

城市规划顾问有限公司
TOWNLAND
GROUP OF COMPANIES



KEREN SEDDON
CEO 行政总裁

TOWNLAND INTRODUCTION

城市规划顾问有限公司简介



城市规划顾问有限公司 (TOWNLAND) 是一家具有多专业视角, 且获得国际奖项的国际性规划建筑设计公司, 为亚太地区的政府、私人部门、机构和设计机构提供专业服务。公司总部于1985年在香港成立, 分公司位于雅加达, 中国深圳, 中国成都, 以及印度孟买, 并在伦敦和中东设有办事处。自成立开始已交付3000多个项目, 并成为该区域规划设计公司的先锋。TOWNLAND成功管理交付过的项目遍及亚洲、欧洲、南太平洋、和非洲。我们丰富的经验使我们具备了解决复杂敏感规划设计项目的知识及能力。

公司成员来自世界各地, 能提出各种新颖的规划设计概念, 提交国际标准的成果。此外, 我们的设计师具有高度的文化敏感性, 并且熟悉项目所在市场的设计要求。

服务范围

TOWNLAND 的设计服务范围包括:

城市和区域规划 - 在综合分析本地、区域和国家不同层次的社会经济趋势发展的基础上制定战略性区域发展策略, 并获奖。此外, 服务范围还包括就某特定地块进行土地用途规划和发展可行性研究。

总体规划 - 提供获奖水准的总体规划 and 地块规划服务, 塑造实体环境。服务范围包括愿景制定、概念性方案设计、详细性总体规划制定、地块规划、城市设计导则及控制方案、方案分期计划和实施计划。

城市设计 - 为已建环境提供综合性建议, 以解决当地的具体问题或地区性、街区性及社区性问题。

建筑设计 - 采用最佳的现代化国际设计元素, 融合当地建筑体例、建筑范式、文化取向、地域特色、气候条件、社会环境、可持续及生态发展, 为各种建筑类型提供设计纲要和概念性设计或设计原理。

景观设计 - 服务范围包括大范围区域, 如新城镇、商务园、大学校园的景观愿景及战略设计, 还包括街道、公园和市民广场的详细性景观设计。

发展顾问 - 提供各类获奖标准的地块规划和发展顾问服务, 协助实施发展建议。该类服务包括可行性研究、地块勘察、综合性发展研究、规划复核申请、规划审查申请、规划上诉、更改土地用途申请以及就法定图则和其它行政规划程序提出反对意见。

社会发展 - 协助机构和社区制定社区引领性全面综合规划方案, 将其在社会、经济及实体环境方面的利益最大化。

项目管理 - 具有丰富的领导跨专业专家团队的经验, 从初期愿景制定到实施阶段的各个方面提供建议。专家团队包括规划师、城市设计师、建筑师、景观建筑师、工程师、运输规划师、特许测量师、金融分析师、环境规划师以及在迁徙、体制、社会影响、人才培养及扶贫困方面的专家及科学家。

TOWNLAND 优势:

- 在中国深圳及香港、印度孟买、印度尼西亚雅加达均有公司; 在英国和中东设有联合办公室。
- 在亚洲, 南太平洋和大西洋地区有丰富的为政府、发展机构和私人部门提供规划设计的国际性项目经验。
- 拥有在城市及区域规划、总体规划、城市设计、概念性建筑、景观建筑和社会发展方面丰富的国际性人才资源。
- 与区域内业界精英顾问公司关系紧密, 能根据其独特优势就某项任务与之合作 (如工程、交通规划和机构发展等)。
- 从具体地块到区域范围我们顾问服务范围内的各类项目都有丰富的经验。
- 丰富的领导跨专业团队及项目管理经验。
- 获得全球认证的ISO 9001:2000, 确保服务质量。
- 完善的资质, 在中国获得国家“外商投资企业城市规划服务证书”。

TOWNLAND is an award winning international, multi-disciplinary planning and design consultancy providing professional planning and design services to Governments, the Private Sector, Institutions and Development Agencies throughout the Asia Pacific. Founded in Hong Kong (Headquarters) in 1985 and with branch office in Djakarta and Offices in Shenzhen, Chengdu, Bombay, London and Middle East, we have handed over 3,000 projects undertaken internationally since establishment. The Firm is recognized as one of the leading planning and design consultancies in the region. TOWNLAND has successfully managed and delivered projects throughout Asia, the South Pacific, Africa and Europe. Our wide working experience provides us with knowledge and expertise in solving complex and sensitive planning and design issues.

Our professional staff come from all over the World, which guarantees the international standard of our work and the introduction of a host of innovative planning and design ideas into the projects we are working on. At the same time, our staff are culturally sensitive and are familiar with the planning and design requirements of the markets within which we work.

Our Services

TOWNLAND offers a host of planning and design services to our clients including:

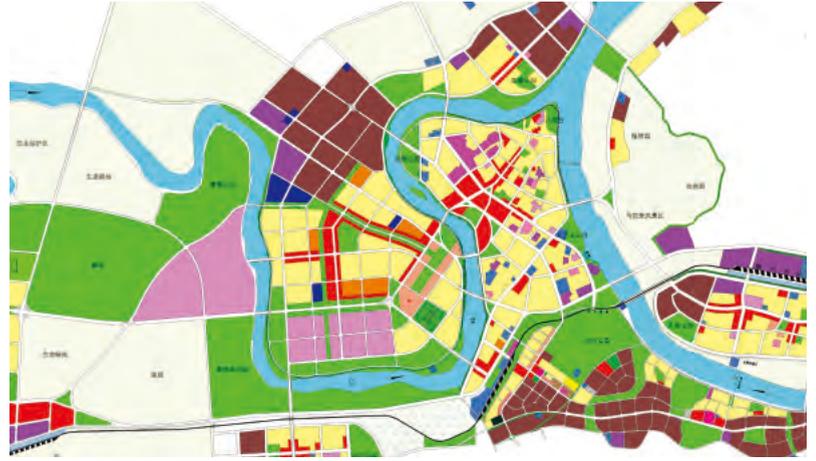
Urban and Regional Planning - from the formulation of award winning strategic and regional development strategies, underpinned by comprehensive analysis of socio-economic trends at a local, regional and national level, through to site specific land use planning and development feasibility studies.

Development Consultancy – comprising a wide range of award winning site Planning and Development Consultancy services to assist the implementation of land use and development proposals, including feasibility studies, site searches, comprehensive development studies and applications for planning approval, reviews, appeals, rezoning proposals, objections and other statutory and administrative planning procedures.

Master Planning – our award winning and comprehensive Master Planning and Site Planning service shape all aspects of the physical environment, from visioning and conceptual design options through to detailed master plan formulation, site planning, urban design guidelines / controls and the preparation of phasing and implementation programmes.

Urban Design – comprehensive advice on the physical form of the urban environment, resolving specific localized issues, or addressing whole districts, neighbourhoods and communities.

Concept Architecture - guidelines and concept / schematic designs for all building typologies incorporating the best elements of modern, international



design whilst accommodating local architectural styles and paradigms, cultural preferences, sense of place, climatic preconditions, social contexts, sustainability and ecology.

Landscape Design - from large-scale landscape Visions and Strategies across Regions to, for example, New Towns, Business Parks and University Campuses, and through to detailed landscape designs of streetscapes, public parks and city squares.

Social Development - assisting organisations and communities to maximize their potentials with respect to their social, economic and physical environment, through community led comprehensive and integrated planning.

Project Management - extensive experience managing multi-disciplinary teams of, for instance, Planners, Urban Designers, Architects, Landscape Architects, Engineers, Transport Planners, Chartered Surveyors, Financial Analysts, Environmental Planners and Scientists, Resettlement, Institutional, Social Impact, Capacity Building, Poverty Alleviation and Legal Experts and other Professionals, and advises Clients on all aspects of a project, from initial inception and visioning, through to implementation.

TOWNLAND has:

- Offices in Hong Kong, Shenzhen – P.R. China, Mumbai - India, and Jakarta - Indonesia. Associated offices in the United Kingdom and Middle East.
- International project experience in planning and design in Asia, the South Pacific and Atlantic regions with services provided to government, development agency and private sector clients.
- Strong local and international staff resources in urban and regional planning, master planning, urban design, concept architecture, landscape architecture and social development.
- Excellent relationships with industry leading consulting companies in the region that can be hand-picked for their unique qualifications for a certain task (i.e. engineering, transport planning, institutional setup, etc).
- Experience in a variety of project types from site specific to region wide within our scope of consulting services.
- A proven track record as highly experienced project managers heading multi-disciplinary teams.
- Maintained ISO 9001:2000 certification (HKQAA) and is accredited by International HKAS/UKAS ensuring quality on all of our projects.
- Impeccable credentials, for example in P.R. China awarded a national "Foreign-Invested Enterprise Urban Planning Service.





Richard J. Durack (杜伦卓)



Robert J. McMahon (麦万龙)



Martin Kostov



Yi Zhang (张艺)



Si Yi Li (李思毅)

TOWNLAND INTERVIEW 城市规划顾问有限公司访谈

1. 贵公司的人员情况如何？你们的团队有何特别之处？

Richard Durack: 我们的团队成员都是高素质专业人员，在公共部门、私人部门和发展机构都具备丰富的国际规划设计经验。我们的专业团队成员来自于全球各地，一方面保证了我们交付的成果能达到国际标准，另一方面也保证了我们能为我们所设计的项目注入大量新颖的规划设计概念。与此同时，我们的成员也具有高度的文化敏感性，我们熟悉所服务市场的规划及设计要求。

2. 贵公司已开始在中国开展设计项目，那么贵公司对于进一步拓展中国设计市场有哪些计划呢？你们对中国设计市场的印象如何？中国市场存在的主要问题是什么？

Yi Zhang: TOWNLAND在很早前就开始在中国从事各种类型和层次的规划设计项目。我们公司倾心致力于在中国的发展，增加在中国市场的份额。我们近来荣获了中国规划甲级资质证书（外商投资企业城市规划服务资格证书），该证书是由中华人民共和国住房和城乡建设部颁发，大大提高了我在在城市规划设计方面的交付能力。

中国的设计市场非常活跃，且需求量很大。我们还没发现任何我们不能克服的困难。相对于世界上其它国家，中国项目的设计建设期更短，很多人都认为是重大挑战。经过在中国设计市场多年经验的积累，TOWNLAND具备了丰富的经验和高超的技术资源，能够在紧凑的期限内完成任务。

3. 你们对中国城市化和中国建筑印象如何？它们在哪些方面与其他文化的城市化和建筑不同？中国建筑从哪些方面体现“地方特色”？

Martin Kostov: 中国给人印象最深的是城市化的快速发展以及项目规模巨大，相对于许多其它国家，这点具有独特性。TOWNLAND在中国接手的许多项目都是从自然绿地开始，缺乏城市氛围，事实上是从零开始。该类绿地项目复杂，综合性高，需要从方方面面来塑造物理环境，从愿景到概念性设计方案准备，到总体规划制定、详细性地块规划、建筑和景观设计，再到最终的分期计划和项目执行计划制定。

尽管中国在很多方面具有独特性，但是我们看到的许多项目都非常类似，通常采用西式的设计风格。TOWNLAND一直有尊重项目所在地地方特色的意识，无论该类特色是文化、场地环境或者是气候特色，我们都努力在设计方案里体现，来保证“地域”感。

4. 中国项目有哪里吸引到你？

Robert McMahon: 作为一个规划设计公司，TOWNLAND为中国项目规模所吸引。中国项目的规模之大为我们设计师提供了展现各种建筑方案的机会。这些方案通常复杂、极具动态性和争议性，因此在其它国家往往只能停留在画板上。从这些方案中可以看出我们解决当前环境、社会和经济挑战，抓住技术发展机遇的决心；设计手段上既包括大胆，想象力丰富的设计，又包括敏感保守型设计。

5. 你们的项目在意象和多样性方面表现得尤为突出。你们的创意源自哪里？什么是你们灵感的源泉？

Si Yi Li: 事实上我们的设计思路务实大胆，在恰当的地方赋予作品灵气和创造力。我们的理念绝非艺术的空想，而是建立在经验和知识的基础之上。本杂志所展示的各类项目正是形式与功能的结合，体现出地块、设计程序和地块类型的多样性。在吸收国际风尚且根植于地块现状的基础之上，我们寻求每块地块的独特性。这就保证实现项目关键性因素，即独特性，并最终促进项目的成功。

6. 你们的设计原理是什么？如果用一句话来总结你们公司的设计理念及作品设计风格，你将如何描述？

Richard Durack: 鉴于项目内在固有的复杂性和多层次性，我很难用一个简单的词来概括我们的设计哲学。在这个城市迅速发展的时代，世界各地的建筑师和规划师正以空前的规模设计各类项目，通过这种方式来塑造未来。我们意识到，目前建筑环境正处于转型期，所以迫切地需要我们迎接来自未来和现在的挑战。这些挑战集中在快速城市化与人口增长给有限自然资源造成的巨大压力。面对这些挑战，我们的设计原则一直定位为可持续发展、新城镇化设计和大众运输导向发展。

7. 面对不同风土人情和文化背景，你们从哪些方面着手突出“地方”特色？怎样解释设计要尊重当地的“风土人情”？

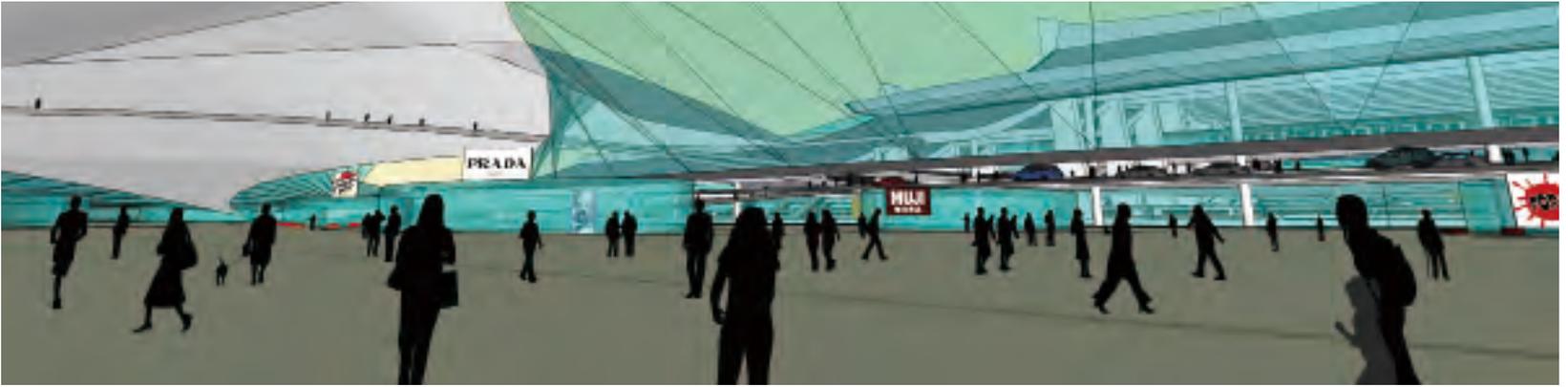
Yi Zhang: 风土人情涵盖许多方面，我们可将其归纳为两类：第一类是对空间的传统运用，第二类是对城市环境的地方解读。正如一套语言，有各自的符号和信息体系。可以这样说，所有可持续的设计无一例外地牵涉到了当地城市环境。这也是社会“可持续”发展的另一个维度。

8. 当今世界，如果需要建设新建筑，都采用“普遍理性”的建筑风格你觉得合适吗？或者说，这种风格如何体现文化特征？

Martin Kostov: 建立普遍理性风格建筑的议题从进入现代社会开始就从未中断。现代主义者在理论领域讨论“国际风格”，克里斯托弗·亚历山大将其视为一系列数学公式。一些实验性作品甚至企图将隐形技术运用到建筑设计中。技术的发展及空前的国际化促进的观念的共享，从而进一步促进了普遍性设计文化的发展。后现代思维被视为对现代理性和普遍主义的遗弃，而注重个人风格及对文化独特性的表达和反映。

9. 城市规划和城市设计在当今社会扮演的角色是什么？对于未来城市发展、规划和设计你有什么想法？

Richard Durack: 在我们看来，未来的城市规划设计项目会越来越的运用可持续发展原则，运用建立在结构与技术“联姻”基础上的新颖、有力的设计语言，这样就能将项目区分开来。整合、发展、提高我们已知或已有的东西十分必要，这一点我们做得还不够。建筑师和规划师也一直在寻求创新，寻求下一个技术突破。现代技术突飞猛进，未来很难定义，我们仍要继续为当代及下代谋利。现在看来的构思很可能在未来成为现实。



1. Who are the people behind Townland? What is specific for you as a team?

Richard Durack: TOWNLAND' s strong in-house professional team is characterized by highly qualified staff with extensive international planning and design experience in the Public and Private Sectors and in the Development Agency Community. Our professional staff come from all over the World, which guarantees the international standard of our work and also ensures the introduction of a host of innovative planning and design ideas into the projects we are working on. At the same time, our staff are culturally sensitive and are familiar with the planning and design requirements of the markets within which we work.

2. Your firm has undertaken design across China. What are your plans to get involved further more in China' s design market? What is your impression of the China's design market and what are the main problems?

Yi Zhang: TOWNLAND has long been involved in Planning and Design Projects across China, encompassing a variety of project types and scales. The Company is heavily committed to expanding our presence in and involvement with projects across the Country. We are very pleased that we have recently been awarded a national "Foreign-Invested Enterprise Urban Planning Service Qualification Certificate" in P.R. China. This much sought after Certificate has been granted to TOWNLAND via the Ministry of Housing and Urban-Rural Development of the People' s Republic China and significantly increases our in-Country delivery capability in relation to urban planning and design.

TOWNLAND continues to see China as a market with tremendous potential into the future. The design market in China is an exciting and demanding one. We do not see anything in particular as a problem which cannot be overcome. Many would say that the very short time periods allocated to design and construction of projects in China is a particular challenge, as in comparison to the time it takes to implement projects in other parts of the world. Having been involved in the China design market for more than a decade, TOWNLAND has developed significant experience and has highly skilled resources to meet tight project deadlines.

3. What is your impression of Chinese urbanisation and architecture? In what way do they differ from the projects in other cultures? In what way do Chinese buildings reflect 'locality' ?

Martin Kostov: The first thing that strikes you in China is the rapid pace of urbanization and the immense scale of the projects, which makes them unique in comparison to projects in many other countries. Many projects TOWNLAND have worked on have been greenfield in nature and lack any existing urban context, so in essence one is starting from scratch. Such greenfield projects are complex and comprehensive and entail the shaping of all aspects of the physical environment, from Visioning and the preparation of Conceptual Design Options, through to Detailed Master Plan formulation, detailed Site Planning, Architectural and Landscape Design and ultimately the preparation of Phasing and Implementation Programmes.

In many ways China is unique, however many projects we have seen are rather homogenous in their approach to design, often adopting a very Western design style. TOWNLAND has always recognized that due respect should be paid to the local attributes of a project' s location, whether they be cultural, physical or climatic and we seek to draw from such influences in our design solutions to ensure a feeling of 'Locality' .

4. What is the attraction of the Chinese projects to you?

Robert McMahon: As a Planning and Design Firm, TOWNLAND is attracted by the sheer size of projects in China which allows our designers to showcase a variety of architectural solutions which are often complex, dynamic and controversial and which in other countries would often stay on the drawing board. Such projects often demonstrate a commitment to embracing the environmental, social and economic challenges we are facing, and technological opportunity and designs range from approaches which are bold and imaginative to approaches which are sensitive and composed.

5. Your projects are quite remarkable in terms of their variety and scale. Where do all these ideas come from? What are the sources of your inspiration?

SiYi Li: In fact we consider our design rather practical, but this does not exclude inspiration, creativity and bold ideas where they are appropriate. Our ideas are not so much the result of artistic fantasy but of experience and knowledge. The diverse range of projects showcased in this publication are a reflection of an integration between form and function and are a response to a diversity of sites, design programs and the type of development proposed. We seek to tailor unique design responses to each project we work on, drawing from international influences but grounded in local realities. This ensures a key point of difference for our clients in their projects, which ultimately contributes to their success.

6. Then what is your design philosophy? If a single expression is used to summarize your firm's design ideology, what do you think the word will be?

