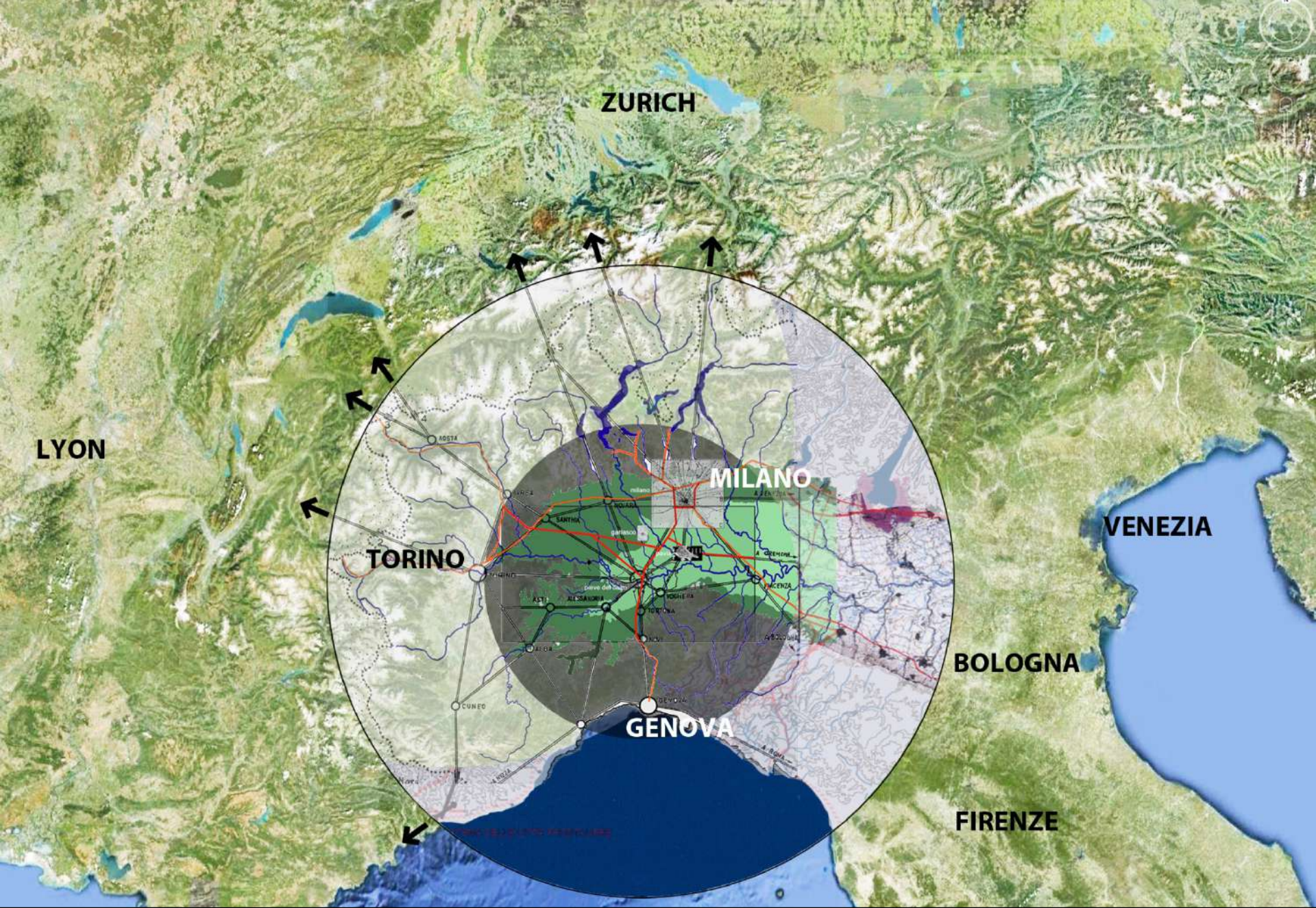


**A GREEN CORRIDORS AND ARCHITECTURAL HERITAGE.
A COMPARISON BETWEEN WEST LOMBARDY AND EAST PRD**



MAURIZIO MERIGGI – Green Corridors and Architectural Heritage. A comparison between West Lombardy and East PRD – Milan Polytechnic University – School of Civic Architecture



