanghai Puxi; and London, the River Thames. They are across the river, through bridges, through ferries, yet it's one city. That's exactly what happened in Zhuhai and Macao - two separate cities, where the river is a barrier. Also visually, you could be able to see the other side of it. That's what I found. A very unique situation happened in not only one place, but also several places. I don't know your reflections on this as well, so this is my additional question. Maybe we can address the urban design issue first.

这基本上就是我的问题，但看了你的介绍，我不禁想到了河对岸的现状。这几乎就像香港和尖沙咀;就像浦东和上海浦西;就像伦敦和泰晤士河。他们在对岸，通过桥梁，通过渡船，但它一个城市。这正是发生在珠海和澳门的情况——这两个分开的城市，在那里，河流是一个障碍。从视觉上看，你也能看到它的另一面。这就是我发现的。一种非常独特的情况不仅发生在一个地方，而且发生在好几个地方。我也不知道你对此有何看法，所以这是我的补充问题。 也许我们可以先解决城市设计问题。

**Nuno SOARES**

Thank you for your question. The entire idea of this cross-lab studio that we did was to develop guidelines. So in Macao, there is a culture of urban development that is very different from the neighbouring areas in China. In Macao, there is always the idea of adding new land, but never to replace, never to demolish, and to build again. So it's a very rich urban fabric, because it's an urban fabric that has different layers, and we can still see the urban fabric from the 16th century and 17th century, 18th century. So in Macao the way this could work is really creating

**苏伟图**

谢谢你的问题。我们所做的这个跨实验室工作室的整个想法是制定指导方针。所以在澳门，有一种与中国周边地区截然不同的城市发展文化。在澳门，总有增加新土地的想法，但永不取代，永不拆除，永不重建。所以它是一个非常丰富的城市肌理，因为它是一个有着不同层次的城市肌理，我们仍然可以看到 16 世纪、17 世纪、18 世纪的城市肌理。因此，在澳门，这种可行的方式实际上是在制定这些指导方针。在滨水区，你不能只是一个屏障，你需要结合其他

those guidelines. In the waterfront, you cannot just have a barrier, you need to incorporate several other programs, and water affinity should be one of those things. So we designed the studio in a way to really provide guidelines that could be directly applied in the urban planning of Macao. Of course the final design will not be this one, and that is not the idea. The idea is to be able to visualise a problem and an opportunity, and I think that's succeeded in a sense that we can say yes we can have the seawall - but together with the seawall we need to have recreational areas, different programs on the waterfront. And instead of even further blocking the waterfront, we would be able to really open up that waterfront for our public fruition. So that was a problem; the flooding was a real problem in Macao. It's also an opportunity for people to look into the water, not just trying to protect, but also trying to embrace the positives of that, of course taking care of safety.

So to try to answer your question, we've developed for the different neighbourhoods, a series of guidelines that would be able to have very different architectural materialisations. But they are also trying to extend the existing urban fabric, and touching the water with different purposes in the different areas of the waterfront; to create a really rich waterfront interface. In Macao we have, as i was saying, 27km of waterfront and we have counted 6 or 7 restaurants on the waterfront in 27 kilometres. So it's lots of water, but it's not really being used, so barriered by infrastructure, and Macao is a bit behind on that part. But we have now the new masterplan and we have a good chance to do that.

I think one of the findings of the studio, and you mentioned the river really blocks the relationship between Macao and Zhuhai, is that there is a 'floating population' of people that live on boats.

几个程序，亲水性应该是其中之一。所以我们设计工作室的方式是真正提供可以直接应用于澳门城市规划的指导方针。当然最终的设计不会是这个，也不是这个想法。这个想法是能够形象化一个问题和一个机会，我认为这在某种意义上是成功的，我们可以说是的——我们可以拥有海堤——但与海堤一起，我们需要有休闲区，有不同的项目在海滨，而不是进一步封锁海滨。我们将能够真正开放海滨以实现我们的公共成果。所以这是一个问题；洪水在澳门是一个真正的问题。这也是人们观察水的机会，不仅要尝试保护，还要尝试接受其积极的一面，当然还要注意安全。

因此，为了回答您的问题，我们为不同的社区制定了一系列指导方针。这些指导方针能够产生巨大差异的建筑材料化。但他们也在尝试扩展现有的城市肌理，在滨水区的不同区域以不同的目的接触水；创建一个真正丰富的海滨界面。在澳门，正如我所说，我们有 27 公里的海滨，在 27 公里的海滨我们有 6 或 7 家餐厅。所以它有很多水，但并没有真正被使用，而且这些还让基础设施给阻挡了，澳门在这方面有点落后。但我们现在有了新的总体规划，我们有很好的机会来做到这一点。

我认为针对工作室的一个发现，你提到这条河流确实阻碍了澳门和珠海的关系，那就是有一群住在船上的“流动人口”。而那个流动人口住在这两个地区的两边，他们可以从一个地方到另一个地方。我们设计的许多码头，以及大部分水的渗透性，都为我们所谓的流动人口服务；住在船上的人口。所以此刻他们住在船上，很难回到城市。他们只有一些码头可以使用，但通过这样做，我们基本上创造了更好地为流动人口和当地人口服务的双赢局面。

And that floating population lives on both sides of the two areas, and they can go from one place to another. So many of the piers we were designing, and much of the permeability of the water, was serving what we called the floating population; the population that lives in boats. So at this moment they live in boats and they have a hard time to come back to the city. They have only some piers that they can use, but by doing this we basically created the win-win situation that serves better the floating population and also the local population.

But one of the most amazing things is that, because we don't have space in the inner harbour, but by going to Zhuhai to look into the inner harbour, it gives us a different perspective and it opens up many possibilities that if we are just looking in one direction we would not be able to see. So I think that this idea of always looking from one side to the other, and to see from a different perspective, it really helps to have a much more holistic and more creative approach towards the urban development of this area. I really think that what is dramatically radical in Macao, and it sounds strange, is that we are using the waterfront. So there is lots of waterfront, but no places where we can interact with water on the waterfront. So what we were trying to do with this project was to basically visualise the future possible, so that we create critical mass and public support. So basically help on developing the waterfronts in a much more holistic way and in a much more vibrant way.

但最令人惊奇的事情之一是，因为我们在内港没有空间，但是通过去珠海看内港，它给了我们一个不同的视角，它开辟了许多可能性。如果我们只是朝一个方向看，我们是看不到的。所以我认为，这种总是从一侧看向另一侧，并从不同的角度看待的想法，确实有助于对该地区的城市发展采取更加全面和更具创造性的方法。我真的认为澳门是非常激进的，听起来很奇怪的是，我们正在使用海滨。所以有很多海滨，但没有我们可以在海滨与水互动的地方。所以我们试图用这个项目做的是，基本上可视化未来的可能，以便我们创造关键的群众和公众支持。所以基本上有助于以更全面和更有活力的方式开发滨水区。

**WANG Weijen**

Thank you, Nuno. Maybe I will take the issues to Stefan, which is: urban design guidelines. For example, I think urban design can work on many different levels. They could be principles, very general principles, such as even Kevin Lynch's

**王维仁**

谢谢你，Nuno。也许我会把这些问题交给 Stefan，那就是：城市设计指南。例如，我认为城市设计可以在许多不同的层面上发挥作用。它们可以是原则，非常普遍的原则，

Normative Theory: porosity; identity; variety; and so on. So back to your urban guidelines that you are working on for Hong Kong - there is this very particular density that you describe very well and a transit system that is supporting that 15-minute city concept of urban condition that we all enjoy. With the guidelines that you laid out there, who is going to implement it? Is there going to be a sort of regulatory mechanism? Or are they just kindly reminders for developers - 'be a gentleman and do good things'? Or are they reminders for urban planners who draw outline zoning plans, making decisions of giving plot ratios of 8 or 10 in order to achieve maximum value for land-sales? So what urban design guidelines can we, Hong Kong, frame in order to be effective in making a better city?

甚至像 Kevin Lynch 的规范理论：孔隙率，身份，种类等等。回到你正在为香港制定的城市指导方针——你描述的非常特别的密度和支持我们都喜欢的 15 分钟城市条件城市概念的交通系统。有了你在那里制定的指导方针，谁来实施它？会不会有某种监管机制？还是只是对开发商的善意提醒——“君子做善事”？ 还是提醒城市规划者谈论分区规划，决定地积比为 8 或 10，以实现土地的最大价值-销售量？那么，我们香港可以制定哪些城市设计指南，以有效建设更美好的城市？

**Stefan KRUMMECK**

I think that was something that we heavily debated or discussed when we developed the guidelines, and the intent is #1 - the guidelines need to be specific to Hong Kong. So it needs to deal with special Hong Kong issues and characters. But Hong Kong actually has a lot of variety - it has different kinds of urban areas; and it has different waterfront characters; it has new towns; there's a very broad spectrum of different characters, so we were trying to develop guidelines which deal with this aspect of density, but set a framework. They are meant to be drafted around the people-centric environment in Hong Kong, so that is really one of the underlying criteria, but they are meant to be stimulating and encouraging people to look at the environment in a more positive way and embrace that. So we structured it in a relatively rational way, which is hopefully easy to navigate, and we hope we can address experts and laymen alike. So the guidelines are meant to be looked at by people with different backgrounds

**斯戴凡．科鲁麦克**

我认为这是我们在制定指导方针时激烈辩论或讨论的事情，目的是#1 - 指导方针需要针对香港。所以它需要处理香港的特殊问题和人物。但香港实际上有很多种类——它有不同种类的市区；它具有不同的海滨特征；它有新的城镇；有非常广泛的不同特征，所以我们试图制定处理密度这一方面的指导方针；我们设置了一个框架，旨在围绕香港以人为本的环境起草。因此这确实是基本标准之一，但它们旨在激励和鼓励人们以更积极的方式看待环境并接受它。所以我们以一种相对合理的方式构建它，希望它易于浏览，我们希望我们可以向专家和外行人提出意见。因此，指南旨在提供给有不同背景和不同经验的人阅读。我们希望甚至公众也可以开始了解城市设计指南的内容。他们不是很规范，他们试图定下基调，他们是总体原则。我们在这里尝试接受这些准则，以便它们也适用于不同的条件。我们认为支持指南的视觉材料也非常重要。

and people with different experience, and even the public, we hope, can start to get a feel about what urban design guidelines can be about. They are not very prescriptive, they are trying to set the tone, they are overarching principles. We are trying here to “embrace” with the guidelines, so that they can be applicable to different conditions as well. We felt that also the visual material that supports the guidelines was also really important. We are hoping that through the precedents - all the precedents we’ve included in the guidelines are of Hong Kong - and actually when we went out to make conscious effort to see what examples are there in Hong Kong, we found that there are more than what we have imagined. So actually, there are a lot of good examples but the awareness is maybe not necessarily there. And we were trying to encourage people to see that and to embrace that and to be inspired by some of the precedents. So it’s broad guidelines, big principles, not too specific. Therefore - should help people to adopt some of the principles we’ve been illustrating. But we also wanted, at the same time, to have a bit of a positive influence on the planning process. We wanted a mechanism for people to check when they prepare designs, urban designs, or whether they are preparing building designs. We have a mechanism to check whether their projects are embracing some of these principles. So at the end of the guidelines, there is a checklist, and when you have your project you can go through the checklist. It’s easy to navigate and you can assess on your own merits what you feel, where you have fallen short, and where you think you have actually achieved what the guidelines are saying you ought to do.

我们希望通过先例——我们在指南中包含的所有先例都是香港的——实际上当我们有意识地去看看香港有哪些例子时，我们发现有超过我们所想象的。所以实际上，有很多很好的例子，但意识可能并不一定存在。我们试图鼓励人们看到并接受这一点，并受到一些先例的启发。所以它是广泛的指导方针，大原则，而不是太具体。因此－应该帮助人们采用我们一直在说明的一些原则。但同时，我们也希望对规划过程产生一些积极的影响。我们想要一种机制，让人们在准备设计、城市设计或是否正在准备建筑设计时进行检查。我们有一个机制来检查他们的项目是否遵循其中一些原则。所以在指南的最后，有一个清单，当你有你的项目时，你可以通过清单。它很容易导航，您可以根据自己的优点评估自己的感受、不足之处以及您认为自己实际上已经实现了指导方针所说的应该做的事情。

**WANG Weijen**

I understand this as a reminder - as a checklist. Maybe I'll bring the question forward to Bernard, also being the Past President of HKIUD. What can urban design actually do?

In China, urban design is basically large scale architecture design - so, visionary ideas being implemented at the same time by an effective mechanism. In Hong Kong, there are two parts, the city has two parts. One is the city that has been developed, and therefore perhaps, the urban design guidelines can become a mechanism to moderate the re-development process, imposing the regulation guideline to become statutory on developers for example, and architects. Or in the newly developed areas, reclaimed areas, drafted by planners, it is probably up to them in what way the principles that you drafted can become incorporated into conditions - lease conditions or outline zoning conditions- to be implemented.

It's a large question, but maybe we can narrow down to the accessible and inclusive urban design guidelines. If there are such guidelines drafted, one way I can see is, it becomes incorporated - updated into building regulations. So we follow what you said for the width of the handicapped toilet and all that. But there are other areas such as the examples you outlined, where it's really about awareness, and dependent upon who's a good person to implement them - to manage the handrails of certain areas that potentially cause inconvenience. Or as you have shown with waiting for the bus, are you providing seating for the elderly?

Can these become guidelines or just try to be a generally persuasive sort of means for the general public and government officials and so on?

**王维仁**

我理解这是一个提醒——作为一个清单。也许我会把这个问题提给 Bernard，他也是香港城市设计学院的前任主席。城市设计究竟能做什么？

在中国，城市设计基本上是大规模的建筑设计——所以有远见的想法通过有效的机制同时得到实施。在香港，有两部分，城市有两部分。一个是已经开发的城市，因此也许城市设计指南可以成为调节重新开发过程的机制，将监管指南强加于开发商和建筑师等法规。或者在新开发区、填海区，由规划者起草，你起草的原则可能以何种方式纳入条件——租赁条件或分区条件纲要——这由他们决定。

这是一个很大的问题，但也许我们可以将范围缩小到无障碍和包容性的城市设计指南。如果起草了这样的指导方针，我可以看到的一种方式是它被纳入－更新到建筑法规中。所以我们按照你说的残疾人厕所的宽度等等。但是还有其他领域，例如您概述的示例，它真正与意识有关，并且取决于谁是实施它们的人－管理可能造成不便的某些区域的扶手。或者像你在等车时所展示的那样，你是否为老人提供座位？这些是否可以成为指导方针，或者只是试图成为一种对公众和政府官员等具有普遍说服力的手段？

所以这是我的问题。所以城市设计真的可以做的工具－似乎城市设计是我们可以做到的唯一方法，而不是我们只是画一个大的总体规划－如果是这样，我们如何将香港的城市设计指南变成令人满意的条件，以便它们可以实施，特别是在你的残疾人和包容性设计策略中？

So this is my kind of question. So really the tools that urban design can do - and it seems urban design is the only way we can do this other than if we justdraw a big master plan - and if so, how do we turn the urban design guidelines in Hong Kong into satisfactory conditions, so they can be implemented, particularly in your handicapped and also inclusive design strategies?

**Bernard LIM**

In fact, this afternoon I particularly cited this study which our practice is doing for the government of Hong Kong, that illustrates how urban design and related issues can be really interesting, and can be promulgated through many means. Now 'statutory' is one of the very many means, because in Hong Kong, for town planning submissions, there's always a section on evaluating good urban design by doing maybe - visual impact assessment - or complying with certain planning conditions, so that's one level. Now into the building aspects; this time I studied on the universal design and inclusiveness to reduce not only building but the spaces, and also how in fact a travel chain - in fact it's possible - from people's home to public transport - to the public access system like road, path, public open space - then to the destination, whether it is a school, whether it is a park, or cemetery or school, a hospital. Now in this process, then many different mechanisms can be implemented.

Firstly, through public engagement and surveys and identifying what is needed. Now taking the topic of inclusiveness and urban universal requirements, then in fact we find that there should be guidelines as to even the signage to the lane of the tactile path. How do we implement that? Some are maybe still through the building

**林云峰**

事实上，今天下午我特别引用了我们的实际经验，即为香港政府所做的这项研究，它说明了城市设计和相关问题如何真正有趣，并且可以通过多种方式传播。现在法定是非常多的手段之一，因为在香港，对于城市规划提交，总是有一个部分是通过做可能性评估——视觉影响评估——或遵守某些规划条件来评估好的城市设计，所以这是一个层次。现在进入建筑方面，实际上就是单纯的建筑。这次我研究了通用设计和包容性，不仅减少了建筑，还减少了空间，以及旅行链实际上是如何-实际上是可能的-从人们的家到公共交通——到达公共通道系统，如道路、小路、公共开放空间——然后到达目的地，无论是学校、公园、墓地、学校、医院。现在在这个过程中，可以实现许多不同的机制。

首先，通过公众参与和调查并确定需要什么。现在以包容性和城市通用要求为主题，那么实际上我们发现甚至应该有关于触觉路径车道的标志的指导方针。我们如何实施？有些可能仍在通过建筑法规，这是非常有限的。现在有些是通过政府的良好做法：也许是由负责管理公园的香港康乐及文化事务署；也许由运输和公路部门负责，他们必须考虑如何设计和维护所有公共道路等等。需要整合不同的政府部门；因此，当我们发布城市设计时，我们必须与工程师、

regulations, which is very limited. Now some would be through good practice by the government: perhaps by the Leisure and Cultural Services Department of Hong Kong that takes care of the public parks; perhaps by the Transport and Highways Departments, who have to look how all the public paths should be designed and maintained and so on. The integration of the different government departments is what is needed; so when we promulgate urban design, we have to work with multi-level disciplines amongst ourselves with the engineers, with transport engineers, with maybe graphic designers, maybe with architects, landscape architects, but also the many different government departments. So in fact the study now we are doing, is promulgated by the Labour and Welfare Bureau but with the participation of the Panners, Architectural Services Department, Building Department, Transport Department.

Also IT, that is also very important, the use of IT in our future urban systems to facilitate what we can do. So another way, besides guidelines for laws, we promote also the incorporation of allied professionals, like access consultants, who can be disability people themselves or they can be surveyors, they can be planners or whatever. Now another way to promote urban design is also by encouragement and incentive systems. Therefore we need to have awards, we need to have different types of accreditation systems. So I hope that in Hong Kong and the GBA we can be more creative in promoting urban design and related issues so that our city is more liveable.

运输工程师、平面设计师、建筑师、景观设计师以及许多不同的政府部门合作，与多层次的学科合作。

所以其实我们现在正在做的研究，是由劳工及福利局公布，但有规划师、建筑署、屋宇署、运输署参与。还有 IT，这也很重要，在我们未来的城市系统中使用 IT 来促进我们的工作。因此，另一种方式，除了法律指南，我们还促进联合专业人士的加入，例如无障碍顾问，他们可以是残疾人，也可以是测量员，他们可以是规划师或其他任何人。现在促进城市设计的另一种方式也是通过鼓励和激励制度。因此我们需要有奖项，我们需要有不同类型的认证系统。所以我希望在香港和大湾区，我们可以在推动城市设计和相关问题上更有创意，让我们的城市更宜居。

**WANG Weijen** **王维仁**

So I’m understanding that maybe we would need additional mechanisms, almost like a HKBeam or LEAD, another

所以我理解也许我们需要额外的机制，就像 HKBeam 或 LEAD，

promoting a good design for greenery and therefore promoting good design for accessibility. Then we will have new type of consulting firm coming up to make sure we score high for the accessibility and therefore the development gets an additional bonus floor area in order to make that happen. I am trying to throw out good ideas for that.

So maybe let's bring the issue to Guangzhou and China. Doctor Huang, you introduced very well of the system that many of us also are familiar with, which is expertise as a group - as "专家" - as a mechanism to ensure good practice for architecture and urban design. And so with that mechanism have urban design guidelines emerged anywhere for the future?

For example, now with our practice, if we have a project in China, what we look at is the red line drawing "红线图", which tells us the setbacks and all the zoning requirements and so on - and that's pretty much it. And occasionally the client or the city will write down certain things they expected to have, such as arcade and connections and so on. And we do so, otherwise, it will not pass the expertise group, jury process. That's kind of the way we work it out, I think it's very well. But in the future, do you see that there will be that mechanism - the wisdom of the experts - the collective wisdom - the multiple check mechanism as being in the way, or are there urban design guidelines that can be drafted and actually implemented at district level, the district government level, or special development zone and so on, and become a binding regulation for architects to follow, all developers to follow?

Maybe that can apply to the question about Shuqian Lu as well. So if there's a general guideline, for example, for large scale re-development, that you have to

促进良好的绿化设计，从而促进良好的无障碍设计。然后我们将有另一家新型咨询公司出现，以确保我们在可达性方面得分高，因此开发项目获得额外的奖励建筑面积以实现这一目标。我正试图为此抛出好主 意。

所以也许让我们把这个问题带到广州和中国。黄博士介绍的非常好，我们很多人也都熟悉系统，就是作为一个专家作为一个群体为确保建筑和城市设计良好实践的机制。那么，有了这种机制，未来的城市设计指南是否会出现在任何地方？

比如现在在我们的实际工作中，如果我们在中国有一个项目，我们看到的是红头文件，"红线图"，它告诉我们退让和所有分区要求等等——差不多就是这样。 .有时，客户或城市会写下他们期望拥有的某些东西，例如街机和人脉等等。我们这样做，否则，它将无法通过专家组、陪审团程序。这就是我们解决问题的方式，我认为这很好。但是在未来，你看会不会有那种机制——专家的智慧——集体的智慧——多重检查机制的阻碍，或者有城市设计指南可以在区里起草并实际实施吗？级别，区政府级别，还是特别开发区等等，成为建筑师要遵循的硬性规定，所有开发商都要遵循？

或许这也适用于暑前路的问题。所以如果有一个通用的指导方针，例如，对于大规模的重新开发，你必须确保一定比例的现有遗产结构得到保留，或者一些松散的东西，所以它成为规划者制定他们的愿景的约束性原则。

ensure a certain percentage of existing heritage fabric being preserved, or something loosely, so it becomes a binding principle for the planners to lay out their vision for the place.

**HUANG Dingxi** **黄鼎曦**

I think in China now, the expertise panel is practising quite well, which is led by famous designers and famous planners, and secondly, we have something called the overall urban design, “总体城市设计”, which is required by the 2017 Regulations on Urban Design by the Ministry of Construction. It is required that when you finish the urban design, you should incorporate it into the masterplan, and the masterplan is approved by either the provincial government or the central government. It has quite strong and quite high status. I found that in some of the cities, we have also learned from the U.S. to have these kind of guidelines / principles incorporated into the city’s masterplan. That is one direction.