Richard Durack: There is no single word which would embrace our design philosophy, given the layers of complexity inherent in each project we work on. We see that planners and architects the World over have been a driving force in an era of rapid growth of cities and are shaping our future through contributions to a variety of projects on an unprecedented scale. We recognize that the built environment is now in a time of transition and there is an urgent need to meet the challenges of both the present and future. Such challenges are firmly centred on the rapid urbanization of our cities and an explosion of population growth that is overburdening our limited natural resources. In recognition of the challenges we are facing, TOWNLAND' s design philosophy has long embraced the principles of sustainability, new urbanist design and transit oriented development.

7. When preparing designs across different regions, what aspects do you seek to emphasise to respect local conditions and different cultural backgrounds?

Yi Zhang: It should be understood that there is no sustainable design without regard to the local urban context in which a project is located. As we mentioned earlier, we tailor the planning and design of each project to its unique local context and we place a strong emphasis on integrating international best practice whilst respecting local cultural, physical and climatic conditions. We seek to understand the local characteristics of how people live, work and interact in their environment and respond to the same in elaborating our designs.

8. In today' s world, do you think that an abstract "universal, rational style" can be used to create forms for any place that needs new buildings? Or, can this "style" be an expression of cultural impulses and desires?

Martin Kostov: Since the beginning of the Modern Age, the establishment of a universal, rational style has been a much discussed issue. The modernists talked about 'international style' , and in the field of theory, Christopher Alexander envisioned design as a sequence of mathematical formulas in preparing designs for projects. Some experimental works have attempted to apply such concepts into the design of buildings. Whilst technology and an ever increasing globalization of the World has led to the sharing of ideas and further enhanced a universal design culture, post-modern thinking has seen a rejection of modern rationality and universalism and has introduced a drive towards individual style, expression and reflections of cultural uniqueness.

9. What are your views for the future of the urban development, planning and design?

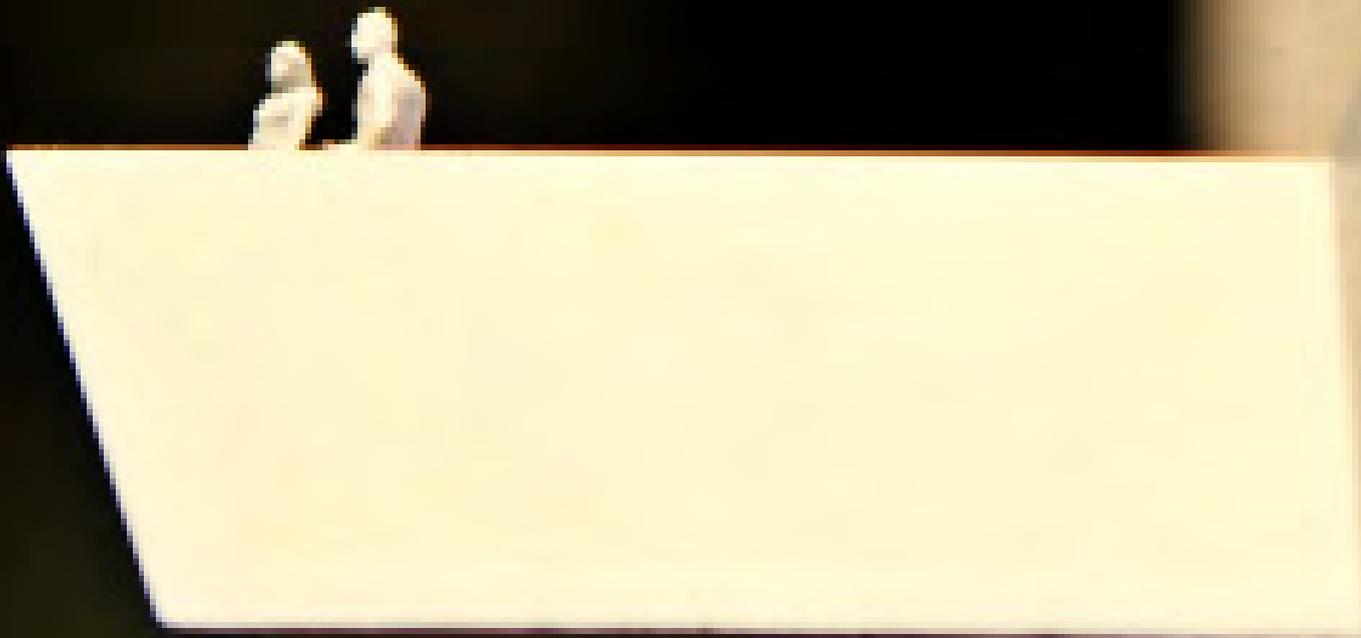
Richard Durack: We see the future of the urban planning and design as one that increasingly embraces sustainability principles in the planning and design of new projects. These projects will articulate new and compelling design languages which are grounded in a "marriage" of construction and technology and which set one project apart from the next. In a constant search for innovation, architects and planners are striving to identify and understand what the next major technological breakthroughs will be. Although it is difficult to envisage the future, as technology advances quickly and future technologies are unimaginable now we must continue to push the boundaries for the benefit of our present and future generations. What appears as an idea today could well be the reality of tomorrow.



TOWNLAND

DESIGN WORKSHOP

设计工坊



THE SUZHOU SCIENCE AND TECHNOLOGY TOWN CBD

苏州科技城中心商务区（委托）

苏州科技城中心商务区作为苏州科技城的核心，聚集着各种商业和金融服务、商务办公、文化娱乐、酒店和高端住宅等城市功能，在科技城内的位置举足轻重，其影响力辐射至整个苏州高新区范围。TOWNLAND受科技城管委会委托为该中心商务区制定城市设计，以适应新形势下高密度、高强度混合用途开发模式的需要，并重点解决太湖大道对于中心商务区的切割问题。

TOWNLAND的城市设计方案由两个主轴构成——由穿越太湖大道的下沉式行人走廊、商业中心和景观带构成的南北向中央轴和东西向的太湖大道发展轴。打造全天候步行系统是此次城市设计的重点，以“8”字型地下商业步道系统串联三个轻轨（以及未来的地铁）站点。

“8”字型步道分为地面休闲步道和地下商业步道多个层次。建筑核心筒、坡道和自动扶梯的设置实现了人行交通的连通和畅达。结合地下步道布置地下商业中庭和下沉广场。考虑到苏州的气候并非十分寒冷，在“8”字型步道系统旁边设置了大量的地下开放空间用于绿化和休憩，这些精心设计的地下开放空间不仅可以作为门户吸引地面活动的人流进入地下，而且可以丰富地下人流的步行体验。

中央的生态景观休闲带同样位于地下负一层的位置，顶部基本完全开放，上部有架空人行步道解决地面层东西两侧的交通。景观休闲带联系中央轴线东西两侧的地下商业空间以及南北两侧的诺贝尔湖区和五龙山公园，里面布置大量的自然坡地景观和山石水景并通过适当的种植规划营造城市森林的环境。人们可以通过自行扶梯、缓坡、阶梯和不规则的跌落式景观平台等多种方式从地面层进入到负一层的中央生态景观休闲带内。大树种植于地下同时可以使地面层的视线更为通透，创造更好的视觉景观效果。

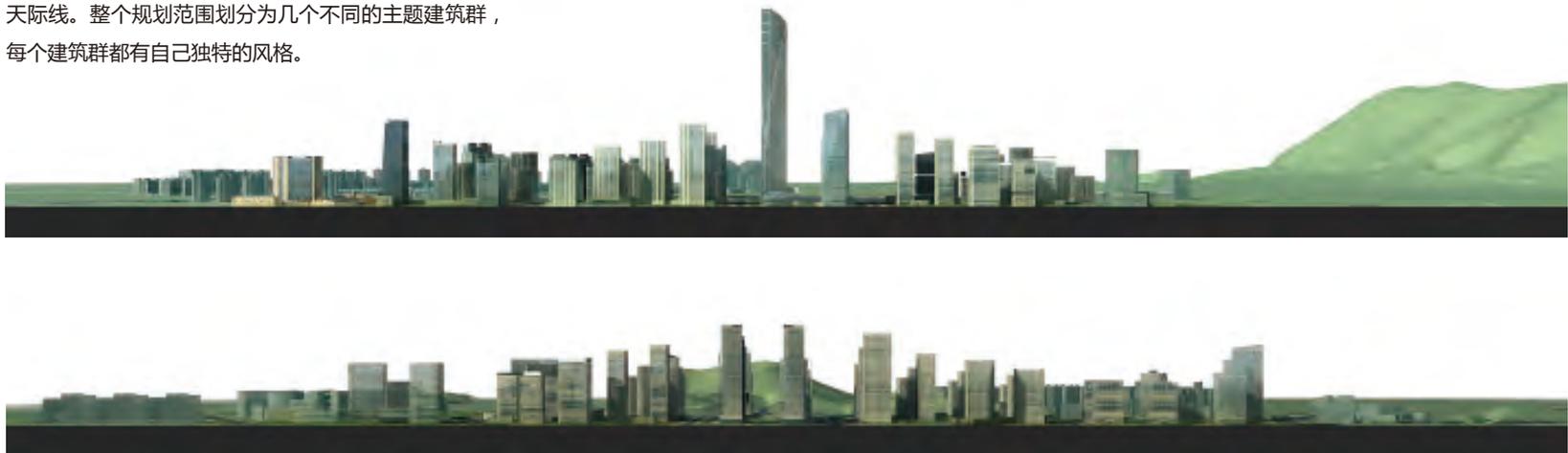
中央轴线北侧的超高层建筑是中心商务区的地标，并主导整个天际线。建筑按片区高低错落，形成变化丰富的天际线。整个规划范围划分为几个不同的主题建筑群，每个建筑群都有自己独特的风格。

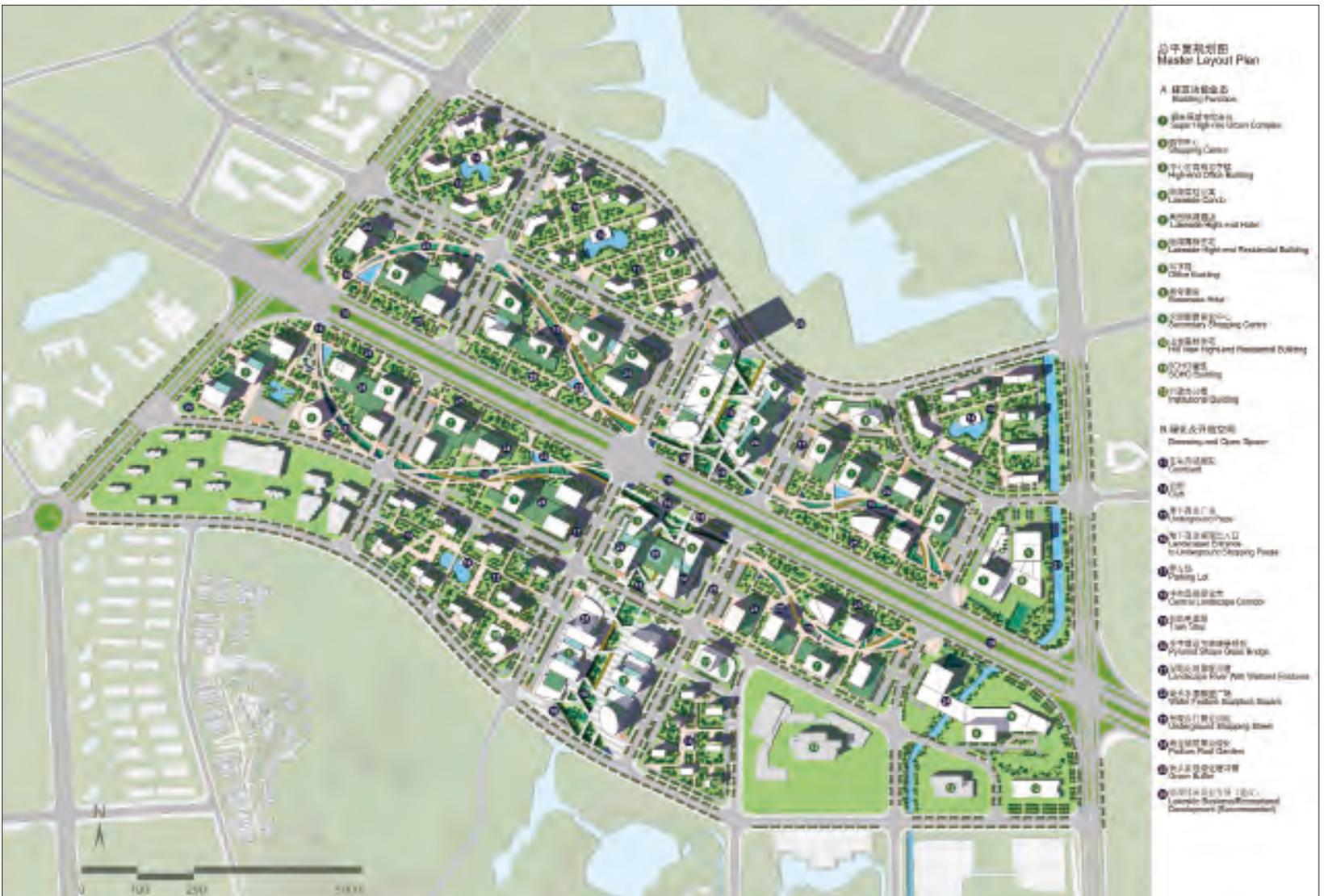
TOWNLAND were commissioned by the Administrative Committee of Suzhou Science and Technology Town to undertake the Master Planning and Urban Design of the Central Business District at the heart of the Suzhou Science and Technology Town (SSTT). The Central Business District (CBD) achieves a high concentration of various city functions, including commercial and financial services, business, offices, cultural, recreational, hotel, and high-end residential uses, etc. The CBD enjoys a prominent position in SSTT, serving the whole of the Suzhou New District (SND). TOWNLAND's urban design scheme for the CBD addressed the urgent need for a high-density and high-intensity mix-used development pattern, and in particular, solved the problems caused by Taihu Avenue's bisection of the CBD.

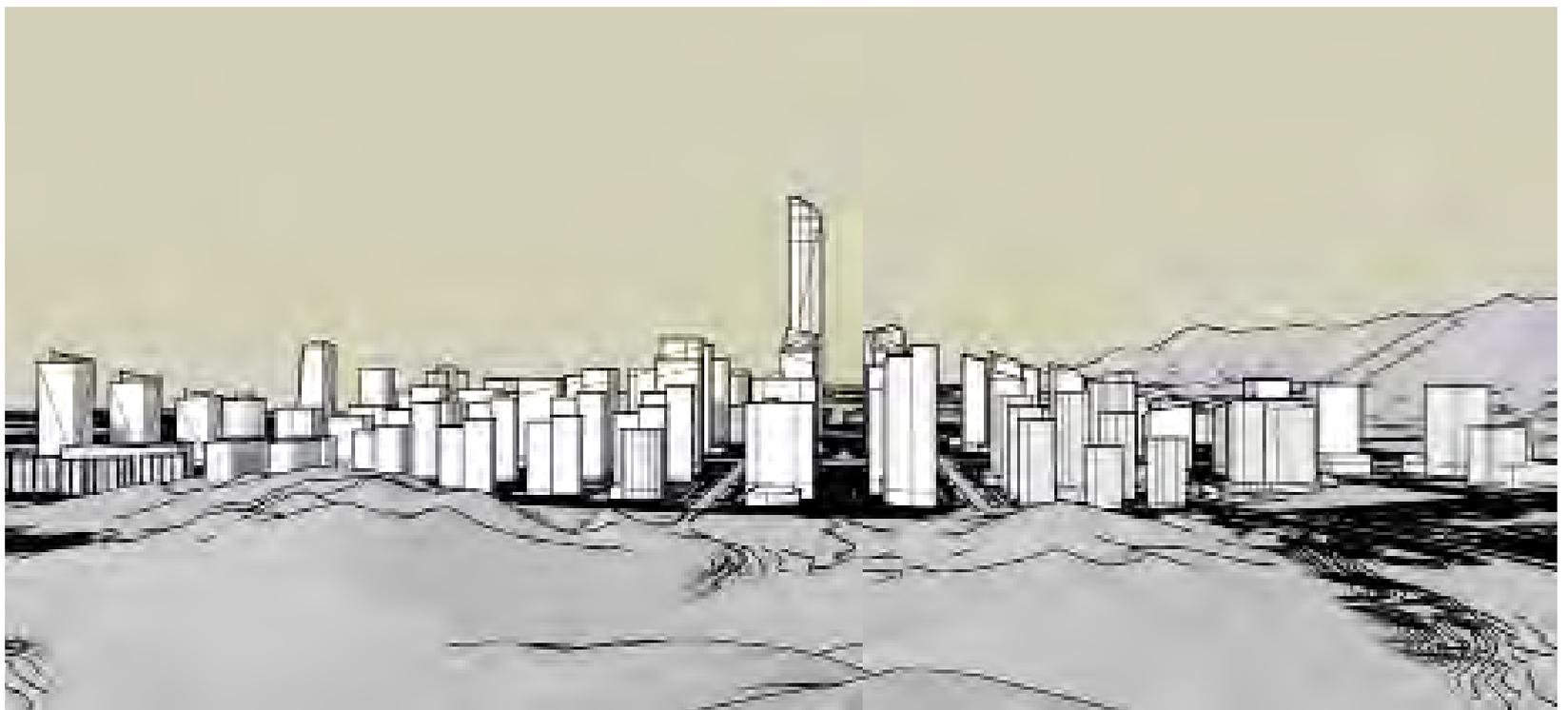
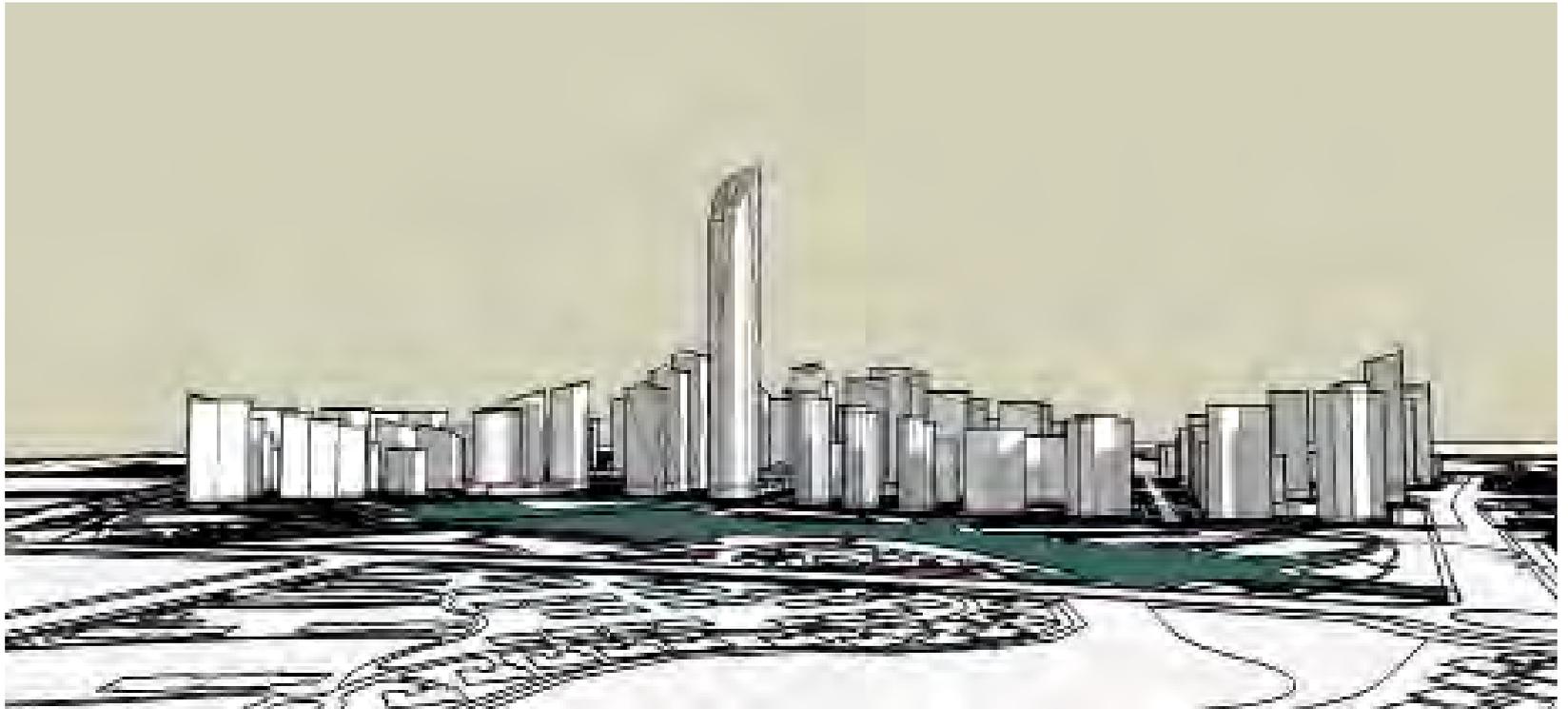
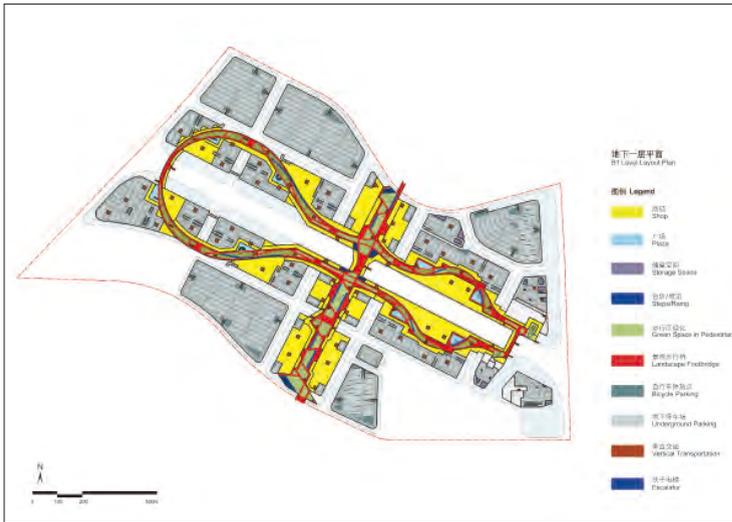
TOWNLAND's urban design scheme consists of two major axes – the north-south Central Spine and the east-west Taihu Avenue Development Axis. The focus of the urban design is to create an all-weather pedestrian system through an “8” shape underground commercial-oriented pedestrian system linking three tram stops as well as the future metro station. The “8” shape pedestrian system comprises multiple levels, including ground-level leisure walks and underground pedestrian shopping streets. The pedestrian connectivity and accessibility are achieved by the appropriate arrangement of the building communication cores, ramps and escalators. The atriums and sunken plazas are also incorporated into the underground pedestrian system. Considering that the weather in Suzhou is not so cold, a large amount of underground open spaces have been proposed along the “8” shape pedestrian corridors to provide spaces for greening and outdoor activities. These well-designed underground open spaces not only serve as the gateways to attract the pedestrian flow towards the underground spaces but also enrich the walking experience for pedestrians.