LYON

ZURICH

TORINO

MILANO

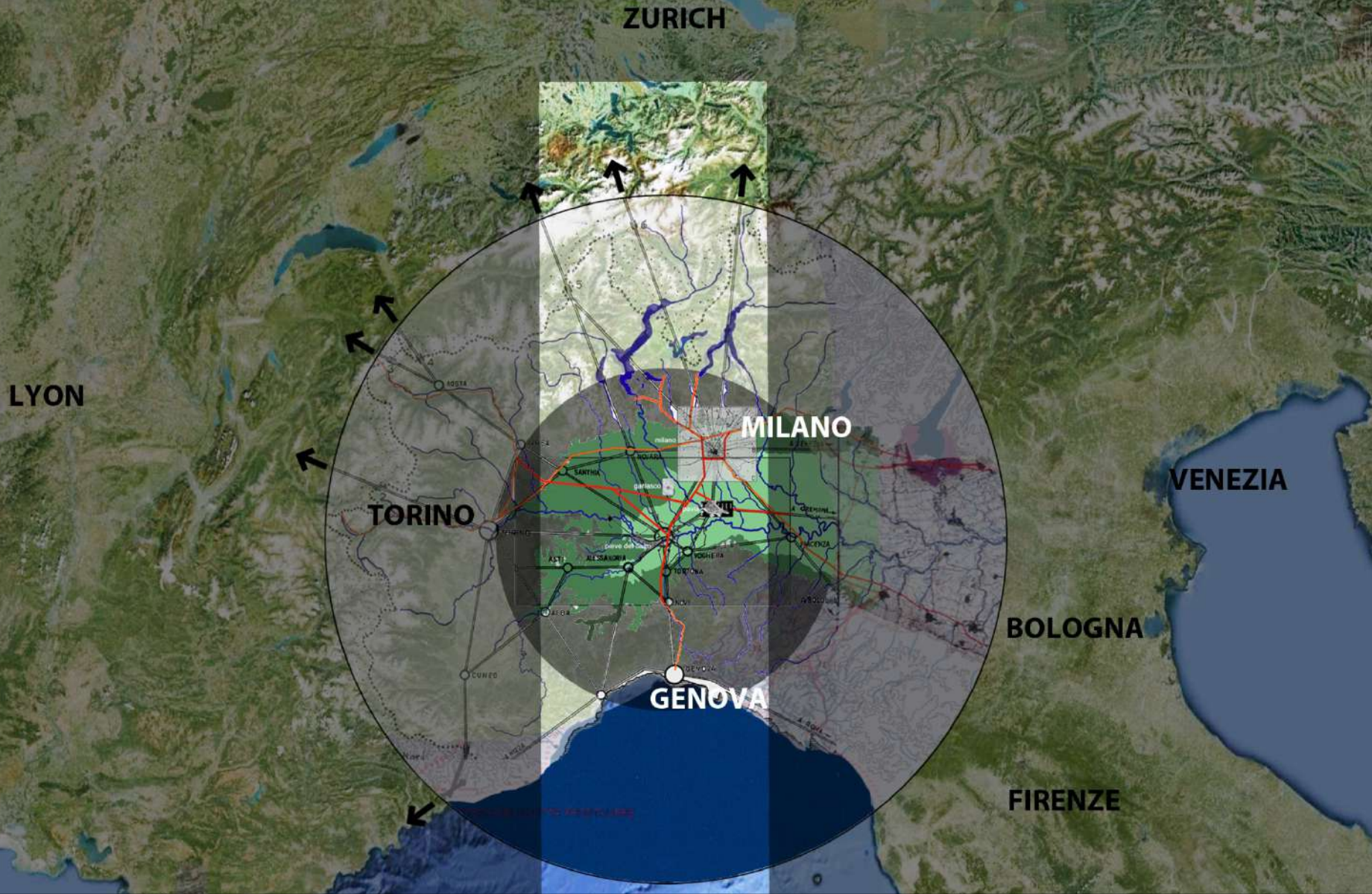
VENEZIA

BOLOGNA

GENOVA

FIRENZE

TICINO GREEN CORRIDOR





ZHAOQING
GUANGZHOU
ZHONGSHAN
MACAU
DONGGUAN
SHENZHEN
HONG KONG
HUIZHOU



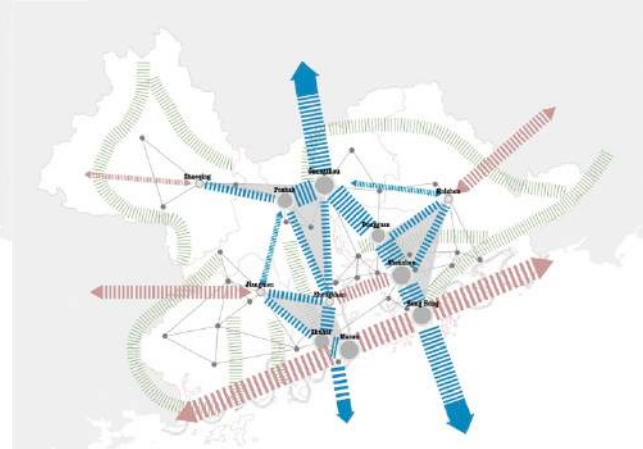
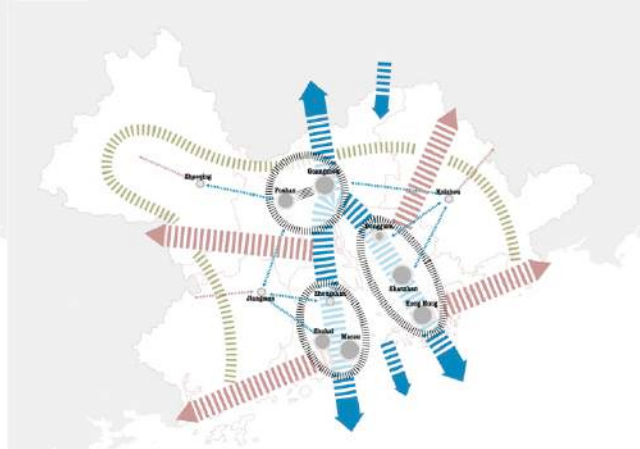
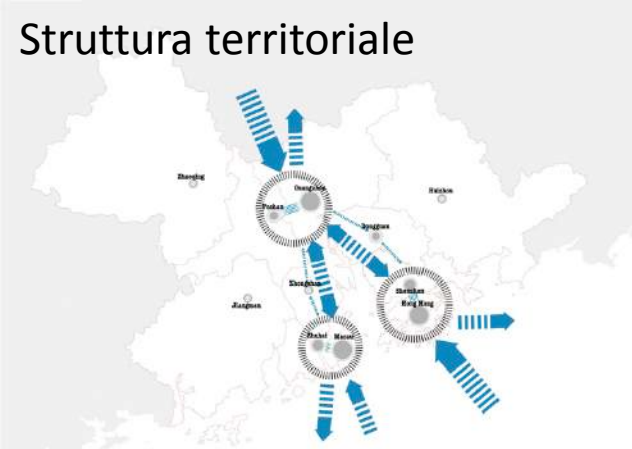
PRD COASTAL GREEN CORRIDOR