The second direction is that we are having not only this consultation on the design reviews, we have some volunteer or some local consultant teams to serve through the life cycle of the development of several areas, such as for the urban regeneration area in Beijing Road. We will have professors and famous designers and also Benjamin Wood - they formed a team. They not only look at the new development areas, but also for others, where we have this kind of guidelines for the complete street. Learning from the U.S. and we have now the guideline of Complete Streets in Guangzhou. And then these guys at the expertise panel; I mentioned they not only see how your design doing, they also consult quite actively with all the local departments that have the interests on the public roadside,

我觉得现在中国的专家委员会实践的很好，由著名设计师和著名规划师牵头，其次，我们有一个叫做整体城市设计的东西，“景观城市设计”，这是 2017 年建设部城市设计条例所要求的，要求城市设计完成后纳入总体规划，总体规划由省政府或中央政府批准。它具有相当强的地位和相当高的地位。我发现在一些城市，我们也向美国学习将这些指导方针/原则纳入城市的总体规划。那是一个方向。

第二个方向，我们不仅有这个设计评审的咨询，我们还有一些志愿者或一些当地的顾问团队在几个区域的开发生命周期中提供服务，比如北京路的城市更新区域。我们将有教授和著名设计师以及 Benjamin Wood - 他们组成了一个团队。他们不仅着眼于新的开发区，还着眼于其他人，在那里我们对完整的街道有这种指导方针。向美国学习，我们现在有了广州完整街道的指南。然后是专家小组的这些人；我提到他们不仅看你的设计做得怎么样，他们还很积极地咨询了当地所有对公共路边有兴趣的部门，他们协调很多，使完整街道指南成为现实。

所以我认为有两个方向，一个是我们要进一步制定我们的城市设计指南，并纳入一些非法定法规。第二个是生命周期，这些的咨询，因为它不仅在建筑设计阶段。

and they coordinate quite a lot to bring the Complete Street Guidelines into reality.

So I think there are two directions, one is we have to further develop our urban design guidelines and incorporate into some non-statutory regulations. The second is the life cycle, the consultation of these, as it is not only on that architectural design stage.

**WANG Weijen** **王维仁**

Thank you Dr.Huang, and maybe we will run out the discussion with Brian, sharing with us that as an architect, you have demonstrated varieties of projects from urban design to architecture. Have you or your firm encountered an effective mechanism of urban design guidelines - rather than being a restriction but being a way to take off better visionary design ideas?

For example, the Shenzhen skyscraper you used, had effective shading devices and integrated with articulate building form, yet the building with similar kind of vertical shading devices in Singapore developed into a gap of greenery sky gardens; but not in Shenzhen. So these differences, to my understanding, are the tolerance of the clients, the intelligence of the architect and so on - not urban design guidelines I assume? So, back to the question, how do you see urban design guidelines for architects? An opportunity, or actually maybe urban design guidelines are already outdated and we should have some other mechanism to make better cities?

谢谢黄博士。也许与 Brian 的讨论快要结束了，他作为一名建筑师与我们分享。您已经展示了从城市设计到建筑的各种项目。您或您的公司是否遇到过一种有效的城市设计指南机制——而不是成为一种限制，而是一种实现更好的有远见的设计理念的方式？

比如您使用的深圳摩天大楼，有有效的遮阳装置，并与清晰的建筑形式融为一体，而新加坡类似垂直遮阳装置的建筑却发展成了一片绿意盎然的空中花园，但不是在深圳。所以这些差异，据我所知，是客户的容忍度、建筑师的智慧等等——不是我假设的城市设计指南？那么，回到问题，您如何看待建筑师的城市设计指南？一个机会，或者实际上也许城市设计指南已经过时了，我们应该有其他一些机制来打造更好的城市？

**Brian YANG** **YANG 先生**

That's an interesting question and we have been on both sides of the equation with some of the work that we're currently doing in Malaysia, in Penang, with me

这是一个有趣的问题，我们一直在等式的两边，我们目前在马来西亚，在槟城所做的一些工作，

trying to work - to craft - what the future of the southern island should be. And in that project, because it's so early in the process, it's also very much a kind of political question. Working with the authorities to establish what the vision for the future of the southern islands should be. Of course every context is somehow very different in its specificity of the guidelines you have to react to. I think Singapore is a very good case in point, there is a kind of very robust series of urban design guidelines we frequently have to work with. So we work on a number of projects in Singapore, KapitalSpring of course, as you know is under construction.

We have a couple of other things that are ongoing and we have the opportunity to engage with the urban redevelopment there. And it's a kind of interesting system where again, there's a very robust series of urban design guidelines that tend to be very, very prescriptive, but at the same time with the projects that we've been involved with, we also had the opportunity to be a part of what's called the DAP process - the Design Advisory Panel. And what it essentially does is it gives you, through the course of the life of the project, the opportunity to meet with between - let's say 3 to 5 experts - that are appointed by the city to really go into the project in detail and to discuss the meaning of what we're doing and the relationship of the contexts. And what that means is that even though the urban desired guidelines can be very prescriptive, we then have a chance to really interrogate the design guidelines in collaboration with the City to see where it makes sense and where it doesn't, so that our architectural response can also be more contextual and more meaningful for the City. And I think what's interesting about this as a model is that it sets the client in a certain mindset where they know that there needs to be a certain level

我正在努力工作 - 制定 - 南部岛屿的未来应该是什么。在那个项目中，因为它处于流程的早期，它也是一种政治问题。与当局合作，确定南部岛屿未来的愿景。当然，在您必须面对指南的特殊性方面时， 每种情况都有很大的不同。我认为新加坡就是一个很好的例子，我们经常需要使用一系列非常强大的城市设计指南。因此，我们在新加坡开展了许多项目，当然，正如您所知，KapitalSpring 正在建设中。

我们还有其他一些事情正在进行中，我们有机会参与那里的城市重建。这是一种有趣的系统，其中有一系列非常强大的城市设计指南，这些指南往往非常非常规范，但与此同时，对于我们参与的项目，我们也有机会成为所谓的 DAP 流程的一部分 - 设计咨询小组。它本质上的作用是，在项目的整个生命周期中，它让您有机会与城市任命的专家会面——比如 3 到 5 位专家，他们会真正详细地了解项目并讨论我们正在做的事情的意义以及上下文的关系。这意味着即使城市所需的指导方针可能非常规范，我们也有机会与城市合作真正询问设计指导方针，看看它在哪里有意义，哪里没有意义,这样我们的建筑对城市而言，响应也可以更具情境性和更有意义。我认为这个模型的有趣之处在于它让客户处于一种特定的心态，他们知道架构需要有一定程度的野心，以及它如何响应公共领域，这将成为我们与市政府共同努力以真正创造最佳结果的过程。

of ambition in the architecture and how it responds to the public realm, and that this is going to be a process that we work through with the City to really create the best result.

That's on the regulatory side, but on our side as architects, I think where our role is important is to really show, and to demonstrate tangibly to clients, that better , design is also a better business case. So if we go back to the case of KapitalSpring, we've been very fortunate to work with Kapital Land, who have been very ambitious at the outside of the project with us. We had an overall envelope that allowed us to go up to 280 metres high, but we didn't have to go to 280 metres. But what we did with them was said - the commercial value of your offices is going to be substantially higher if you lift them as high as possible. So it makes sense for us to shift that entire volume as high as possible within the envelope we have to work with. The hawker centre needs to be connected to the ground. The service residences are connected to the podium where you have amenity, and then this creates the opportunity to build these large voids within the envelope of these incredible and green social spaces. It really creates additional amenity and additional kind of economic value for the client in creating the building as a new destination within the city. So again, we've been very fortunate that they've really embraced this as an approach to the project. And in collaboration with the city, we've been able to really work to define the urban design guidelines in more detail. So it's really been much more of a performance process to architecture rather than purely prescriptive.

那是在监管方面，但在我们作为建筑师的方面，我认为我们的重要角色是真正展示并向客户切实展示更好的设计，也是更好的商业案例。

因此，如果我们回到 KapitalSpring 的案例，我们很幸运能与 Kapital Land 合作。他们在项目外部与我们一起有共同的雄心壮志。我们有一个整体的架构可以让我们上升到 280 米高，但我们不必上升到 280 米。但据说我们对它们所做的事情 - 如果您将它们升得尽可能高，您办公室的商业价值将大大提高。因此，在我们必须使用架构尽可能高地移动整个容量，这对我们来说是有意义的。小贩中心需要接地。服务公寓与拥有便利设施的平台相连，然后这创造了在这些令人难以置信的绿色社交空间的围护结构内建造这些大空隙的机会。它确实为客户创造了额外的舒适性和额外的经济价值,将建筑打造为城市中的新目的地。再次，我们非常幸运，他们真的接受了这个作为项目的方法。通过与城市合作，我们已经能够真正更详细地定义城市设计指南。因此，对于架构而言，它实际上更像是一个性能过程，而不是纯粹的规范。

**WANG Weijen**

I think with this note, we all have ongoing projects to frame or reframe, and that urban design guidelines can be an effective mechanism - not just a restrictive but also an incentive for making better cities. With varieties of projects and great

**王维仁**

我认为，我们都有正在进行的项目来框定或重新框定，而城市设计指南可以是一种有效的机制——不仅是一种限制，而且是一种激励，让城市变得更好。今天下午有很多项目和很棒的演讲者。

presenters with us this afternoon. I thank for the great efforts and we will end this forum.

Now, thank you.

我感谢大家的努力,这次论坛到此结束。

感谢大家。

# RESPONSE SESSIONS 回应环节

Response Session 1
Synergy among GBA Cities

Response Session 2
Procurement of Urban Design Projects

Response Session 3
Urban Design Guidelines, Practice and Case Study

# 1. Synergy Among GBA Cities
# (一) 大湾区城市之间的协同作用

**Prof. CAI Yunnan** **蔡云楠 教授**

Dean & Professor -
School of Architecture and Urban Planning
Guangdong University of Technology

广东工业大学建筑规划学院院长、教授

**Dr. SHAN Liang** **单樑 博士**

Vice-President & Urban Design Director
Urban Planning & Design Institute of Shenzhen

深圳市城市规划设计研究院副院长
兼城市设计总监

**Mr. LAI Shuang** **赖霜 先生**

Deputy Dean, Senior Engineer, Certified Planner,
Zhuhai Institute of Urban Planning & Design

珠海市规划设计研究院规划设计分院副院长、
高级规划师、注册城市规划师

**Mr. LIANG Haijiang** **梁海江 先生**

Chief Planner
Natural Resources Bureau of Zhaoqing

肇庆市自然资源局总规划师

**Mr. YANG Minghao** **杨明豪 先生**

President
Jiangmen Urban Planning Association

江门市规划协会会长

*Hong Kong Representative and Facilitator* *香港代表及主持人*

**Prof. Kar-Kan LING, SBS** **凌嘉勤 教授，SBS**

Director - Jockey Club Design Institute for Social Innovation, The Hong Kong Polytechnic University

Member – Hong Kong Institute of Urban Design

香港理工大学赛马会社会创新设计院总监、
香港城市设计学会会员

# Synergy Among GBA Cities
# 大湾区城市之间的协同作用

**Prof. CAI Yunnan**

**蔡云楠 教授**

Good afternoon, fellow designers. Today I'd like to share my ideas with you on this topic: Giving full play to higher education as a catalyst in promoting the coordinated development of the urban design industry across the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). I personally believe that, in building the GBA, the core technique is to rely on a developed infrastructure network to form an urban network featuring close social, cultural, and economic connections, a compact spatial organisation, and frequent flow of urban and rural elements.

Urban design should serve as a platform for optimising the organisation of spatial elements. This will become an important foundation for the integrated development of the GBA. In this respect, our urban design education is not only fundamental to the development of the urban design industry, but can also work as an important carrier for the GBA to attract and retain top talent. Meanwhile it is also an important integration point for seeking global cooperation and development within the framework of "One Country, Two Systems" across different social and development systems and mechanisms.

In fact, starting from 2005, we have made a lot of efforts in running schools, training talent, conducting scientific research and forming certain alliance partnerships across the three regions of Guangdong, Macao and Hong Kong.

Our school has formed a design alliance with South China University of Technology, Shenzhen University, The Chinese University of Hong Kong, City University of Macau, and Tongji University since 2018. A joint graduation project within the GBA is held every year to explore the design in borders and cross-border areas. However, currently, we still think that the cooperation among Guangdong, Hong Kong, and Macao in urban design is carried out somewhat spontaneously, partially, on a short-term basis and with a certain touch of institutionalisation. In the field of urban design, the interaction of key elements, and the ecological mechanism of collaboration between the main bodies, have not yet been formed. The whole chain from basic research and development, to project application, to final conversion is still not fully built.

各位设计师们，大家下午好！我今天和大家分享的题目是发挥高等教育的触媒作用促进湾区城市设计行业协同发展。我们这个粤港澳大湾区(大湾区)，就我个人认为，他的内在的技术逻辑是依托发达的基础设施网络形成社会、人文、经济联系紧密，空间组织紧凑，城乡要素流动频繁的这么一个城市网络。

城市设计我认为作为空间要素组织优化的平台是大湾区融合发展的一个重要基础，而我们这个城市设计的教育不仅是我们行业发展的基础，同时也是大湾区吸引我们顶尖人才的重要载体，同时也是当前在一国两制框架内可以跨越不同的社会制度和发展体制、机制的差异寻求全球合作发展的一个重要的融合点。

那我们，实际上我们这个教育行业从 2005 年开始是把三地的发展教育，在办学、培养、科研和一些联盟方面也做了很多工作。

我们学校，广东工业大学和华工，深圳大学，香港中文大学，澳门城市大学，同济大学从 2018 年开始就搞了一个设计联盟，每年都举办大湾区的联合的毕业设计，对边界和跨境地区进行一些探索，但是目前我们依然认为粤港澳三地城市设计行业的合作还是呈现出一种自发性，局部性，短期性和一些被制度化的形式。城市设计的领域，他的这个要素的联动，主体协同的生态机制还是没有形成。一些基础研究，基础开发和项目运用，成果转化这个行业链还是没有完全形成。

Environment building is undoubtedly important, yet human elements hold great significance as well. In my opinion, the GBA's future rests on people, and people's future depends on education. Therefore, constructing the GBA and our common home is ultimately resting on the concerted efforts of educators, including designers. Technically, here are the 5 development strategies I've proposed in terms of urban design education.

The first is to innovate ideas. The top-level design and overall framework for coordinated development should be established. This can help form a closed, ecological interaction loop between universities, research institutes and design companies with the help of a subject group, innovation group, and industry group, as I have seen many designers and design firms join our forum.

The second is mechanism optimisation. Forming a higher education alliance in urban design across the GBA and strengthening cross-organisation and cross-industry cooperation such as inter-school and school-enterprise exchanges.

Third, innovate ways to cooperate. We should host urban design exhibitions and joint graduation projects regularly and our staff and designers should make visits to each other.

Fourth, build a number of technology platforms to create an urban design research hotbed in the GBA, and jointly build a batch of technological research and development platforms to serve and lead the development of the GBA, including some joint laboratories and collaborative innovation centres.

Fifth, we should develop our own standards in nurturing quality talent in the urban design industry needed to modernise the GBA in line with international standards, with professional certifications as a starting point and an approach.

Lastly, we believe that the development of the GBA depends on design, and that the future of design depends on education. Talent training should be given great emphasis and education should be put as a top priority.

We need to conduct urban design consciously, instead of spontaneously. Our design concept should not just take into account the public, but fully consider the key needs of the people. Rather than carrying out work in a way that only professionals can comprehend, our approach should be one that the general public could understand and benefit from. Far from following

实际上，我们认为硬件的环境建设虽然重要，但是人的要素也是非常的重要，湾区的未来我个人觉得是在于人。而人的未来取决于教育，所以最终大湾区的建设、共同家园的建设还是要靠我们包括设计师在内的这些人的共建共融。具体在教育方面我提出五个发展的策略。

第一个是要创新思路，制定协同发展的顶层设计和整体框架形成我们高校研究院和设计企业，我看到很多的设计师和企业参加我们这个论坛，形成一个学科群，创新群，产业群这么一个联动的城市设计的生态闭环。

第二个是要优化机制，组建粤港澳湾区城市设计类的高等教育的联盟，加强校际和校企的跨组织，跨行业的一些分部的合作。

第三，创新形式，经常我们举办一些城市设计的展览，联合的毕业设计，我们这些人员、设计师互相进行访问。

第四，共建一些技术平台，打造我们湾区的城市设计的科研的高地，共同建设一批服务和引领湾区、我们城市设计行业的技术研发的一些平台，包括一些联合的实验室和协同的创新中心。

第五，以专业认证为契机和途径，尽快研制对接国际标准、契合大湾区现代化的城市设计所需要的人才培养标准。

最后，我们认为，湾区发展是靠设计，设计未来靠教育，人才为重，教育为先，我们这种城市设计要从自发走向自觉，

湾区的设计观念要从民间走向民心，方式从专业走向大众，范围从书本走向民生，从各自为政走向协同共享，我们这种行业联合机制才从随机化走向一个制度化、常态化的发展机制。

textbooks, we really should incorporate the considerations for people's livelihood in our practice. It is also necessary for us to collaborate and share instead of self-governing. This way, our industrial alliance can be conducted with an institutionalised and normalised system, rather than randomly.

To summarise, these are my personal thoughts upon this important topic of building the GBA with common commitment, from the perspective of the urban design industry.

我今天和大家分享的这么一个主题，主要是从守卫湾区的共同建设这个重要主题，这个城市行业、城市设计的行业的角度来谈下我个人的想法。

## Dr. SHAN Liang

Nice meeting you all. I'd like to share with you some of my experiences and thoughts as a practitioner in Shenzhen's urban work. For over 20 years of my career, I've been witnessing and accompanying the development of Shenzhen. What strikes me most is that Shenzhen has always adhered to a human-oriented principle in its urban planning and design, committed to building its city around its people. We are constantly pursuing to create a sustainable, liveable quality environment for human settlement.

The 1986 edition of "Shenzhen Special Economic Zone Master Plan" was the first document to clarify Shenzhen's cluster urban structure. By 2005, Shenzhen led the way in delineating its basic ecological control line. In 2009, this city started its greenway network planning and construction. Overall, Shenzhen's human settlement environment has been continuously stabilised and upgraded. It has been working relentlessly towards an environment of higher quality featuring more sustainable development. In this process, urban design has played an important role.

Upon entry into the new era, Shenzhen has been endowed with a higher mission by the state: Build a Pilot Demonstration Zone of Socialism with Chinese Characteristics. With the development of Shenzhen's new version of the master plan, the Shenzhen Overall Urban Design 2035, we have undertaken the overall urban design and strategy research on protecting urban unique characteristics, systematically responding to 3 high concerns, namely "highly constructed buildings, high-density population, and high-frequency in constructing buildings". In consideration of the unbalanced developments within the city with time differences and generation gaps as a common phenomenon, we have carried out and upgraded the top-level design of our urban high-quality construction to enhance citizens' satisfaction, sense of gain, and happiness.

Through a survey of around 6,000 citizens, together with an analysis of quantities of big data, we have made a precise portrait regarding what the exact problems and needs are. Based on this, we have proposed a 'GLocal Shenzhen' initiative. "Glocal" is a combination of 'Global' and 'Local', representing our goal and vision to build a Shenzhen homeland facing the world, and reinvent Shenzhen as a super bay area metropolis tucked away among mountains and the sea

## 单梁 博士

大家好，我分享一些我在深圳从事城市工作的心得与经历。从业 20 多年来一直在见证和伴随着深圳的成长，令我感受最深的一点是，深圳规划和城市设计始终是坚持以人为本，为人营城，我们始终追求一个高质量可持续的人居环境的营造。

最早从 1986 版组规明确了组团式城市结构，2005 年遂先划定了基本生态控制片，再到 2009 年开展绿道网规划建设，整个看起来深圳的人居环境本底不断得到稳固、持续的进化升级，不断地追求更高的品质和更持续的发展。在这个进程中城市设计也发挥了一个非常重要的作用。

进入新时期，深圳被赋予了"双区双范"的更高使命，伴随着 2035 国土空间总体规划，我们承担了其中总体城市设计和特色风貌保护策略研究的工作，系统应对"高度建成、高密人口、高强建设"三高底盘。在城市内部不均衡发展"时差""代差"这种情况存在，我们进行了城市高品质营建顶层设计和升级来提升市民的满意度、获得感幸福感。

其实我们在工作中进行了相当接近 6000 多份市民问卷调查，同时也集合了很多大数据分析工作，对于这个问题还有需求进行了精准的画像。在这个里边，我们提出来一个 Glocal 深圳，这个 Glocal 深圳是由 global 加 local 组合而成的，"面向世界的深圳家园"作为我们的目标愿景，让深圳成为一个"渗透在山海间的超级湾区都会"，"工作与生活无缝衔接的公共活力城区"，"空间高质量增容、疏密有致的立体紧凑城市""留住共同记忆的先锋人文名城"。

as well as a public urban area of vitality, fulfilling working and living purposes seamlessly. More than that, we aim to build Shenzhen into a three-dimensional city with increased spatial capacity and density as well as a pioneer humanistic city with common memories.

Our overall conclusion from the urban design research not only supports and integrates the territory development plan being drafted, but also contributes to implementing the '6+2 urban design action plan'. I will not be able to elaborate one by one, but you can check the details in parallel.

As one of Shenzhen's '6+2' urban design actions, the "Mountain and Sea Linking City Project" is one that leads our urban construction efforts by utilising ecological concepts and urban design mindsets. It integrates all the natural resources available in the area including mountains, waters, forests, fields, lakes, grass and cities, and establishes a new relationship between nature and city, and between land space protection and development. It connects the mountains and waters from east to west, a route that serves as an essential link in the whole project. It has also sorted out a network of mountains and sea in this region. Such endeavour has made it possible to form an attractive ecological framework of '1 Ridge, 1 Belt, and 18 Corridors'.

The relationship among the city, the mountains, and the seas has changed from interdependence to integration as one. We strive to achieve the goal of connecting ecological resources with entertainment and residential facilities, which makes the ecological urban space a product of the city itself while urban residents gain access to green mountains and blue waters in enjoying what the city has to offer. Such design provides citizens a lifestyle of getting close to nature daily.

I especially want to talk about the new Qianhai centre. In fact, for ten years, we have been following the planning and construction of Qianhai. Qianhai has also upgraded from it earlier being a modern service industry cooperation demonstration zone, to that of a free trade zone, and then to being the new centre of our Guangdong-Hong Kong-Macao in-depth cooperation demonstration zone. We have been working on the urban design of the Qianhai new centre. So far it is newly completed and has been successfully approved by the authority. This marks that Qianhai has officially entered into the 2.0 era of urban planning.