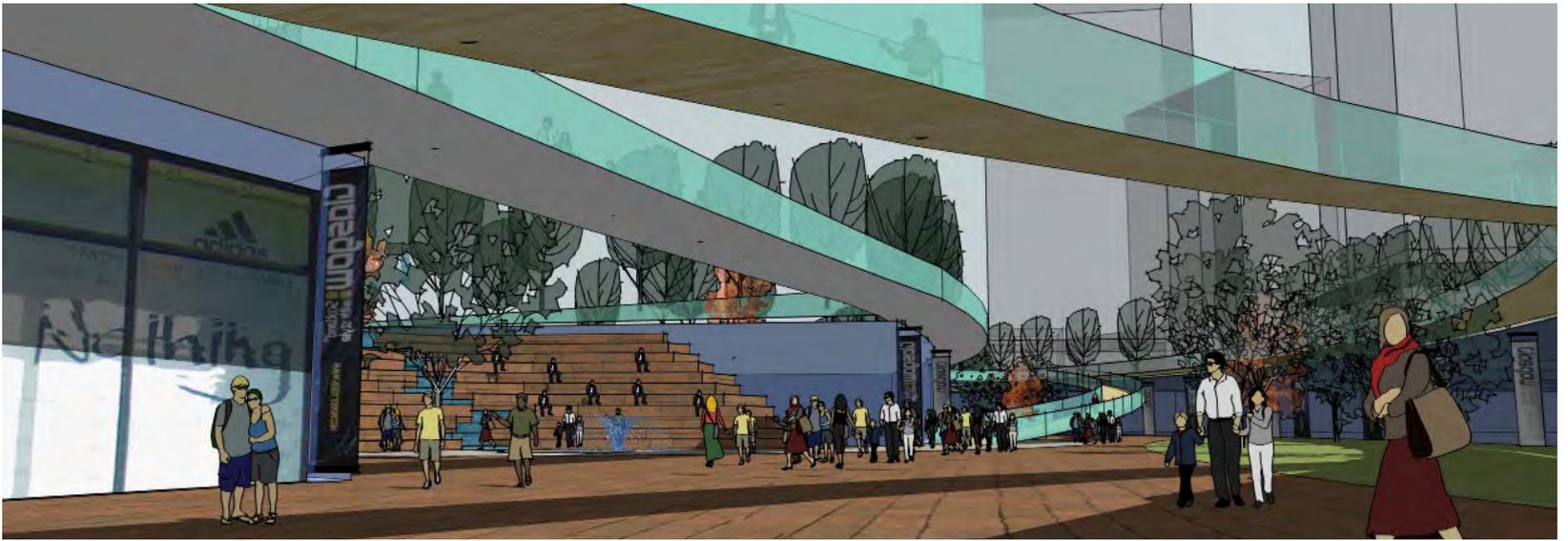
The Central Eco-Landscape Spine is on the same level as Floor B1 and it is open without any covering structure. The elevated walkways traverse the Spine to connect the east part and west part of the ground floor. The Spine links the underground retail spaces along it as well as the Nobel Lake on the north and the Wulong Mountain Park at the south. There are a lot of natural sloped landscape, rocks, and waterscapes within the Spine. An urban forest is to be created by the appropriate planting. People can enter the Spine from the ground level through escalators, ramps, staircases, and irregular-shape stepped landscape platforms. Big trees will be planted underground, making the views on the ground level more open, and hence will achieve a better visual effect.

The skyscraper at the north of the Spine is the landmark of the CBD and it will dominate the skyline. The transition down and up again is made by gradual stepping of each area, forming an impressive wave-like skyline. The study area was divided into several thematic clusters and each cluster has its own unique identity and character.









GUANGZHOU WANBO CENTER

广州万博中心（国际竞赛第一名）

TOWNLAND正在参与万博中心(100公顷)的国际竞赛，该地块位于广州市南部、番禺区北部。万博中心位于广州市新中心轴的延长线上，是此发展轴上的一个重要节点。该地块要发展成为番禺区的新商业中心区。总体来说，TOWNLAND城市设计的目标是创建一个综合、高密度和复合型的中心(3.5公顷)。设计强调高质量的开放空间网络在高密度区创建舒适的环境。TOWNLAND在此项目中获第一名。

TOWNLAND participated in an International Competition for Wanbo Centre (100 ha), lying south of the Guangzhou Metropolitan Area and north of Panyu District. The Wanbo Centre is located on the extension line of the new central axis of Guangzhou County and represents an important node on this development axis. The Site is designated as the new CBD of Panyu District. Overall, TOWNLAND's objective for the Urban Design of Wanbo Centre and for the Architectural Design of the Guangzhou Panyu Modern Information Service Headquarter (3.5ha.) was to create a comprehensive, high density and mixed use centre but with the design emphasis on a good quality open space network in order to achieve a comfortable environment in this very high density setting. TOWNLAND received FIRST PRIZE for this Project and was subsequently commissioned in the Project's detailed design.





总平面规划图
Master Layout Plan

- ① 入口景观雕塑
Landscape Sculpture at the Entrance
- ② 生态缓冲带
Green Buffer
- ③ 下穿隧道
Tunnel
- ④ 国际公寓群
International Apartment Cluster
- ⑤ 新四一城·尚城
New Yu You Yi Cheng Residential District (New)
- ⑥ 五星级酒店
Five Star Hotel
- ⑦ 主题雕塑公园
Sculpture Park
- ⑧ 万达城市广场
Wanda City Square
- ⑨ 休闲广场及地下停车场
Recreation Square with Underground Parking
- ⑩ 商业综合体及购物中心
Commercial Building and Retail Plaza
- ⑪ 中央商务区
Central Business District
- ⑫ 万达·科技中心
Wanda Technology Center
- ⑬ 生态公园
Ecological Park
- ⑭ 绿地
Green Park
- ⑮ 万达广场
Wanda Commercial Plaza
- ⑯ 商业街区
Commercial Quarter
- ⑰ 步行街区
Pedestrian Plaza
- ⑱ 万达广场·万达广场
Wanda Plaza - Wanda Plaza
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- ㊿ 万达广场
Wanda Plaza





HANGZHOU SOUTH STATION TRANSPORT INTERCHANGE

杭州南站综合交通枢纽地区城市设计

城市規劃顧問有限公司應邀參加《杭州南站綜合交通樞紐地區城市設計》國際方案征集項目。本項目位於浙江省杭州市蕭山區東部，面積約2.2平方公里。

項目的目標是將杭州南站地區成為以交通樞紐為依托，集現代服務業、旅遊集散和居住職能為一體的城市新中心。本次規劃項目中，鐵路將本片區割裂成為毫不相關的兩個部分。而本次城市設計規劃的一個設計亮點，正是通過深入調研現狀地形，注意高效利用現有的山體和水網，整合片區功能，結合杭州南站站房設計概念，由造型美觀的景觀綠化天橋聯繫東西廣場，將兩個被割裂的片區縫合。

新杭州鐵路站將與地鐵、長途客運樞紐、公交樞紐及其它交通方式完美結合，以優化區域交通組織，提供高效、便捷的換乘環境，強化該站「交通樞紐站」的功能為前提，將杭州南站地區打造為杭州江南城的標誌性城市門戶。

TOWNLAND was invited to participate in an International Design Competition to undertake the urban design of an area (approximately 2,2 sq.km) surrounding Hangzhou South Station Comprehensive Transport Interchange. The site is located in the east of Xiaoshan District, Hangzhou, Zhejiang Province.

As a hub for transportation distribution, Hangzhou South Station area is envisaged to be transformed into a new central area with modern services, tourism facilities and residential accommodation. The Project Site is separated into two different parts by the railroad. To improve the connections within the site, the existing environmental conditions were studied, and a landscape bridge was introduced to connect both the east and west plazas of the Station.

The new Hangzhou Railway Station is to interconnect efficiently with subways, long-distance passenger buses, inner city buses and other transportation facilities. By optimizing the road network, providing a convenient environment for transportation exchange and strengthening the function of Hangzhou South Station as a transportation hub, Hangzhou South Station area will become an iconic Gateway for South of Hangzhou.





总平面图



图例

- 建议的城市设计蓝线
- 商业大楼
- 中小类别住宅小区
- 宾馆、会议中心
- 24小时加油站
- 社会停车场
- 意向性住宅
- 幼儿园
- 体育场
- 场馆
- 规划建筑
- 公立学校
- 邮政设施
- 点地
- 医院、诊所
- 职业学校
- 清真寺
- 商业办公室
- 小学
- 公共服务中心
- 图书馆、展览馆、文化中心
- 会所
- 商店
- 大型绿地
- 自行车停放站
- 社会大型停车场
- 快速客运站
- 露天群众体育区
- 新公共空间



THE XIAMEN WEST RAILWAY STATION CORE

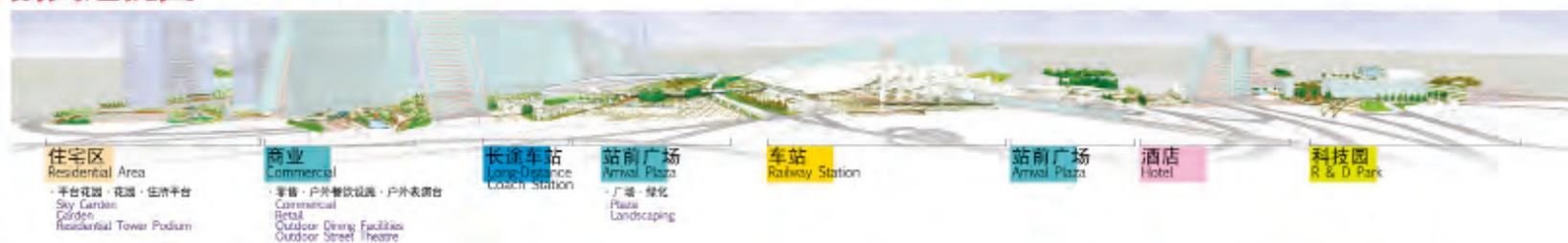
厦门市集美区西客站核心区

在国际竞赛中为厦门市集美区西客站核心区（175公顷）进行城市设计及开发策划。设计目标围绕交通导向发展（TOD），以高速客运火车，长途火车，城际火车，轻轨以及长途巴士服务作为主题交通模式，旨在为西客站核心区创造一个宜于生活，工作及娱乐的可持续发展特色小区。

TOWNLAND prepared an Urban Design and Development Strategy for Xiamen West Railway Station's Core Area (175 ha). The Site is located North of Jimei District, Xiamen, Fujian Province. The aim of the Project was to create a sustainable community for living, working and entertainment by incorporating the Transit Oriented Development concept around the high-speed rail, long-distance rail, inter-city rail, light rail and long-distance bus services as the primary transport modes.



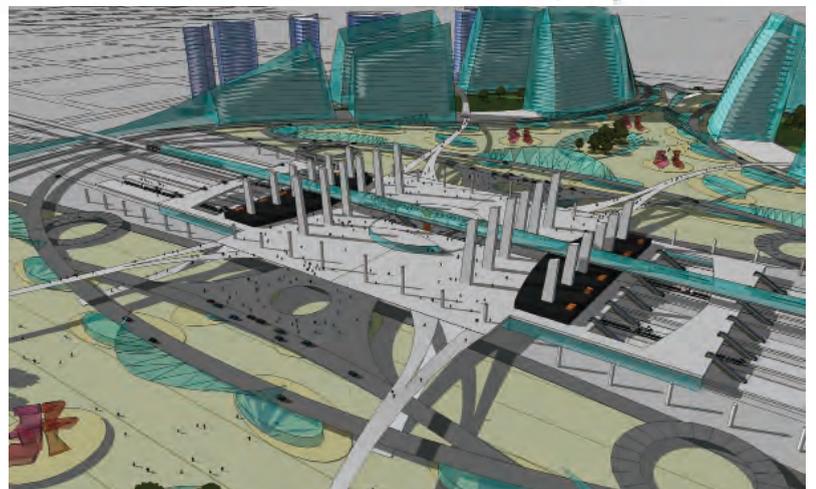
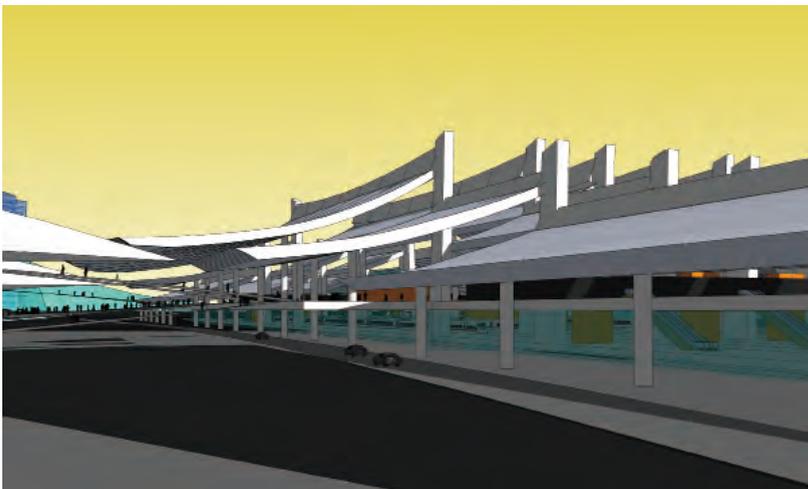
剖面透视图 Cross Section





总体规划 Master Layout Plan

- | | | | | |
|--|---|---|--|--|
| 1 西北住宅小区
Northwest Residential Area | 8 康乐广场
Leisure Plaza | 11 公交汽车站
Bus Station | 18 宝马汽车展示厅(车展)
BMW Car Show Room (Car Show) | 24 康乐健身中心
Leisure Fitness Center |
| 2 东北住宅小区
Northeast Residential Area | 7 大型庆典北广场
Major Ceremony North Plaza | 12 高级汽车展示馆(车展)
High-end Car Show Room (Car Show) | 17 健身会所
Fitness Club | 22 步行健身路径
Walking Fitness Path |
| 3 休闲购物区/商业街(次商业)
Leisure Shopping Area / Commercial Street (Sub-commercial) | 6 步行商业街广场
Walking Commercial Plaza | 13 小汽车展示馆
Small Car Show Room | 16 儿童游乐设施
Children's Amusement Facilities | 26 步行健身
Walking Fitness |
| 4 康乐健身中心
Leisure Fitness Center | 5 大型行人走廊(步行商业街/行人过街天桥)
Major Pedestrian Corridor (Walking Commercial Street / Pedestrian Overpass) | 14 步行商业街
Walking Commercial Street | 19 商务会议中心(全岛最高商务会议中心)
Business Conference Center (Highest Business Conference Center on the Island) | 28 步行健身中心
Walking Fitness Center |
| 5 公共汽车上落客站
Public Bus Stop | 9 康乐步行道/康乐步行桥
Leisure Walking Path / Leisure Walking Bridge | 15 休闲购物区/商业街(步行/过街广场)
Leisure Shopping Area / Commercial Street (Walking / Overpass Plaza) | 20 步行健身广场
Walking Fitness Plaza | 25 步行健身步行道(步行/过街步行道)
Walking Fitness Path (Walking / Overpass Path) |
| | | | | 29 康乐步行天桥
Leisure Walking Bridge |



SUZHOU HI-TECH AREA STATION SUB-CENTER

苏州高新区城际站城市设计

城市规划顾问有限公司应邀参加苏州高新区城际站周边地块城市设计国际竞赛，此地块位于苏州市中心西部，邻近高新技术产业带。

项目的目标是为苏州高新区创建一个综合的用途副中心，从东面延伸到西面的商业零售用途带直接位于城际站的两边。此设计利用地块南部京杭运河的自然景观资源引入了一个中心湖，沿京杭运河的四个高端滨水住宅组团环绕在中心湖区。

总体上，城市规划顾问有限公司的目标是形成一个独特、吸引人的混合用途发展，不仅成为高新区的门户而且是苏州市的门户。

TOWNLAND was invited to participate in an international design competition to undertake the urban design of an area (approx. 164ha) surrounding the Suzhou Hi-Tech Industrial Area Inter-City Railway Station. The Site lies west of the city centre of Suzhou and adjacent to a major belt of hi-tech industrial developments.

The Project aimed to create a comprehensive mixed-use sub-centre for the Suzhou Hi-Tech Industrial Area. A band of commercial and retail uses aligned east to west has been located directly on either side of the Station. The design introduces a central man-made lake utilizing the natural landscape resources along the existing Great Canal that lies to the south of the Site. Four high end waterfront residential clusters have been located around the central lake area, as well as along the Great Canal.

Overall, TOWNLAND's objective was to create a unique and striking mixed-use iconic development that will become the gateway into not only the Suzhou Hi-Tech Industrial Area, but into Suzhou as a whole.