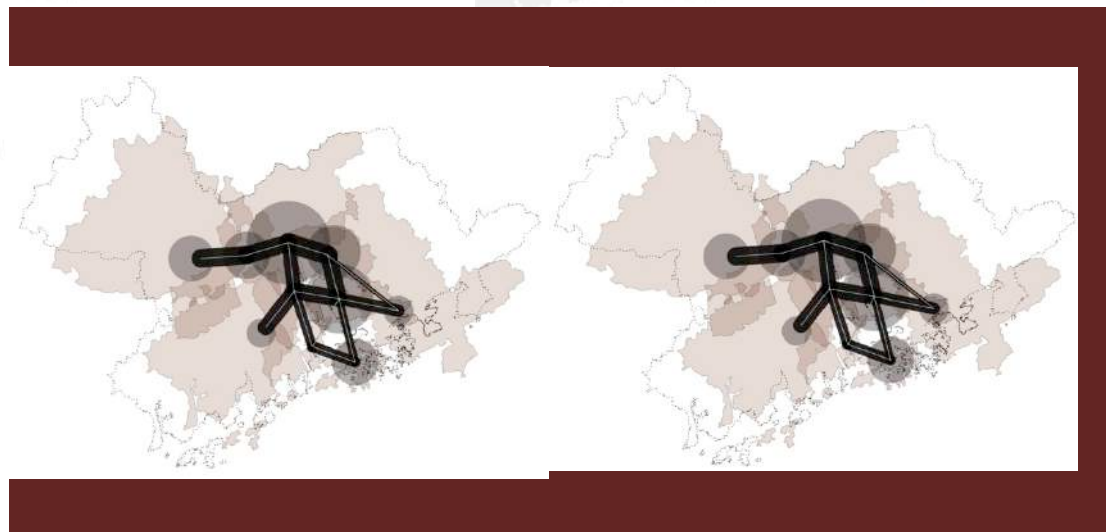
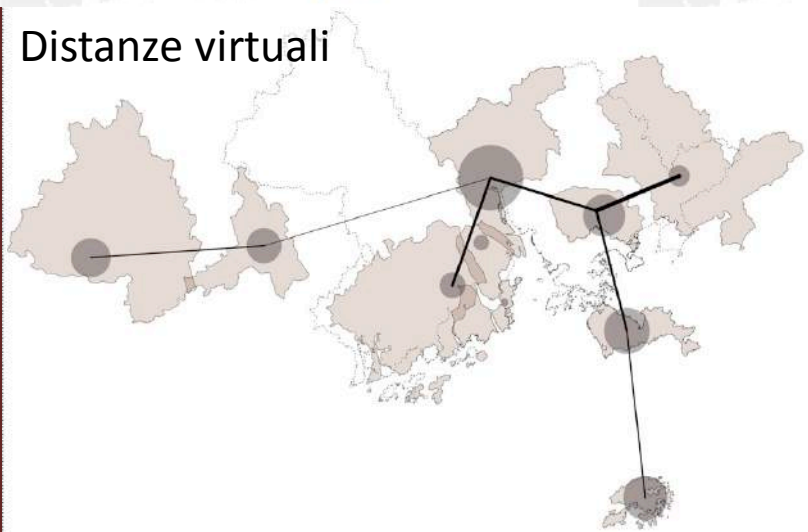
Pearl River Delta