我们总体城市设计研究结论既支撑和融入了在编的国土空间规划，实际上也是传导落实成为深圳 6+2 城市设计行动，具体我就不一一复述，于屏幕所示。

下一页，我特别想讲一下，作为行动之一的深圳的山海名城计划，他实际是利用了生态文明理念和城市设计思维来引领我们城市建设，整合了这个山水林田湖草城自然资源，建立起自然与城市，国土空间保护格局与开发格局互为主体的新型关系，打通了贯通东西的龙行山脉还有水岸，这个叫任督二脉；梳理通山打海的一个山海经络体系，这样整个构建起了一个"一脊一带十八廊"魅力生态骨架。让整个山海城的关系从相依到相融，城景一体。在设计中我们力求实现一个叫做连生态，连生活，连生趣，通过这些让生态空间成为城市的一个生态产品，让人们可以"走得进山、亲得近水、赏得了城"，给大家提供一个市民身边日常的亲自然的生活。

我特别想讲一下这个前海新中心，历经了十年的发展，实际上我们是一直伴随着前海的规划建设。前海也从最早的这个现代服务业合作示范区到这个自贸区，再到我们粤港澳深度合作示范区的新中心，所以，我们在做的最新完成的前海新中心城市设计已经得到市里面的批准，他标志着前海的规划正式迈进了 2.0 时代。

怎么样的 2.0 时代？就是从高质量的快速的建造楼宇到高品质人居环境的完整营造，整个理念是从聚产到聚人。在新中心的设计中我觉得最根本的变化是真正从物转到人，以人民为中心，对山海城要素进行一体化重构来完成自然生境，塑造大的景观，打造环湾的城市客厅，打造工作与生活一体化的宜居宜业宜游的高品质生活圈。就是要让前海成为令人向往的家园。

What type of 2.0 era? It's a transition from constructing quality buildings rapidly to fully creating a quality environment for human settlements. Instead of emphasising how many buildings are constructed, more weight will be given to the city's capability to gather people. Personally speaking, the fundamental change of focus in the design of the new Qianhai centre is from 'things' to 'people'. By taking a human-centred approach, we will reshape the structure of the mountain, sea and city elements to create a natural habitat, build an urban living hall around the bay, and create a quality living circle with work and residential facilities integrated into one place, suitable for living, working and tourism. In a single word, we do this in a request to make Qianhai a desirable home.

Talking about the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), I'd like to share some of my thoughts. First, grand success requires input from exceptional talent. Talent is the foremost resource that gravitates toward quality cities. To become a world-class megalopolis, the GBA will need to create a world-class living circle first. I call it "GLocal Bay Area homeland".

I suggest that we build a shared community incorporating natural habitats, human settlements as well as humanistic and artistic values within the GBA, which should have a postcard-perfect image as it looms amid numerous mountains and the sea. At the same time, cities must eliminate their "generation gaps" in terms of their different building qualities, and their "time differences" in development. Their unique characteristics should be highly promoted. This way, they can complement and reflect each other's exceptional charm.

A few words to add, it's impossible to build a bay area homeland without urban design. We suggest that cities in the GBA should strengthen contacts, exchange, and inter-cooperation in conceiving and realising urban design ideas. I propose to carry out joint actions on urban design in the GBA, working together to build a beautiful bay area homeland. Meanwhile, through the concerted endeavours of the gathering of professionals with advanced design ideas in the GBA, I believe GBA's urban design group will emerge as a unique urban design school.

Thank you.

既然讲到大湾区，让我谈一些思考吧。首先呢，成就非常之功，必带非常之人。人才是第一资源。而人才，它是逐水草而居的，跟着优质的城市生活走。粤港澳大湾区要成为世界级城市群，它就必须营造成为世界级的优质生活圈。我也提出来叫做 glocal 湾区家园。

因此我建议对湾区家园的生命共同体的自然生境，人居环境，还有人文意境要一体化的打造,笼罩山海冲交融的高颜值的湾区。同时各个城市也必须消除发展的时差跟品质的代差，又各具在地化的多元特色，做到各美其美， 美美与共。

关于城市设计，抱歉我再多说几句话。湾区家园的营造离不开城市设计，我们建议湾区城市之间要加强城市设计思想与实现上的紧密联系与交流合作。我建议开展湾区城市设计共同行动来贡献美丽的湾区家园。同时我们湾区团设计的人才集聚，理念也很先进。通过咱们大家的共同努力，我相信咱们大湾区的城市设计集群未来一定会眼见成为大湾区城市设计学派。

谢谢大家！

## Mr. LAI Shuang

## 赖霜 先生

I am rather honoured for having this opportunity to exchange insights and views with you. Considering we have a tight schedule, I might as well get down to business right away. Today I plan to share with you the preliminary reports and conversations made regarding part of the project that we are engaged in currently. We are making a comprehensive study related to standards on all public service facilities, municipal public utilities, and transportation systems, mainly in Hong Kong and Macao. This project is still ongoing. Hereby I would offer some of our approaches hopefully as a good reference for you all while welcoming new perspectives.

I shall start with two pieces of background information for my report. The first one is that we are conducting research on the planning outline of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) development, which includes the coordination in urban design education, as elaborated by Dr. Shan Liang, as well as requirements for coordinated development in various fields such as culture, tourism, social security, etc., to jointly create public services and a living circle of high quality in the GBA that is suitable for life, work and travel purposes. But how to make it happen? This is something we have been researching for all these years. What I am talking about today is mainly one direction in achieving these goals: facilities.

The second backdrop is that a new round of territorial and spatial planning is being launched across the whole country including Guangzhou, Shenzhen, and their surrounding cities ever since 2019. At the same time, we are drafting plans involving certain special projects such as education, new planning culture, housing security, municipal projects and so on. These professional plans are being prepared simultaneously and need to be further connected to Hong Kong and Macao, and be internationally orientated. Personally speaking, it is also an important component of our urban design in terms of establishing standards for building world-class facilities that are compatible with the creation of an international bay area, and of how to optimise resource and space allocation in a cost-effective manner.

Our goal is to enhance the quality of the whole GBA, with Hong Kong and Macao as the main examples to follow. We have not only studied the facilities of Hong

非常感谢有机会给大家分享，因为时间比较短直接切入正题。因为我今天分享的就是目前我们正在做的工作的部分，正在开展的大家做的一些前期的思想的一些交流和汇报。那么我们做的工作主要是针对港澳，我们把所有的相当于涉及到所有的公共服务设施，市政公用和交通体系的一些设施标准，我们在做比较全面的研究。但是现在目前还在工作当中，前面先提供一些思路，抛砖引玉。也希望大家能够提供一些好的借鉴。

目前的我们主要是讲两个背景吧。第一个背景就是我们其实都在研究粤港澳大湾区(大湾区)发展规划纲要。纲要里面其实对于包括刚才参与单梁教授讲的教育这块的一些协同，其实还有文化，旅游，社会保障等等各个领域的一些协同的一些发展的要求，来共同打造公共的优质服务和宜居宜业宜游的优质大湾区的生活圈。那么怎么样去打造？我们这几年一直在研究。我今天讲的主要是从设施这块入手的一个方向。

第二个，我们从 19 年开始都在，包括广州也好，深圳也好，整个周边的城市，全国都在开展新一轮的国土空间规划。同步我们也在编制各个涉及到各个专项的一些规划。比如说我们现在在编制教育的新的规划文化的住房保障等等一系列，包括市政类的，这些专业规划的是同步在进行编制。这些编制我认为就需要进一步的对接香港和澳门，面向国际的。怎么样去未来打造更国际化的，更有这种国际范的这么一个湾区的设施的一些标准，更加节约高效的进行整个湾区的一些资源和空间的一种配置。我认为也是我们城市设计的重要的组成的部分。

我们提出的目的，就是对接港澳来提升整个湾区的品质。在现有的我们研究的主要是针对港澳的设施研究，

Kong and Macao but also of Mainland China. We try to interpret the demands of Hong Kong and Macao residents as well as people coming from abroad, basically in two aspects: the hardware environment and the software environment.

Personally I consider that the hardware environment in the Mainland is excellent, including the standards regarding land use and facilities, which are better and higher than Hong Kong and Macao due to their intensive and restricted land use. However, Hong Kong, Macao and certain international regions have done a great job in terms of software environment building, namely their management systems, quality of service and service staff's professionalism. We hope that our urban building efforts can go back onto a track with more focus on "micromanagement", which is to say, we need to create organised spaces in a mini-circle of 15 minutes walking distance with quality services. This way, we can construct a future-oriented bay area, a futuristic community that satisfies the needs of Hongkongers and Macanese, international dwellers and Mainlanders, in a bid to create a better bay environment.

Currently, we offer several perspectives for all of you to consider. One is service. We need to offer service facilities. Then for leisure purposes, we need to create attractive public spaces. Also in terms of transportation, we aim to establish a secure and green transportation system in order to build green municipal facilities.

The main focus is still concerning the hardware and software environment building. How is it possible to create convenient and accessible quality community services? How to provide an attractive and dynamic public space? How to build a low-carbon and highly efficient transportation systems and other public systems such as garbage sorting, crisis prevention.

We have also compared the standards of Singapore, Hong Kong and Macao, and Zhuhai with domestic standards. In the end, we hope to further exchanges within the GBA to promote social and cultural integration so that we can enhance standards for quality of services and for public facilities as a whole. Having said that, we can expect to achieve the collaborative development of the GBA and create a quality living environment here that is capable of rivalling internationally leading bay areas. Thank you all!

但国内的也有了。在这些已有的设施的标准的基础上去解读港澳和国际人群的一些需求，

其实主要是两个方面：硬件的环境和软件的环境。硬件环境，其实我个人认为国内的硬件环境其实是非常好的。包括用地的规模和设施的设置标准。在香港和澳门因为它的用地是非常集约和受限的，其实在这些方面反倒没有国内的这些标准这么好、这么高。但是在管理的体系和服务的人员以及服务的品质方面，香港和澳门以及在国际上面的一些案例提供其实是非常优秀的。对于软件软件方面是做的非常好的。那么我们希望能够回归到比较微观上面。在社区的 15 分钟，现在其实 15 分钟生活圈来构建这样空间有序和服务品质化的空间，来构建符合未来的湾区，港澳和国际人群以及对国内在做要求基础上的一个未来的社区，更好的去营造湾区的一个环境。

我们目前提供一些思路，仅供各位专家去思考。主要是几个方面， 一个是服务，服务提供服务设施；休闲就是公共的魅力空间；还有交通，低碳、安全的交通的体系和市政绿色市政这方面最终我们可以提出有效的行动指引去达成我们最初设定的目标。

主要在重点的几个内容还是涉及到硬件和软件的环境。怎样去构造便捷可达的高品质社区服务？怎样提供有魅力的活力的公共空间？还有去构建低碳高效的交通系统。比如说像现在垃圾分类、防灾这些公共的系统等等。

我们也对新加坡、香港和澳门、珠海的标准和国内标准进行一些对比。最终我们希望通过港澳大湾区的这种人的进一步的交流来促成我们的文化的融合、社会的融合来提升湾区的整个社会的服务品质、公共设施的标准，最终达成大湾区的共同的协同发展和高品质的生活的环境去媲美国际的湾区的设施环境。谢谢大家！

## Mr. LIANG Haijiang

Good afternoon, fellow experts. I am very honoured to participate in this conference. I hope to have some exchanges and discussions with you in terms of the response of Zhaoqing's central urban area in its overall urban design under the background of regional coordination within the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). As we pursue the strategic goal of building the GBA into a world-class bay area, local city clusters are gradually moving towards regional integration and networking. All cities within this region can help implement the national development strategy for the GBA by leveraging their comparative advantages, playing their own parts well, and collaborating with each other.

As a member city of the GBA, Zhaoqing boasts three core features in its urban design: its picturesque landscape, rich Cantonese culture, and sufficient low-cost land supply. On the one hand, Zhaoqing needs to establish a more open development framework integratable into the GBA's network, guided by industrial transportation. On the other hand, we should give full play to its ecological value, shaping its unique city image with a differentiated development pattern and hereby helping it emerge as a rising star within the GBA going green.

As spatial reorganisation is well on track within the GBA, regional urban agglomerations have evolved from collected individuals into networked cities. The GBA has provided more equal opportunities for each city involved to take part in different divisions of labour and collaboration with each other. Meanwhile, the urban construction goals and urban design standards are centred on public wellbeing. Instead of simply constructing a city, we now need to transform our urban design approaches by endeavouring to truly create a city, where vitality, quality, and attractions are the main objectives.

Rather than beautifying the cityscape and visual space environments in a traditional way, we have transited towards shaping the city image, flourishing the city culture, and building the city brand through urban design. With such efforts, we seek to strengthen the soft power of the city in competition.

Zhaoqing follows three steps in response to changes in spatial reorganisation standards in the GBA: seeking consensus, focusing on key characteristics and promoting implementations.

## 梁海江先生

各位专家，下午好，非常荣幸参加了本次会议。那么我就“大湾区区域协调背景下肇庆中心城区的总体城市设计的应对”来和大家做一些交流和探讨。在打造湾区及世界级湾区战略目标的背景下，湾区城市群逐步走向区域一体化、网络化的格局。各地通过发挥比较优势，实行分工与协作来实现大湾区国家战略的实施。

肇庆作为大湾区的成员之一，肇庆城市设计极具最具山水画卷感的城市，广府文化源头以及拥有充足的低成本空间供应三大核心特色。一方面，以产业交通为导向，构建更加开放的发展框架，融入湾区网络化格局。另一方面，充分释放生态文化价值，以差异化发展塑造城市形象而实现绿色崛起，打造湾区新秀。

在湾区空间重组的过程中，湾区城市群从点簇发展走向网络城市格局。一方面为湾区每一个城市提供了更多的均等的参与机会，参与大湾区的分工和协作。另一方面，人民美好生活为中心的城市建设目标和城市设计标准。城市设计将从建造城市到营造城市转变。活力和品质城市，吸引力将是城市设计的主要目标。

现在的城市设计已从传统意义上的风貌层面的美化，视觉空间环境转向如何塑造城市形象，繁荣城市文化和打造城市品牌来强化城市竞争的软实力。

肇庆采用寻共识、抓特色、促实施三步走的方式来应对湾区空间重组一切标准的变化。

在寻共识方面，与湾区协同视角来锁定发展目标和方向。肇庆定位为粤港大湾区连接大西南枢纽门户城市，宜业宜居宜游高品质新都市，未来将以烂柯山为城市绿芯，构建多组团的城市。进一步拉阔城市框架，建设有文化底蕴，

Zhaoqing seeks common ground with the GBA to pinpoint its development goal and orientation. It is positioned as a gateway city connecting the GBA with hub cities in the southwestern part of China. It's also identified as a quality new city suitable for business, living, and tourism. Lanke Mountain will serve as an urban core of greenness to help build a multi-clustered city. We should broaden the urban framework further and construct Zhaoqing into a leisure city in the GBA, one that is convenient and vibrant with deep cultural reserves.

Next is to focus on the three key elements, converting such resources into part of the city's attraction, and taking part in supplying land for the GBA's development. Firstly, we need to make full use of Zhaoqing's natural resources including its mountains, lakes, and rivers, as a national tourist city, to build it into a city with the most picture-like landscape.

Secondly, we need to highlight Zhaoqing as the birthplace of Cantonese culture, producing numerous imperial government clerks in the past. It shares a similar sense of belonging as well common identities with the whole bay area culture.

The third is to seize its advantages in low-cost land supply and undertake the transfer and landing of innovative elements from the GBA.

Based on all the characteristics mentioned above, we should then determine implementation strategies for urban design.

First, we need to demonstrate Zhaoqing's unique urban charm with its natural, cultural riches, so that the city layout can gradually develop along the rivers, breaking free from previous limits in developing around lakes. One example can be found in the three-year action plan formulated this year to rejuvenate the thousand-year-old city of Duanzhou.

Second, is to cultivate emerging power, to undertake new core industry in the GBA, promoting the upgrade of its innovative elements, and directly connect with major cities through convenient metro and air transportation. Drawing strengths from Hong Kong and Shenzhen, Zhaoqing will be able to explore resource channels with the driving forces from these two regions. Meanwhile, Zhaoqing will connect with Guangzhou and Foshan and accumulate its competitive advantages in industrial cooperation.

Thirdly is to enhance its ability to attract more talents and provide low-cost, high-quality home settlements.

生活便捷富有活力的湾区休闲城市。

另一方面，聚焦三大核心资源要素。并将资源转化为城市吸引力，参与湾区供给点。一个是抓住国家级旅游城市，山湖城江名城特质，打造最具山水画卷感的城市。

第二个是肇庆作为广府文化发源地，岭南文化的起源地，龙武文化的盛行地，想抓住最古朴的皇府文员之地并与湾区文化的归属感和认同感。

第三个是抓住低成本土地的供应，承接湾区创新要素的转移和落地。

基于上述特质，确定城市设计和实施的策略。

第一个是抓住自然人文景观的特征彰显独一无二的城市山水人文的魄力。推动城市布局从环湖发展走向拥江发展。例如，今年肇庆市就制定了古端州新活力的三年行动方案，实现千年古城的出新出彩，重新焕发出新的活力。

第二个是培育承接湾区核心新型产业的新兴动力，推动湾区创新要素的升级，通过便捷的港铁空交通直接对接核心城市，借势港深从双区驱动中寻求资源通道，对接广佛在产业合作中积累竞争优势。

第三个是增强人才吸引力，为湾区提供低成本，高品质的家园定居地。

This year, eight major parks in Zhaoqing's urban area will be opened with 220 hectares of green park space added. When you are in Zhaoqing, everywhere you go presents a touch of green, whether you are just randomly looking up, or going outdoors. In addition, the Open University of Hong Kong and the Hong Kong City project "Hong Kong and Macao Youth Innovation and Entrepreneurship Base" are all settled in Zhaoqing. Zhaoqing has offered high-quality space for Hong Kong and Macao residents to enter the Mainland for entrepreneurship, employment, study, and life.

At last, we'll use three major methods to move forward with our blueprint, thereby contributing to the GBA's development. This requires us to invite outstanding project teams and management departments to participate throughout the whole endeavour and learn from Shenzhen as it has advanced experience in urban design and management. Meanwhile, we need to guide the implementation of our near-term action plan with differentiated guidelines and encourage the participation of all citizens in a request to achieve collaboration for building the GBA.

First, we need to be management-orientated, which means meeting the management needs of various departments and clarifying management and control requirements in an illustrative way. Apart from that, our planning and management efforts should be based on evidence and examples so as to guide urban construction.

Second, we need to be action-orientated. That is to say, we need to promote implementations with action plans as a basic communication path in achieving our urban design goal.

The third is having the public involved. To make that happen, we need to prepare public handbooks and make our design and planning better known through increased publicity efforts. By gaining social recognition, we can expect to build a beautiful city with synergy. That's all of my presentation. Thank you!

今年肇庆城区八大公园集中开园，新增了 220 公顷的公园绿地，置身在肇庆可以抬头见绿，出门进园，园中怡乐。另外香港公开大学，香港城项目“港澳青年创新创业基地”均在肇庆落户，为港澳居民到内地的创业、就业、学习、生活都提供了优质的空间。

最后运用三大手段来推动我们的蓝图建设，为大湾区建设奉献肇庆力量。通过邀请优秀的项目团队与管理部门全程参与，学习深圳在城市设计和管理方面的先进经验，通过不同的层次的导则、引导近期行动计划的落实以及宣传鼓励全民参与的形式实现协同共建。

一个是管理导向，对接各部门的管理需求，以图示化的语言明确管控要求，让规划管理有据可依，引导城市建设。

二是行动导向，综合城市设计的目标以行动计划为基本传达路径推动实施。

三是全民共建，融入公众参与，打造公众手册，加大宣传力度，形成共识，获得社会的认同，共建美好城市。我的发言结束，谢谢大家！

## Mr. YANG Minghao

Thank you for inviting me to this conference and nice meeting you all. Allow me to briefly introduce to you some of our work. The main urban area in Jiangmen is home to eight - 100 metre tall mountains, 11 lakes, the Xi River, the Tan River and many other water resources, as well as a long stretch of farmland and tens of thousands of acres of sunflower forests. It's not hard to tell that Jiangmen city abounds in natural, ecological, historical and cultural resources.

We have always paid attention to the space organisation among the mountains, waters, fields and the city itself in our urban design and construction work. Starting from 2004, with planning of the 'BinJiang New Area' and its international urban design consultancy being initiated, a relatively comprehensive urban design system including overall urban planning, urban design for key areas, and urban design rules for plots has been formed in Jiangmen City. Correspondingly, various implementation rules and technical guidelines were formulated as well, whilst the decision-making system for management and assistance in urban design was also established, and the requirements for urban design were incorporated into the planning and management of our city.

We have two requirements in conducting urban design. The first one is an assurance that work can always be up and running as we make plans for urban design every year, and that urban design expenditures are included in our urban and rural planning budget.

The second assurance is about the system. We have set up a Professional Committee of Urban Design under the urban planning committee to inspect the overall urban design work. In 2019, the Jiangmen government approved the landscape design of the main urban area of Jiangmen City, and also determined its positioning as "the gateway to the beautiful rivers and seas, and the beautiful gathering place for overseas Chinese".

The landscape structure of Jiangmen's urban area is 'one axis, one vein, one web'. At this stage, our work is mainly to bring some control elements of our overall urban design into our territorial and spatial planning, and to integrate Jiangmen's existing blue and green spaces and cultural resources, as well as optimising our urban form. These efforts can help us further enhance our urban landscape.

In terms of detailed planning and land transfer, we have also fully satisfied the 22 management and

## 杨明豪 先生

感谢大会的邀请。大家好，我在这里简单的介绍一下我们江门的城市设计方面的一些工作，我们江门的主城区是有八座的百米的山峰，有 11 处的湖泊还有西江、潭江等，南部还有 60 多平方公里的连片的农田之地以及万亩的葵林，整个城市的自然生态以及历史文化的资源还是比较丰富。

我们在城市的规划建设当中一直都很注重山水城田之间的空间的打造。那么从 04 年我们滨江新区的规划以及国际的城市设计的咨询开始，我们江门市已经形成了包括总体城市设计、重点地区城市设计以及地块城市设计导则的比较完整的城市设计体系。并相应的制定了实施的细则以及技术的导则，也初步的建立了城市设计的管理辅助决策系统，并且把城市设计的要求纳到了我们城市的规划管理当中。

从开展城市设计的工作上，我们有两方面的保障。一个是工作方面的保障，每年都制定城市设计的工作计划并把城市设计的经费列到了我们城乡的规划的编制经费预算里面。

第二是在制度方面的保障，我们专门在城市的规划委员会下面设立城市设计专业委员会来负责城市设计的审议工作。前期我们 19 年政府已经批复了江门市的主城区城市景观设计，也确定了我们江门市的主城区的总体城市定位为"秀美江海门户，美丽华侨之都"。

整个市区的景观结构体系为"一轴一脉一网。现阶段我们的工作主要是在国土空间规划里面把我们总体城市设计的一些控制的要素拉到我们国土空间规划里面来，着力整合江门市现有的蓝绿空间，文化资源和城市形态，也进一步的优化我们城市的景观效果。

control requirements in aspects such as city corridors and building heights mentioned in the overall urban design.