总平面图 Master Layout Plan

- | | | | |
|-----------------------------|---|---|---------------------------------------|
| ① 购物中心
Shopping Mall | ⑩ 酒店
Hotel | ⑮ 会展中心
Con | ⑳ 湖景住宅
Lakeside Residence |
| ② 商务酒店
Business Hotel | ⑪ 行政办公楼
Administration Building | ⑯ 会议中心
Community Centre | ㉑ 运河住宅
Canal Residence |
| ③ 商业街
Strip-Off Area | ⑫ 办公及酒店用途综合楼
Office and Hotel Landmark | ⑰ 休闲大道
Recreation | ㉒ 社区活动中心
Community Activity Centre |
| ④ 办公楼
Office Building | ⑬ 会展中心
Convention Centre | ⑱ 酒店住宅
Hotel Residence | ㉓ 邻里中心
Neighbourhood |
| ⑤ 车站广场
Station Plaza | ⑭ 火车站
Railway Station | ㉔ 酒店餐饮设施
Hotel Restaurant | ㉔ 景观大道
Landscape Avenue |
| ⑥ 访客停车场
Visitor Car Park | ⑮ 综合娱乐中心
Comprehensive Entertainment Complex | ㉕ 酒店附属设施
Hotel Mountain Centre | ㉕ 社区零售
Community Retail |
| ⑦ 出租车站
Taxi Station | ⑯ 会议中心
MAX Centre | ㉖ 会所
Clubhouse | |
| ⑧ 绿化带
Buffer Green Area | ⑰ 酒店
Lakeside Hotel | ㉗ 会议中心塔楼
Centre of the Lake/Lake Tower | |
| ⑨ 轨道交通线路
Railway Line 3 | ⑱ 服务式公寓
Serviced Apartment | | |

LIULI QIAO STATION, BEIJING

北京六里桥西站规划

TOWNLAND受委托对六里桥西站（9号及10号线）周围共60亩土地进行规划及设计研究。基于铁路为本的发展原则，本计划透过结合车站与其它交通工具，加强其交通枢纽角色，从而使土地能更有效地运用。

本总纲发展蓝图可分为五个主要元素：(1)多层环形的地下车站与地标大楼融合发展，并直接联系周边其它交通工具；(2)平台发展使行人可在无汽车的环境下休闲购物与娱乐；(3)一系列有建筑特色的商业与酒店发展；(4)在车站东南面发展附有半私家花园的独立住宅；及(5)在车站附近兴建车站公园提供一系列的休闲和娱乐设施，包括公众广场，户外康乐区，野餐区，生态公园，植物园以及湖边的绿化地带。

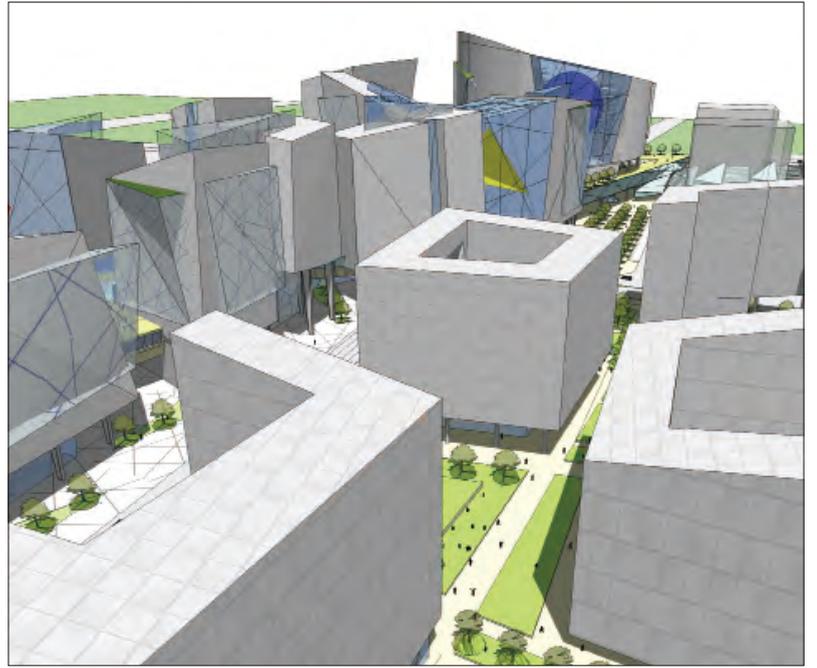
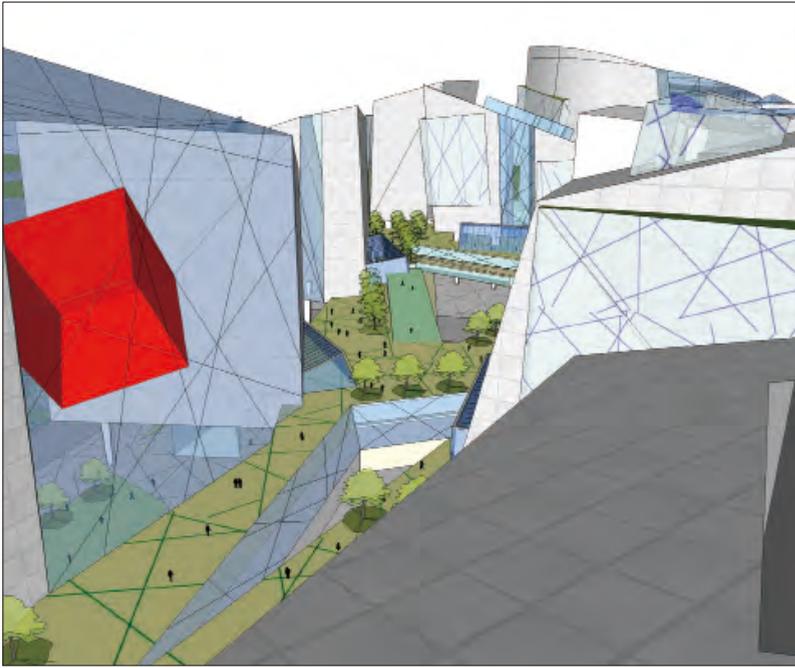
总而言之，本设计透过独特的多元混合发展以突显车站作为地区的交通枢纽。

TOWNLAND was commissioned to prepare a Planning and Design Strategy for 60 ha of land surrounding the proposed Beijing Metro Liuli Qiao (West) Station (Lines 9 and 10). Based upon the principles of Transit-Orientated-Development, the Strategy aimed to effectively utilise land by directly integrating the Liuli Qiao (West) Station and its Passenger Transport Hub, with other traffic modes and surrounding land uses.

The development of the Master Layout Plan consists of five major components including: (1) Metro Station Development that incorporates a multi-level circular underground Station with above landmark tower and direct underground linkages with surrounding transport modes; (2) Podium Development that has been elevated off the ground floor to provide permeable car-free pedestrian environments as well as vibrant indoor and outdoor retail/entertainment landscaped spaces; (3) Tower Development that consists of a series of three-dimensional tower blocks with triangulated and twisted architectural forms that contain commercial and hotel uses; (4) Residential Development directly to the south-east of the Station consisting of numerous free-standing residential blocks enclosing their own semi-public landscaped courtyards; and (5) a Metro Park Development, which has been designed to provide a flowing connection between the Metro Station and surrounding land uses. The Metro Park has been designed as a dynamic series of hard and soft spaces each containing different activities that include recreational uses, public event squares, outdoor sport activity areas, alfresco dining areas, an ecological park, a botanical garden and a passive green buffer situated around the periphery of the lake.

Overall, TOWNLAND's objective for the Master Layout Plan was to generate a unique and striking three-dimensional mixed-use landmark development that reflects the importance of multi-transportation interchanges.





THE HULI TECHNOLOGY PARK CBD

厦门湖里高新技术园区

湖里高新技术园区处于厦门本岛东北部，北临厦门高崎国际机场及现状航空工业区，南接五缘湾片区，西临火炬光电园区，东侧为墩上滨海居住区，是一个集高科技研发、营运中心为一体的综合园区。园区中心商务配套区位于园区中心，总用地面积22.37公顷。我们的设计坚持可持续发展的原则，立足于地域的原始文化特色，融入中国传统戏剧“水袖”的概念，以国际化发展的视野打造了一个具有地域代表性的科技园区，让湖里高新技术园中心商务配套区以最佳的姿态“舞”出行云流水、荡气回肠的新区“序幕”。建筑设计部分通过现代的设计手法，将中心区的景观向外渗透，形成建筑中有景，景中有建筑的穿插效果。使之具有区域的标志性，成为本区域的一景。

TOWNLAND prepared a Planning and Architecture Design scheme for the Central Business District of the Huli Technology Park (22,37 ha), Xiamen. High Technology Park is located in the northeast of Xiamen Island, with Gaoqi International Airport and the existing Aviation Industrial District to the north, Wuyuan Bay area to the south, Huoju Guangdian Park to the west and Dunshang Waterfront Residence to the east. It is a R&D and operation center. The central business supporting area is located in the center of the park. Architectural design applies sustainable development principles, characterizing local regional cultural trends and integrating with the "Long Flowing Silk Inner Sleeves" concept drawn from Chinese Traditional Opera. The TOWNLAND's design applies a modern design approach. An Exhibition and Convention Centre is located in the centre of the Site as a significant landmark of the Park.







DONGGUAN TAIWAN HI-TECH PARK

东莞台湾高科技园

台湾高科技园位于东莞市松山湖，面积约为6.8平方公里。我们设计是在模数的基础上，将建筑像积木一样灵活组合，同时保留现有的山体，以打破这种规正的方格，形成趣味中心，并在围绕它们设置社区广场等，营造非物质的精神空间。图书馆、餐厅、露天剧场等，为研发人员提供一个互相交流的场所，从而有助于激发创造性思维。

同时人类是一种群居的动物，为了避免像早年的日本“筑波中心”一样形成一个风景优美的人类孤岛，我们必需提供丰富的城市生活，满足人们社会精神的需要，所以引入超级街区的概念，汽车一般不进入到核心内部，形成完整的步行区域，例如纽约著名的中央公园。

遵循TOD开发理念，以轨道交通站点为起始点，带动高密度开发，以水体为终点，形成一条十二分钟左右的步行核心区。

在核心区内有SOHO、商业、酒店等等复合功能。

TOWNLAND participated in an International Design Competition for the Dongguan Taiwan High Tech Park. The 6.8 sq. kilometer Site is located near Songshan Lake. Our design is based on a modular system; the buildings can be positioned in flexible clusters. The design reserved the existing mountains to break the regular grid modular system, and a host of attractions including a plaza, cafe and library. We proposed around the mountains communication centers providing space for people to meet and interact.

TOWNLAND applied the principles Transit Oriented Development to the Project by creating a super block around the transit station. The super block is a pedestrian area featuring a mix of uses including shops, cafes, theatres, museums, hotel and gathering places.





ZHIHUI VALLEY IN SUZHOU SCIENCE AND TECHNOLOGY TOWN

苏州高新区科技城智慧谷总体规划（国际竞赛第一名）

在赢得苏州科技城智慧谷约145公顷土地概念性总体规划竞赛第一名并随后被委派为该项目详细阶段的规划顾问后，城市规划顾问有限公司受委托承担智慧谷内第一期约15.6公顷土地开发的概念性建筑设计，总建筑面积约25万平方米。

第一期开发将包括研发建筑、一座会议和展览中心、一个带有300-400床位的旅馆以及配套零售商店等。苏州科技城是中国科技部、江苏省政府、苏州市政府共建的大型研发创新基地，也是苏州市建设国际新兴科技城市十大工程之一，主要致力于发展教育、研发、中试和生产服务业等产业

城市规划顾问公司为该项目完成了五个不同的概念建筑方案。

TOWNLAND were commissioned to prepare Concept Architectural Design for the Phase 1 Area (15,6 ha approx) in the Zhihui Valley within the Suzhou Science and Technology Town, Suzhou National New & High-Tech Industrial Development Zone, Jiangsu Province

Following on from our FIRST PRIZE winning entry for the Conceptual Master Layout Planning for Zhihui Valley (145 ha) within the Suzhou Science and Technology Town (SSTT), and subsequent appointment as Master Planner for the detailed stages of the Project, TOWNLAND were commissioned to undertake the Concept Architectural Design of the Phase 1 Area (15,6 ha) within Zhihui Valley which will comprise of approximately 250,000 sq.m of gross floor area.

Phase 1 will accommodate Research and Development Buildings; A Convention and Exhibition Centre; and a 300-400 bed Hotel and supporting Retail Outlets. Established by the Ministry of Science and Technology of the People's Republic of China, the Jiangsu Provincial Government and the Suzhou Municipal Government, the SSTT will be the primary base for research, development and innovation. It is one of the ten major projects intended to position Suzhou as an International Scientific and Technological City that will comprise a host of educational, research and development, manufacturing and services related industries.

TOWNLAND completed five different Conceptual Architectural Schemes for the Site.







CIFI CENTURY PLAZA

旭辉世纪广场

“旭辉世纪广场”是上海普陀区的新代表作，以前所未见的“钻石”形态为主题，代表尊贵与独特。项目包括酒店式公寓、写字楼、商业等功能。

七座单体建筑塔楼由天桥局部相连，创造出一系列非正式的、充满活力的空间，具有极强的立体感、穿透力和层次感，在日间和夜间产生交替变幻的效果。在该场地内，步行可以到达任何地方。其最大的特色就在于内外两个层次的玻璃外围结构，在满足基本功能的同时，营造出丰富的建筑景观层次，不论从内部向外望或由外部望进来，都极具趣味性和标志性，可以显示出通透立体空间内部不断变换的生活、工作环境。本方案同时设计了很多高质量的开敞空间，包括天桥花园、室内屋顶花园、露天屋顶花园、空中花园和庭院花园等。

在本方案中，一系列体量相对较小的建筑被整合于用地之中，采用单层的建筑外围结构和规则的几何形体，在形式上更加单一。由于各个办公建筑将独立买卖，所以采用了开放式的平面设计手法，重在营造和谐的办公环境。围绕各建筑的园林水景、下沉广场等将建筑体与外围环境分隔，仅以桥梁连接，进一步凸显了建筑体内部的私密性。占主要比重的办公楼建筑群以七座如宝石般的建筑单体联合组成，酒店与酒店式公寓则另单独布置。递减式的建筑高度形成了优雅而高低起伏的建筑景观天际线。

两个方案各有其优势与限制，但都能达到可持续发展的要求。总体来讲，方案一构思创新，建筑的理念性与标志性较强。但在特色鲜明的同时，难免会让人产生对于实际操作的忧虑。比较而言，方案二的可操作性较强，一方面适当的保留了方案一最优秀的设计风格特点，另一方面更易于落实。

旭辉世纪广场致力于打造融合苏州河畔特色的具有精品雕塑感的建筑群体形象。在总体规划上，我们意图营造一个具有日常亲切感同时又充满现代活力的三维立体公众空间。中央广场采用下沉式花园的设计，从而避免了城市交通对公共环境的影响。

在建筑物的平面布局上，与下沉广场穿插对应的格局决定了大部分零售商业空间都可置于地下一层，与公共环境相结合，从而大大提升了可供使用的总建筑面积。这部分面积指标将用于兴建精品型办公楼，使得小额投资者也可拥有自己的办公室，若能通过这类设施大量引进创意工业，不但能提升区域质量，也可以丰富建筑群在夜间的景观效果，使得整个基地成为24小时魅力之城。

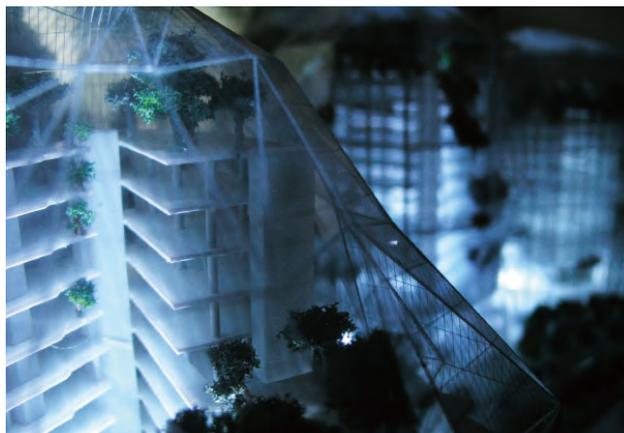
"CIFI Century Plaza" is a pioneer development of Putuo District in Shanghai. The form of the design proposed by TOWNLAND is derived from a lustrous diamond, an architectural form that is rarely, if ever adopted in Chinese architecture. It represents prestige and uniqueness. The proposed design accommodates a variety of functions, including serviced apartment, office and commercial, etc. uses. Two separate scenarios were developed for the Project.

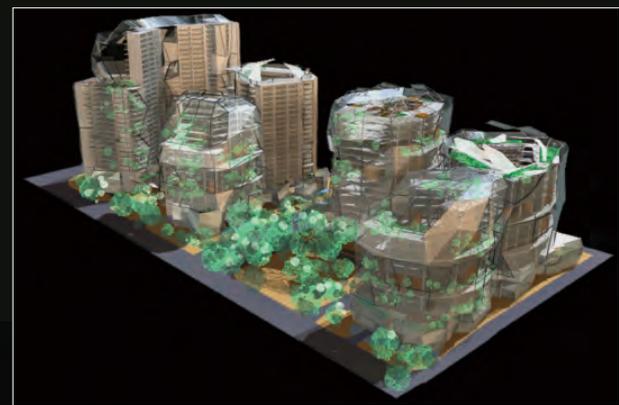
Scenario 1 is designed with seven towers. Informal yet dynamic spaces of three-dimensional quality are created that have permeability, are transparent in part and are animated by day and night. The Site is intended to be permeable for pedestrians from all directions and at various levels, eg. by sky bridges. This proposal accommodates offices with two layers of glass: the internal and external envelopes. They contain a variety of spaces that change with the form. The visual effect of the double-glazing is fascinating both from the inside and outside. The character of the buildings is to express a transparent quality showing a constantly moving living and working environment within. This proposal is developed to create a multitude of quality open space and clean air micro-environments such as sky bridge gardens, indoor roof gardens, outdoor roof gardens, sky gardens, atrium gardens, "al fresco" dining areas and even conference rooms with indoor gardens. The emphasis is on lifestyle and green living.

Scenario 2 is designed to incorporate a larger number of small individual buildings. A single envelope structure and rational geometric form is adopted, which is more uniform. As the smaller offices are to be sold individually, an open plan office environment is created. The sunken garden area around each building creates an aura of exclusivity, as access is by means of "bridge over moat". The office precinct consists of a series of seven gem-like towers. There are separate towers for the hotel and serviced apartment uses. Building heights are stepped and form an elegant and harmonious skyline.