Struttura territoriale



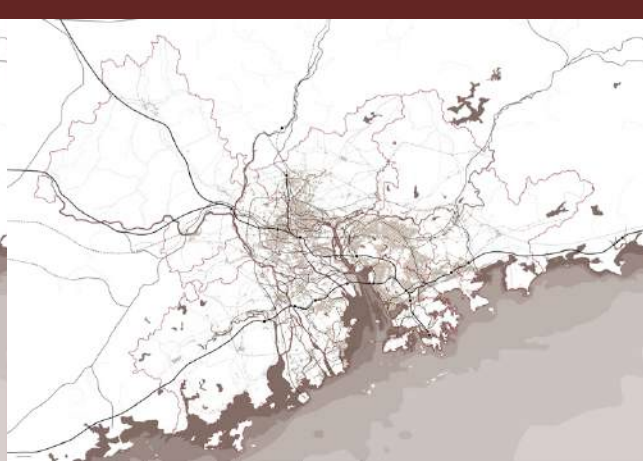
Distanze virtuali

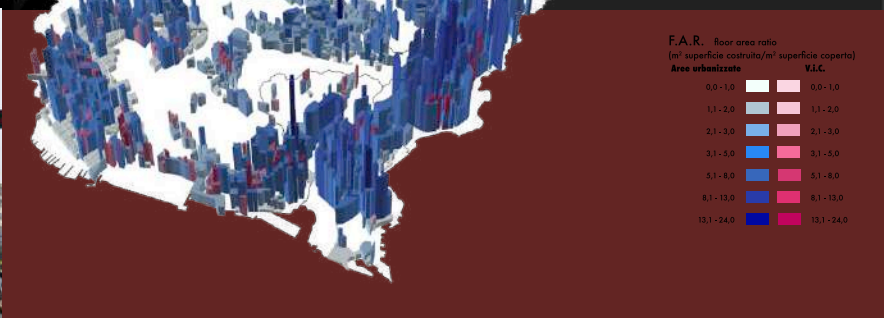
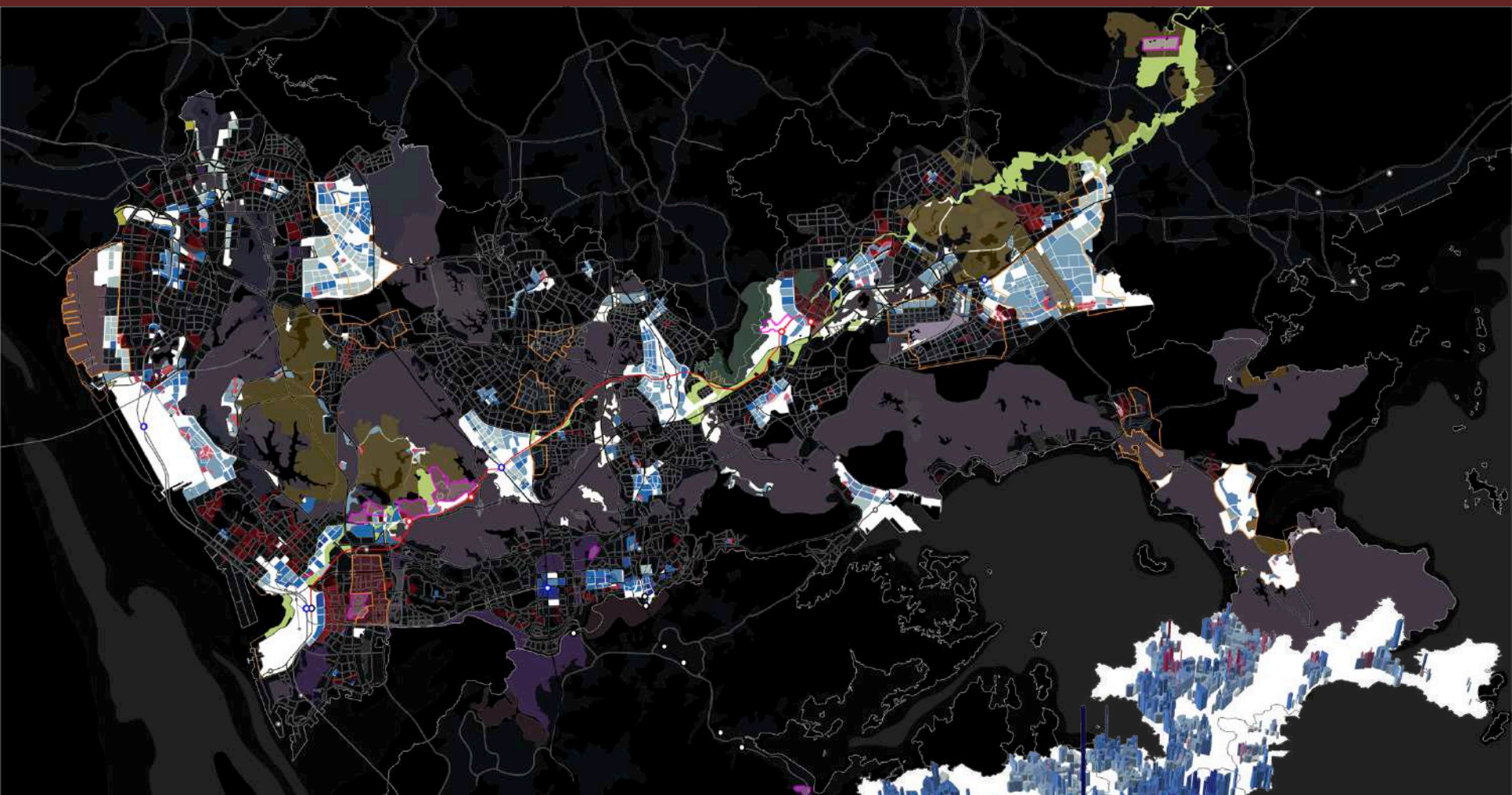