Jiangmen has also continued to carry out urban quality improvements in recent years. We follow a people-centric approach by connecting the rich ecological resources with human resources, organically, through physical corridors such as greenways and canals. We work to turn our beautiful natural landscape into an urban highway space accessible to citizens, which will serve as a pillar for Jiangmen's vitality.

At the early stage, we have completed a large number of projects to protect and upgrade the axis of the green corridor, the central garden area, and scenic areas of Chengyang.

Good results have been delivered during the implementations and received good social feedback. Personally speaking, the most important thing is to build a two-way coordination mechanism if we want to strengthen communications on urban design between cities.

This includes official coordination, planning and management at the regional level and more exchanges held between planning associations from different cities at the local level. This is exactly in line with what the foregoing speaker said: unification of our urban design ideas is conducive to the entire urban design of the GBA. That's the end of my presentation.

Many thanks.

同时在详细规划以及土地出让条件当中，我们也是充分的落实总体城市设计里面提到的一些市廊以及建筑高度等22条的管控的要求。

在具体的行动上面，江门近年来也持续了开展城市品质的提升行动。仅仅围绕着以人民为中心的宗旨，把丰富的生态资源和人文资源通过绿道 、壁道等物理的廊道来进行有机的联系。把我们江门大美的山水变成市民能够亲近的城市公路空间，成为江门的活力的支撑。

在前期已经完成了成阳绿廊成型轴线以及中心园林区、风貌区等的保护提升了一大批的项目。

实施的过程中也取得了良好的城市设计的效果，并引起了很好的社会的反响。对于城市之间的城市设计的一些沟通、联系，我觉得最重要的还是要建立双向的协调的机制。

一个是官方方面的在区域层面的规划的管控的协调，第二也利用我们民间的，包括我们各地的规划协会之间的联系，多组织一些交流的活动，刚才有专家讲到说，我们把城市设计的思想统一，就有利我们整个大湾区的城市设计的工作的开展。我的汇报就到这里。

谢谢大家！

# Session Discussion (1)

# 讨论会(一)

**Kar Kan LING**

Thank you very much Mr.Yang. It seems we probably don't have much time left. I will raise one question that I think is very important. Just now professor Cai mentioned the university design alliance within the GBA, and Dr. Shan proposed the possibility of an urban design school within the GBA, which is pretty remarkable. Mr. Lai brought up ways to connect with Hong Kong and Macao to upgrade the GBA as well as the orientation of future community planning within the region. Meanwhile, Zhaoqing city talked about the need to seek consensus, focus on local characteristics and promote implementations. As far as I can gather, Zhaoqing has the best-preserved ancient city walls in the entire Guangdong Province. Jiangmen, home to Kaiping Diaolou, also states its intent in building a beautiful homeland from overseas Chinese. These are of deep cultural connotation, also major factors to be considered in urban design.

As I see, speakers here come from various places in Mainland China. You may have experience in urban planning and design in regions apart from the GBA. What are the main differences between the GBA and other economic zones and city clusters in China, in the matter of styles, preferences, and principles of urban design? Could you share some of your experiences with us? How about that we start with Dr. Shan, who has just proposed an awesome notion about the urban design school within the GBA?

**凌嘉勤**

非常感谢杨先生。我看我们时间可能不多。我就提一个我觉得是比较主要的问题。比如说蔡先生提到了大湾区高校设计联盟，单梁博士提出大湾区城市设计学派，这个非常厉害。赖先生也提出了如何对接港澳，提升湾区，还有未来社区的规划的方向。肇庆也提出了成共识、抓特点、促实施。我也理解肇庆市实际上是有我们广东最完善的保育得最好的古城墙。江门市我们也有开平碉楼，他们也提出打造美丽华侨之乡等等这些也非常有文化内涵的，这些城市设计的主要考虑的因素。

那么，我看各位发言人都是来自我们内地五湖四海，你们除了在大湾区，在其他地方可能也有很丰富的城市规划跟城市设计的经验。那么如果你们看，我们大湾区在城市设计方面的风格跟取向跟原则跟我们国内其他的经济区城市群有什么最主要的不同呢？你们可不可以跟我们分享一下你们的经验？我们是不是先从单博士开始，你提出大湾区城市设计学派很厉害。

**SHAN Liang** **单梁**

Indeed, the Urban Planning & Design Institute of Shenzhen has had extensive practice in places other than Shenzhen. Many of our projects are based outside the GBA. To be honest, I have felt such differences strongly. As part of the GBA, Shenzhen highly distinguishes itself from other cities in its urban design work. I shall not elaborate on all of them except one, which is that Shenzhen has been very pragmatic and down to earth in its practices, a core feature of Shenzhen, personally speaking.

This type of pragmatism is somewhat different from pure talks about urban design ideals and aspirations. In Shenzhen, we have always been always concerned about how an idea can be solidly implemented, especially how it can be realised with a market-oriented approach, which for sure requires collaboration with the government. This indicates that we usually have a strong awareness towards our urban design work for being an urban product, which contains double attributes from my understanding.

Firstly, our urban design work should be a public product of the city, with the strong attributes of urban public value, serving the city's development and creating public value for the city. Additionally, it carries a broader sense of being a marketised product, which means that we shall have to pay attention to how it can be accepted by the market and how it can be truly manufactured, with its market feasibility as the main target. In order to create such a pragmatic and feasible product for our publicly-owned city, we are required to figure out multiple innovations and keep balancing and reconciling comprehensively in a request to comply with both standpoints of the government

事实上，的确作为我们深圳规划院，我们在深圳以外的其他地方的也有大量的实践。很多也是大湾区以外的。说实话，的确是我有一种很强烈的体会。作为大湾区，深圳其实呢，我们是有很鲜明的特色的。其他的我不多说，就拿一点来说，事实上，我们是很关注很务实很放心。我认为是咱们的核心特点。

这种务实跟其他的很多只是谈理想，谈情怀是有点不同。我们很关注他如何能够实实在在的落地来实现。另外我们特别关注是透过市场化的这样一种实施过程的方式来去真正实现。当然在中国我们这种市场化的方式也一定是跟政府来协力的。这样意味着我们对于我们的很多城市设计作品有一种强烈的城市产品意识。这种城市产品是在我理解它是有双层属性的。

第一方面它是一个叫做城市的公共产品，它有城市的公共价值的属性，很强的一种，叫做服务城市发展，为城市创造公共价值这一方面。但另外很大的属性它也是有叫做市场化的产品属性 。意味着你要关注作为市场可行的目标下，它如何能够为市场所接受,能够真正做出来。为了做到这样一种务实可行，我们就要进行很多种创新来综合地调和和权衡来适配我们公共的城市的政府的视角跟市场的观点 。就这一点，我觉得是蛮有大湾区的特点的。说学派并不是夸张。在长三角，京津冀我们都有过实践。像 17 年我也参与了雄安的起步区的国际咨询，在长三角有很多实践。的确是感到他们还是对于我们深圳还有大湾区这边的很多这种理念的价值观他们还是非常欣赏，非常认同，也期望我们能够更多的传递给他们。

and the market. This is a very typical phenomenon when we conduct urban design and planning within the GBA. It's no exaggeration to say that these efforts can form a single academic school themselves. We've had quite some practices in the Yangtze River Delta and the Beijing-Tianjin-Hebei region, including the international consultancy in 2017 for the starting area of Xiong'an I participated in. It's not hard to find that local professionals harbour strong recognition and appreciation for the design and planning values from Shenzhen and other areas in the GBA. They also hope that we can pass more to them.

**Kar Kan LING**

Thank you Dr. Shan. Mr. Lai, would you like to share something on what I just talked about: the differences in design styles, preferences, and principles between the GBA and other city clusters?

**凌嘉勤**

谢谢单先生，那么赖先生，你对我刚才谈的我们大湾区跟其他城市群在设计城市设计风格、取向、原则方面有什么不同，有什么分享吗？

**LAI Shuang**

I absolutely agree with some of the points made by Dr. Shan. Our GBA contains unique characteristics. Our orientations when tackling certain problems may need to vary from those of other bay areas. One example is the resilient city building, a popular initiative that really imposes more demands upon us as a coastal city than on others. We have also conducted studies on the typhoons impacting Zhuhai city. Making our city resilient and responsive to natural crises and emergencies including such extreme typhoon climates and the current coronavirus pandemic is a major concern for us.

I think the GBA may have higher requirements in this regard than city clusters in northern China, also with

**赖霜**

我是非常认同单专家说的一些观点。我们大湾区有大湾区的特色，我们这块针对的一些问题的一些导向，我觉得可能要跟其他湾区会有一些不同。比如说我们这块现在也比较流行的，像韧性城市，对这块的一个要求我们这种滨海的城市会涉及的更多一些，真的更多一些 。像我们也做了整个珠海市的台风的研究，像这种应对这种极端天气也包括我们现在疫情的这种影响，这些防灾的能力和应对的应急能力对城市韧性的要求是我们现在非常关注的一点。

我们湾区对这方面的要求我认为其实是要比在北方的一些城市群要求的会更加的突出，特点也会更加突出。

more prominent features. Its positioning as a special zone is coupled with its features as a bay area. Therefore, requirements for urban design in coastal regions within the GBA should be different from those of the inland. We should also attach more weight to the relationship between mountains, farmlands, and cities, such as space and view creation around the whole waterfront area and extended urban space to generate a grand impression of the city.

From my own point of view, this will also become an urban space feature beyond comparison of other cities and regions. I hope that we can raise requirements in these aspects just like Dr. Shan mentioned, helping our bay area present its distinctive traits in urban design

再加上了我们的这种区位的一种特色跟湾区的特色，那么对滨海地区的一些城市设计的要求对于其他的，像内地的城市应该是要求是不一样的。我们还有跟山体，跟城市，包括农田之间的这些关系，那么我们要更加注重，比如说滨水地区空间的一些打造和视线的一些打造，这整个都是围绕整个滨水地区和整个延伸的一些整个城市的空间去派生出来的这么大的城市空间的印象。我觉得肯定也是其他城市和其他的地区我无法去比拟的一个城市空间的特色。

所以我就希望的就是我们在这些方面的一些要求上像单教授提出来一样。那这个才是我们湾区要展现出来的跟其他地区不一样的城市设计的一些特色和特点。

**LIANG Haijiang**

**梁先生**

I also agree with Dr. Shan and Mr. Lai. Judging from Zhaoqing's current practices, I think urban design within the GBA should not just be imposing requirements on the urban landscape, but should also focus more on its management and control, which is something that commands more attention. We need to make sure that our urban design can be implemented by adding certain action plans and building project libraries. We have listed 4 major action plans in our overall urban design, with 10 specific work goals included. Additionally, we have also made 8 major action plans including 30 to 40 projects, which are being implemented incrementally. In my opinion, implementability should be an extra element that should be added in our urban design of the GBA.

我也很赞同单博士还有赖霜院长他的这方面的观点。我觉得从肇庆现在目前的做法来说吧，我觉得是说湾区里在城市设计不仅仅是对于城市风貌，还有它的管控的要求，可能我们更注重一些，会增加一些行动的计划还有一些项目库之类的建设来保证我们城市设计的实施性。我们在城市总体设计里面就列出了四大的行动计划，也包括了十项的具体的工作目标。另外我们是，比如说我们古端州中心活力。我们实际上也是做了八大的行动计划,大概有三十、四十的项目，也是逐步按照计划去推进。我觉得实施性、落地性是作为我们湾区城市在城市设计中更加会新增的一些元素和一些内容吧。

**YANG Minghao**

I don't really have any great points to make as the experts above have all presented awesome arguments in this aspect. In general, I think our cities in the GBA are relatively more pragmatic in terms of human-oriented urban design. Overall, we are very down to earth. This can be found in two ways. One rests on the biggest difference between the GBA and other city clusters. Merely one walk away could reveal a different landscape. The GBA is dominated by hills or lower hills with dense networks. Given such topography and landforms, we must take a different approach in shaping and styling the entire city. Secondly, living in the GBA, we do pay more attention to the needs of people. In terms of public participation and the joint creation now being implemented, we are probably doing relatively better.

**杨明豪**

大的意见没什么，因为前面几个专家都讲的挺好的，很到位。那总的来讲的话，我觉得我们大湾区的城市在人设计方面做的还是比较务实一些。我总的感觉就比较务实一些。两个方面吧，一个就是我们跟其他的城市群的最大的不同的点就是我们的一行一貌的条件。我们在湾区大部分都是丘陵或者是低丘陵为主的一些和网比较密集的地区。那么我们在这样地形地貌的条件下，我们的整个城市的形态以及我们城市设计的一些风貌管控，那肯定是要有不同的地方。第二个，我认为我们住在大湾区里面做城市设计对人的需求关注的也是比较多一些。在公众参与以及我们现在推行的共同缔造的这方面，做的更加到位一点。

**Kar Kan LING**

Thank you Mr. Yang. I also hope to discuss this question with Mr. Liang and. Mr. Yang, just now you mentioned the establishment of an urban design committee? I often hear that the inland cities within the GBA such as Jiangmen, Zhaoqing and Huizhou claim themselves to be abundant with land resources and able to accommodate considerable development. How do you use urban design against the bottleneck development in the initial period of the Reform and Opening up? Does the urban design committee you just mentioned function in this way? Is there any similar design in other cities? How about we start with you, Mr. Yang?

**凌嘉勤**

谢谢杨先生。那么我也希望跟杨先生讨论问题，杨先生提出在江门你们确立了城市设计专业委员会。那么我常常听得到在大湾区几个内地的城市，比如说江门、肇庆、惠州常常就说我们含着很充沛的土地资源，可以容纳很多的发展。那么你们怎么样利用城市设计去防止我们改革开放初期比较快速的发展？杨先生提出城市设计专业委员会，他们是不是也有几个功能？这一类的委员会在其他城市有没有类似的设计，杨先生，让你开始吧。

**YANG Minghao** **杨明豪**

This committee is formed in reference to practices of other regions in Guangdong province or across the country. It was preliminarily set to focus more on urban design work in detailed planning periods, which includes project inspection, but later went on to incorporate overall urban design work. With reference to ways to avoid planning issues in this rough style of construction, there are several aspects to cover. We should control and manage the landscape as well as the major ecological corridors in implementing overall design.

Next, we need to be detail-focused in the urban design work of key areas, district-level corridors, and historical regions along the mountains, water, and roads, as well as five kinds of major urban vitality areas. We must strictly put in place the orientation and exact requirements for controlling and managing such areas. This part is wholly reviewed by the urban design committee who has to seek advice from the department and comments from experts beforehand. We have also previously stipulated that both sides of certain key roads will be regarded as strictly controlled areas, even if they are not included in the list for control requirements, we will conduct deliberation on them in accordance with this system.

这个委员会，我们应该是也是根据国家或省的一些不同地区的一种做法。我们参照就形成了。因为原来我们委员会是更多的关注一些详细规划阶段的城市设计。包括具体的担起的一些方案的审查，但是后来把整体的城市设计这块就纳到里面来。如何避免在粗犷的这种建设在我们规划中的一种问题？其实有几个层面必须要去做。就刚才我讲到总体的执行设计，我必须要有风貌的管控，我重要的生态廊道我全部要控制出来。

下一集的话，重点地区的城市设计，我就要做比较细化一点，包括我区级的廊道以及我山边水边路边这些历史地区，以及我们城市活力区的五类的重点地区，它在管控的方面的导向以及它的具体的管控的要求。必须要去严格落实。这块完全是交由城市设计的委员会来审查，审议之前他也要经过一系列的征求部门意见以及专家的评审。我们之前也有过规定，有一些重点的道路的两侧作为严控区，就算是没有纳到管控的要求里面，我们也会按照这种制度来去进行审议。

**Kar Kan LING** **凌嘉勤**

Zhaoqing may become a future accommodator for multiple manufacturers within the GBA. Are there any possibilities for mechanisms similar to Jiangmen's Professional Committee of Urban Design to manage the application of our land resources?

在肇庆可能也是未来我们大湾区制造业的，容纳很多制造业的地区。在肇庆有没有类似城市审计专业委员会的制度的方面的潜质来管理我们土地资源的应用呢？

**LIANG Haijiang**

There are several special committees under Zhaoqing's Urban Design Committee, among which, the Architecture and Art Review Committee is similar to Zhaoqing's Professional Committee of Urban Design. Another one is the Strategy Committee for Control Requirements. Both councils are playing a role in urban landscape building as well as its control and management. We are not just conducting work against the backdrop when China's urban development notions are shifting, but are also carrying out national land space planning in the meanwhile. In a word, national land space planning goes hand in hand with the overall urban design of the city in our visions. In national land space planning, there would be assessments as to the carrying capabilities of our environment and the practicability of the land space development. With such assessment as a basis, we should be able to make related studies and an overall layout in how to make the best use of the national land and space while protecting and harnessing the regional culture.

Additionally, our work should encompass those various elements for control and management mentioned earlier, including: the zoning of buildings with different densities and heights; constructing varied blocks with matching qualities; enhancing public facilities; repairing streets; and creating courtyards, as well as efforts to supplement some of the civic quality and balance risks in doing so for a series of demonstration areas, with industrial parks included. These are my private thoughts on the current management and control of our planning committee.

**梁先生**

肇庆市是在城市规划委员会下面市里有几个专业委员会的。那么其中有一个相类似的“建筑与艺术评审委员会”，另外一个是战略控规战略委员会，两个员会都有相应的对城市的建设风貌，还有控规的管控都发挥它相应的作用。在整个说刚才是从我们国家在城市发展理念的转变上面来说，我们其实也是在同步开展的国土空间规划。那国土空间规划实际上和城市设计 总体设计其实两个都是同时一并，我们视野是一并开展去做的。在国土空间规划里面它会对我们环境的承载力和国土开发空间实际性进行评价。在评价的基础上面，城市设计就会对国土空间的高品质的利用，还有地域文化的保护和利用，做出相应的研究和整体的布局。

还有一些说刚才讲的一些各种样的管控要素，包括城市的建筑密度和高度的分区，还有他的根据阶梯不同的街区不同的来做出他相应的品质，提升公共设施的增补，街道的修补，庭院的营造，一系列的包括工业园区示范区，它也是对一些公共品质去增补和是怎么做出现实的风险，我针对于我们下面的规划委员会现在管控就发表自己这么一个想法。

**Kar Kan LING**

I am aware of the establishment of an Urban Design Committee in Shenzhen. It

**凌嘉勤**

那么城市设计委会技术的建立我知道在深圳也有，在珠海应该也有。

should be the same case in Zhuhai. How much emphasis does such a committee give to urban design work in terms of real actions and decision-making? Maybe Mr. Lai and Dr. Shan can share something with us.

那么这个委员会在操作方面，在做决定方面，他们对城市设计方面的重视程度是怎么样的？赖先生跟单博士可以跟我们分享一下。

**LAI Shuang**

**赖先生**

We share similar practices with Zhaoqing. I think probably all cities mentioned here have their own Urban Design Committees. Similarly, we have set up several small professional committees under the main planning committee. One is the Urban Design Committee for Controlling Detailed Planning; another is the Architectural Design and Environmental Art Committee. Others are committees for certain special projects. A gathering is held monthly for the Urban Design Committee for Controlling Detailed Planning and the Architectural Design and Environmental Art Committee, who convene meetings rather frequently as their work which need to be submitted for the upper authorities to review upon. Only when receiving support from two thirds of the committee members, one urban planning or urban design project can be allowed for further review from relevant public organs and approval from the municipal government.

The entire committee system and approval requirements are very strict. Among the various types of planning, urban design, architectural design and environmental design need to go through the agenda of the committee as well as the opinions and voting of members before being put into action. One aspect is that the management process is particularly interesting, and the other is that this is a very pragmatic approach. All expert opinions must be implemented and responded to.

我们跟肇庆的设置都是一样的，我觉得我们几个城市都应该有关于城市设计委员会。我们也是在大的规划委员会下面设的几个专业的委员会，一个是控制详细规划城市设计委员会 另外一个是建筑设计和环境艺术委员会，其他的有几个专项委员会。那么我们这块，其实基本上是每月要开一次。控制强规划城市设计委有一次会议，建筑设计和环境市委有一次会议，这两个委员会的会议是开的非常频繁的，因为涉及到在城市规划建设管理过程当中的具体的一些问题，具体的一些规划，包括城市设计这块的一些具体的项目，他都需要提到委员会上面来审议。审议也都是通过所有的委员，要超过 2/3 以上的委员表决，表决通过以后，具体的规划项目和城市设计项目才可以允许通过，并报以相关的职能部门审查和报市政府审批。

整个的委员会的制度以及审批的要求，都是非常严格的。在各种类型的规划，就包括城市设计三类的这种类型的规划，包括建筑设计、环境设计都要通过种委员会的议程和各位委员的意见以及表决来实现所有项目的落实、落地。一个是管理的特别有趣，另外一个还是非常务实的，所有的专家意见都要进行落实都要进行回复，再进行回复。

**SHAN Liang**

Let me brief you on that quickly. I am a non-official member of the Urban Planning Board of Shenzhen. There are several committees under the Board such as the Construction and Environment Committee, the Statutory Investment Committee, and the Strategy Committee, among which, the Construction and Environment Committee is mainly responsible for the review and approval of urban design projects in Shenzhen. Since Shenzhen has entered a phase of focusing more on developing existing land inventory, arguably one of the earliest across the entire GBA, many urban renewal projects are put into the charge of the Construction and Environment Committee for review. The Committee is paying an increasing amount of attention to urban design in reviewing such renewals, requiring the inclusion of urban design themes within. As to the committee system of the Urban Planning Board of Shenzhen, there is a unique regulation that non-official members should account for more than half of these committees. As far as I am concerned, this is the most unique part of the whole system, as it effectively guarantees professionalism and independence in decision making and has been adequately reflected in the operation of the committee.