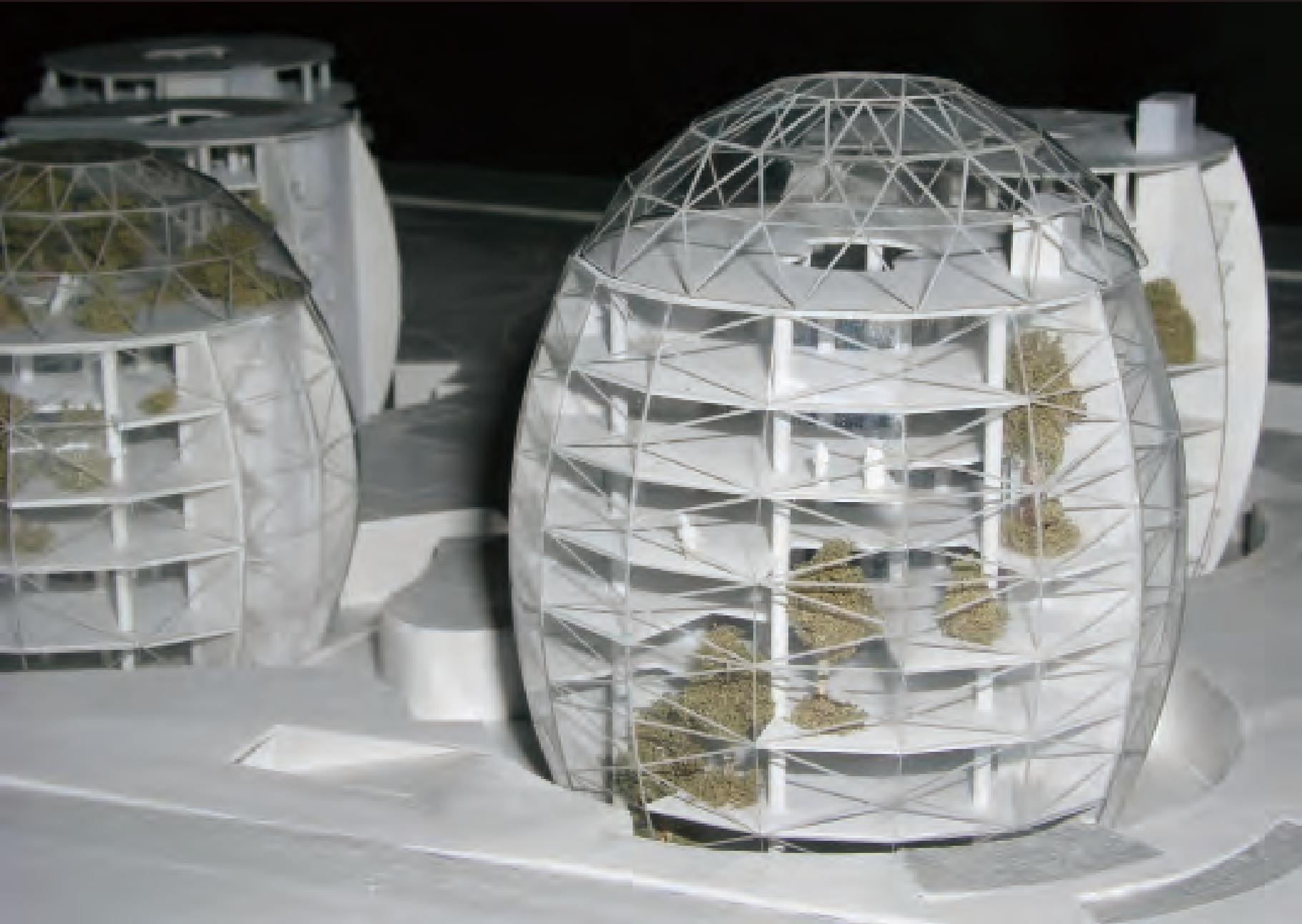
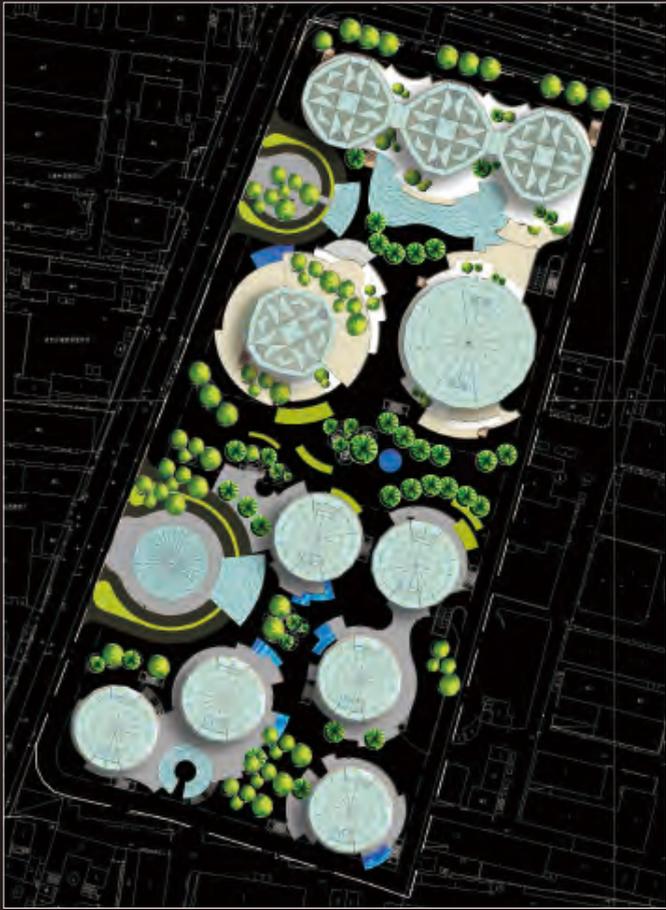
With different strengths and variations in the criteria applicable, both Scenarios have achieved a highly feasible and sustainable architectural design. Scenario 1 demonstrates a revolutionary idea for the PRC, representing a strong urban icon and architectural ideology. The feasibility of this highly innovative concept has been successfully demonstrated with reference to overseas examples. Scenario 2 can more readily be understood in terms of ease of implementation, at the same time retaining the overall diamond design concept. "CIFI Century Plaza" is a pioneer development in the Putuo District, The Master Plan concept is to create an informal yet dynamic space of three-dimensional quality that is permeable from all sides. The central plaza area is a sunken garden, fringed by buildings, terraces and landscaping, which can be viewed from above and is a sanctuary below the road traffic noise. As there is no podium barrier, the landscape flows uninterrupted from the street across the Site. The public is encouraged to use the Site as a thoroughfare. This ensures the success of the retail component. Vehicular circulation is kept to the perimeter of the Site. The Site is intended to be pedestrian permeable from all directions to different degrees.

The decision to create a plaza and sunken gardens, with the buildings acting as sculptural elements within, means that the retail component has been largely relocated to the basement area. This results in a fairly sizable available GFA. It was decided that the additional developable GFA would be used for extra boutique office building space, as it is regarded as being a highly unique commodity, with a potentially good return. It allows smaller investors to have the opportunity of possessing a small office building.









COMPREHENSIVE DEVELOPMENT AREA: YAU TONG BAY

油塘湾海旁“综合发展地带”

城市规划顾问有限公司(TOWNLAND)受香港领先的私人发展商委托(包括亨德森、新鸿基、新世界、太古集团、恒隆地产、华懋集团等),参加一个关于油塘湾海旁的“综合发展地带”(“CDA”)的设计竞赛。

该片面积为8公顷的港湾地块目前是废弃的工业区。政府有意振兴东九龙,而油塘湾是该区重中之重。油塘湾发展是东九龙和维多利亚港总体规划的组成部分。

油塘湾是整个新海湾提升计划的最后一块拼图,现有具有危害性的海滨工业用途应逐步淘汰或迁移。重建该区也是社会的希望,因此迫切地需要推进该项私人综合市区重建项目。

该项目是香港所剩无几的大型海滨开发项目之一,TOWNLAND着重项目的景观素质、环境保护及社区共融。

以保存该区造船历史的集体记忆,吸引帆船驶往香港为出发点,该区的主题定位为“Nautica City”。发展方案严格遵守海港规划原则,包括建筑物高度由海边向内陆递增。许多景观走廊/通风廊的建立减低了屏风效应,更让观赏者从内陆看到很好的海滨景色。除此之外,一大片的「公共空间」包括公共海滨长廊,把市民吸引到海旁,真正把海旁土地提供给大众使用。该项目同样关注绿化问题。除了传统的平面绿化带,垂直绿化带(在建筑物每5层设置的空中花园)也被提议采用。

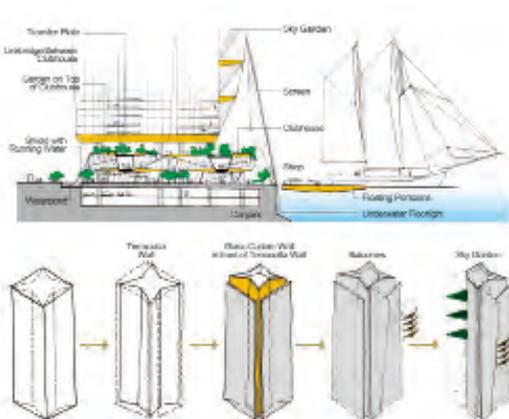
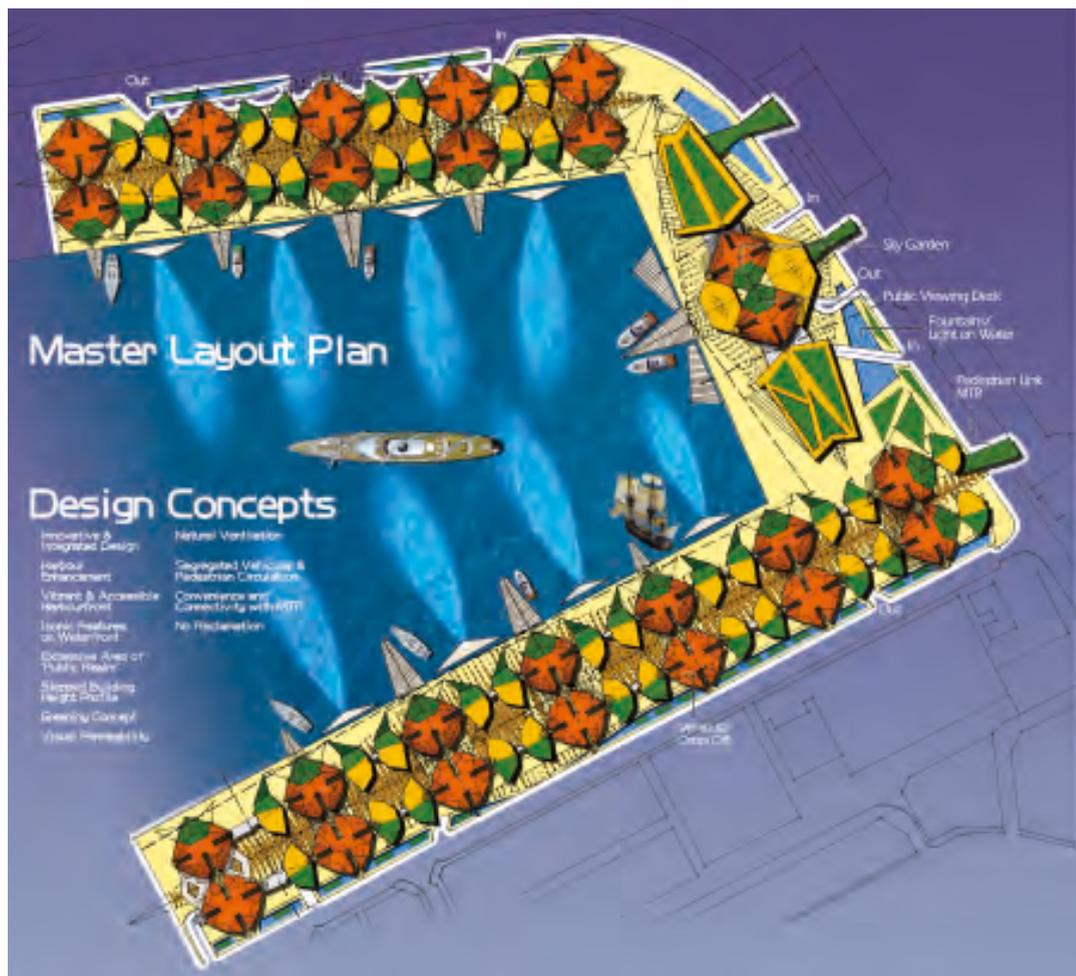
TOWNLAND was commissioned by a Consortium of notable Private Developers including Henderson, Sun Hung Kei, New World, Swire, Hang Lung, Chinachem, etc. to enter into the Design Competition for the “Comprehensive Development Area” (“CDA”) along a Harbourfront Site in Yau Tong Bay, Hong Kong.

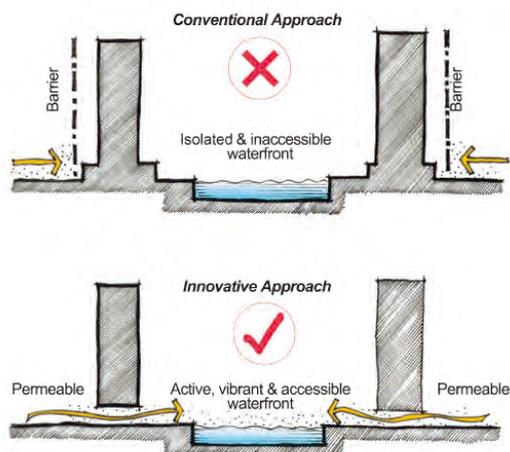
The 8ha Harbourfront Site is presently occupied by obsolete industrial buildings / activities. It is the Government's intention to revitalize the East Kowloon, of which Yau Tong Bay forms a significant portion. Yau Tong Bay development is an integral part of the overall development plan for East Kowloon and indeed Victoria Harbour as a whole.

It is the last piece of the jigsaw of the entire new Harbourfront enhancement plan, where the existing noxious waterfront industrial uses should be phased-out/relocated. It is also the wish of the community to redevelop the district. There is an imminent need to take this comprehensive private urban renewal project forward.

Being one of the very few large scale Harbourfront developments in Hong Kong, TOWNLAND have paid due regard to the visual quality, environmental sensibility, and social acceptability of the Schemes.

The Theme of “City Nautica” was adopted to preserve the collective memory of Ship Building History in the area while attracting Sailing Boats traveling to Hong Kong. The proposed Schemes strictly adhere to the Harbour Planning Principles, and adopts a varied height profile along the waterfront as well as staggered height profiles from front to back of the Bay. The creation of a number of visual corridors/breezeways mitigates any ‘wall effect’ and also allows views to the Harbour for visual receivers inland. Moreover, extensive areas of “Public Realm” including a public waterfront promenades are proposed to bring the people to the Harbour and the Harbour to the people. Attention was also paid to the Greening of the Area. Apart from the traditional Horizontal Landscaping Belt, a Vertical Landscape Belt (Sky Garden on every 5 floors) is also proposed.





SHANGHAI ZHUJIAJIAO NEW WATER VILLAGE

上海朱家角新江南水乡

城市规划顾问有限公司获邀参加上海市朱家角新江南水乡项目。设计是以充满历史的江南水乡为基础。

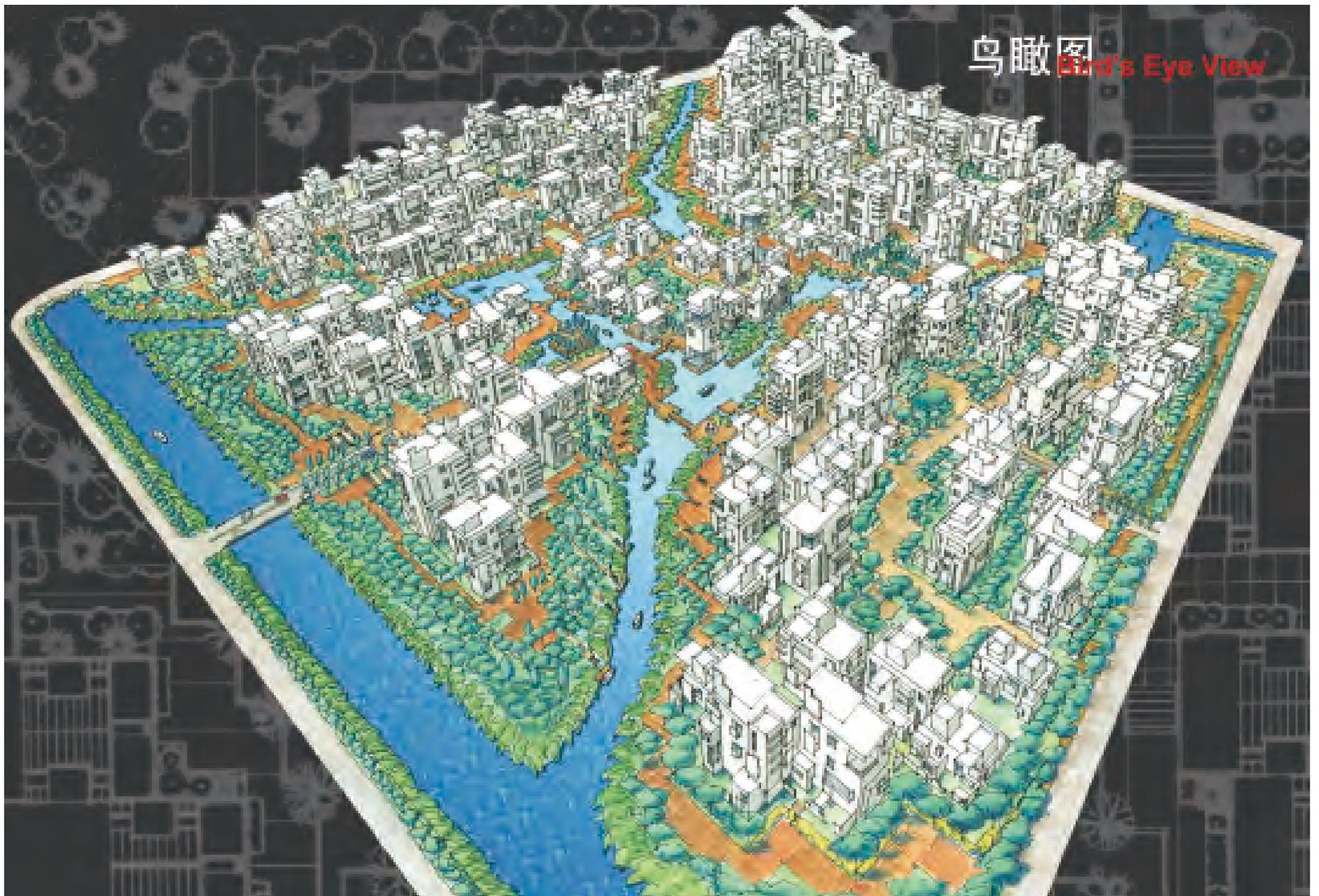
河道从专案地块的三个角落，沿对角线伸展，在中心结合。新设计的水体从第四个角落伸展至中心，创造出四个住宅区。新设计将水体引导至专案地块的中央，环绕著公共社区空间。

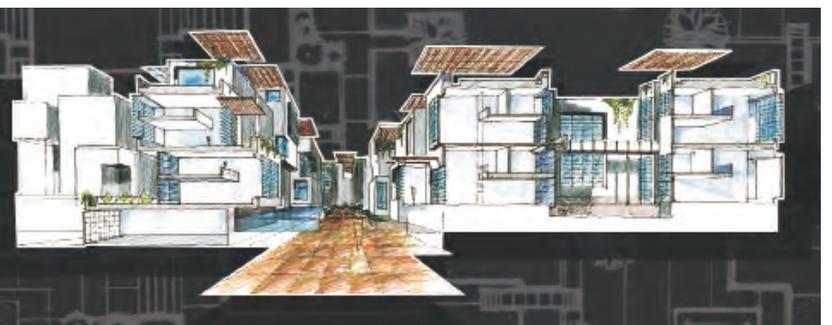
高低起伏的住宅组群相互紧扣，形成市镇的背景景观。变化多端的外墙设计使住宅建筑各具特色，而建材与风格的统一则赋予一种整体的社群感。住宅型式成直角状排列，用意跟蜿蜒的河道作出一种对比和融合。随著半规则的结构排开，楼房之间形成了由窄巷到社区共用空间等大小不一的紧凑型开放空间。

TOWNLAND was invited to participate in an International Design Competition with over 200 participants, for the development of the Zhujiajiao Water Village south of Shanghai. The Masterplan proposal for Zhujiajiao Water Village is based upon the spirit of the historic canal towns of the region.

The Site is divided into four residential quadrants (or neighbourhoods) with each having a vehicular entry point to semi-basement car parking zones and service areas. The canals merge together diagonally from three corners of the site, with a fourth waterbody being extended to create four residential neighbourhoods. Water has been diverted around the centre of the Site to form a canal moat enclosing the public community zone at the heart of the District.

Clusters of low-rise residential blocks of varying heights interlock with one another to form the backdrop to the urban landscape. A variety of building façade treatments create individuality, while a consistency of materials and styles form an overall sense of community. The residential forms are orthogonally arranged to contrast and complement the fluidity of the canal. The blocks have been arranged in a semi-structured form to define a variety of open spaces that range from narrow shortened avenues to open community spaces with a seamless transitional character.zz





VENICE WATER CITY, JIANGSU

江苏威尼斯水城

威尼斯水城是江苏省一个新卫星城，与南京隔江相望，用地包括面积为3平方公里的平坦和低洼地带。该地块地处浦口区，是现代发展区的延伸，并有南京“浦东”之称。威尼斯水城不仅仅是城郊居住社区，而是配有完备的住宅、商业、学校和公园等，将成为近一万人的家园。未来将有一座新桥和高速铁路连接南京与该城。该城坐拥3公里长的临江街道，能饱览长江的壮丽景色。

城市规划顾问有限公司 (TOWNLAND) 交付的设计既具新颖性，又具实用性，并在该次设计竞赛中战胜其它三个国际性设计团队，荣获一等奖。基于私人发展商客户将该地块的发展主题定位为威尼斯，本次设计围绕运河系统而展开。TOWNLAND在“大运河”沿线设计了三个镇中心，实行分期发展（以此回收投入资金），通过这种方式尽早完成该项目的市场定位，合理进行早期投资。该城沿着“大运河”从南向北发展（如同脊椎），西部为高密度公共用地，东部为低密度私人用地。交通组织由“三环”构成，即沿“大运河”的步道环线、贯穿主要发展区的机动车环线和界定该发展区边界的水道环线。

该设计融入重要的社会及环境特征。各发展分期以居民区为单位，每个居民区都有各自的特色，并且都建设有凝聚社区精神的非正式集会广场。每个零售中心都配备有一个充满活力、灵活多变的多功能户外“露天广场”，能为零售集贸、社区聚会和文化活动提供场地。同时，以包含各式建筑（多层、低层、别墅）的生活型街道为导向，使每个建筑朝南面，从而被动地接受太阳能。运河系统在洪水控制和自然水质清洁方面发挥重要作用。此外，河滨的大堤不仅能起到进一步的防护作用，还为公众提供走进公园式自然河流生态区的机会。

TOWNLAND was awarded top prize in an International Design Competition against 3 other international teams for the Venice Water City in Jiangsu and subsequently prepared Detailed Designs for the Project. Venice Water City is new satellite city in Jiangsu Province directly across the river from Nanjing. Comprising 3 square kilometres of flat, low-lying land, the Site is part of Pukou District, an expansion area of modern development that has been characterized as the "Pudong" of Nanjing. More than just a bedroom community, Venice Water City will be home for a population of almost 100,000 people, with a full mix of housing, businesses, schools, parks, etc. The City will be linked to Nanjing by a future new bridge and a high speed rail line. The city also enjoys dramatic views of the Yangtze River along its 3 kilometre long water frontage.