Crescita antropica



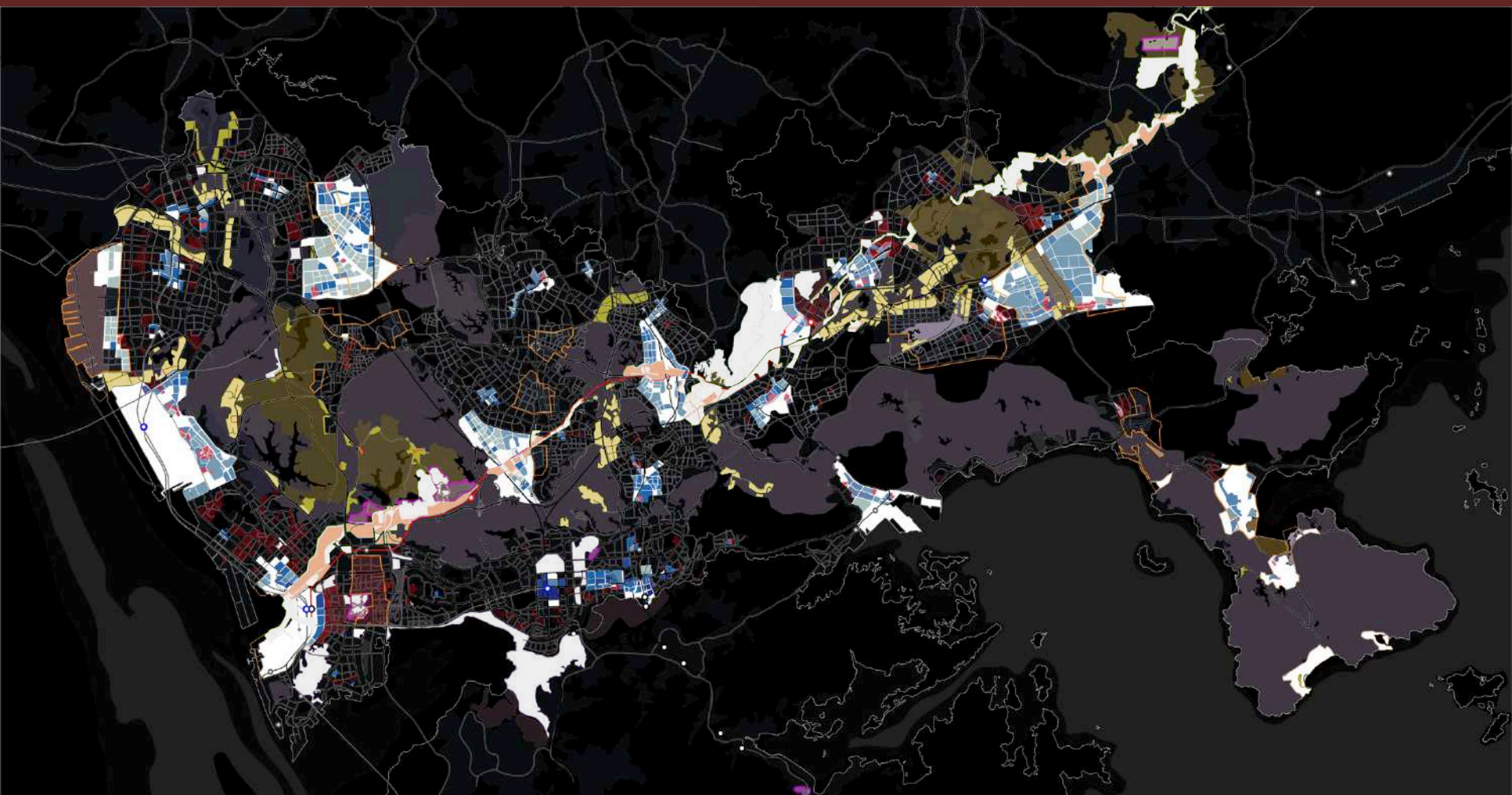
1990





Verso una città verde

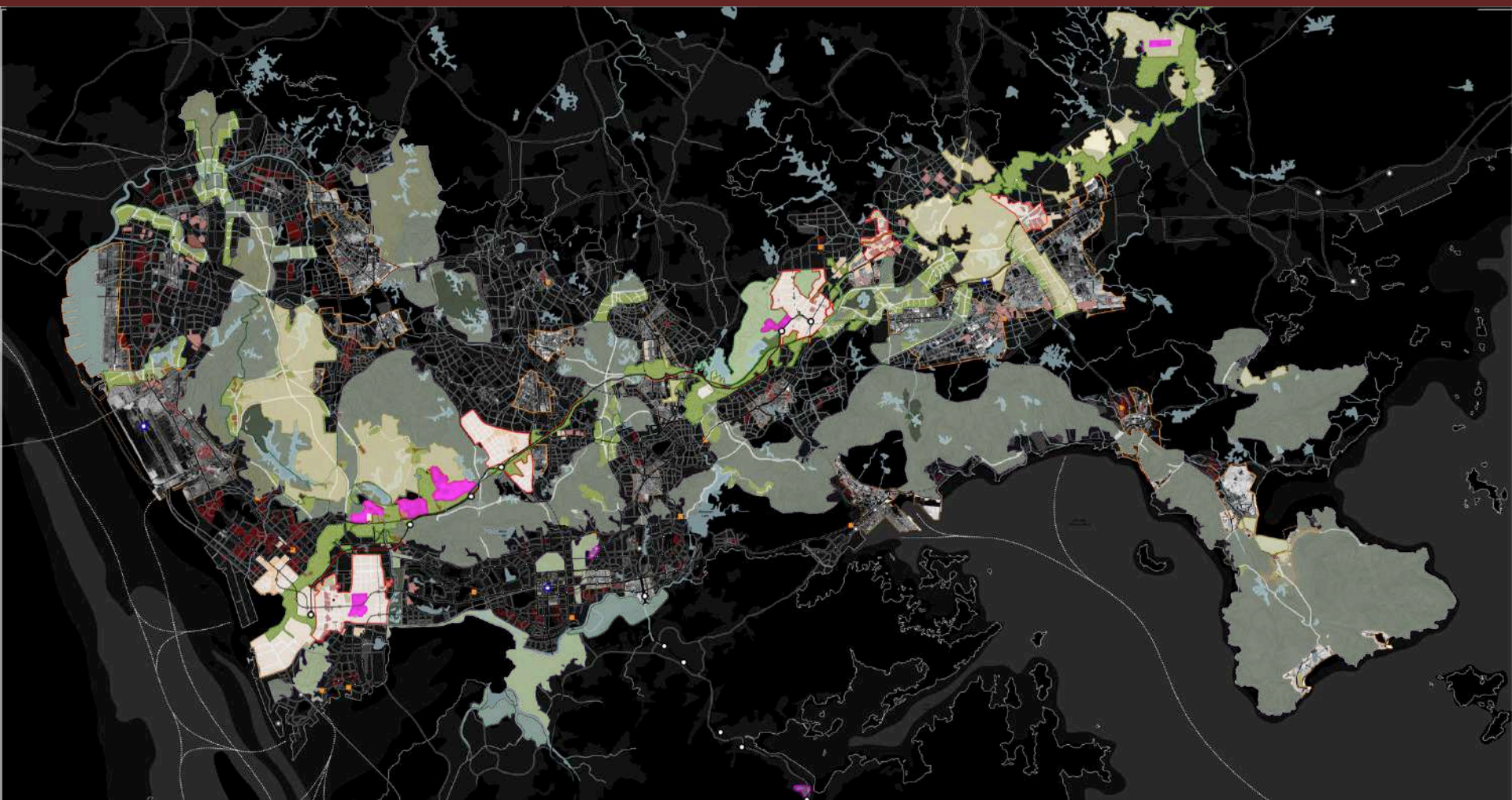
Comparti di diradamento e ricucitura ambientale



Shenzhen. Città lineare, città verde



Diradamento e consolidamento
Parco urbano lineare e aree agricole sperimentali universitarie



Pearl River Delta



(caso studio 15-18)
**Megalopoli del Delta
 del Fiume Perla**

- 15. Hong Kong
- 16. Shenzhen Centrale
- 17. Shenzhen Nord
- 18. Guangzhou Sud

Linee ferroviarie nazionale Alta Velocità della Repubblica Popolare Cinese (2004-2020)



The opening of Qinghai-Tibet railway in 2006 was a symbol of the preliminary completion of national railway network. The total railway length developed from 21,000 km (1949) to 75,000 km (2006). Since 2004, China has formulated a "long-term railway network plan" to continue to supplement the ordinary railways, vigorously to build new high-speed railways (passengers dedicated lines), and the intercity high speed railways in important metropolitan areas.

We can not ignore the tremendous figures of the recent railway construction achievement and the future project: 378 new stations realized during the year 2006-2012; another about 400 new stations will be constructed until 2015. By the end of 2015, the high speed railway will reach 40,000 km (total national railway 120,000 km), in that moment it is expected to have more high-speed railway track than in all the rest of the world.