**单先生**

我简要说几句吧。首先，我本人就是深圳规划委员会的非公务委员。在深圳规划委员会下面，也有建筑与环境委员会、法定投资委员会、策略委等等几个委员会。其中建筑与环境委员会主要负责城市设计项目的审议跟批准。现在深圳市可以说整个湾区是比较早进入存量发展的，那么在很多更新项目是归建环委来负责审议。而且，对于更新这块，我们是越来越注重城市设计。要求他必须得有城市设计的专题。说到深圳的委员会制度里面，其实我觉得最独到的一点，特别要求在这些委员会里面的非公务委员要超过半数以上。其实通过这一点 ，它有效的保证了这种专业性，还有独立性。这个方面在委员会在整个运行中足够地体现。

**Kar Kan LING**

Thank you very much. Time is up. Allow me to express my sincere thanks to our five speakers for their amazing sharing. Thank you all.

**凌嘉勤**

非常感谢!我们这一环节的时间也到了。那么，我再感谢我们五位发言人跟我们的分享。谢谢大家!

# 2. Procurement of Urban Design Projects
# (二) 城市设计方案/项目的实施

**Mr. WANG Zejian** **王泽坚 先生**

Deputy Director - China Academy of Urban Planning & Design Shenzhen

中国城市规划设计研究院深圳分院副院长

**Mr. ZENG Hongliang** **曾红亮 先生**

Executive Vice President & Secretary General - Huizhou Territorial Spatial Planning Association

惠州学院建筑与土木工程学院副教授、惠州市国土空间规划协会常务副会长兼秘书长

**Mr. Simon CHUA** **蔡尚文 先生**

Co-Founder and Executive Director - Lead8 Hong Kong Limited

香港 Lead8 联合创办人兼执行董事

Member - Hong Kong Institute of Urban Design

香港城市设计学会会员

**Mr. Raymond IP** **叶伟民 先生**

Deputy Head (Works) - Sustainable Lantau Office - Civil Engineering and Development Department, The Government of the Hong Kong Special Administrative Region

香港特别行政区政府土木工程拓展署可持续大屿办事处副处长(工务)

*Facilitator* ***主持人***

**Mr. Ivan HO** **何文尧 先生**

Director - Ivanho Architect Limited,

香港何文尧建筑师有限公司董事

Chairman - Task Force on Harbourfront Developments on Hong Kong Island,

港岛区海滨发展专责小组主席

Fellow - Hong Kong Institute of Urban Design

香港城市设计学会荣誉会员

# Procurement of Urban Design Projects
# 城市设计方案/项目的实施

## Mr. WANG Zejian

## 王泽坚 先生

Distinguished visitors and colleagues; it is a tremendous honour and I appreciate the organiser's invitation. I want to share with you my own perspective on urban design implementation based on the experience of Shenzhen Houhai.

As highlighted in the above discussion, the industry's understanding of urban design is very wide and even encompasses extremely nebulous areas. These organisations carry out a variety of functions in a variety of circumstances. According to our approach, urban design is a kind of social practice that involves intervening in the development process of urban social and material space in order to offer people with a better urban existence. As a result, there is a strong feeling of progression. Then, throughout execution, it will continually encounter changes in external circumstances, necessitating some required modifications to the original plan.

Houhai's urban design is really one of a sequence of designs associated with the Shenzhen Bay Park region. This region has been the subject of planning for more than two decades. It is the implementation and growth strategy for our Shenzhen system, which includes Houhai centre, the OCT headquarters, and Happy Coast. From a contemporary perspective, it has created a new image of the city while also defining a new connection between humans and the natural environment and defining a living style unique to Shenzhen people.

As can be seen from this figure, the entire area of Houhai is between 2 and 2.26 square kilometres. Since 2005, we have been doing conceptual design and developing urban design outcomes. Until recently, we provided companion services. We conducted the second planning assessment and urban design deepening in 2017, and we guaranteed the planning's execution with accompanying services for 15 years. Thus, in light of the unknown variables inherent in the fast development process, the design concept maintained an appropriate degree of flexibility at the time.

We established the main body of the mechanism in urban design implementation control, with a master

尊敬的各位嘉宾、各位同行，大家好，非常荣幸，也感谢主办方的邀请，能够有机会在此结合后海的实践跟各位分享一下关于城市设计实施的一些个人观点。

通过前面的很多分享可以看出，之前业界关于城市设计的认知非常宽泛，甚至涉及十分模糊的领域。这样的群体在不同的情景下，开展不同的应用。从我们的实践来看，其实城市设计是一种为人们提供更美好的城市生活，是针对城市公共领域开展的，干预城市社会空间和物质空间发展进程的社会实践活动。这样的话就有强烈的过程性。那么在实施的过程中就会不断面临外界条件的一些变化，跟原有方案就需要一些必要的调整。

后海地区的城市设计，其实是属于深圳湾公园地区的一系列设计之一。这个区域的系列规划已经持续了二十多年，它是我们深圳市系统实现边海城市意愿以及发展计划，包括后海中心、包括华侨城总部以及欢乐海岸。从目前来看已经成就了全新的城市形象，同时它也塑造了人和自然环境新的关系，也定义了深圳人特色的一种生活形态。

这个图可以看得出后海总的规模大概在 2 平方公里到 2.26 平方公里的一个范围。2005 年开始我们就开展了概念性设计，形成城市设计成果。到后期，我们一直开展伴随式服务。2017 我们又开展第二次的规划评估和城市设计深化，我们用 15 年来伴随服务保证规划的实施。

control blueprint as the implementation of design and management of dynamic coordination. Nonetheless, much readjustment occurs throughout the implementation phase. On the basis of sticking to the bottom line, we make every effort to reach a fresh agreement with market demand for the link's implementation. The bottom line is based on the structural characteristics of Houhai Central District, which include ecological connectivity, composite functions, and a public space environment system that is compatible with block density. A significant structural element is that the urban function extends to the beach, and the coastal ecological area also enters the city vertically. A distinguishing characteristic of this region is that the design and building of a "small block dense road" began in 2005, another significant element of this area.

On the basis of this concept, we conducted a series of supporting system explorations, including the overall management of the whole building area and the restriction of sidewalk space, as well as boosting urban space vitality. During implementation, we took the initiative to evaluate the portions of the original planning that were deemed unsuitable and proposed ways to enhance evaluation and optimisation work, as well as evaluation and optimisation work emphasis. Indeed, we are founded on the design of the urban space system in order to promote the city's life. The critical issue is really improving the street system, designing and directing its interface functions, and organising the ground street system. Our second storey street is gradually reduced in width to accentuate its structural characteristics. We are proactive in our pursuit of change. That concludes the two facets of change and non-change.

Finally, I want to finish with a Master Zhou quotation, “all roads lead to Rome” as we often assert. If the intended planning outcome is likened to Rome, then all roads lead to the planning's execution. As a result, the objective must unavoidably be changed on a continuous basis, and the execution route likewise presents a succession of options. As a result, this establishes criteria for our urban design, namely that we do an adequate job of baseline protection and dynamic correction. These two facets are critical to our approach.

那么基于对快速发展过程中不确定因素的考虑，设计方案当时就保留了足够的弹性。在城市设计实施的管控方面建立起主体协作的机制，用一张总控蓝图作为实行设计和管理的动态协同。尽管是这样，在实施过程中也面临大量重新调整的情况。我们在坚持底线管控的前提下，尽可能去与市场需求就实施环节能形成新的共识。我们所谓坚持的底线是基于后海中心区特色以及结构性特征，包括生态连接、复合功能、街区密度与之匹配的公共空间环境体制。一个重要的结构特征是基于深圳湾生态环境特色资源，城市功能向滨海延伸，同时边海生态空间也向城市的纵向渗透。这个地区还有一个特殊就是 2005 年开始就率先开始了“小街区密路”设计和建设，也是这个地区的重要特色。

我们开展一系列配套制度探索，包括基于这样的模式对建筑全区，人行道不限空间的范围进行整体管控，以及激发城市空间的活力。那么在实施过程中，我们主动检讨原有规划不适宜的地方，并且建议提升开展评估和优化工作，评估和优化工作重点。我们其实是基于空间体系的塑造来走向城市活力的激发，重点其实是街道系统的强化，塑造和引导管控它界面的功能，地面街道系统的梳理。我们二层街道是系统用减法，来强化它的结构特色。我们主动地求变。那么这是变与不变的两个方面。

最后我想用我们周大师的一句话来做个总结，我们经常说到的一句话叫条条马路通罗马，如果把规划的预期目标比喻为罗马，其实在规划实施的路径就是条条大路。因此，目标不可避免的需要不断调整，实施路径也面临一系列选择。所以这就对我们城市设计提出要求，即做好底线防守和动态修正。这两方面是我们一个重要的过程。

## Mr. ZENG Hongliang

Hello, my name is Zeng Hongliang from Huizhou. I'd like to share with you a design concept for our Huizhou South Railway Station New Town. Huizhou South Railway Station New Town is located in the eastern part of Huiyang District. It is part of the Huizhou Shen-Guang-Hui metropolitan area and a focal point for regional growth in Huizhou and Shenzhen. Our project's scope is split into two components: research and design. The research area is 1.9 square kilometres in size, while the design area is 3.47 square kilometres, which includes Huizhou Metro Line 1 and Shenzhen Metro Line 14. The scope includes two stations. We offer a limited number of illustrations today, we'll examine the aggregate effect. The aerial image that you are seeing is split into four parts to provide an overview of the urban design project.

Firstly, according to urban strategy, it is a three-dimensional ecological city;a composite city, a beautiful city, and an efficient city. Our project's defining characteristic is “ecological transparency”.

Secondly, we created the green system of the ‘High-rise Park’. This system and platform space are composed of three-dimensional functions and it is primarily split into the composite layout's overall three-dimensional function. Three layers comprise the composite layout: the ‘ground layer’; the ‘platform layer’; and the ‘tower layer’. The ‘ground layer’ is mostly dedicated to above ground parking, with a portion of the street dedicated to commercial and service facilities. The elevated park, businesses, and entertainment are reinforced on the ‘platform layer’ by the second layer's flow of people, commerce, and services. I will not go into detail about the design strategy and scheme, but rather on how to execute urban control, which will serve as a useful reference for future urban design and architectural planning schemes.

To begin, we carry out urban design advice and content control via the development of urban design guidelines. In certain places, development control is improved to serve as a benchmark for developing normative conditions for the South Railway Station New Town that can be followed. The basic principles define the landscape in three dimensions, the building form, the public open space, and the road traffic. The second is in the stage of developing a management strategy. On the basis of the urban design principles, we developed ‘ground floor’, ‘platform floor’, and ‘tower floor’ management plans for a number of plots inside the planning area, as well as comprehensive plans for

## 曾红亮 先生

大家好，各位嘉宾下午好，我是来自惠州的曾红亮，有机会来和大家分享一下我们的惠州南站新城的城市设计的一个设计项目。惠州南站新城位于惠州市惠阳区的东部，是惠州深广惠都市圈，是惠州与深圳区域化发展的热点地区。我们这个项目的范围分为研究范围和设计范围。研究范围为 1.9 平方公里，设计范围占地面积为 3.47 平方公里，包含了惠州地铁 1 号线，深圳地铁 14 号线。范围内设置两个站点。我们提供的效果图相对比较少。今天我们将整体效果。鸟瞰图大家可以看到分四大部分来简单介绍这个城市设计项目。

首先从城市策略介绍，它是属于一个立体的生态城市、复合城市、魅力城市、效率城市。我们项目里面主要特点是生态开放。

我们在第二层造了高建公园的绿色。这种系统和平台空间，立体功能复合。它主要分为整体立体功能复合布局。复合布局又分为三大类，一个为地面层，一个是平台层，一个是塔层。地面层主要为架空停车，结合街道部分商业及服务设施。在平台层里，高建公园、商业、娱乐通过二层的人流，商业以及服务紧密功能提升功能。设计策略和设计方案就不做太多介绍，我重点讲一下这个城市管控怎么去落地，为将来城市设计，建筑规划方案里落地提供相关的参考依据。

首先我们这个设计通过制定城市设计的导则落实城市设计导控内容。部分区域细化制作管控，为后续的南站新城制定规范条件，提供参考依据。总导则里讲它立体的景观，建筑形态、公共开放空间以及道路交通等方面做出引导。第二是在管理图则阶段。在城市设计导则基础上，我们对规划区内部分地块分别制定地面层，平台层，

managing building forms and functions, open space, and three-dimensional streets.

Thirdly, urban design assumes control as the unifying factor, and standardised design criteria are jointly created. The land plot size is closely related to the standardisation of land transfer in order to ease future administration and development and to guarantee the three-dimensional city idea. The design control stage is undertaken when the whole process is implemented, with urban design realised through the issuing of normative requirements for the plot. Three phases of normative circumstances define the appropriate control conditions. Thus, we are in charge of the categorisation components, and we are in control of them in six categories: The first is open space on the ground; the second is the High-rise Park's greenway system; third is plot and building control; fourth is transportation; fifth is control requirements for environmental furniture facilities; and the sixth is public management, which includes some detailed control measures for service facilities. The critical point is the plot's architectural control. The plot's purpose, architectural form, and certain associated architectural elements are all meticulously managed. Management and control processes include management and control communication and the development of a fundamental management strategy. The first is to provide some open space on the second floor platform, to develop some incentive management strategies, and to present some technological indications and control needs. This is the third mode of operation.

The fourth stage is design submission, which is when the design is coupled with the implementation requirements; the urban design plan is presented, and certain particular programmes are reviewed. The contents of the design conditions and the notice of the design conditions given by our relevant approval departments must be integrated in order to meet the plot's development capacity and height requirements throughout the design and implementation phases. To the point of project approval, we also provide some pertinent case guidelines for everyone to design.

Today, we have discussed standards for urban design, implementation, and control, as well as the stages of implementation. Many thanks.

跟塔楼层的管理图则，并对它设置地块的控制建筑形态以及功能，开放空间以及立体街道这种详细的细节。

第三个阶段是城市设计以控为编制单位，共同拟定规范的设计条件，以地块尺度直接指导规范地块出让，便于后续的管理与建设，保证这种立体城市的理念。城市设计到地块出具规范条件，整个过程的落实，这就是我们从设计管控阶段。三大阶段规范条件，给定了相关管控条件。那么我们在控制分类要素从六大类进行管控。一个是地面开放空间，第二就是高建公园的绿道系统，第三是地块跟建筑控制，第四是交通系统，第五是对环境家具设施提出管控要求，第六是公共管理，即服务设施的一些详细的管控措施。重点就是地块的建筑控制，地块的功能、建筑形态以及一些相关的建筑风貌加以比较详细的管控。在管控过程包含管控的传达，基本管理的图则。一个就是在二层平台实行架空做一些开放空间，做一些奖励的管理图则，提出一些管控的技术指标跟要求，这是第三个管控。

那么第四个就是设计的落地，即结合实施的要求，提出城市设计图则，对一些具体方案进行审定。设计实施里面要结合设计条件内容，以及我们相关审批部门出具的设计条件告知书，对地块的开发容量，高度要求等等，进行落地实施。到方案审批阶段，也给一定相关的案例指引供大家进行设计。

我们今天主要介绍城市设计、落实及管控及实施阶段的指引，感谢大家。

## Mr. Simon CHUA

Good afternoon. I want to express my gratitude to the organisers. Today, I'd like to discuss one aspect of urban space design with you: mainly about commercial complex Transit Oriented Design (TOD) and the critical role we believe ecology and 'mini-cities' will play in the future. While architecture is inextricably linked to the city, ecology is inextricably linked to architecture, and therefore I believe ecology is a critical connection. Because the current emphasis is heavily on a wide concept of health, a large number of young customers with a broad perspective are also our global implementers. As a result, the contemporary consumer has high expectations for the future of commercial, urban, and public space.

The above image depicts the new 'mini-city' project, which is a very organic, highly elastic, well-organised, and ecologically sound design. It is sufficiently elevated for all visitors to stroll comfortably on a pedestrian promenade. At the moment, the separation of people and vehicles is a major issue, and as a result, we are working on a variety of initiatives to attempt to build a new level of system that will provide visitors with a highly comprehensive, safe, and open pedestrian street system. It is critical to be able to traverse all of the homes and floors.

Hong Kong's position is very unusual. Hong Kong has two thirds green space around one third of its dwellings, resulting in a relatively large Victoria Harbour in the centre. Our office has an intriguing concept to connect Kowloon and Hong Kong in a loop, to fully use the waterfront park and a portion of the waterfront, and to transform it into a place for residents to enjoy, a city-wide leisure zone. It is a 21 kilometre long residential belt that links Hong Kong's Kowloon district and is within a 10 minute walk of 1.8 million people. As a result, achieving this goal will be very challenging and will need the cooperation of all stakeholders, including the government and the private sector. This is an intriguing concept.

Given the scarcity of urban resources and the rising value of land, urban complexes are unavoidable. From the parking lot to the greenway to the park above, there is a strong connection to the urban transit system.

## 蔡尚文 先生

各位下午好，非常感谢主办单位。今天跟各位分享城市空间设计的一个维度，主要是在于商业综合体 TOD 和未来我们认为生态及微型城市扮演的重大角色。建筑离不了城市，但生态也离不了建筑，所以我认为生态其实是一个非常重要的环节。目前当代非常重大的重点是大健康，所以很多年轻消费者，视野广，也是我们全球的履行者。所以当前的消费者是非常有期望就对未来商业空间、城市空间及公共空间，抱有非常大的期望。

前面的图片是新的微型城市的项目，可以看到它是非常有机、高弹性、高组织跟生态结合的一个非常好的平面。它可以高度地让所有的客人在一个非常舒适的步行街道上行走。因为目前社会实施的人车分离是一个非常重大的挑战，所以我们现在有很多项目尽量营造新高阶的系统，让客人能够拥有非常完整、安全、开阔步行的街道系统。它是能够穿越所有的房子和楼层，这个是重要的做法。

那么香港的情况是非常独特的。香港有 2/3 的绿地，围绕着 1/3 房子，所以它中间有一个非常大的维多利亚港。我们公司有一个非常有趣的想法，将九龙与香港进行一个完整串连，将海滨公园，海滨的一些空间充分利用，把它转为让市民享用的空间，城市的休闲带。这是一个 21 公里长，能够串联香港九龙，而且能够使得 180 万居民在十分钟的步行距离步行达到的生活带。这是一个非常有趣的思路。所以当要实现这个愿景，难度很大，需要各方面的支持，包括政府及私人机构。这是一个有趣想法。那么目前城市的资源越来越紧张，土地的价值越来越高，所以难免看到城市的综合体。他跟城市交通的系统会发生一个非常密切的融合，从停车场到绿道到上方的公园。

As shown in the image above, we make extensive use of the city's public squares including those above the subway stations to include ecological, green elements within our complex. Many things cannot be avoided within the complex but we want to optimise the flow of people via the system of walking. Thus, you can see from the few projects we're now working on how environmentally conscious we are. Architecture and landscape are inextricably linked. From the viewpoint of designers, the future urban environment will include more ecological integrations and architectural conversation, or architectural language. We want ecological elements to be a part of the public realm as well, not only the city and its environs, but also be made available to residents, with the goal of enabling public visitors to use it as often as possible. Landscape evolves with time, and as those public visitors grow and age, it's a fascinating aspect that I hope you'll treasure.

Thus, today, I'd like to share with you several points on which I hope to see increased ecological integration, increased walking, and a safer environment in public space in the future, so that a holistic approach to the broad concept of health, including young customers, can anticipate flawless demand implementation.

Many thanks.

在前面这个图可以看到我们是充分利用，城市的广场，地铁上盖的广场空间，把一些生态的绿色的环境带入我们的综合体里。当然综合体里面我们也无法避免，但希望让人流，让步行系统有个最大的发挥空间。那么在目前我们现在在做的几个作品中，大家可以看到，我们非常重视生态。生态和建筑是离不开的，未来城市空间，从设计师的角度，我们能看到更多生态的融合和更多建筑的对话，即建筑语言。我们也是希望他也是成为公共空间的一部分，不仅是城市与空间。这个空间是释放给市民的，让公共的客人能尽量地去使用它。生态是随着时间去转变，随着客人从小长大，是非常有趣的元素，希望大家好好珍惜的。

所以今天非常想和大家分享的几个点是，希望看到未来公共空间能够有更多生态的结合，更多步行、安全的环境，让整个大健康的这个思路，包括年轻消费者，期望需求能完美的落实，感谢大家。

## Mr. Raymond IP

## 叶伟民 先生

Hello, everybody! My name is Ye Weimin (Raymond Ip), Chief Engineer for the Civil Engineering and Development Department. I'd like to brief you on the planning of the Tung Chung New Town development project as well as the measures taken to implement excellent urban design features within it.

Tung Chung New Town Extension is the first land reclamation project under the HKSAR Government's Tung Chung New Town Initiative since 2003. We are halfway through the reclamation project so far, with the first parcels of land and new buildings delivered. The entire project is scheduled to be finished by 2030.

The extension follows a stepped development curve. To the south of the reclamation, a new MTR station will be built. The area next to the MTR station will be developed into a high-density metropolitan hub with high-rise office buildings, huge retail malls, and residences, among other uses. As one travels north along the shore, the density diminishes progressively, allowing for more pleasant seaside activities. We've placed a premium on pedestrian access to the waterfront. From south to north, we've developed a 1 kilometre long, green pedestrian route connecting the downtown area and the coastal activity area, as well as a secondary axis with a park on both sides. These linear spaces function as strolling and resting areas, as well as a buffer zone between the ground-floor stores and the bustling roads.

Without crossing a road, pedestrians may leave the new subway station and reach the coastline in the north through this 1 kilometre long green path. These include spaces reserved for stations, plazas, and parks as public rest areas in the urban centre with large pedestrian volumes, as well as constructing a roadway through the green corridor in the form of a road tunnel. This corridor will create a green area of 5 hectares above, serving as a centre and intersection of the metropolitan area. Finally, facing the sea, a wide pedestrian path is designed across the greenway, and the level slope enables people to visually approach the vibrant seaside area in a leisurely manner. As a result, this design completely embraces the idea of three-dimensional space, as well as the concept of pedestrian orientated urban planning in separating people and cars.

In terms of the waterfront, we have created a new waterfront along the ecological coastline, the first time ever in Hong Kong. This is meticulously designed to blend engineering stability and hydrophilic culture.