TCL delivered a design that was both innovative and practical. Since the Client, a Private Developer, had requested a Venice theme, the design is organized around a system of canals. To allow for staged development (and hence, recycling of invested capital) three town centres are positioned along a "Grande Canal", such that the identity and market position of the Project can be established early with a reasonable initial investment. While the city can grow from south to north along the Grande Canal (that acts as its spine), land uses are organized from public and intensive on the west to private and less dense on the east. Circulation is provided by "Three Rings" – a pedestrian loop around the "Grande Canal", an automobile loop through the main development areas, and a water loop to define the perimeter of the development.

The design incorporates important social and environmental features. Each stage of the development is organized into neighbourhoods, each with its own character and each with a "Campi" (square) to act as an informal meeting place to foster community spirit. Each retail centre has a "Piazza" (plaza) serving as a vibrant, flexible, multi-functional outdoor space, capable of accommodating retail bazaars, community meetings, and cultural events. Meanwhile, the residential streets, with a variety of building types (mid-rise, low-rise, and villa) are oriented such that each building has southern exposure for passive solar energy use. The canal system plays a key role in flood control and natural water cleansing, while a levee at the riverfront provides further protection while at the same time offering public access to a park-like area of restored natural river ecology.





MASTER PLANNING FOR AEROTROPOLIS

航空城总体规划

城市规划顾问有限公司 (TOWNLAND) 受委托作为土地利用及总体规划顾问把西孟加拉邦阿散索尔邻近约932公顷的地块打造成为一个包含新机场、工业物流区、信息科技中心和机构区的综合型空港新城。为了支撑和配套空港城，规划了一个15万人规模的新城镇以为各阶层的人群提供高质量住房和配套设施，包括一流的教育和医疗机构、综合购物休闲中心、一个主题公园和一个顶级高尔夫球场。第一阶段概念性总体规划已经完成，第二阶段详细总体规划连同项目建设已经开始。

TOWNLAND was commissioned as the Land Use and Master Planner on a Project transforming a 932 ha (approx) Site in the vicinity of Asansol, West Bengal, India into a comprehensive "Aerotropolis" comprising a new Airport, an Industrial and Logistics Zone, an IT Hub, an Institutional Zone and complementary Township Development for up to 150,000 people providing quality housing for people from all social strata and modern supporting facilities including state-of-the-art Educational and Medical Institutions, a comprehensive Shopping and Leisure Centre, a Theme Park and a First Class Golf Course. Stage 1 Conceptual Master Planning and Stage 2 Detail Master Planning and Site Planning have been completed and the Project is under construction.





- Location and point description:
- Commercial Technology Park
 - Industrial Park
 - Hospital
 - Information & Training Park
- Commercial:
- Commercial
 - Street Park
 - Mall
- Recreation:
- Integrated Super Blocks Project
 - Integrated to local sports center
 - Training Ground
 - College / University
 - Leisure Commercial Mall / Museum
 - Integrated Primary School
- Other (residential / public / etc.):
- High Income Apartments
 - Low Income
 - Long-term / Short-term
 - Intermediate / Low-income area
 - High School / Middle School
 - Tennis Park
 - Central Park
 - Home / Community
 - Home / Community
 - Day / Night
 - Sewage Treatment Plant
 - Bus Terminal
 - Airport
 - Golf Course / Community
 - Golf Course
 - Golf Course
 - Water / Community Park
 - Water / Community / Suburban
 - Total Internal Management / Facility



BEKASI CITY CENTRE NORTH WEST JAVA

西爪哇北加西城市中心

城市规划顾问有限公司 (TOWNLAND) 受 PT. Summarecon Agung Tbk 委托为西爪哇北加西城市中心北部的250公顷地块制定总体规划。主要目标是针对中高端市场发展一个新城市中心和居住设施。这一鲜明而高质量的城市发展将促进北加西新城中心的兴起。发展包含三个主要地区, 包括两个居住社区和一个城市中心。该城市中心将成为富有活力的高密度综合发展区域, 包括购物中心、办公塔楼、旅馆及公寓塔楼。同时, 该地块的开发也迎合了区域市场。这一地块将成为新城市中心, 展示一系列当代城市空间和建筑。相比之下, 周边的两个邻里社区将包括低密度住宅区, 提供一个更加绿色和平静的郊区居住环境。在确定该发展整体结构的初步规划中, 规划的高架收费公路 (将该地块南部一分为二) 被用以作为实施公共交通导向发展理念的催化剂, 同时也是该发展中最为重要的城市主题。现有的水体也得到保护和改善, 为居住区提供绿色节点空间。该地块的发展综合了有效的土地利用和有机的空间安排, 为居民和游客带来愉悦的城市体验。

TOWNLAND was commissioned by PT. Summarecon Agung Tbk, to undertake a Master Layout Plan for a 250 ha Site to the north of Bekasi City Centre, West Java, Indonesia. The primary objective of the Master Layout Plan is to develop a new urban centre and residential facilities aimed at the mid to high-end market. The new development will generate a distinctive high quality urban development that will act as a catalyst for the emergence of a new City Centre within the Bekasi Region.

The development consists of three major precincts including two residential neighbourhoods and a Town Centre. The Town Centre will be a vibrant high-density development that will include a mixture of mid to high rise mixed-use buildings. Uses will include shopping centres, office buildings, a hotel and apartment towers. Also catering for the Regional market, this precinct will become the new urban City Centre that will showcase a range of contemporary urban spaces and architecture. In comparison, the two surrounding residential neighbourhoods will consist of low-density residential developments, providing housing within a more green and tranquil suburban environment.

In the initial planning for the overall structure of the development, the proposed flyover toll road (that bisects the southern part of the Site) was utilised as a catalyst to implement the concept of Transit Oriented Development (TOD) as the development's overriding urban theme. Existing water bodies were also retained and enhanced to provide residential neighbourhoods with green focal points. The development is a mixture of an efficient land utilisation and an organic spatial arrangement to create a pleasant urban experience for both residents and visitors alike.





Figure 1.11 Master layout plan



MIXED-USE TOURIST DEVELOPMENT ON THE ZEMBRA COASTAL

Zembra海岸综合旅游区

项目介绍1：

城市规划顾问有限公司 (TOWNLAND) 担纲总体规划顾问并领导一个多专业的团队，为突尼斯一块混合旅游用地制定概念性总体规划。项目包括两个地块，一个是在西迪达乌德以西、Zembra岛海岸地区约1500公顷的土地，另一个是在突尼斯以东、Zembra岛的部分土地 (80公顷)。这两个地块将被打造成为相互补充的首选旅游胜地，并且支持其它突尼斯内发展中的旅游目的地。

Zembra海岸综合旅游区为游客提供一系列设施，将吸引来自世界各地的游客。该类设施包括以中国文化为主题的公园，建有地标性塔楼的海洋村（并作为通往相邻Zembra岛的门户）以及位于海岸线的5至6星级海滨度假酒店。该发展还同时拥有众多主题宾馆，比如奢华的沙漠和帐篷露营区、农场酒店、海边希腊和地中海宾馆，以及一个以中国特色为主题的运河酒店。三个18洞锦标赛高尔夫球场将成为开发项目的重点，并被一排私人的高尔夫球场别墅围绕着。主题娱乐设施，包括水族主题公园、小型儿童乐园以及高档而奢华的赌场，将为各年龄层的人提供不同的娱乐设施。

总而言之，TOWNLAND Zembra海岸项目的目标是打造独特的综合性地标度假区，促进突尼斯进一步发展，成为地中海下一个旅游中心。

项目介绍2

Zembra岛将是专用的旅游目的地，迎合上层旅游业和休闲市场。其发展包括地标式的度假宾馆，蔓延的环礁湖和弯曲缓缓而流的小河，并有私人别墅，同时岛上有高档的私人欧洲式医疗中心、山边别墅、高档公寓、海滩旅游宾馆、水上别墅和小的码头村庄。

考虑到Zembra岛是联合国教科文组织的一个生物圈保护区，环境保护是该岛的发展概念，发展维持低密度，并与绿色的开放空间和绿色走廊融合在一起。

Leading a multi-disciplinary Team and acting as Master Planner on the Project, TOWNLAND was commissioned to prepare a Conceptual Master Plan for a mixed use tourism development within Tunisia. The Project consisted of two sites, with one comprising an area of around 1,500 ha of Zembra coastline on the mainland to the west of Sidi Daoud, while the other comprises 80 ha of land on a portion of Zembra Island to the east of Tunis. Both the Zembra Coast and Zembra Island Sites are envisaged to become premier tourism destinations that will complement each other, as well as support other developing tourism destinations within Tunisia.

The Zembra Coast Integrated Resort (1,500 ha) will provide visitors with a host of facilities that will appeal to international tourists. Such facilities will include a Chinese themed Cultural Park, a Marine Village with Iconic Landmark Towers that will frame and act as a Gateway to the neighbouring Zembra Island, and a series of 5 and 6 Star Beach Resort Hotels along the coastline. The development will also feature themed hotels, such as a luxury Desert and Tented Camping area, a Ranch Hotel, a seaside Greek and Mediterranean Hotel and a Chinese-themed Canal Hotel. Three Signature 18-hole Championship Golf Courses will be an important draw to the development and will be surrounded by an array of private Golf Course Villa Estates. Themed entertainment uses such as an Aquatic Theme Park, a small Amusement Park for children and a high end luxury Casino, will provide the Resort with recreational uses for all ages.

Overall, TOWNLAND's objective for Zembra Coast was to generate a unique and integrated landmark resort development that will raise the bar and transform Tunisia into the next tourism hub of the Mediterranean.

Zembra Island (80 ha) will cater to the top segment of the tourism and leisure market and will be an exclusive destination. The development on Zembra Island includes an Iconic Resort Hotel with a sprawling set of terraced lagoons and winding lazy river, which will be framed by private villa suites. The Island will also feature an upmarket private European Health Clinic, Mountainside Villas, High-end Condominiums, a Beach Resort Hotel with over-water Villas and a small Marina Village.

Bearing in mind that Zembra Island is a UNESCO Biosphere Reserve, the Island's development has been conceptualised as an environmentally sensitive development that keeps densities low amongst an abundance of green open space and green corridors that have been preserved and integrated throughout.





ZEMBRA COAST

LEGEND

- 1. 住宅区 (RESIDENTIAL AREA)
- 2. 商业区 (COMMERCIAL AREA)
- 3. 办公区 (OFFICE AREA)
- 4. 酒店区 (HOTEL AREA)
- 5. 休闲娱乐区 (RECREATION AND LEISURE AREA)
- 6. 文化区 (CULTURAL AREA)
- 7. 公园 (PARK)
- 8. 步行道 (PEDESTRIAN PATH)
- 9. 自行车道 (BIKEWAY)
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LANG VAN INTEGRATED RESORT, VIETNAM

越南岷港海滨综合度假区

城市规划顾问有限公司 (TOWNLAND) 受委托为位于越南岷港海滨一个面积为300公顷、附带配套房地产开发项目的高端娱乐、旅游及度假胜地制定概念性总体规划。

该发展区包括一系列的地块主题，如赌场发展、海滨度假酒店、商业/零售发展、山景及滨水别墅/公寓、码头、国际邮轮码头和一个世界顶级18洞高尔夫球场。

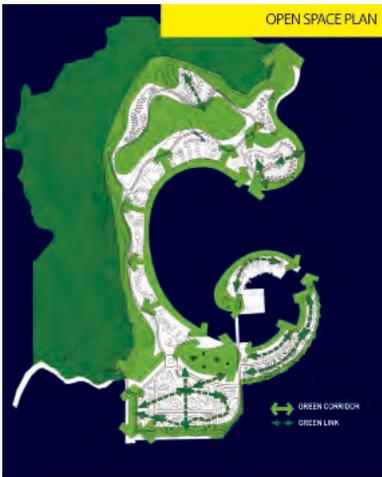
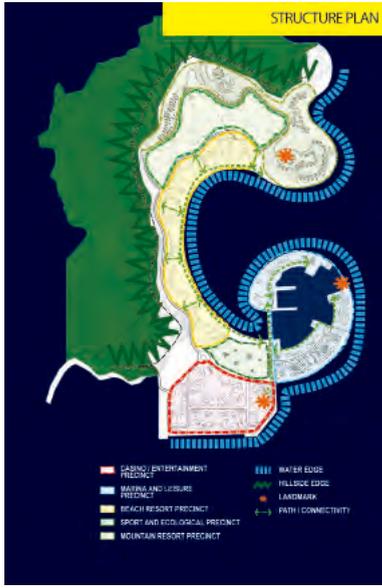
总之，TOWNLAND的设计目标在于把Lang Vang 综合度假区打造成为该区域独一无二的标志性旅游发展区，由此促进岷港转变成越南下一个区域性的旅游中心。

TOWNLAND was commissioned to prepare a Conceptual Master Layout Plan for a high quality recreational, tourism and resort destination with supporting real estate development along an area of beachfront comprising some 300 ha of land at Lang Van within Danang City, Vietnam.

The Development is to comprise a series of destination themes including, inter alia, Casino Development, Beachfront Resort Hotels, Commercial / Retail Development, mountain-view and waterfront Villas and Condominiums, a Marina, an International Cruise Terminal and a World Class 18 hole Golf Course.

Overall, TOWNLAND's objective for the Lang Van Integrated Resort was to generate a unique landmark resort development that will represent a catalyst for the transformation of Danang into Vietnam's next tourism hub within the Region.





TOWNLAND'S APPROACH TO SUSTAINABILITY

城市规划顾问有限公司可持续发展措施

TOWNLAND具有强烈地保持可持续发展的使命感。可持续发展的理念能应对来自这个瞬息万变世界的挑战，因此在项目发展过程中我们注意抓住机会，运用可持续发展的原则，发展出具有长期持续性的项目，并通过各种方式，按最高标准实现项目的可持续发展。

在环境保护方面，TOWNLAND会根据具体地块的现有环境条件制定综合性基线，并在研究过程中以此为基础。这就保证有效地环境保护措施能够得以实施。TOWNLAND致力于将综合性生态及环境保护措施运用于每个项目。设计的可持续措施包含一整套环境保护原则，如：

- **绿色和人行道导向设计**：建立于周围自然环境相联系的绿色人行道及自行车道系统，促进步行和骑自行车发展成为主要出行方式。
- **低碳影响**：引进智能型增长，发展大众交通、环境友好型交通和节能型建筑，采用电力巴士、自行车和人行道的公共交通，采用替代性能源，建立城市森林等。
- **节约能源**：确保在建材、配置和发展方向的选择上最大限度地利用太阳能，尽量采用可再生能源，降低能源消耗。
- **生物多样性**：在特定地块重新种植能够提升环境，增加物种数量的树种和本地物种。建立保护区和野生动物走廊。
- **水资源管理**：运用创新科技，降低水资源消耗，管理及再利用残留水。

作为项目的一部分，TOWNLAND会制定可持续发展纲要和环境保护方案，并在其指导下制定缓解及管理某具体地块潜在环境影响的措施。保持街区及具体研究地块区的智慧型增长，保持在能源和环境设计（LEED）的领先地位是我们开展工作的原则，主要措施包括运输、材料、能源消耗、水资源排放及治理、环境保护和水资源管理的可持续发展。

很早以前，TOWNLAND在项目规划设计过程中就开始遵循**新城镇发展、智慧型增长和大众运输导向发展**的原则。我们的规划设计目标是规划步行社区，任务包括降低机动车依赖性，规划各种土地利用类型，创造就业机会。我们致力于根据地块类型和地块特点，为其“量身定制”高质量、高辨识度的城市设计方案。在该过程中，我们重点引进具有高辨识度的人行道交通循环系统，发展连接住宅区和关键活动中心的大众交通，目标是将步行和自行车运输发展成为主要交通方式。

TOWNLAND新城镇发展和智慧型增长的关键因素是发展大众交通。中国大陆及世界各地的城市都以惊人的速度发展。城市的蔓延使机动车成为市民出行的主要方式，市民对其的依赖也越来越重。许多房地产项目的建设没有考虑到或者不够重视发展能够减低机动车依赖性的关键性大众交通新节点。然而近年来，在大众运输发展概念的引导下，许多房地产项目开始以现有或计划建立的公共交通系统为中心建设，从而避免了城市蔓延的恶性循环。这一措施在美国、欧洲和澳大利亚作为基准被广泛运用，近年来开始在中国大陆实行。

大众运输导向发展作为主要规划原则可以归纳为以下方面：在大众交通节点附近发展集约型高密度地产项目；多功能土地用地发展，包括零售商业区发展、住宅区发展、公共设施和休闲设施发展；某地块的多功能用地横向发展及纵向发展；以公共交通节点为中心，发展半径为400米至800米的活动区域（400米至800米相当于5至10分钟的路程）；发展便于步行的公共空间；引进恰当的，适合某具体地块的交通设施，如层及地下停车场和上下客区，避免车辆占领过多公共空间。

采用新城镇发展、智慧型增长和大众运输导向发展的原则能为城市带来众多环境、社会和经济利益，如减少城市的扩张，减少交通堵塞，降低噪音，缓解空气污染，创造适合行人出行的环境；此外还能集中城市设施，便于社会各阶层使用，提高城市居民的生活质量。

在**社会责任**方面，TOWNLAND在协助机构或社区制定发展目标方面有相当丰富的经验，并通过以社区为本的综合统一规划将其在社会、经济及实体环境方面的潜力最大化。在社会发展中，TOWNLAND集中为亚洲发展银行、世界银行及越来越多的私人机构提供服务。在社区发展过程中，我们把创造经济发展机会和就业机会放在首位，进行低成本房屋建设，贫民窟环境改善，地块翻新，教育及健康设施发展和社区发展；在发展综合的社会发展、城市改造和迁徙计划中，TOWNLAND与项目股东密切合作，确保收益，提高民生，改善教育、培训、医疗水平，促进社区发展。我们开展工作的要诀是促进政府与私人部门的合作，从而制定出既适应经济发展变化，又满足城乡贫民需求及期望的双赢方案。

关于建筑设计，TOWNLAND一直致力于整合那些可被利用且能长期维持的最为实用的可持续发展措施。我们明了有时说服客户从可持续发展的角度出发运用新的技术或不用的设计是一项挑战。然而，作为设计师我们有责任提供各类信息，包括许多新型技术长时期内的成本节约，以促进可持续发展。

除了在单个项目中运用可持续发展的概念外，TOWNLAND同时注重在日常生活中建立保护环境的企业文化——每个员工在日常生活中注意降低个人对环境的影响。为此，我们努力将环境保护论发展成为与我们生活各个方面息息相关的“新理念”。

TOWNLAND takes its responsibilities in relation to sustainability very seriously. We recognize that development projects create a significant opportunity to implement the principles of sustainable development which respond to the challenges of our dynamic world. We strive to achieve the highest levels of sustainability in a number of ways across the projects we are working on.

In relation to **Environmental Responsibility**, TOWNLAND's planning process is underpinned by the establishment of a comprehensive baseline of existing environmental conditions as they apply to any given site. This ensures that conservation and sound environmental management practices can be adopted. TOWNLAND seeks to introduce comprehensive ecological and environmental protection measures on every project. A sustainable approach to design comprises the adoption of a whole set of environmental protection principles, for instance:

- **Green and Pedestrian Oriented Design:** a system of green pedestrian and bicycle paths, inter linked with the surrounding natural environment to promote walking and cycling as key modes of transport.
- **Low carbon impact:** the introduction of Smart Growth and Transit Oriented Development, environment friendly transportation, energy efficient buildings, mass transit by electrical buses, bicycles and pedestrian paths, alternative energy sources, urban forests, etc.
- **Energy conservation:** ensuring that building materials, configuration and orientation take highest advantage of the sunlight, energy use is minimized and renewable energy sources are used.
- **Biodiversity:** re-establishing trees and native species which enhance the environment and attract an increased number of species back into a given area and the establishment of protected areas and wildlife corridors.
- **Water Management:** the introduction of innovative techniques designed to reduce water consumption and to manage and reuse collected water.