The HSR (high speed rail) network will have four vertical and four horizontal lines as principal trunks. Four verticals are Beijing-Harbin (Dalian), Beijing-Shanghai, Beijing-Hong Kong, Shanghai-Shenzhen. Four horizontals are Qingdao-Taiyuan, Xuzhou-Lanzhou, Shanghai-Chengdu, Shanghai-Kunming.

The Beijing-Shanghai HSR has already completed in 2011, each day operates 90 pairs of high-speed trains (two services: 65 pairs of 300 km/s, and 27 pairs of 250 km), and offers extra trains during holidays. The total length of it is 1318 km, the fastest just need 4 hour 48 minutes. More and more people choose train to travel between Beijing and Shanghai. For instance, the fastest train to connect Beijing and Nanjing (1023 km) costing 3 hours 39 minutes, it is no reason to take plane any more. the custom of passengers greatly changed.

Beijing-Wuhan HSR will be completed by the end of 2012, linking with the already operated Wuhan-Shenzhen HSR, the total 2372 km trip of Beijing-Shenzhen will cost the fastest train only 8.5 hours, reduced greatly than the ordinary trains which now need 24 hours.

Another aspect is the intercity HSR. Several pioneer lines has already operated in some leading metropolitan area. From Beijing south station to Tianjin Central station, 120km, 33 minutes, 80 pairs of train move 60,000 passengers per day (during holidays add to 100 pairs). From Guangzhou South to Shenzhen North, 102km, 29 minutes, 43 pairs of trains per day. From Shanghai to Nanjing, 301km, fastest trains take 67 minutes, 146 pairs of trains move 170,000 passengers per day, with a minimum interval of five minutes, like the urban metro service.