大家好！我是土木工程拓展署总工程师叶伟民，我想简单地跟大家分享，东涌新市镇拓展项目的规划与落实良好城市设计元素的完美的措施。

东涌新市镇拓展是香港特区政府东涌新市项目至 2003 年以来的首个填海的新市镇项目，我们的填海工程已经完成了一半，已经交付了第一批土地和新建房屋，预计整个计划会于 2030 年完成。

东涌新市镇拓展采用了阶梯式发展，将设有新的地铁站，位于填海区的南边，地铁站旁的用地，将发展成为一个都会中心区，密度比较高，有高层的办公室，大型商场、住宅等等，往北沿海推进，密度渐渐减少，通往环境舒适的海滨活动区，我们十分注重行人与海滨的连接，由南至北我们设计了近一公里的行人绿色步道，链接都会中心区和海滨活动区，并在两旁设计 Park 为副轴，这些线性的空间，作为步行及休息空间的双重功能，也是作为连接地面商铺和繁忙道路的缓冲区。

在这 1 公里长的绿色走廊，行人可由新建的地铁站出来，完全不用过马路，便可直达北面的海滨活动区，当中包括，一预留了用地做车站、广场和公园，作为都会中心区的人流密集的公共休息空间，二以行车隧道形式建造横跨绿色走廊的行车道，这个行车道上盖提供 5 公顷的绿源（21;55），作为都会中心区及四周交汇点，最后临海位置以宽敞型的形式设计行人隧道，穿越行车道，以较平坦的斜道让市民在视觉上缓缓的迎接活力的海滨，所以这个设计充分体现了三维空间的概念，做到人车分隔，以行人为本的城市设计概念。

On the one hand, this design can increase the local biodiversity by increasing the intertidal zone with mangrove forests and ecological bricks, which resemble a natural coast. On the other, it can beautify the seashore out of a traditional, rough coastline, helping the sea and the land to better connect.

The land within the seafront activity area in the north can be used to accommodate boat mooring facilities, hotels and business buildings. It can be connected seamlessly with the public recreation space. Meanwhile, facilities for water sports are provided in a bid to create a quality waterfront life for citizens in Tung Chung.

In putting our planning visions into action, we cooperated by identifying our roles and playing our own parts well. One example can be found in the efforts of the Civil Engineering and Development Department to create new seaside promenades and ecological coastlines and build north-south green trails in line with the population inflow. We endeavoured to visualise the aspirations embedded in the urban design with our infrastructure strengths. Regarding the property development on both sides of the green corridors, we tried to inject more vitality into the streets by fully implementing the concept of street stores. For commercial development near the waterfront area, we've followed a stepped development approach to create more space for leisure areas whilst offering outdoor catering services to create a quality seafront layout. Additionally, we require that covered walkways on the ground must be provided within the boundaries of properties. This can help offer a good walking environment in an integrated manner.

We hope to build the Tung Chung New Town Extension into a people oriented community. We don't intend to lead urban design through infrastructure, rather we are willing to support urban design through technologies and put certain restrictions on private developments with land lease terms. We seek to offer seamless public leisure space and realise the wonderful prospects of urban planning.

在海滨方面，我们在香港首次以生态海岸线新建海地，这是糅合工程抗御及亲水文化的精心设计，它一方面透过增加潮间带面积，增加生物多样性，有红树林和生态砖两种设计，仿如天然的海岸，另一方面可以美化海滨，并非硬邦邦地传统海地，让陆地与海洋更好的连接。

位于北段的海滨活动区，土地可做船式停泊设施、酒店和商业用地，无缝结合公共休息空间，并提供了适合水上活动设施，为东涌市民提供一个优质的海滨生活。

在落实规划愿景方面，我们在工事方面分工合作，比如土木工程拓展署会配合人口的嵌入，新建海滨长廊和生态海岸线，打通南北的绿色步道，以基建充分配合城市设计的愿景，而在绿色走廊两旁的物业发展，则要贯彻街铺的概念，以增强街道的活力，在近海滨区的商业发展，在地区上我们以剃阶式的发展，以增加临海休息用地空间感，一方面可提供露天餐饮服务，打造优质海滨格局，而且我们要求在物业范围的地界内，提供地面的有盖通道，以融合的方式，提供良好的步行环境。

我们希望把东涌新市镇拓展打造一个以人为本的社区，我们不会以基建主导城市设计，而是以供城的技术作出配合，并以适当的地契条款约束私人发展，提供无缝的公共休息空间，将良好的规划前景予以实现。

# Session Discussion (2)

# 讨论会(二)

**Ivan HO**

Next up is our discussion. In this session, we will discuss the implementation of urban design. Along with design, there are other critical factors in the process of urban development, such as the social structure, the quality of people, popular sentiment, and the environment. The environment includes environmental protection, sustainable development, and so forth; technology encompasses information technology; and resources encompass money. Executing urban development successfully requires the combination of multiple elements. As an old Chinese saying goes, to succeed, your timing must be right, the opportunity and environment must be favourable and you'll need have enough support and resources as well

In fact, when it comes to systems, Mainland China and Hong Kong operate under distinct systems. In general, we have a top-down system. Hong Kong favours the western definition of democracy, which places a premium on bottom-up governance. Hong Kong has been pushing something called public involvement for over 30 years, and has done so for many years. Numerous cities in China, including Beijing, Hangzhou, Chengdu, Kunming, and Guangzhou, have also adopted it, regarding how to engage the public in the whole urban design and implementation process. Public involvement becomes critical throughout this process. I want to pose a question here - given two distinct ideas, two distinct systems, each with its own set of benefits and drawbacks, is there a third method to balance the requirements of all facets of urban development?

**何文尧**

接下来是我们的讨论环节 这个环节我们主要说的是城市设计的落实。在城市发展过程中，除了设计之外，其实落实我们的城市设计还有其他很重要的元素，包括社会的体制，人民的素质，人心、环境。环境包括环保，可支持发展等问题；科技包括 IT 、资源包括资金。在城市发展过程中，在城市发展里，要落实城市的发展，好像我们中国人说的需要天时地利人和。

现实当中，我们谈谈体制，中国内地与香港是一个不同的体制。大致而言，我们由上而下的体制，香港比较崇尚西方的民主概念，是强调由下而上。差不多三十年,香港一直推行一种叫公众参与，这个已经做了很多年。国内很多城市也实施了，包括北京、杭州、成都、昆明和广州都在推展，怎么做这样的公众参与在整个城市设计和落实当中。过程里面，公众参与成为非常重要的部分。我想问问在座的各位两种不同的概念，两种不同的制度，他们的优缺点，有没有第三种方法能够使得我们城市发展比较能够平衡各方面的需要？

**Simon CHUA**

We have an ingrained perception of urban public space as a stage. This stage's primary objective is to provide people with a more pleasant and secure place to utilise. Of course, before we create this stage area, we must determine its function. We believe that value is critical. A desirable public place draws a large number of individuals - apart from being useful, it may also be used to promote certain types of activity, such as commercial operations or more informal amusement. As a result, we think that in the field of urban design, in addition to the things you stated before, the construction of the whole environment is critical. Personally, I believe it is important to get a thorough understanding of the local culture and people's behaviour. Because the location is required, the participants' experience is critical.

**蔡尚文**

我们一直都认为城市公共空间，其实就是一个舞台。这个舞台的定义主要是能够让市民有个更舒适、更安全去使用的大空间。当然在营造这个舞台空间之前，我们要先问自己我们的目的是什么。我们认为价值是一个重大的考虑。有价值的公共空间才能吸引很多人过来。除了使用以外，它也能够帮忙提升带动周边一些内容，例如一些商业的行为，或偏休闲娱乐。所以我们认为在城市设计这块，整个空间的营造，除了以上您提及的几点，都非常重要。我个人还是觉得要以充分理解当地文化及人的行为为主。因为这个地方是让人需要的，所以参与者的体验是非常重要的，最关键。

**ZENG Hongliang**

These two institutional distinctions are real. Please allow me to express my viewpoint. Because I am primarily involved in architecture, my involvement with urban design is quite limited. I will mostly discuss Huizhou's urban design and growth. Huizhou ranks second in the Guangdong-Hong Kong-Macao GBA in terms of land area, with more than 10,000 square kilometres. The problems associated with the urban design system in Huizhou are very distinct, especially the management and control. At the national level, the government is somewhat reliant on land in terms of land use and land conservation.

**曾红亮**

确实存在这两种体制差异。我谈一下是我的看法。因为我本身从事建筑比较多，城市设计相对比较少一些。我主要讲一下惠州城市设计发展这块。惠州从大湾区发展而言，它的土地占地面积在我们整个大湾区是排列第二，一万多平方公里陆地面积。城市设计体制的问题在惠州，管控相对不一样的。从国家层面对土地的利用，节省土地方面来讲，政府对土地依赖相对较高。

**WANG Zejian:**

While our approaches to environmental governance may vary, urban design itself

**王泽坚**

虽然我们有不同的治理环境方法，对于治理环境，

is a service product in terms of environmental governance. The product's primary objective is to resolve users' issues. From the viewpoint of user characteristics, the backdrop of environmental governance is specifically where some of its issues are, and cannot be avoided. Urban design should offer solutions that are tailored to the user's stage of development and the context of environmental governance. This involves demanding public input into our public design in order to ensure that it is appropriate for the condition and stage of social development in a particular region. Additionally, we provide urban design services in Macao - Macao's public consultation process is also distinct from that of Hong Kong. Furthermore, the procedures and outcomes of public consultation in Shenzhen and on the Mainland are distinct. I believe it confronts unique challenges in various areas, with varying socio-economic origins and stages of development. We will never be able to address all issues with a single solution. We must adapt our solutions to the users' surroundings, which is the most adaptable element of urban design.

城市设计本身就是一种服务性的产品。产品最核心是为用户的难题提供一种解决方案。从用户属性来看，针对不同用户，治理环境的背景就是它问题所在的一些属性，而不能回避。城市设计要针对用户所处的发展阶段和他治理环境的背景，提供有针对性的解决方案才对。这包括要求我们公共设计的公共咨询和它某个地区的社会发展状态和阶段相匹配。我们在澳门也做城市设计。在澳门做的公共咨询与香港也不一样。在深圳做和内地做的公共咨询，它的方式和获得的结论也有所不同。我觉得不同地区，不同背景和发展阶段，它面临的问题也不一样。我们不能用一个办法解决所有问题，要针对用户的所处的环境，采取不同方案，这才是我们城市设计最灵活的一个方面。

**Raymond IP**

We wholeheartedly agree with Mr. Ho's assessment of our project's bottom-up strategy. Between 2012 and 2014, we engaged the public in three stages of the Tung Chung New Town project. We produced numerous suggestions for land use and urban design frameworks as part of our engineering and planning investigations. At these phases, we've consulted with the public, and unsurprisingly, we've received a large number of comments. This approach is critical because it allows us to integrate public feedback into our design. As a result, we aim to create a community that is focused on individuals. Many thanks!

**叶伟民**

我们非常认同何先生所说的由下而上的方式推行我们的项目。在东涌新市镇项目中，我们在 2012-2014 年进行了三个阶段的公众参与活动。在我们的工程和规划的研究里面，我们就土地用途和城市设计的框架，我们制定了几个方案。我们就在这几个阶段，咨询公众，当然我们收到非常多了意见。这个过程是非常重要,因为我们可以吸纳市民的意见，融合在我们的设计当中。所以呢，我们希望建立一个与人为本的社区，谢谢！

**Ivan HO**

Indeed, no city can be created in a single day, month, or year. The GBA's development, particularly in Shenzhen, during the last three decades of reform and opening-up is unparalleled in history. For more than 120 years, the whole city of Hong Kong has been under British rule, and it has similarly evolved into the modern Hong Kong now. Thus, there are many successful instances of public initiatives across the cities, and yet these are only a few instances of the overall effect of each of our cities' growth. This has an effect on how a city is seen by the general public, however, and these public programmes include a critical component - there are many triumphs as well as numerous stillbirths. This connection to implementation is critical - simply stated, the sooner you complete your job whilst acting as the leader in control, the more successful it will be. If the project is unable to be finished during the current leader's term and is transferred to the next leader, it may be abandoned owing to divergent views. Regarding this practice, this element, and this development, I would like to hear from you about the positive and negative elements of development implementation.

**何文尧**

其实一个城市不是一天一个月一年能够建成的，大湾区尤其是深圳，改革 开放 30 年整个发展过程，是历史从所未有的。香港整个城市是由英国管制到现在超过 120 年，一直发展到现在这个大家眼前的香港。所以在所有的城市里面，公共项目有很多成功的例子。而且这些例子是我们每个城市发展获得的影响。这个影响一个城市在所有人在脑海之中是一个怎么样的城市。但是这些项目也有一个非常重要的因素，有很多成功，也有很多胎死腹中。这个跟实践的关系非常重要。简单而言，在位领导期间能完成这个项目的话，你这个项目的成功性就越大。如果这个项目在任职期间无法完成，延续到下一个领导，那么想法不同，可能项目就不会再继续。在这个实践这个元素这个发展上，我想听听各位一些发展实施上一些好的和不好的方面。

**Raymond IP**

I completely agree with Mr. Ho that urban development or project development depends on the practises. For Hong Kong, I believe that the architecture of several of our towns in the past was not very habitable, for example, the Mong Kok and Kwun Tong districts were uninhabitable, and for instance, our new towns, like Tin Shui Wai, lack liveability. I believe it has a great deal to do with prior objectives. When we constructed the previous generation of new towns, our primary goal was to supply homes and alleviate the

**叶伟民**

我非常认同何先生说的城市发展或项目发展要看实践。对香港来说，我们过往的一些城市的设计，我想并不是太宜居，比如说旺角或观塘地区谈不上很宜居，比如说我们上一代新市镇，比如说天水围都不是太宜居。我想这是跟以前的目标有很大的关系。我们建立上一代的新市镇，我们最重要的目标就是要提供房屋，解决房屋短缺。

housing crisis. As Hong Kong residents' demands for life continue to rise, we must offer a higher-quality living environment whilst also meeting housing demand in new towns. We believe that the execution of this urban project is highly dependent on how you carry it out.

我们现在香港人对生活的期望越来越高，所以我们在建立新一代新市镇时，除了要满足房屋的需求以外，我们更要提供优质的生活环境。我们想这个城市项目推行和实践有很大的关系。

**WANG Zejian:**

**王泽坚**

Whilst I understand this issue, it is also about urban design's timeliness or opportunity. Different phases of growth need distinct requirements. For instance, in 2002, when we planned the growth and preservation of Overseas Chinese Town (OCT), we suggested a path linking the mountains to the sea. From the south side of Shenzhen Bay's Happy Coast to Tanglang Mountain in the north, this cultural corridor connects certain positive, third space, public, recreational, and ecological elements. The plan was widely approved at the time at the local government level, but the south-north link was never achieved owing to a variety of factors when it was presented to the high-level government. After that, plans to expand northward were shelved. This idea has been expanded upon with the advancement of civilisation and the most recent cycle of urban planning. OCT is a critical component of the strategy of a path linking the mountains to the sea. As such, this is an illustration of an idea that was ahead of its time in terms of societal development. Someone must first propose it as a direction, forecasting future possibilities, then wait for a chance to execute, so that they may cash in on the opportunity one day. A city's value assessment, which is a critical factor in determining the potential of a period, is critical.

我理解这个问题，其实说的也是城市设计的时间性，不同的发展阶段有不同的需求，举例而言，我们在华侨城地区，在 2002 左右在做华侨城发展保护规划时，就提出了通山打海的路线。从深圳湾欢乐海岸南侧到一直穿过华侨城向北延伸至塘朗山这一条文化走廊，把一些积极的，第三空间，公共的，休闲的，生态的串在一起。当时这个提议在政府层面基本获得认可时，提交到高层时因为种种考虑，南北连接就没有实现。那么后来向北延伸的计划也暂时搁浅。随着社会发展，到了最新一轮的城市设计，这个概念被进一步挖掘出来。通山打海计划里面重要一条就是华侨城。那么这个例子说明当时提的概念，在当时社会发展进程中，是有点超前。在这个过程中必须有人先把它提出，作为一个方向，把未来的可能性进行预测，等待时机去实施，那么总有一天会兑现机会。价值判断，在一个时间的潜质上一个重要的考虑，对于一个城市来讲是非常重要的。

**ZENG Hongliang**

According to what Mr. Ho said, various eras and the direction of the government's decision-making and growth have varying subjective effects. In the broad picture, priorities have shifted significantly as a result of the new leadership. The former Huizhou administration placed a premium on expanding and establishing our Heavy Sea Development Zone. After two or three years of policy and industrial growth, Huizhou's policy development prioritised wind-powered large-scale transportation and cluster industries with a combined value of two trillion yuan. After the business shifted from Penghu Zhihui to our Daya Bay industrial region, it was due to a shortage of growth space and a change in Huidong direction. The future will see the establishment of a trillion-dollar industrial electronic information group and a new material industry. Huizhou Bay Material Industrial Park, the city's primary industry area, propels the sector forward. Additionally, industries promote population growth, but the direction of growth is distinct; in fact, the direction of growth is distinct across time periods.

**曾红亮**

针对何先生所说的不同时期跟政府的决策及发展方向，确实存在不同主观的影响。在大的方向上因为领导层换新，确实有不同的发展重点。之前的惠州政府就重点想发展，打造我们重海开发区。这两三年政策及产业发展之后，惠州的政策发展又提出风制型大交通，以及两个万亿元产业园的集群产业。把产业方向从澎湖智慧加到我们大亚湾的产业区发展之后，就是因为扩展地方不足，又往惠东方向转变。将来预打造万亿级产业电子信息群的产业及新材料产业。惠州湾材料产业园区，这种风制，惠州的 1 号工业，以交通带动产业。再者产业再带动人口发展，发展方向却是就有不同的侧重，大的发展方向确实有不同是侧重点，不同时期确实有不同的方向。

**Simon CHUA**

We think that certain new rules implemented by the government and rewarded by the government may motivate a large number of private businesses and developers to improve the quality of city space. One significant distinction between Mainland China and the West is that the Chinese government has obviously been able to accelerate infrastructure development in ways that many other nations have not. China, just by virtue of having this capability, can lead and drive the growth and development of many cities. Whichever city you look at, the fundamental implementation of

**蔡尚文**

我们认为政府主导和奖励的一些新政策能够鼓励很多私人单位、开发商将整个城市的空间打造成更好。中国大陆和西方有个很大的一个区别，中国政府明显能够很强的推进基础设施的建设，这是很多国家无法做到的。就是因为中国有这方面的可能性，它可以主导和推动很多城市的开发和发展。无论到哪个城市的基础实施：铁路、高铁交通是非常发达的。这点如果政府有个明显鼓励的政策，我想公共空间可以 做得更好。

railway through high-speed rail traffic is very developed. I believe that if the government had a policy that explicitly promoted public space, this would perform better. Additionally, the close, long-term, and stable collaboration between Hong Kong and the GBA represents an excellent chance to address the future major issue of urban population growth. While there is no definitive solution, everyone is debating the most suitable model. Because urban development is a vast subject to which we place a high premium in the contemporary age. The government has invested heavily in infrastructure, while private businesses and organisations have amassed an abundance of creative resources. If the two can be merged, the city will benefit from a win-win situation.

另外香港与大湾区密切长期稳定合作是一个非常好的机遇，这个能够解决未来城市人口增加的大问题。虽然目前没有一个明确的答案，大家都在探索哪个模式比较合适。因为城市发展的模式，是我们一下年代非常重视的一个大的课题，政府居然做了这么大的基础设施，那么私人公司、私人机构又有那么多创意的资源，如果两者能结合在一起，这是对于城市而言是一个双赢的条件。

**Ivan HO**

**何文尧**

Indeed, human civilisation and development has been unable to be separated from water. Similarly, each speaker was unable to depart from the water while presenting their idea. At the moment, urban development confronts many challenges, including population increase, technological advancement, excessive resource use, environmental concerns, and climate change. Let us begin again. What are your thoughts on the direction we should go with the city's future development and implementation?

其实人类的文明和发展，一直无法离开水。其实每一位讲者介绍他们的项目时，也是无法离开水。目前城市的发展面对很多问题，包括人口膨胀，技术的增长，资源过度消耗，环保议题，气候变化。打道重来，关于将来的城市发展和落实，我们应该走怎么样的路，大家有什么看法。

**WANG Zejian:**

**王泽坚**

Cities are now transitioning towards an age of ecological civilisation. Indeed, this implies that the connection between the living environment, the urban spatial structure, and the urban ecological area will become increasingly intertwined in the future. The border between urban andgreenspace will become more fuzzy, as will the tight management of ecological

现在城市正在进入一个生态文明的时代. 其实就意味着未来城市的人居环境，城市的空间架构，城市的生态空间的关系越来越密切，城市空间和生态空间的界限会更加模糊，刚性的生态空间的控制，但是城市的文明和生态文明之间的使用界限会越来越模糊。

space, usage boundary between urban and ecological civilisations will become increasingly blurred. There will be more landscape experiences in cities, and more urban residents will enter naturalised areas. I believe it will be an excellent living place.

城市里有更多的生态体验，生态空间里会有更多的城市人进入，我想是这样理想的生活空间理想。

**ZENG Hongliang** **曾红亮**

In recent years, the growth of urban transportation has exacerbated metropolitan traffic congestion. The city's future transformation is anticipated to be a green, liveable, and intelligent ecological metropolis.

近年城市交通发展造成对城市的交通拥堵状况，希望以后的城市转变为绿色宜居及智能生态的城市发展的越好。

**Raymond IP** **叶伟民**

Urban development's future path is toward smart, environmentally sustainable, and resilient cities. In the future, we must establish more intelligent facilities, such as intelligent light touch; and, in terms of environmental preservation, we must raise the percentage of green space and create more parks and rest areas. In terms of resilience, we need to be able to weather the effects of climate change. The city's design, or coastal development, should take this into consideration more.

未来城市发展的方向是智慧，环保，具有抗逆力的城市。未来的城市我们要设置多一些智慧的设施，比如说智慧的灯触;在环保方面,我们要增加绿化比例，多做公园和休息空间；在抗逆力方面，我们要应好好的应对气候变化。城市的设计，或海滨的规划上要更多的考虑这方面的因素。

**Simon CHUA** **蔡尚文**

Simply stated, science and technology have the potential to increase the impact of big data. I wholeheartedly agree on the potential of AI intelligence. Then, most importantly, work can be done pleasantly.