As a project progresses, TOWNLAND formulates Sustainability Guidelines and Environmental Management Plans setting out measures to mitigate and manage the potential environmental impacts of any given project. Our work is underpinned by the principles of Smart Growth and Leadership in Energy and Environmental Design (LEED) both at the neighborhood and building specific level.

TOWNLAND has also long adopted the principles of **New Urbanism, Smart Growth and Transit Oriented Development** in our planning and design projects. Our planning and design outputs seek to promote walkable neighborhoods which reduce car dependency and which contain a mix land uses and employment opportunities. We seek to introduce high quality and legible urban design which is 'tailor made' according to land use type and nature, which emphasises key landmarks on a Site and which respects a site's natural features. Embedded within this philosophy is our emphasis on the introduction of legible systems of pedestrian and traffic circulation and public transit which connect key activity centres with homes, promoting walking and cycling as key modes of transport.

A key element of TOWNLAND's New Urbanist and Smart Growth approach is the use of the **Transit Oriented Development concept**. The incredible growth rate of cities in Mainland China and across the World has inevitably led to city sprawl that has made citizens more and more dependent on cars as the most important mode of transport. Many real estate developments have been built irrespective of

or without a focus on critical new nodes of Public Transport which would reduce car dependency. In recent times, however, the concept of Transit Oriented Development has focused on breaking the cycle of urban sprawl by concentrating real estate around existing and/or purpose built Public Transport systems. This approach is now the benchmark which is widely used in the USA, Europe and Australia and which has more recently been adopted in Mainland China.

The main planning principles of the Transit Oriented Development approach can be summarised to include Intensive, high density real estate development around nodes of Public Transport; a diverse mix of land uses: to include retail and commercial development, residential development, public facilities and leisure amenities; a mixing of land uses both horizontally across a site as well as vertically within buildings; the focusing of development within a 400 to 800 metre radius of a Public Transit Node (400 to 800 meters equates 5 to 10 minutes walking time); and the pedestrian friendly design of public spaces; the introduction of appropriate on-site Transport Facilities, usually comprising multistorey and/or underground vehicle parking and loading/unloading to ensure that vehicles don't dominate the public realm.

The use of New Urbanism, Smart Growth and Transit Oriented Development principles in our work delivers a wide range of environmental, social and economic benefits for cities. This includes a reduction in urban sprawl, a reduction in traffic congestion, noise and air pollution, the creation of pedestrian friendly environments which enhances the quality of the urban lifestyle, a centralized location for civic facilities which are easily accessible for people from all social strata and higher land and real estate prices.

In relation to **Social Responsibility** - TOWNLAND has an extensive track record in assisting organisations and communities in formulating their goals and maximizing their potential with respect to their social, economic and physical environment, through community led and integrated planning. Our focus on social development seeks to ensure the optimisation of opportunities for economic development and employment, for the provision of low cost housing and the upgrading of slum communities, for rehabilitation, for education and health provision and for community development for instance for the Asian Development Bank, the World Bank and increasingly for the Private Sector. Community participation is an integral part of our work from inception, through project development to implementation. We work closely with stakeholders in developing integrated social development / rehabilitation / resettlement programs which ensure income generation and livelihood development, education and training, health improvement and community development. A key focus is on facilitating Government/ Private Sector cooperation to achieve win-win solutions which accommodate both economic change and the needs and aspirations of the urban and rural poor.

In relation to Building Design, TOWNLAND always seeks to integrate the most practical sustainability measures that can be utilised and maintained in the long term. We recognise that in some cases it may be a challenge to convince clients about the need to embrace new technology or different designs on the basis of sustainability. However, as designers we see it as our duty to provide the full array of information, including the cost savings over time inherent in many new technologies, to encourage sustainable development.

In addition to the importance of the application of Sustainability on individual projects, TOWNLAND also strives everyday to build an environmentally conscious corporate culture – where all members of the team address their impact on a daily basis. In promoting this, we are seeking to ensure that Environmentalism becomes a 'new faith' that is central to all aspects of our lives.

TSIM SHA TSUI PROMENADE BEAUTIFICATION COMPETITION

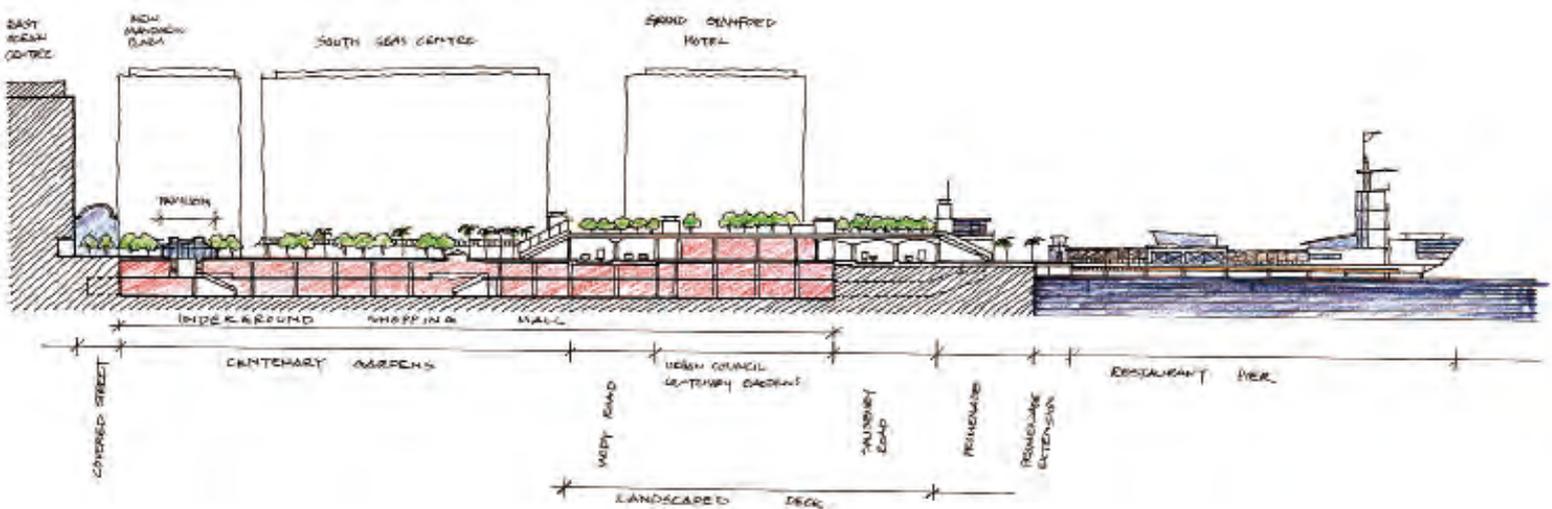
尖沙咀长廊美化竞赛（委托）

城市规划顾问有限公司受地方业主委托，准备设计方案参与由旅游事务署主办的尖沙咀长廊美化竞赛。该地区的连通性差，景观环境退化，休闲娱乐吸引力不足。该设计方案以在拟建休闲区建设活力四射的景观的方式，来振兴天星码头入口区域。靠近天星码头的博物馆区域定位为新技术文化主题，二级户外娱乐场所或露天用餐区以世纪花园为中心。拟建的电车道和为主题路标强化的指路系统将连接这些区域。通过创建绿荫和娱乐场所的方式鼓励休闲活动。设计将维多利亚港打造成知名海滨胜地，与世界其它类似地块看齐。

该项研究旨在研究振兴及重振面积为16公顷的尖沙咀东部滨海区域，在该区域可俯瞰到香港维多利亚港。因为没有提前规划人行道系统及地方设施，使该区域与周边的旅游景点脱节。因此该振兴计划的目标就是缓解东铁建设所带来的不利影响，将该区域发展旅游景点，吸引本地及海外游客。该计划包括地下零售/娱乐中心，恰当的开放空间框架，剧场，与海滨相接的景观台阶，延伸长廊，利于步行的通道和滨海走道上的滨海结构。

Local property owners commissioned TOWNLAND to prepare a design entry to the Tsim Sha Tsui Promenade Beautification Competition organized by the Tourism Commission in Hong Kong. The area suffered from poor connectivity, degraded landscaping and offered little incentive for leisure activities. The proposed design sought to revitalise the area with a gateway at Star Ferry, linked by vibrant new landscaping to proposed leisure areas. A new techno-cultural theme was proposed for the museum area near the Star Ferry and a secondary outdoor entertainment area/alfresco dining focus at Centenary Gardens. These areas were connected by a proposed tramway and way-finding system reinforced by themed signage. The aim was to encourage leisure activities by creating shade and new attractions. The design proposed a waterfront worthy of Victoria Harbour and on a par with others around the World.

The Study sought to investigate the means of revitalizing and regenerating the Tsim Sha Tsui East waterfront area, an area of 16 ha overlooking central Victoria Harbour, Hong Kong. A lack of forward planning in relation to pedestrianisation and local amenities has resulted in the area's isolation from nearby tourist destinations. The revitalization package has therefore put forward measures and proposals to redress the adverse impacts due to the East Rail construction and to regenerate the area as a destination for local and overseas visitors. The revitalisation package included an underground retail / entertainment focus; a proper open space framework; amphitheatre; a landscape deck connecting to the waterfront; promenade extension; pedestrian-friendly walkways; and a corniche structure at the waterfront promenade.





CAUSEWAY BAY SHOPPING & ENTERTAINMENT DISTRICT

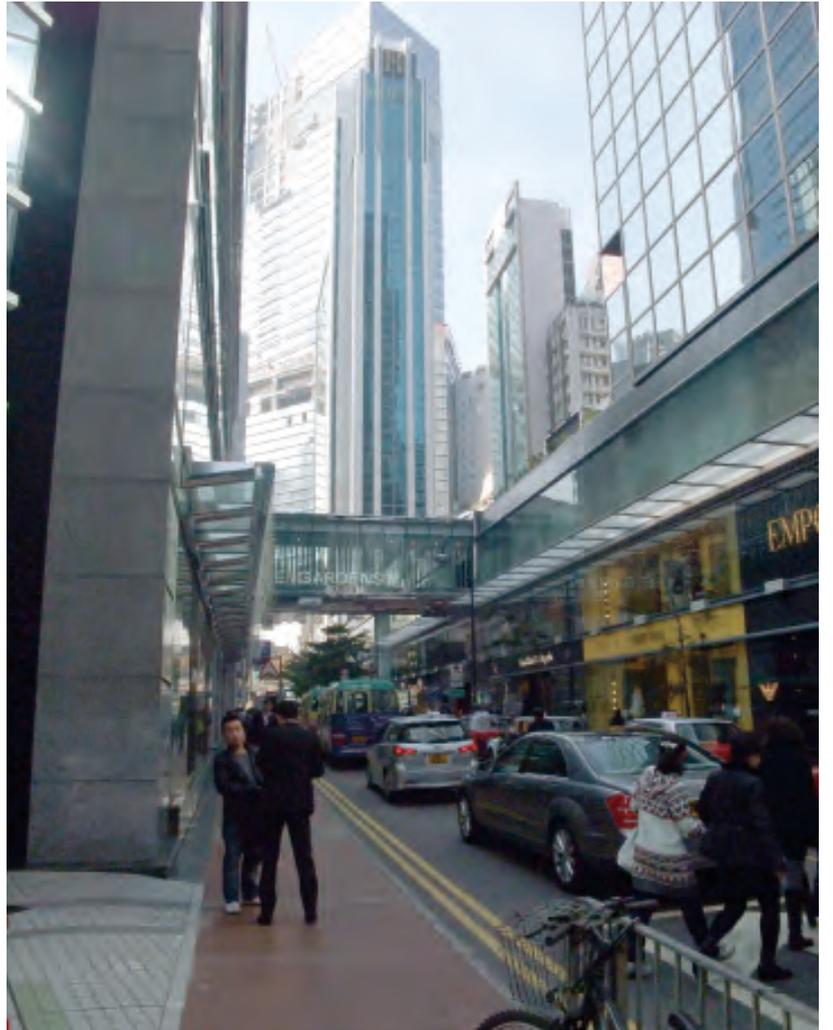
香港铜锣湾购物和娱乐区概念规划

希慎兴业有限公司获委任城市规划顾问有限公司进行研究，为振兴铜锣湾购物和娱乐区制定发展战略和概念规划。这项研究目的在于就如何振兴该区域，将其发展成为充满活力的零售休闲区，制定战略方针和具体建议。第二个目标是解决现有的环境退化和交通拥堵问题，改善环境质量和美化市容。第三个目标是开发该地区的独特性。第三个目标是发展区域独特性。该项目的战略目标是促进整个研究区域内街道的统一性，使其便于步行；逐步调整建筑形态，使其更有利于出行；发展各种主题，以确定公共领域内的节点。

TOWNLAND was appointed by Hysan Development Co., Ltd. to undertake a Study to develop a strategy and concept plans for the revitalization of the Causeway Bay Shopping and Entertainment District in Hong Kong. The Study was intended to develop a strategic approach and specific proposals to assist with the goal of revitalizing the area as a vibrant retail and leisure destination. A second goal was to address existing environmental degradation and traffic congestion and improve environmental quality and amenity. The third goal was to develop a distinctive local identity for the area.

The strategic objectives were to promote schemes for the consistent design of pedestrian friendly streets throughout the Study Area; to progressively orchestrate building forms so that they provide more protection to users; and to develop vibrant themes to announce and define legible nodes of the public realm.





SUZHOU SCIENCE CITY LANDSCAPE DESIGN

苏州科技城景观设计（国际竞赛第一名）

“科学在园中”代表由大自然激发灵感的研究、创新和工作体验。城市规划顾问有限公司获得第一名的方案很好地诠释了这一设计理念，我们在此通过采用大量本地化的植被，营造一个充满自然野趣的环境，我们在此不是追求美丽的人工场景，二是直立的反映大自然四季变化的环境。

1. 科学商务：在中国首创，景观设计包括配备完善ICT网络的室外展厅。商业支持：景观空间配备了广告和知识共享的充施。在举办大型国际商贸活动时。

2. 可利用酒店和会议展览中心的开放空间，共享景观资源。

3. 娱乐：动静分区，可满足不同用户的娱乐休闲需求。无论身在何处都可以获得所期望的景观体验。

4. 研发教育：从用户的需求出发，设计了配备有视听设备和智慧谷ICT网络的户外演讲厅能够满足特定的培训需求。

5. 可持续：景观系统被设计成一个能够原地净化、回收和储存水资源的“封闭系统”，以满足智慧谷的用水需求。通过设计，敏感而脆弱的自然生态系统将被修复，并成为景观教育系统的一部分。

Following on from our FIRST PRIZE winning Master Plan for the Zhihui Valley (1,45 sq.km) within the Suzhou Science and Technology Town, TOWNLAND was commissioned to prepare the landscape planning and design for the area. TOWNLAND adopted the concept of “Science in the Park”, which focused on creating an environment for research inspired by nature. TOWNLAND's First Prize Design focused on:

1. The Business of Science: A first in China, the landscape design includes outdoor exhibition rooms that are fully integrated with ICT networks.

2. Commercial Support: Landscape spaces are designed to cater for state of the art advertising and knowledge sharing equipment. Hotel, convention and exhibition open spaces share landscape inventions for joint use during major international trade events.

3. Recreation: Active and passive landscapes have been designed as a complete entertainment and recreation package for all users. One can move from one landscape to the other and experience exactly what one is looking for.

4. R&D and Education: The landscape has user-specific outdoor lecture rooms with audio and visual equipment to enable target training, all integrated with the Zhihui Valley's ICT networks.

5. Sustainability: Landscape systems have been designed to clean, recycle and store water on Site in a “closed system” which will cater for all of the water needs of Zhihui Valley. Rare and sensitive ecosystems are proposed and will form part of the landscape education system.







TOWNLAND'S APPROACH TO PEDESTRIAN AND BICYCLE PLANNING

城市规划顾问有限公司慢行交通系统规划方法



进行综合慢行交通系统规划的必要性

TOWNLAND在香港、中国大陆、印尼、印度以及世界其它地区交付了大量成功的慢行交通系统规划项目。

早期发展的城区慢行交通系统所存在的问题显而易见。现有城区的街道设计往往以建立便捷的机动车交通为导向，着眼于满足当时的功能要求。城市随着时代不断发生变化，公众的愿望也在日益高涨，人们逐渐发现目前在城市中许多地段的步行或骑行体验都不太惬意。

人行道狭窄拥挤、通行存在障碍、人车混杂、路设施不尽人意、交通污染、街景设计令人乏味、缺乏全天候保护设施以及不完善的路标系统，这些都是行人常常遇到的问题。此外，步行环境也不利于长者及残障人士出行。骑车人士常常发现缺乏足够的专用自行车道和系统的自行车道网络，同时自行车租赁与停放也不够便捷。为了成功解决上述问题需要进行综合的人行和自行车系统规划。

TOWNLAND的慢行交通系统规划方法

慢行交通系统规划研究的总体目标是通过确定合理的人行道路和自行车道选线，配套相关设施，从而在规划范围内建立起系统而高效的自行车道及人行网络。自行车道、人行步道及配套设施的设计旨在提升规划区域的娱乐、商业和文化价值，同时也鼓励大众光顾。具体而言，一项慢行交通系统规划研究应达成以下目标：

- 构建完善的全天候步行网络，提倡环保的徒步与自行车出行方式，优化出行结构，以改善空气质量、减少交通堵塞和噪声污染，并提升研究区域的整体环境质量。
- 营造安全、便捷、舒适的慢行环境，利用精心设计的城市家具和城市标识系统增强行人的步行体验。
- 合理规划慢行交通系统，利用人行天桥、地下步行通道、二层连廊以及适当的交通管理方案、交通稳静化措施和行人/自行车优先权的设定来优化区域内的交通组织，消除人流与车流交通冲突点，方便行人过街，更好的实现人车分流，缓解交通压力。
- 全天候、无障碍化的设计，体现人性关怀。

- 通过慢行网络串联各街区、公园、公共空间、历史文化资源以及其它城市功能，并实现慢行交通系统与公共交通系统（特别是快速轨道交通）的无缝连接。

- 整合慢行网络和关键性商业设施的连接，刺激商业服务业和零售活动的发展。

- 合理利用街道空间，拓展公共领域，为市民提供社交活动场所。

- 为改善城市景观提供新机遇。

- 为行人道、小道、自行车道和十字路口及其它人行和自行车设施提供设计导则和安全性导则。

- 在财务可行性分析的基础上制定切实可行的实施策略和分期建设计划以确保项目既定目标得以顺利实现。

- 提供详尽的政策建议（包括行政管理和运营维护措施建议以及各种优惠政策和激励措施建议），鼓励和刺激政府各部门间的密切协作及私营机构的积极参与以减少项目支出，并鼓励人们采用绿色方式出行。

- 制定妥善的教育和推广计划，鼓励人们徒步和骑车出行，提升人们的安全步行和骑行意识，倡导城市慢行文化。

- 鼓励社区和公众参与规划和决策过程。

- 将可持续的景观干预手段和雨水管理措施与慢行交通系统有机结合。

慢行交通系统规划中需要考虑的关键问题

一般而言，一个完善的慢行交通系统规划应该妥善解决下述问题。

规划、土地利用和发展问题

规划：主要任务是确定自行车道及人行道选线，合理安置自行车租赁点、自行车停放点及其它必要的关键人行及自行车设施。

关键土地利用：通常部分规划区域已经开发或已纳入发展规划，自行车道及步行道路选线要考虑到该因素。

联接：一个需要解决的首要问题在于利用自行车道和人行道连接现状/规划土地用途和设施，以增强这些用途和设施的可用性和吸引力。



- 沙滩、公园、公共开放空间、购物中心、历史遗迹、饭店和市场等现状及规划商业/娱乐/休闲/文化遗产设施及元素应与拟建的自行车道和人行道网络更好地整合在一起。
- 在规划的自行车及人行线路沿线及出发地/目的地配备公共交通（特别是快速轨道交通）和停车设施。
- 连接现状或规划的居住区和办公区以及酒店发展，以吸引当地人群使用自行车和人行网络。

现状及规划道路和主要基础设施建设项目：在设计自行车道和人行道时须考虑到主要道路工程和其它道路改善及改扩建工程。自行车道和人行道的修建可能导致道路断面或者道路红线宽度的变化。