Pearl River Delta



(caso studio 15-18)
Megalopoli del Delta del Fiume Perla

- 15. Hong Kong
- 16. Shenzhen Centrale
- 17. Shenzhen Nord
- 18. Guangzhou Sud

Hong Kong, Terminal Alta Velocità e West Kowloon

L'Hong Kong HSR Terminal (A) che si trova nella zona ovest di Kowloon, area bonificata a partire dal 1990 come oltre 10 del nucleo del nuovo aeroporto di Hong Kong. Sul lato ovest del capolinea HSR si trova Union Square (J), un enorme complesso di 1.090.000 mq. Qui il grattacielo dell'International Commerce Centre (alto 484 m e progettato da Kohn Pedersen Fox Associates) è l'edificio più alto di Hong Kong. Sotto Union Square si trova la fermata metropolitana "Kowloon Station" (B); a Sud-est della piazza vi è il Western Harbour Tunnel, terzo incrocio di collegamento tra la penisola di Kowloon e l'Isola di Hong Kong.

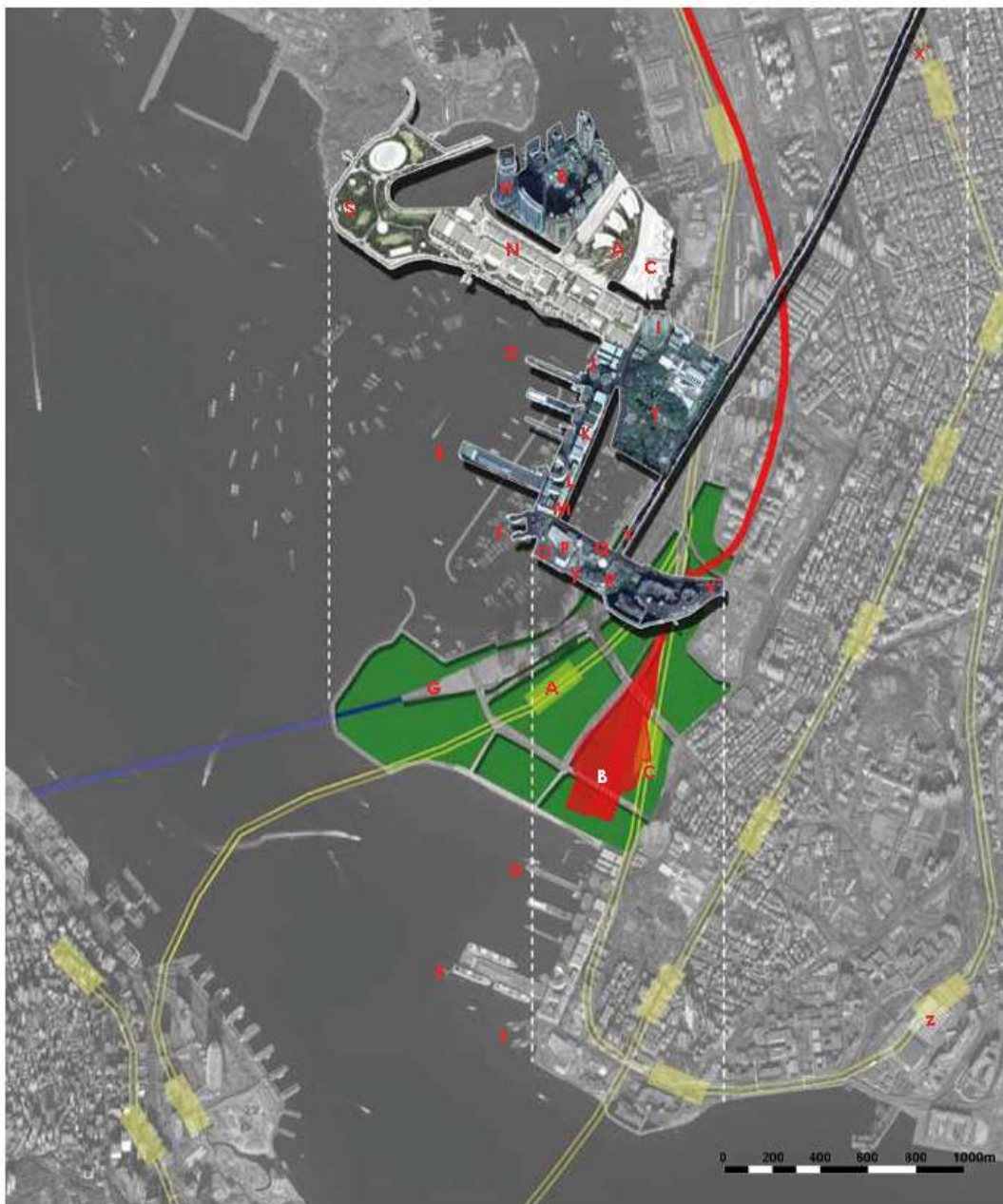
Tra il Terminal ed il lungomare, sorgerà il West Kowloon Cultural District (N) - musei, teatri, sale da concerto e luoghi di rappresentazione, nell'ambito di una proposta di progetto e sviluppo per incrementare le istituzioni culturali e di intrattenimento a Hong Kong. A est di Terminal si trova Austin Metro Station (C), al di sopra della quale verranno realizzati un centro commerciale e delle nuove torri residenziali.

A sud, lungo il litorale costiero si trova il porto di West Kowloon: il China Ferry Terminal (D) per Macao e la Cina continentale, l'Ocean Terminal (E), l'unico terminal crocieristico di Hong Kong e sede del primo centro commerciale in Asia, lo Star Ferry Pier (F) che gestisce il servizio di traghetto storico in Victoria Harbour, tra Kowloon e Hong Kong Island.