简单说科技可以扩大大数据的影响，非常赞同智能，那么最重要的一点是大家做得开心。

# 3. Urban Design Guidelines, Practice and Case Study
# （三）城市设计准则、实践和案例研究

**Mr. Eric SHING** **盛宇宏 先生**

Principal and Chief Architect - Shing & Partners Design Group

President of Yangcheng Design Alliance

广州市空间设计协会（羊城设计联盟）会长、

汉森伯盛国际设计集团董事长、总建筑师

**Ms. WU Zhetao** **伍哲陶 女士**

Partner - ISA Internationales Stadtbauatelier

德国 ISA 意厦国际设计集团合伙人

**Mr. ZHANG Zhenyu** **张震宇 先生**

Deputy General Manager - Shenzhen LAY OUT Planning Consultants Company Limited

深圳市蕾奥规划设计咨询股份有限公司副总经理

**Mr. CK SOH** **苏震国 先生**

Assistant Director of Planning / Special Duties - Planning Department, The Government of the Hong Kong Special Administrative Region

香港特别行政区政府规划署助理署长 /特别职务

*Facilitator* ***主持人***

**Mr. PY TAM** **谭宝尧 先生**

Council Member - Hong Kong Institute of Urban Design

香港城市设计学会理事会干事

# Urban Design Guidelines, Practice and Case Study
# 城市设计准则、实践和案例研究

## Mr. Eric SHING

Thank you Mr. TAM. Hello, everybody, it's my turn. I am Eric Shing, the Executive Chairman and Chief Architect of Shing & Partners, and I am also the President of Yangcheng Design Alliance. Thank you for having me today. It's my honour to give you a speech at the conference. In the year 2009, I tried to imagine the idea of a dream house and it turned out to be an important project in my career. This is the project that I would like to share. The Landmark.

The Landmark is a project located in Zhujiang New Town, which is the CBD of Guangzhou, and you can see the city axis of Guangzhou on the left, including the 432 metre tall high rise IFC, 530 metre CTF and 600 metre tall Canton Tower - that's the place of taking the photo. The Landmark has proudly joined the city's skyline since 2017. The height of the building is now 198 metres -a 52 story tower, and 2 story podium with basement of 3 levels, which delivers the limit of 99 units. After understanding the condition of the site, we tried to think what kind of project, what kind of building, should we decide in this area? What's the shape we can make for the city? And also the view of the building is very important. We combined three towers into one and rotated the entire tower by 27 degrees. The project is designed as a crossing of the views.

We tried our best on the project's context, including the culture, and the environmental site. The organic shape is paying tribute to the city of Guangzhou, which is known as the city of flowers.

You can see the shape of the building. It combines into the city's culture. We've rotated the entire tower by 27 degrees. We have attempted to integrate the natural and the man-made; extended from Zhujiang Park; the building around the Zhujiang Park supplies a wall across it; but you see that our building is high, and it gives more space to the park.

The entrance experience is something that would be that we lay emphasis on. When the residents or guests arrive, he or she would be amazed by the exceptional form of the entrance, looking like a warm welcome home.

## 盛宇宏 先生

谢谢谭先生。大家好，轮到我发言了。我是汉森伯盛国际设计集团执行主席兼首席建筑师盛宇宏，也是羊城设计联盟(Yangcheng Design Alliance)会长。谢谢此次活动的邀请。 很荣幸在此为各位做演讲。 2009 年，我试着构思了一个梦想中的房子，结果它成为了我职业生涯中一个非常重要的项目。 这就是我想要分享的项目——尚东柏悦府.

尚东柏悦府是位于广州 CBD 珠江新城的项目，左边可以看到广州的城市轴线，包括 432 米高的 IFC、530 米的 CTF 和 600 米的广州塔，很适合拍照。自 2017 年，尚东柏悦府成为了城市天际线的一分子。 目前尚东柏悦府高 198 米，有 52 层楼和 2 层裙楼，地下室三层平台，提供有限 99 套豪华公寓。 在了解了场地的情况后，我们试着思考，我们应该在这个区域建造一个什么样的项目，什么样的建筑，我们可以为城市打造一个什么形状的建筑？ 而且建筑的视野也很重要。 我们将 三 个塔合而为一，并将整个塔旋转了 27 度。 该项目被设计为视野的交叉点。

我们在文化和环境方面为项目尽了最大努力。大楼的植物造型是向有"花城"之称的广州市致敬。

你可以看到这栋楼的形状，它融入了这座城市的文化。 我们将整个塔旋转了 27 度。 我们尝试将自然与人造融合，从珠江公园延伸。珠江公园周围的建筑为它提供了一堵墙，但是各位可以看到这栋楼很高，给公园提供了更多的空间。

入口的设计是我们想去强调的。当住户或客人到达时，他/她会为入口的特殊设计感到惊讶，看起来像是热烈欢迎他们回家。

In order to maximize the benefits for the residents and the clients, each floor plate was designed and adjusted for the best views. This picture shows 49 different floor plates because of their curve shape.

Honestly, I am quite satisfied with the final outcome, as the Landmark can be considered as the cheaper model of cooperation within the GBA. The Landmark, in fact, is a project that combines designers and professionals with different majors. For example, famous designers like Steven Leung from Hong Kong, and James Hu from Taiwan were commissioned on interior design. And the picture also shows that in 2016, we held a party at the Hong Kong Four Seasons Hotel.

Four years' connection to nature and culture as well as the user experience, the selling price has been on top of the market, more than 95% of the units have been sold out and now the price is more than 160,000 rmb/ per square metre.

So far the landmark has won several international prizes, including the Cityscape Award, Architectural MasterPrize, German Design Award and A+ Award.

This is my presentation. Thank you for listening.

为了最大限度地提高居民和客户的利益，每个楼层都经过设计和调整，以获得最佳视野。这张图片显示了 49 种不同的楼板，因为它们的曲线形状不同。

老实说，我对最终的结果很满意，因为尚东柏悦府可以被认为是大湾区内性价比较高的合作模式。尚东柏悦府其实就是一个结合了不同专业的设计师和专业人士的项目。比如说，香港的 Steven Leung、台湾的 James Hu 等著名设计师都参与了室内设计。 这张照片也显示了 2016 年我们在香港四季酒店举办的派对。

四年贴近自然文化和用户体验，尚东柏悦府的房价一直处于市场领先地位，95%以上的户型已售罄，现售价超过 16 万元/平方米 .

迄今为止，尚东柏悦府已获得多项国际奖项，包括城市景观奖、建筑大师奖、德国设计奖和 A+ 奖。

这就是我的部分，谢谢各位的聆听。

## Ms. WU Zhetao

Today I want to share some experiences on urban design guidelines, for design guidelines, I think the key challenge is the language barrier; that's to say, people who actually developed the guideline, and those people who are actually guided by the guideline, they have different perspectives, meaning they speak different languages. For example, government and developers obviously care about different things: government tries to balance the resources and they want more revenue; whereas developers are very straightforward, they just want to make money.

In most situations, they want fast money, so for design guidelines, if that's just developed from the government's perspective, the developers will always be looking for ways to avoid it and to fight, so actually you'll find they are always more creative than you thought they are. So in this situation, the design guideline becomes meaningless, it's not helpful for the government and also a big trouble, big burden for developers. So to solve this issue, we need to figure out effective ways of communication. As urban design consultants, ISA is an urban design consultancy firm, we work in various areas with different clients, so for design guidelines, primarily we worked for different districts of government, for example, the government of Nansha, Baiyun, Huangpu in Guangzhou area. We worked with them in urban design schemes and urban design guidelines. We always learn in this process.

So as a design consultancy firm, we need to be a good translator to help bridge the gaps. Personally, I think that workshops are always a good way to help with communication. In the case of Nansha, for example, we were hired by the Nansha district government to do an urban design scheme for the Nansha Bay Area in 2017. The project turned out to be very challenging because Henry Fok and his family from Hong Kong own a huge amount of land in the Nansha Bay area. For various reasons they think totally differently from the local government and so the situation is that whatever Mr. Fok wants to do in the Bay Area, the government always says no, because that's not something in their vision. And vice versa, whatever the regional government tries to post in the area, Mr. Fok always disagrees, so you can imagine, as a consultant sitting in the middle, it's a very challenging or very tough situation, and that's for the biggest developer.

## 伍哲陶 女士

今天我想分享一些城市设计准则方面的经验。在设计准则方面，我认为最核心的挑战是语言障碍，也就是说，实际制定准则的人和实际被准则指导的人持有不同的视角，表达着不一样的“语言”。例如，政府管理者和开发商关心的事情显然是不同的。政府在试图平衡资源，并希望增加财政收入。而开发商们往往非常直接，只是想赚钱。

在大多数情况下，开发商想挣快钱，所以如果只是从政府的角度去制定设计准则，那么开发商总是会想方设法对其进行避免并与之抗争，所以实际上大家会发现开发商们总是大家认为的更有创意。在这种情况下，设计准则变得毫无意义，对政府没有帮助，对开发商来说也是一个大麻烦，一个大负担。所以要解决这个问题，我们需要探索出一种有效的沟通方式。作为城市设计顾问的意厦是一家城市设计咨询公司。我们的工作涉及不同领域的不同客户，因此在设计指导方面，我们主要服务于不同地区的政府，例如广州地区的南沙、白云、黄埔政府。我们在城市设计方案和城市设计准则方面与他们合作，也总是在这个过程中学习。

因此，作为一家设计咨询公司，我们需要成为一名优秀的“翻译”来帮助沟通。就个人而言，我认为研讨会始终是帮助沟通的好方法。以南沙为例，我们被南沙区政府聘请，为南沙湾区做一个城市设计方案，这是在 2017 年。 结果这个项目是一个非常具有挑战性的项目，因为各位知道，霍英东及其家族在南沙湾地区拥有大量土地。所以出于某种原因，他们的想法与当地政府完全不同。所以尴尬的情况是，霍先生想在湾区做什么，政府总是说不，因为那不是他们的愿景。反之亦然，无论地方政府在该地区发布什么，霍先生总是不同意，

There are also other developers in the area, there are also people who live in the area, everyone has their own vision, so to help bridge the gaps, instead of closing the doors, we do the designs ourselves, we choose to open the door and we turn to workshops, we invite everyone to sit together, to fully discuss the issues. People exchange their ideas, thoughts, they are fighting, negotiating, sometimes they have to give up some of their original thoughts in exchange for some benefits. But whatever in this situation, people start to work together, start to go towards the same direction and the same goals. We also turn to physical working models - we get everything prepared in pieces, so people can move everything around and play around, actually instead of us doing the design, everyone actually works on the design together.

So in the end we have a design scheme and guideline. Somehow everyone is on the same page. So people understand what's going on behind those items in the design guideline documents.

In this way, it ends up to be a very happy experience, an experience where instead of some rigid guidelines - you sit at the table, you throw something on that table and talk, it's always a good way towards problem solving. This is actually what we learned when working with people on guidelines. So just some short quick thought and sharing. That’s it for today. Thank you.

所以您可以想象，作为坐在中间的顾问，这是一个非常具有挑战性，或者说非常艰难的情况，这也只是对于最大的开发商而言。该地区也有其他开发商，也有居住在该地区的人，每个人都有自己的愿景，所以为了帮助缩小各方愿景的差距，我们打开大门，自己做设计，转向采用研讨会的方式，邀请大家坐在一起，充分讨论问题。人们交流自己的点子、想法，会争论、会谈判，有时也不得不放弃一些原有的想法，以换取一些好处。但不管是什么情况，大家开始共同努力，开始朝着同一个方向前进，或者我会说，是相同的目标。我们还借助实践的力量，我们把所有东西都分块准备好，这样人们可以四处走动和玩耍，因此实际上不是我们做设计，而是每个人都参与了设计。

所以最终我们得出了一个设计方案和指南。 不知道为什么，每个人的意见都统一了。 因此，人们理解了设计准则文档中这些项目背后的原因。

所以就这样，它最终就成为了一个非常愉快的经历。 所以我们的经验是，不要去制定一些严格的准则和条目，你要坐在桌子旁，把东西摊开在桌子上，去沟通，这总是解决问题的好方法。 这实际上是我们在与人们合作制定准则时学到的东西。以上就是一些快速的思考和简短的分享。 这就是今天的内容。谢谢大家。

## Mr. ZHANG Zhenyu

## 张震宇 先生

LAY-OUT has been committed to actional practices in urban design for 12 years. We believe in ditching blueprint planning styles, and advocate a progressive approach in urban planning and design. Therefore, we emphasise dividing a special goal into several phases with limited targets along the way to achieve and tailor implementation strategies and plans according to their development stages.

In urban planning and urban design, we attach more importance to sustainable and incremental development. Not only that, but we also give weight to restoring the harmonious relationship between nature and humans, therefore optimising space utilisation. We believe in following an 80:20 rule in addressing the so-called urban diseases, whereby the most effective government resources should be invested into the most important 20% areas. In return, the success brought by the 20% can bring forward the development of the remaining 80%.

Next I'd like to share with you a case study in urban nature restoration. This is our Xianglu Bay project in Zhuhai. There are nine bays in total in Zhuhai and Xianglu Bay is one of them. It used to be an area with the city and the bay coexisting harmoniously. It's also a popular leisure destination for locals. Due to the renovation of Qinglü Road in the 1990s, the beach was lost and therefore the road infrastructure suffered damage every year during the typhoon season. Locals also lost a valuable public space for leisure.

Due to the construction of the Hongkong-Macao-Zhuhai Bridge, a chance was presented to restore the beaches with the marine sand dug out from the bridge building process. Therefore, the government organised a series of competitions and specific planning and study in an effort to restore this urban public space.

LAY-OUT engaged in collaboration with the marine authorities in China, as well as the Barcelona Regional Urban Planning Agency, to come up with a proposal for the beach restoration and urban design in this area and was heavily involved in its landscape design implementations. After restoration, the beach later became a central park reconnecting the older parts of Zhuhai with nature, and introduced opportunities for the organic renewal of the surrounding older areas. Illustrated are images of the beach after the restoration efforts. This beach formed a resilient

蕾奥经过 12 年的实践，一直注重城市设计的行动方面的一些实施，那么主要是要摒弃蓝图式的一些规划，我们倡导这种渐进式的过程式的一些规划设计。所以我们非常重视把这个目标分成一些分期阶段的一个有限的目标，还有实现这个策划的一些结合策划的一些实施路径啊，以及我们这个各阶段的实施计划。

和城市设计中，我们更强调的是，这种渐进式的一个持续发展啊，那么强调这件事的持续发展，也强调了一些修复自然和人文的这种和谐的一个关系，达到空间最优化的一个使用效果。应对城市病呢，实际上我们更强调的是用这样一个二八原则，把最政府的这种资源最有效的资源投入到 20%最重要的地区啊，这样的话突出重点，那么反过来的 20%的成功呢，也会带动未来 80%的一个发展。

下面分享一个城市恢复自然的一个案例，这里是珠海的香炉湾。珠海共有九个湾，这是其中之一，过去这里边儿是这样一个山海很和谐的这样一个城区，那么人们可以在沙滩上自由的休闲。那么上个世纪修改修建这个滨海大道的时候呢，将沙滩掩盖了，那么，每年这个风暴潮啊，都会侵蚀到我们的道路的一些基础设施，人们也缺少了一些休闲游憩的这样的一个机会。

修建港珠澳大桥时候的挖出来的海砂呢，给这个沙滩修复带来的一个机会，那么，政府就组织了一系列的竞赛活动以及专项的规划研究，来试图修复这样的一个城市公共空间。

那么我们和巴塞罗那规划局以及中国的这些海洋部门合作啊，制定了这样的一个沙滩修复计划和城市设计的方案啊，并且跟踪了这个参与了景观设计的实施。

Defense system against super typhoons such as Typhoon Mangkhut and Hato. As the nearshore ecological system recovered gradually, seabirds also returned. Once again, the beach became a popular destination and re-established its connections with urban life and residents' daily activities.

也成为一个沟通，整个珠海老城区山海之间的这样一个中央公园，并且带动周边老城区的一些有机的更新。这些是建成之后的照片。修复后的沙滩抵御了天鸽和山竹这样的一个超大台风。生态环境修复以后呢，海鸟也都回到了这样一个海边。那么城市呢，生活呢，也和人日常的这种活动跟沙滩建立一些联系。我的分享到此结束，谢谢大家。

## Mr. CK SOH

I would like to share with you some of my experience, working in urban design and how it can be a pride to say it. Shown is the developed area in Hong Kong. Urban design to me is an art of creating space for people. Through designing buildings and all those spaces between buildings, we are shaping our living environment. And this is particularly important in a densely populated city like Hong Kong. We are concerned about the disposition of buildings, how they are laid out, their height, appearance, and how we handle the landscape, the users, etc, because through all these elements, we are shaping our city. In devising the urban design guidelines, we are not giving some rigid guidelines for everybody to follow, in fact it is a reference material. The main objective is to inspire good design, through all those considerations, and hopefully to take all those considerations into the thinking process of devising new development, buildings and public space. These are not statutory or rigid requirements and we hope that, through all these guidelines, and if everybody does their good job, we are creating space for people, creating a space that's people centric, and built for the people that are living in it.

Hong Kong is a highly, densely developed city, with a population of over 7 million. We have limited land of just above 1,100 square kilometres, about a quarter is developable land. So we have to make good use of every piece of land we have. In the slide, we are looking at this site in Mongkok, one of the highly developed and densely developed areas in Hong Kong. In the past we have undertaken studies to establish if there is good development scope and design for redeveloping a site near the rail station? Mongkok has lots of people coming in and out daily. The site itself is not large, but in this area we are lacking many social welfare facilities, public space, etc. How can we transform this new development into a solution to meet all these requirements and aspirations of the local people? It's a problem we are going to resolve.

Through all those examinations and discussions, we have divided three different schemes with different design elements embedded, but at the end of the day, we selected the third one - the highest building. Although the building itself may have some impact on our skyline, on the whole we considered that this form of development can provide all those essential elements that to people were most valuable in their daily life. For instance, we can provide the largest

## 苏震国 先生

我想与各位分享我在城市设计方面的一些经验，以及为什么这些经历会成为我的自豪。那是香港的发展区。城市设计对我来说是一门为人们创造空间的艺术。通过设计、建筑以及建筑之间的所有空间，我们正在塑造我们的生活环境。这在香港这样人口稠密的城市尤为重要。我们关心建筑物的配置、布局、高度、外观以及我们如何处理景观、居民等，因为通过所有这些元素，我们正在塑造我们的城市。在制定城市设计指南时，我们并不是说……给大家一些严格的指南，实际上它只是一个参考资料。主要目标是通过所有这些考虑来激发良好的设计，并希望在设计新的开发建筑和公共空间的思维过程中考虑所有这些因素。这些不是法定的或硬性的要求，我们希望，如果每个人都做好自己的工作，通过所有这些指导方针为人们创造空间，创造一个以人为中心，为居住的人建造的空间。

香港是一个人口非常密集的发达城市，人口超过 700 万。 我们土地有限，只有 1100 多平方公里，大约 1/4 是可开发的土地。 所以我们必须好好利用我们拥有的每一块土地。 在幻灯片中，我们看到的是位于旺角的这个地块，这是香港高度发达和密集的发展地区之一。过去我们在研究，但是怎么说呢，是否有好的开发场地和设计来重新开发靠近火车站的站点。旺角每天都有很多人进进出出。 场地本身并不大，但在这个地方，我们缺乏很多社会福利设施、公共空间等。

我们要怎么样把这个新的开发项目转化为满足当地人民所有这些要求和愿望的解决方案呢？ 这是我们要解决的问题。 通过所有这些检查和讨论，我们制定了嵌入不同设计元素的 三 种不同方案，但最后，我们选择了第三个

amount of public open space in the development; we can create all those connections with the old and new buildings; with the rail station; and our existing elevated walkway. The most important part of it is that we are having the scope and capability to preserve all those old trees on the site.

From this slide, you can see that we are talking about a multi-level connection giving the people the choice of going to different areas of Mongkok: on the ground; through the walkway; and the skygarden. And we are going to provide a sky garden up in the building as well so that people have different choices in the future.

This is the conceptual drawings of the development we aspired for. You can see that, through this kind of urban design consideration, we can provide the required public space for people and all those facilities they are lacking in Mongkok. Within a limited amount of time, I am sorry I am not going to provide every detail of the project, but hopefully we can have a grip of all those design considerations we have put into this development.

——要建三个方案中最高的楼。尽管建筑物本身可能对我们的天际线有一些影响， 但总的来说，我们认为这种发展形式可以提供所有这些对人们日常生活中最有价值的基本要素。 例如，我们可以在开发中提供最大的公共开放空间； 我们可以与新旧建筑、火车站和我们现有的高架人行道建立所有这些联系。 最重要的是，我们有足够的范围和能力来保护场地上的所有老树。

从这张幻灯片中，你可以看到我们谈论的是一种多层次的联系，人们可以选择去旺角的不同地方； 在地面上，通过走道和空中花园，我们还将在建筑物内提供空中花园，让人们在未来有不同的选择。

这是我们渴望的发展的概念图。 各位可以看到，通过这种城市设计，我们可以为人们提供所需的公共空间，以及他们在旺角所缺乏的所有设施。 在有限的时间内，我不会提供项目的所有细节，很抱歉，但希望大家能够了解我们在此开发中投入的所有设计考虑因素。

# Session Discussion (3)

# 讨论会(三)

**PY TAM**

Thank you C.K. No problem. We are going to grill you anyway on matters of principle. Don't worry about the details. Whilst there may be questions coming in from the audience, in the meanwhile maybe i will kick start. I am given the task to facilitate the discussion so I suppose I have the privilege to kick off by saying a few points.

The topic of this response session is called Urban Design Guideline, Practice and Case Study. So I therefore, look for views, through these case studies, the relationship between these so called guidelines, how they are applied and practiced or otherwise?

C.K, in your presentation you mentioned that perhaps, if I have got it right or wrongly, these guidelines are somewhat very indicative, not so enforceable - wow, that gave me some alarm. Ms.Wu pointed out that if you are a developer, when you approach the authorities, sometimes you'll get thrown out of the door. So these are real problems in our professional practice. However grand as our visions are, we must make sure it can be implemented. I will let you guys have a debate among yourselves, I am not going to dominate the discussion. Who'd like to have a go? How about the Nansha experience from Ms.Wu? You seem to have hammered the nail on the head.

**谭宝尧**

谢谢你震国。没问题。无论如何，我们都将根据这个元原则来拷问你的。不要担心细节。观众可能会提出一些问题，那要不我就先开始了。我的任务是促进讨论，所以我想我有幸先说几点。

本次响应会议的主题称为城市设计准则、实践和案例研究。因此，我想通过这些案例研究、这些所谓的指导方针之间的关系，来寻找观点：它们是如何应用和实践的？

不知道我是否表述准确，震国先生提到，这些指导方针在某种程度上是非常具有指示性的，但不是那么强硬。哇哦。这让我有些警觉。伍女士指出，开发商在交涉当局时，有时会遭遇直截的拒绝。所以这些都是我们专业实践中切实存在的问题。我们的愿景固然宏大，但我们也必须确保它可以实现。接下来，你们自己辩论吧，我就不喧宾夺主了。谁想先来？伍老师讲讲自己的南沙经历怎么样？

你似乎已经有了解答。

**WU Zhetao**

Because from my experience, I feel that for design guidelines, it's a very challenging thing when actually you work on the guideline, no matter whether you are the developers who go through the guideline to see if your design fits, or if you

**伍哲陶**

因为根据我的自身经验来说，我对设计指南是这么看的，按指南来开展工作是一个非常具有挑战性的事情，无论是针对需要参照指南来确保自己的设计是否合规的开发商，还是针对为政府指定指

developers. So like Mr. Soh said, a good guideline needs to inspire good design, but meanwhile it also gives some sort of flexibility on people to do things they want. For example, if I have a couple of different schemes, all fit the rigid guidelines, so how do we actually have a kind of evaluation process which makes sense to help or direct the government towards a good design. That's the biggest challenge we have when we work with the people over there (in Guangdong). Actually I do want to hear a bit more from Mr. Soh about his experience on that because he mentioned that in the end, they picked the highrise one, but what if there is a developer who jumps out and says “hey, i want the other one, I want to go in another direction, because in that way, that fits my goal, that fits our company situation”. But from a designer or consultant’s point of view, we feel like one high rise makes more sense. In this kind of situation, what kind of work Hong Kong would do in this situation to direct everyone towards the same direction?