土地权属：在建议自行车道/人行道走线时需要考虑土地的权属状况，因为重新征用土地既昂贵又费时。有鉴于此制定规划时需要考虑采用能最大限度利用政府所有土地的选线方案。此外，可与私人土地所有者达成协议以在他们用地范围内修建自行车道/人行步道，如果私人土地所有者认为这种做法是双赢的，则可能促进协议的达成；然而这种方法可能导致许多不确定因素，应只将其作为最后手段，或者作为一种额外的“候补方案”。

城市设计、景观设计、环境及视觉问题

整合的城市设计和景观设计方法：通过采用整合的城市设计和景观设计方法来提高现有节点和活动走廊活力，对于行人及自行车道规划尤为重要。比如，有些旧街区存在连通性差、缺乏特色、可辨识性差、缺少遮荫、交通污染和缺乏吸引力等问题，而这些问题可以通过重新设计铺装和活动节点、重新配置植物种植和照明系统、重新安置街道家具、重新定义行人空间，或者其它城市设计和景观设计方法加以解决。在环境友好型公共交通系统支持下，一些区域应彻底实现无小汽车化，这一做法在很多欧洲城市得以成功实施。此外，亦可引入可持续景观及雨水管理方法来实现该研究区域的绿色愿景。

街景及标识系统考虑因素：在任何行人和自行车道规划方案中，街景和指示性标志都是其重要因素，但是常常被忽视或轻视。不如人意的店面标识设计及安置会降低人们的步行体验。道路指示只是众多问题中的一个。此外还存在指示牌不够规范和信息给予不足的问题。该系统的目标用户涉及到各类人群，他们可能存在各类缺陷以及在年龄、教育背景及语言能力方面的各种差异；而每类人群的需求都同等重要，比如公司职员和旅游者的需求都很重要。慢行交通系统规划研究不仅提供了确定功能指示牌语言的可能，还参照以往城市发展经验及未来城市发展走向为该城市提供新的发展机会。设计框架已经确定了所有所需交流的信息，并已将其分类。不仅需要从功能层面，还须从其它层面考虑这些因素进行设计，比如应该综合运用统一格调的色彩、语言和环境图形和具有吸引力的系列街道家具，打造环境的整体舒适度。

环境和生态问题：如果自行车道和人行道太靠近主要道路，会出现噪音及空气质量问题。这就须要采取适当的环节措施来配合这种道路走向。在研究过程中应标明可能影响道路走向的具有生态重要性的区域，如公园、水滨和其它重要公共开放空间。同时还须在地块环境调查阶段指明自行车道在建设阶段和运营阶段可能对栖息地造成的暂时性或永久性影响。

视觉影响：值得关注的另一个问题是慢行项目的视觉影响。尽管规划区域往往采用的是相对粗放的发展模式，但是某些地块仍然具备景观价值；然而工程项目、自行车道及人行道环线和辅助设施的建设可能给这些景观带来负面影响。尽管如此，通过研究，还是有可能在规划范围的特定区域发掘出壮丽的景观，因此精心选取最佳视点/瞭望点非常必要。

历史及文化遗产影响：在研究过程中确定已知的具有考古/历史及文化重要性的区域（如建筑、墓穴、构筑物、旅游景点等）也尤为重要，因为这些因素可能影响自行车道和人行步道的走向问题。人行道环境可以引入历史及文化因素，比如主题性公共艺术和主题性井盖，通过这种方式来反应当地遗产的重要性。

市政工程及交通问题

无障碍设计：城市居民中有相当一部分人存在不同程度的行动障碍。为了帮助他们过上高品质的生活，他们的需求应该受到理解并得以满足。人行系统方案可以通过以下方式满足行动不便人士的需求：

- 在人行道十字路口采用斜坡式路缘石、盲道砖、触觉或听觉信号灯；
- 在步行化街道铺装盲道砖，提供方向引导；
- 仔细考量街道家具的安置位置，避免安置在盲人或视力障碍人士常经过的路线上；
- 在有坡度的地方避免使用台阶；
- 在适当的地方安置自动扶梯、电梯、自动人行道和坡道。

自行车道、步道及其它慢行设施设计导则：研究应就人行道、小路、小径、自行车道、人行横道以及其它慢行交通系统配套设施提供设计导则，以保证舒适安全的步行及自行车骑行环境。人行道、自行车道及机动车交通所存在的任何潜在冲突都须做到最小化处理，特别是十字路口和公共结点处。设置紧急车辆通道也是一项重要的安全设计标准，道路走向和通道设计的过程中须考虑到这一因素。

交通控制和稳静化措施：交通稳静化旨在减缓或减少机动车流量，以改善居民的居住环境，增强行人和自行车出行安全。通过设立行人专用区、智能交通信号控制、修订交通法规等交通管制措施可以给予行人和骑车人优先权，便利他们的通行。

附属构筑物：地面或高于地面的自行车道和人行道的造价相对低廉，然而其它辅助性结构，如挡土墙、隧道、桥梁等的造价较高。因此，为实现成本效益须尽量减少该类结构的使用。

对给水系统及敏感水体的潜在影响：须对场地径流及其它日常操作，如厕所及废水排放进行评估。当车道或附属设施侵入汇水区范围内时，这点尤为重要。

公众参与及实施问题

其它相关项目：应仔细考量规划区域内基础设施建设和其它项目建设的施工时间，因为它将影响到线路走向的选择，也可能带来与自行车道和步行道相关的项目机会。

公众咨询：当地居民、零售商、贸易商、终端用户和游客会受到慢行交通系统建设的影响，他们会有方方面面的顾虑和想法。因此，务必理解并尊重他们意见，开展社区和城市两个层面的公众咨询，从而保证所建议的行人及自行车道系统能被有效利用，并在建成后切实给上述人群带来好处。每个特定的步行化方案在付诸实施前尤其应该听取当地居民和终端用户的意见。欧洲和北美城市建设的经验表明，公众对于每个特定步行化提案都会有不同的建议和反对意见。在顾问团队的协助下，政府部门可进行公众咨询，可能的方式包括问卷调查、工作坊、访谈和公众论坛等。

鼓励公私部门间合作：在中国大陆，实施行人环境改善计划主要是政府的职责。当伦敦的苏豪区首次实施以提高环境质量、增加贸易活动为目的的步行化方案时（选定某些道路作为部分行人专用区，进行车辆限制），当地政府获得本地商户的支持和资金赞助。类似这样的机制，在内地城市也可以尝试。

政策建议：研究将提供一系列促进项目实施的政策建议，以供政府参考。政策建议的范围包括可运用于该项目的潜在财政手段、维持安全舒适步行环境的政策法规、鼓励私营部门参与该项目的政策、行政管理框架、运营机制以及鼓励通勤者采用步行、骑车或公共交通工具作为主要出行方式的财务激励措施。

实施策略和行动计划：有效的实施策略能够促进各政府部门和私营部门之间的合作，并有利于有效利用资源，合理安排工程分期，减少项目投资，避免不必要的浪费。此外，实施策略还应包括与步行及自行车网络管理、运营和维护相关的事项。为成功实施该项目，行动计划应该将整体目标细分为一系列详细的、可以通过一系列必要步骤



来实现的子目标。行动计划有三个要素：（1）具体任务，即将做什么，由谁来做；（2）时间范围，即何时完成；（3）资源分配：哪些资金可用于哪些具体任务。

教育和推广计划：教育和推广计划旨在通过各种活动（例如制作和分发宣传材料、公益广告、讲座等）改变人们不良的交通习惯，培养安全步行意识，并鼓励他们采用步行作为主要的出行模式。

监控和更新：监控规划实施过程中可能产生的各种问题。有必要对规划进行年度修订，以应对需求和环境的变化。

THE NEED FOR COMPREHENSIVE PEDESTRIAN AND BICYCLE PLANNING

TOWNLAND has been responsible for the planning and design of a wide range of successful pedestrian and bicycle planning schemes in Hong Kong, China, Indonesia, India and internationally.

Pedestrian and bicycle problems are evident in many urban areas across the world. In many cities, the existing urban areas have been developed to serve the functional requirements of the time with street designs oriented for efficient vehicular traffic circulation. With urban changes over time and rising public aspirations, walking and cycling in many cities is an unpleasant experience.

Pedestrians commonly encounter problems such as narrow and overcrowded pavements, barriers to movement, pedestrian/vehicular conflicts, unsatisfactory crossing facilities, traffic pollution, unattractive streetscapes, inadequate weather protection, and poor signage. The pedestrian environment is also unfriendly to the elderly and physically disabled. Cyclists often find that there are no dedicated bicycle lanes, cycle network system, convenient bicycle rentals or parking spaces.

To successfully resolve all of these problems calls for an integrated pedestrian and bicycle plan.

TOWNLAND'S APPROACH TO PEDESTRIAN AND BICYCLE PLANNING

The overall objective of pedestrian and bicycle planning is to create an integrated

network by identifying appropriate alignments for cycle tracks and pedestrian walkways, together with the associated supporting facilities within a study area. The cycle tracks/walkways and supporting facilities should enhance the recreational/commercial/cultural value of a Study area and should be designed to encourage patronage by the general public.

More specifically, a pedestrian and bicycle planning Study should seek:

- To create a comprehensive pedestrian/cycling network and promote walking/cycling as environmentally friendly modes of transport in order to improve air quality, reduce traffic congestion and noise pollution, reduce infrastructure needs and costs, and enhance the overall environmental quality of a Study area.
- To create a pedestrian/bicycle-oriented walking/cycling environment that is safe, accessible and comfortable by making use of appropriate street furniture and a signage system to enhance the walking/cycling experience.
- To optimize the traffic capacity of a Study area, eliminate traffic conflict points, facilitate pedestrian crossings, and to better separate pedestrians/cyclists and road vehicle movement through the implementation of a traffic management scheme, traffic calming measures, and pedestrian/cyclist-priority arrangements.
- To reflect a care for the community through day and night barrier-free design.
- To connect various land uses, parks, public spaces and historical/cultural resources through the pedestrian/cycle network and to achieve better connections with the public transport system, in particular the Rapid Transit system.
- To integrate the pedestrian network with key commercial facilities in order to stimulate commercial and retail activities.
- To provide venues for social activities by making use of streets and exploring more public space.
- To create new opportunities to improve the urban landscape in the future.
- To advise on the design and safety guidelines for sidewalks, paths, trails, bike lanes, street crossings, and other pedestrian and bicycle facilities.
- Based on the detailed financial feasibility analysis, to provide feasible implementation strategies and a phasing plan to ensure a smooth and effective implementation of the Project.
- To provide policy recommendations (including recommendations on the administration and operation/maintenance mechanisms and various preferential policies and financial incentives) so as to encourage and stimulate close cooperation among various Government Departments as well as to facilitate active participation from the private sector to reduce the project expenditure.
- To formulate comprehensive education and promotion programs to encourage the habit of walking/cycling and to create a walking/cycling culture.
- To promote the communities' involvement and public engagement in the planning and decision making process.
- To integrate sustainable landscape interventions into the pedestrian and cycle track system where appropriate.

Key Issues Which Need to Be Addressed by A Pedestrian and Bicycle Plan

Generally speaking, a good pedestrian and bicycle plan should properly address the following issues.

Planning, Land Use and Development Issues

Planning: a main objective of a pedestrian and bicycle plan is to identify the appropriate broad alignments of the cycle tracks and pedestrian walkways as well as appropriate arrangements for bicycle rentals, bicycle parking spaces, and other necessary key pedestrian/bicycle facilities.

Key Land Uses: usually part of a study area is already developed or planned for development and the alignments of the cycle tracks and pedestrian walkways will need to take account of this.

Linkages: one of the most significant issues to be addressed is the need for the cycle tracks/walkways to provide links with existing/planned land uses in addition to

facilities that can enhance their usability and attractiveness. These will include:

- existing/planned commercial/recreation/leisure/heritage facilities and features such as beaches, parks, public open spaces, shopping malls, historic sites, restaurants and markets which should be identified for better integration with the proposed cycle tracks and pedestrian walkways.
- public transport (especially mass rapid transit) and car parking facilities both at origin/destination points and along the proposed pedestrian/cycle track routes should be provided.
- existing/planned residential/office areas and new hotel development which would also provide for locally generated patronage.

Existing/Planned Roads and Major Infrastructure Projects: major road projects and any road improvement/widening works will have to be taken into account when designing the cycle tracks and pedestrian walkways. The establishment of the cycle tracks and pedestrian walkways may result in a change of the road sections and the width of the right-of-ways.

Land Ownership: in recommending a cycle track/walkway alignment, due consideration needs to be given to the broad land status since resumption will be both costly and time-consuming. With this in mind, a Study will need to identify alignments that maximise the use of Government land. Additionally, it may be possible to reach an agreement with private land owners to include the cycle track(s)/walkway(s) within their development if this can be seen to result in a 'win-win' situation for them – however, in view of the uncertainties resulting from this approach it might have to be considered as a last resort or as a means to provide an 'optional extra'.

Urban Design, Landscape Design, Environmental and Visual Issues

An Integrated Urban Design and Landscape Design Approach: opportunities to enhance the vitality and viability of existing nodes and activity corridors in a city through an integrated urban design and landscape framework are important to the success of the pedestrian and bicycle planning exercise. For instance, often older city blocks suffer from poor connectivity a lack of character, poor legibility, a lack of shade, traffic pollution, and a lack of attractions. This situation can be changed by redesigning the pavements and activity nodes, reconfiguring the planting and lighting, rearranging street furniture, redefining pedestrian spaces, and adopting other urban design and landscape design approaches. Some areas could be totally car-free, supported by an environmentally-friendly public transport system, as successfully implemented in many major overseas cities in Europe. Sustainable landscape and stormwater management approaches should also be introduced to address the green vision for a study area.

Streetscape and Signage Considerations: streetscapes and signage are important elements in any pedestrian and bicycle planning scheme. Quite often these are neglected. Poor storefront sign design and arrangement can degrade the pedestrians' walking experience. Wayfinding is just one dimension of a multidimensional problem. There are also regulatory and information-giving requirements. The target users comprise a wide range of people with a wide range of disadvantages, at different ages, education levels and language ability. Equally important are a range of needs for the target users, which could range from office workers to tourists. Whilst a pedestrian and bicycle plan offers the opportunity to create a definitive language of functional signage, there are also other opportunities for urban enrichment through, for example, historic and future references. Having defined and catalogued all the information that needs to be communicated, the framework for the design of such items needs to go beyond the functional aspects. It should contribute to the overall comfort of the environment through the use of colour, language and the placement of environmental graphics, all of which must possess a tone-of-voice that is cohesive and forms an appealing series of street furniture.

Environmental/Ecological Issues: noise and air quality issues could be a factor if the cycle tracks/walkways are aligned in close proximity to major routes. This

may mean that appropriate mitigation measure will be required to support such an alignment option. During the course of a study, the areas of ecological importance such as parks, waterfronts, and other significant public open spaces should be identified since these may also impact on choice of alignment. In conducting a thorough investigation of the site conditions, the consultants must define the habitats which may be temporarily or permanently disturbed by the cycle paths, both during construction and operation.

Visual Impact: another key issue requiring particular attention is the potential visual impact of a pedestrian/bicycle project. In addition to the study area's extensive urban development pattern, it may also contain areas of landscape value that could be adversely affected by engineering works associated with the cycle tracks/walkways and the construction of supporting facilities. Notwithstanding this, there may attractive views available from specific locations within a study area and it is desirable for these to be capitalised on by a project. Careful selection of vantage/lookout points is therefore necessary.

Historical and Cultural Heritage Impact: during the course of a Study, it is also important to identify any known areas of archaeological, historic or cultural importance (buildings, graves, structures, scenic spots, etc.) since these may impact on the choice of cycle track or pedestrian walkway alignments. Historic and cultural elements such as themed public art and manhole covers can be introduced into the pedestrian environment to reflect the significance of the local heritage.

Municipal Engineering and Traffic Issues

Barrier-free Design: a significant proportion of the people who live in urban areas have some degree of impaired mobility. To help them achieve a reasonable quality of life, their needs must be understood and accommodated. Pedestrian schemes should cater for the mobility impaired in the following ways:

- The use of drop curbs, tactile surfaces and tactile or audible signals at pedestrian crossings;
- Tactile surfacing of pedestrianised streets to provide directional guidance;
- Careful positioning of street furniture such that street furniture is not positioned on routes naturally taken by blind or partially-sighted people;
- The avoidance of steps in changes of level; and
- The introduction of escalators, elevators, moving walkways, and ramps where appropriate.

Design Guidelines for the Cycle Tracks, Walkways, and Other Pedestrian/Bicycle Facilities: the study should provide advice on the design guidelines for sidewalks, paths, trails, cycle lanes, street crossings, and other pedestrian and bicycle facilities to ensure a comfortable and safe pedestrian and cycling environment. Any potential conflict among pedestrians, cyclists and vehicular traffic will need to be minimised, particularly at crossing points and common junctions. Provision of access for emergency vehicles will also be an important safety design criterion, and route alignment and access provisions should be configured with this issue in mind.

Traffic Control and Calming Measures: traffic calming is intended to slow or reduce motor-vehicle traffic in order to improve the living conditions for residents as well as to improve safety for pedestrians and cyclists. Traffic control measures, such as the establishment of pedestrian zones, intelligent traffic signal controls and the amendment of traffic rules, can prioritize pedestrians and cyclists and ease their movement.

Supporting Structures: whilst the provision of a cycle track and walkway system at grade or over level ground is relatively inexpensive, the construction of supporting structures such as retaining walls, tunnels, bridges etc. can be comparatively costly. Accordingly, in order to achieve a cost-effective alignment, it is necessary to ensure that the use of such structures is minimised.

Potential Impacts on Water Supply Systems and Sensitive Water Bodies: impacts on water quality from site runoff and other routine operations such as toilets and waste disposal facilities must be evaluated. This is of particular importance

where tracks or ancillary facilities encroach upon water gathering grounds.

Public Engagement and Implementation Issues

Other Related Projects: the timing of implementation of infrastructure and other projects in a study area needs to be carefully considered since these may constrain alignment choices but could also offer opportunities to provide for works associated with the cycle track/walkway to be included.

Public Consultation: public consultation at both local and city level on pedestrian/bicycle planning proposals is necessary to fully understand and appreciate the magnitude of concerns of the affected local residents, retailers, traders, end users, and visitors/tourists, and to ensure the proposed pedestrian/cycle track system can be effectively used by and indeed benefit the above mentioned groups after construction. In particular, locals and end-users should also be consulted for each specific pedestrianisation proposal before its implementation. Past experience of cities in Europe and North America has indicated that objections to pedestrianisation proposals are specific and vary by scheme. The possible public consultation approaches that can be adopted by the government departments may include questionnaire survey, workshop, interview, public forum, etc.

Encourage Public-Private Partnership: implementation of pedestrian schemes in Mainland China is very much the responsibility of the Government. When the pedestrianisation scheme was first introduced in Soho, London (which included partial pedestrianisation of selected roads restricting vehicular access into the area) to enhance the environmental quality and increase trade activities, the Local Authority was able to gain local business support and assistance to finance the scheme.

Policy Recommendations: the plan should provide a series of policy recommendations for the Government's consideration to facilitate the implementation of the Project. The areas of the policy recommendations may include potential financial tools applicable to the Project, policies and regulations adopted to maintain a comfortable and safe pedestrian environment, policies used to encourage private sector involvement in the Project, administrative framework, operation mechanism, and financial incentives offered to the commuters for their adoption of walking/cycling/public transportation as the major transport mode.

Implementation Strategies and Action Plan: Effective implementation strategies facilitate cooperation among various government departments and the private sector; and help to efficiently utilize resources, reasonably arrange construction phasing, reduce project investment and avoid unnecessary wastage. In addition, the implementation strategies should also cover issues relevant to the management, operation and maintenance of the pedestrian and cycle track network. To achieve successful implementation, an Action Plan must be in place to convert the overall objectives into a series of detailed sub-objectives achievable by a sequence of steps that must be taken. The Action Plan has three major elements (1) Specific tasks: what will be done and by whom. (2) Time horizon: when will it be done. (3) Resource allocation: what specific funds are available for specific activities.

Education and Promotion Program: The education and promotion program should aim to change the undesirable transport habit of the public, raise awareness on safe walking/biking, and encourage public using walking/biking as the main mode of transport through various activities (including production and distribution of promotion materials, public advertisement, seminars and etc).

Monitoring and Update: To monitor any problem arising during the course of the implementation. An annual amendment of the plan is necessary to master the changes of the needs and contexts.