南、引导开发商的人员。所以就像苏先生所说，好的指导方针需要激发优秀的设计，同时给予人们一定灵活性，允许人们能够做自己想做的。例如，如果我有几个不同的方案都符合严格的指导方针，那么我们如何真正形成一种评估流程来帮助或指导政府做出好的设计呢。这是我们在接洽当地广东人遇到的最大挑战。其实我很想听听苏先生谈论更多他本人在这方面的经验，因为刚刚他提到，最后他们选择了高层建筑的解决方案，但是如果这时候有一个开发商跳出来说：嘿，我想要另一个方案，我想朝另一个方向前进，因为那样符合我的目标，符合我们公司的情况。但从设计师或顾问的角度来看，我们觉得高层建筑更有意义。在这种情况下，香港会在这种情况下做什么样的工作来引导大家走向同一个方向？

**C.K. SOH:**

In Hong Kong, we have different kinds of development, for those land parcel, that’s already in the hands of the developer, and there is no specific requirement under the lease, then the developer will have a more free hand to do or to design the development. But for the site we have just introduced, there is new land to be disposed by the government, so that’s the reason why we have conducted a design study beforehand, to follow the design guidelines that we have, and how to have different combinations, because at the end of the day, all those considerations have to face the test of a tradeoff, we cannot get all the goods in one development. So in evaluating different options, we can find out, through an engagement process, that the people

**苏震国**

在香港，我们有不同种类的开发项目，譬如，已经在发展商手中的地块，而且租约中没有特别要求，那么开发商就可以更自由地对地块进行开发或设计，但对于我们刚刚介绍的场地来说，其中有新土地需要政府处理，因此我们事先进行了设计研究，遵循我们现有的设计指南，并进行了不同组合，因为归根结底，所有这些考虑都将面临取舍，我们不可能在一个开发项目中得到所有。 所以在评估不同的选择时，我们可以通过一个参与过程发现，人们想要第三种选择---高层建筑，当然，这一选项有权衡和不足之处，但也有其他在人们看来更具价值的优点。经过这些过程后，我们将能够更具体地制定规定要求，在处理土地时，

want the third option - the highrise. Of course, it has its tradeoffs and deficiencies, but they have other merits that people consider are more valuable, so after all those processes, we will be in a position to stipulate some requirements in more specific terms, when disposing of the land. For instance, we have required the developer to provide more than 6,000 square metres of public space for the people. Then this is a benchmark that they have to meet in the future development.

In doing so, they have to think about how to provide this open space at different levels and also we have the requirement to preserve all the old trees, and provide all the connections on the ground, underground, and above ground. So after describing all these requirements into more specific terms, the developer will be in a position to devise their scheme. Of course, the scheme they devise will not look exactly the same, as the one that we have done in our own test or in our assessment, but the objective and how they best meet the aspiration of the people can be realised in the process.

For the land that's already in their hands, we are not in a position to require them to do lots of things like that. The design guideline has set out all those objectives that the people in the city required and aspired for. So I do believe that, all developers want to have quality development in their own site, so they'll have to feed through all those requirements and guidelines to see which ones they are in a position to adopt.

比如说我们要求开发商为人们提供6000多平方米的公共空间，那么这就会是他们在正式开发中必须满足的一个基准。

于是开发商必须考虑如何在不同层次上提供这样的开放空间，而且我们还要求保留所有古树，并提供所有连接，例如地面、地下和地上。因此，用更具体的术语描述完所有这些要求后，开发商将能够相应地设计自己的方案。当然，他们设计的方案不会和我们在自己的测试或评估中所做的完全一样，但在这个过程中，是可以实现目标并且以最佳方式满足人民愿望的。

对于已经在开发商手中的土地，我们是无法要求开发商这样做的。设计指南列出了城市人民要求和渴望的所有目标。这也确实令我相信，所有开发人员都是希望在自己的场地上进行高质量开发工作的。也正因如此，他们必须满足所有要求和指导方针，看看自己能够采用哪一个方案。

**PY TAM**

Okay. Thank you. I think you've made your point. I heard once about trade-offs and different values and options, valuations, comparisons and something

**谭宝尧**

好的。谢谢您。我认为您已经清楚表明自己的观点了。我曾经听说过权衡、不同价值及选项、估值，有时候也听说了一些比较案例。

like that. So maybe let's change the subject a little bit, from Mr. Zhang's presentation about the rehabilitation of the long, beautiful beaches and bays. As I see it, this project has a lot of engineering input in it, so I don't know how many engineers are here in this forum today, but how about other professionals working together with urban designers and planners?

If their values are different, in our experience in Hong Kong, if you ask some engineers, I'm saying not all engineers, some engineers do a sea wall, or restore a beach, then probably we end up with a straight, stone seawall, that's all. But how has Zhuhai done such a wonderful job? How do you juggle with your engineering partners? Mr. Zhang, can you enlighten us?

或许让我们稍微换个话题吧，从张先生关于美丽海滩及海湾修复项目的演讲开始吧。在我看来，这个项目有很多工程投入。不知道今天论坛上有多少位工程师呢？或者说有多少与城市设计师及规划师共事的其他专业人士呢？大家的价值观如果不同该怎么办？

根据我们在香港的经验，当然我并不是说所有工程师哈，如果你让一些工程师建造海堤，那么头天看到的是一片海滩，第二天可能就变成一排奇形怪状的石头海堤了。但是珠海是如何做到如此出色的呢？您如何与工程合作伙伴打交道？张先生，您能给我们一些启示吗？

**ZHANG Zhenyu** **张震宇**

This project took around 5 years to complete and involved many experts. So the main job of us as urban designers actually was to coordinate, namely, to provide a platform for them to communicate. We were having a lot of meetings to coordinate their work. In this coordination process, we should mainly guarantee that a balance can be found between retaining the original public qualities and interests of this site with the engineering cost. Another thing I want to respond to is, in this Xianglu Bay project, the local government actually reached consensus beforehand with the developer. And this common ground was already there when it came to the urban design and planning phase. This played an important part in the final success of the project.

这个项目历时 5 年左右的时间，涉及许多专家。所以说，城市设计师的主要工作实际上协调。我们的主要工作，在这里面，基本上承担了一个协调的平台，不停地开会和协调工作。可能在这个协调过程中，我们要保证的是，以前留下来的这些公共品质、公共利益和它的造价之间的一种平衡。我再想回应一下，这个项目里面最重要的是政府和一些开发企业实际上在前期就达成了一个共识，在城市设计和规划阶段就已经达成共识。这对项目的成功上起到了一个很重要的作用。

**PY TAM**

Seems that your government authority counterpart is more sympathetic in your case than Ms.Wu's case. Talking about the stakeholders, authorities, etc, who have perhaps different angles of view. We must come back to Eric, Mr. Shing. Your project is about some building of high-end blocks near a park or something like that, whereas Mr. Soh's project is also high rise building in a highly congested urban context. So I'd like to see the difference: how do people compare your scheme. You built it next to a park, is it a good thing for the community? How does the government feel? The government's vision is to masterplan, the case that you built a tower block or you envisioned the tower block yourself and got it approved. Was there any difficulty at all?

**谭宝尧**

对比伍女士的案例，听起来您的案例中，政府部门似乎给予了更多理解和支持。谈到利益相关者、当局等，我们可能有不同的视角。我们必须回到盛宇宏先生的主题演讲上。盛先生，您的项目是关于公园附近高端街区建筑之类，而苏先生的项目也关乎高度拥挤的城市环境中的高层建筑。所以我想看看两者不同之处：人们是如何比较你的方案的呢？您把项目建在公园旁边，对社区来说是好事吗？政府对此如何看待呢？政府的愿景是总体规划。而您建造了一座塔楼，或者说您设想了这座塔楼并令其得到了验证。这一过程中有遇到什么困难吗？

**Eric SHING**

I used to work in Hong Kong for 3 years in 1991 and I think I have (gained much) new knowledge and very interesting experience from the cooperation with the Hong Kong architects. And my project, the Landmark, that I showed today, what I wanted to express in my idea is, that if you are facing a very good view, what kind of attitude should you need to choose?

Around the park, many other developers choose some very direct situations, where every window faces the park, but the buildings become just like a wall. But for us, we tried to discuss with the government, since our building height is limited to just 150 metres, but we talked with the government and spent more than 2 years, to discuss with the experts, and the government officers. We tried to increase our building height to 198 metres. We hoped it could be 208 metres, but unfortunately they only gave us the highest of 198 metres, but it's also a very good choice for us because the high-plot

**盛宇宏**

从 1991 年开始，我在香港工作了 3 年，我想，从与香港建筑师的合作中，我（收获了许多）新知识和非常有趣的经验。而我今天展示的项目是尚东柏悦府，在这个项目中，我想要表达的想法是，面对优美的景色，你会选择什么样的态度呢？

在公园周围，许多其他开发商选择了非常直接的开发方式，建筑的每个窗户都面向公园，但建筑物本身却变成了一堵墙。但我们则试图和政府交涉，因为我们的建筑限高为 150 米。我们努力和政府商谈，2 年多来与专家和政府官员接洽，试图将我们的建筑高度增加到 198 米。事实上，我们希望项目建筑可以达到 208 米，但不幸的是政府只允许我们最多建到 198 米，不过这对我们来说也是一个非常好的选择，因为高容积率意味着能够为公园和城市腾出更多空间，我认为在这之后，

ratio gives more space to the park and to the city. I think after that, the Guangzhou government also changed the rules, allowing buildings with important roles and important places, like the rivers, the sea in Nansha or something - the maximum width of the building is about 16 metres and different buildings must have more distance. That gives more space to the city and the people have a very good view. That's what I want to express. It's that point.

广州政府也改变了规则，允许有重要作用建筑物在重要地点存在，比如南沙沿河沿海处。建筑物的最大宽度在 16 米左右，不同的建筑物之间必须有更多的距离。这为城市腾出了更多空间，而人们也能拥有很好的视野。这就是我想表达的点。

**PY TAM**

**谭宝尧**

I suppose whatever urban space consultants or developers do, you'll still have to fit into the city's master plan somehow, or it doesn't fit - either you change, or they change, otherwise people will ask you to change, so you end up with a happy ending somehow. But I also heard you mention that land value has also increased in general; that brings certain benefits to the area and the city as a whole I suppose, but when talking about developers, Ms.Wu who also worked for developers, you are concerned that your clients, your residents, like to live in highrises with good views and so on, but we urban designers, we plan for people, common people in the street. How do they feel? You have provided a very welcoming entrance at the bottom of your building Mr. Shing, but does it mean that's a good connection, a place for the people in general, not just your residents? If you are given the opportunity to redesign this, how would you make the place more connected?

我猜想，在美国，顾问或开发商无论做什么，最终都得以某种方式适应城市的总体规划，如果不适合的话，要么自己改变，要么对方改变，或者人们会要求你改变，所以终归有个圆满的结局，不过我也听说您提到地价也涨了，我猜想，这总的来说也给该地区和整个城市带来了一定好处。但说到开发企业，伍女生也曾服务过开发企业，所以即便客户、居民喜欢住在视野好的高层，但我们作为城市设计师，终归还是要以人为本进行规划，这里的以人为本指的是，以街道上的普通人为本，他们感觉如何？盛先生，您在尚东柏悦府大楼底部提供了一个欢迎入口。但这是否意味着这是一个良好的联系，这是一个欢迎普罗大众之地，而非单单建筑内的居民。如果您有机会重新设计，您会如何让这个地方更加紧密相连呢？

**Eric SHING**

**盛宇宏**

I think our building is quite connected to the environment. It's rotated in 27 degrees, one direction, we face to the Pearl River, another direction, you just see the gap of

我认为我们的建筑与环境联系非常紧密。只是朝着一个方向旋转了 27 度，面朝珠江，而在另一个方向，能够看到更低建筑物的缝隙，那里的人可以看到珠江，

the lower building, people there can watch the Pearl River, and also with the rotation of the building, the people around us can see a different view of the shape, we just gave the 3D model before we made a decision of the design, so now you can see, if you are walking in the park, our building is very interesting, and most people just go past and they will remember our building. As a result, everybody thinks, if you buy or live in that building, that means you have a very special taste, and it's also that you have a different kind of values, and also that kind of building in the city is very special and it made the city's skyline and made the city's size become more attractive, and made all the area have a good value.

而且随着由于建筑物本身的旋转造型，周围人可以看到不同的建筑形状。在做出设计决定之前，我们只是给出了 3D 模型，所以，如果您在公园里散步，会发现我们的建筑很有趣。大部分人哪怕仅仅路过此地都会记住我们的建筑。所以大家都认为，如果有人买了这栋楼的房产或住在楼内，便说明对方有一种很特别的品味，也就是有一种不同的价值观，而且这类建筑在城市很特别，使得城市天际线和城市规模变得更具吸引力，并使整个区域都具有良好的价值。

**PY TAM**

**谭宝尧**

Okay. Talking about 3D design, I seem to see that two different projects have different challenges. In Zhuhai's case, the connections are horizontal, the networks are horizontal, spread throughout the city, along the beach, and so on whereas, in Mr. Shing's case, you are doing a highrise, your challenge is vertical integration, so I'd like to throw the question back to Mr. Soh in this case.

好的。说到 3D 设计，我似乎看到两个不同的项目面临不同的挑战，在珠海的案例中，连接是横向的，例如，整个城市上下、海滩沿岸等地的网络是横向的，而在 盛宇宏先生案例中，您做的是高层建筑，面临的挑战是垂直整合，所以在这种情况下，我想把问题抛回给苏先生。

It seems it's quite a pity to me that your footbridges and connections are not carried through across that road, we call "Argyle Street", you know on the other side of the street, it's what people call "Woman's Street", a very busy, commercial area. So how would you see your case if you are given a greater free hand, can you regenerate or restructure the area with a scheme area bigger than what you have just got? And you haven't even included the small government building next to it. It's a very old building; I went to see it. If you have included it, would you have a better site and a better opportunity, so people can better use it?

我觉得很遗憾的是，您的人行天桥和连接似乎没有穿过亚皆老街。街道的另一边是我们所谓的"女人街"，是非常繁忙的商业区，您如何看待这种情况呢，如果您有更多自由，能重建或重组这个区域吗？为什么您实际处理的土地面积，小于计划面积呢？您甚至没有把旁边的小型政府大楼包括在内。这是一座非常古老的建筑。我去看过。如果当时包含了这栋楼的话，整个场地应该会更好，也会提供更佳的机遇.....您会这么做吗？这样一来，人们就能更好地利用此地。

**C.K. SOH:**

In fact, it's a tough choice when defining the scope of the project. Because if we are more ambitious, and increase the area, then the project itself would be quite complicated and may take years and years to realise. So we have to strike a balance, that we want to realise the project within a defined time limit, and we have to give up something. I do know it may not be the best choice, but we have to take the right choice. For the connection, personally I may not think the footbridge is the best choice for every kind of connection, because the footbridge will create visual impact and may not be totally matched to the character in which the building is situated. The first thing we have to think about is the street life, so we have to give priority to how to bring the people back on the street, and have vibrancy. One is of the selling points of Mongkok is the vibrancy of the street, but in some points and in some junctions, the traffic is so busy that people may get held up or have a lot of problems crossing the street, then we may use a footbridge, and sometimes it's possible that we use a subway as well. So we are talking about multi-layer connections, not just a very elaborate footbridge system that covers the whole area, but in different locations, we want to find the best solution.

**苏震国**

事实上，在定义项目范围时，这是一个艰难的选择。因为我们如果要更雄心勃勃的话，比如增加项目面积等，那么项目本身就会相当复杂，可能需要很多年才能实现，所以我们必须权衡。我们要在一定时间限制内实现项目，不得不说，就得放弃一些东西，我知道这可能不是最好的选择，但我们需要做出正确的选择。对于连接，我个人可能不认为人行天桥是每种连接的最佳选择，因为人行桥会产生视觉冲击，并且可能与建筑物所处之地的特色不完全匹配。我们首先要考虑的是街头生活，所以我们要优先考虑如何让人们重新回到街头，并让街头充满活力。而旺角的一大卖点就是街头活力，但是如果说某些节点及路口的交通非常繁忙，人们过马路时可能会遇到很多问题，那么我们则可能会建造人行天桥，有时也可能使用地铁。所以我们说的是多层连接，这不单单是一个覆盖整个区域的精巧的人行天桥系统，而是指，我们想在不同的位置找到最好的解决方案。

**PY TAM**

I am glad you said that the footbridge is not the ideal solution. It is actually what the HKIUD members always say. Well anyway since time is running out very fast, I think from the discussions a minute ago, we gathered that we have to make sure that people can see eye to eye when we talk about principles and values. We have different people - we have administrators, developers, engineering professionals, you may also have surveyors, lawyers,

**谭宝尧**

我很高兴您提到人行天桥不是理想的解决方案。这实际上是香港设计学会成员们一直在谈论的点。无论如何，时间过得很快。从一分钟前的讨论来看，我们认为，必须确保人们在谈论原则和价值观时能够达成一致。我们有形形色色的参与者，政府管理者、开发者、工程专业人员、测量员、律师等等；他们所受的基本训练不同，价值观可能各异。

and so on; because of their basic training, their values may be different. So your protocols and guidelines are important. You make sure you want people to know what you want to mean or you mean what you want. I've always got this favourite saying for myself, my invention is that people say "what you say is what you get" right? My experience is "what you get is not what you planned". That is most horrifying in professional practice. I see the time is running out. Without further ado, maybe I will take these issues to the main forum and let the important ones to further think about it: how to rationalise and make sure that people see eye to eye and further, you have to let the people have the power, the resources, the mandate, to make the decision to give you the work goal, and to put in the resources; well that very long beach, I don't think Hong Kong can even do a part of it.

因此，规则章程和指导手册很重要。需要确保人们知道自己想表达的意思，或者说，自己表达出的确实是自己想要的。我有一句自己最喜欢的话，不过是我自己杜撰的。人们常说“你说什么，就得到什么”，对吗？我的经验是“你得到的，并非你最初计划的”，这在专业实践中是最可怕的。时间不等人了。没有别的问题的话，我会把这些问题带到主论坛，让重要人士进一步思考：如何合理化并确保人们意见一致，并且进一步讲，必须让人们拥有权力、资源、任务，做出关于工作目标的决定，并投入资源；至于那条很长的海滩，我认为香港甚至无法完成其中一部分。

# FACILITATORS 主持人

## KEYNOTES 专题讨论主持人

**Mr. Barry WILSON,** **百瑞 先生**
Vice President (External Affairs) - HKIUD 香港城市设计学会副会长（对外事务）
Founder and Director - Barry Wilson Project Initiatives Limited 百瑞隽思有限公司创始人兼董事

**Prof. Bernard V. LIM, BBS, JP** **林云峰 教授，BBS, JP**
Founding President - HKIUD 香港城市设计学会创会会长
Principal - AD+RG Architecture Design and Research Group Limited 香港 AD + RG 建筑设计及研究所有限公司总监

**Mr. Benny CHAN** **陈泽斌 先生**
Vice President (Local Affairs) – HKIUD 香港城市设计学会副会长（公共事务）

## PARALLEL SESSIONS 专题分享主持人

**Prof. Kar Kan LING, SBS** **凌嘉勤 教授，SBS**
Director - HKJC Design Institute for Social Innovation, The Hong Kong Polytechnic University 香港理工大学赛马会社会创新设计院总监
Member – HKIUD 香港城市设计学会会员

**Prof. WANG Weijen** **王维仁 教授**
Professor - Department of Architecture, The University of Hong Kong, 香港大学建筑系教授
Member – HKIUD 香港城市设计学会会员

## RESPONSE SESSIONS 回应环节主持人

**Prof. Kar Kan LING, SBS** **凌嘉勤 教授，SBS**
Director - HKJC Design Institute for Social Innovation, The Hong Kong Polytechnic University 香港理工大学赛马会社会创新设计院总监
Member - HKIUD 香港城市设计学会会员

**Mr. Ivan HO** **何文尧 先生**
Director - Ivanho Architect Limited, 香港何文尧建筑师有限公司董事
Chairman – Task Force on Harbourfront Development on Hong Kong Island 港岛区海滨发展专责小组主席
Fellow - HKIUD 香港城市设计学会荣誉会员

**Mr. PY TAM** **谭宝尧 先生**
Council Member - HKIUD 香港城市设计学会理事会干事

# ORGANISING COMMITTEE 组织委员会

## Conference Organising Committee Chairman 会议组委会主席

**Mr. Donald CHOI** **蔡宏兴先生**
Convener - GBAUDA 召集人-大湾区城市设计师专业联盟介绍
President - HKIUD 香港城市设计学会会长

## Awards Organising Committee Chairman 颁奖组委会主席

**Mr. Benny CHAN** **陈泽斌 先生**
Vice President (Local Affairs) - HKIUD 香港城市设计学会副会长（公共事务）

## Conference Organising Committee Members 会议组委会成员

**Mr. Joel CHAN** **陈祖声 先生**
Immediate Past President - HKIUD 香港城市设计学会上任会长

**Mr. Barry WILSON** **百瑞 先生**
Vice President (External Affairs) - HKIUD 香港城市设计学会副会长（对外事务）

**Ms. Sunnie LAU** **刘升阳**
Honourable Secretary - HKIUD 香港城市设计学会义务秘书

**Mr. Charles LI** **李嘉声**
Council Member - HKIUD 香港城市设计学 会理事会干事

**Ms. Sam LOK** **乐晗宁**
Council Member - HKIUD 香港城市设计学会理事会干事

# SUPPORTING ORGANISATIONS 支持机构

**Guangdong-Hong Kong-Macao Greater Bay Area Urban Design Conference 2020 Supporting Organisations**

**粤港澳大湾区 2020 年城市设计会议 支持机构**

**Media Partner**

**傳媒夥伴**

城市 · 环境 · 设计
UED