All'angolo sud-ovest della penisola, sul lungomare, la torre dell'orologio (O) funge da punto di riferimento, dichiarato monumento di Hong Kong, fiancheggia un frammento della prima stazione ferroviaria di Hong Kong, un edificio in stile edoardiano progettato nel 1915 dall'architetto britannico Arthur Benison Hubback.

Nel 1975, mentre il terminal ferroviario si trasferì a Hung Hom (Z), la stazione di Kowloon fu demolita e di essa è rimasta solo una torre dell'orologio. Più tardi furono costruiti sull'area un gruppo di edifici culturali: Centro Culturale (P), Museo dello Spazio (Q), Museo d'Arte (R), la passeggiata sul lungomare Avenue of Stars (y-y') - modellata sulla Hollywood Walk of Fame.

Dal Terminal HSR ad est, passando per il parco di Kowloon, la gente può arrivare in Nathan Road (x-x'), la principale arteria di Kowloon.



INFRASTRUTTURE

- A. West Kowloon Terminus (HSR), Aedas, Design in 2010, expected completion in 2015.
- B. Kowloon Metro Station, Terry Farrell, 1997.
- C. Austin Metro Station, 2009.
- West Kowloon harbours:
- D. China Ferry Terminal, 1988.
- E. Ocean Terminal, built in 1886 as pier, reconstructed in 1963 as office, shopping mall and cruise terminal.
- F. Star Ferry Pier, 1911, reconstructed in 1930s.
- G. Western Harbour Tunnel, 1997.

BUSINESS, COMMERCIO E RESIDENZA

- H. Union Square, complex includes residences, offices, hotel, shopping mall, metro station. Constructed from 2000 to 2010.
- I. (High to low) The 'Victoria Towers' - residences and shopping mall, 2003.
- J. (Golden buildings) China Hong Kong City - offices, hotel, shopping mall, bus and taxi terminals, ferry pier, 1988.
- K. Harbour City: The Gateway - offices, residences, shopping mall, 1995-1999.
- L. Harbour City: Ocean Centre - offices, shopping mall, 1977.
- M. Harbour City: Marco Polo Hongkong Hotel, 1969.

SERVIZI PUBBLICI

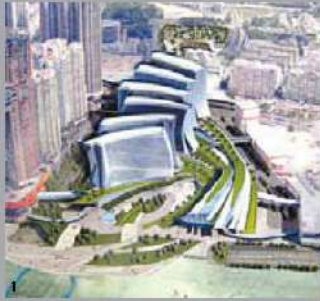
- N. West Kowloon cultural district - museums, theatres, concert halls and performance venues. Planning by Foster+ Partners in 2010, expected completion within 2026.
- O. Hong Kong Clock Tower, Former Kowloon-Canton Railway Clock Tower, Architect: Arthur Benison Hubback, 1915.
- P. Hong Kong Cultural Centre - Concert Hall, The Grand Theatre, The Studio Theatre, Exhibition Gallery. Design by Architectural Services Department of Hong Kong government, 1989.
- Q. Hong Kong Space Museum, 1980.
- R. Hong Kong Museum of Art, Design by Architectural Services Department of Hong Kong government, 1991.

PARCHI

- S. Great Park: with Mega performance venue/Exhibition center (future project), and West Kowloon Waterfront Promenade (existing).
- T. Kowloon Park (1970), with sports center and swimming pool (1989) and Hong Kong Heritage Discovery Centre (former Whitfield Barracks, reused since 2005.)

0 200 400 600 800 1000m

Pearl River Delta



Hong Kong, Terminal Alta Velocità

Il Terminal di Kowloon Ovest è l'unica stazione sul territorio di Hong Kong della linea HRS Guangzhou-Shenzhen-Hong Kong. Progettata da Andrew Bromberg di Aedas nel 2010, a partire dal 2015, essa collegherà Hong Kong alla Cina. Con un'area coperta di 11 ettari e 430.000 mq edificati questa sarà la più grande stazione capolinea metropolitana di tutto il mondo.

Il capolinea sarà dedicato sia ai servizi di breve distanza, sia ai servizi ferroviari su lunga distanza: 4 treno ogni ora per Shenzhen Futian stazione, raggiungibile in 13 minuti; 2 treni ogni ora a Guangzhou South stazione, raggiungibile in 48 minuti; 33 treni al giorno per 16 città della Cina continentale - attraverso Shenzhen North Station verso Guangzhou, Wuhan, Zhengzhou, Pechino, Xi'an ed attraverso Xiamen verso Hangzhou e Shanghai. 15 piattaforme di testa saranno destinate sia per i servizi di breve che lunga distanza. 6 piattaforme corte saranno destinate ai treni a breve distanza, per garantire un servizio frequente nella vicina provincia di Guangdong; 9 piattaforme lunghe ai treni a lunga percorrenza, per i treni diretti verso 16 città del continente cinese. Il capolinea sarà anche collegato alle fermate della metropolitana di Kowloon (a ovest) e Austin (a est) tramite dei corridoi sotterranei, collegate con le altre aree di Hong Kong e l'aeroporto internazionale.

Il disegno della stazione prevede la compattezza degli spazi tecnici e di servizio per renderli efficienti e consentire la creazione di un grande vuoto al livello del concourse connesso alle piattaforme attraverso aperture e collegamenti verticali.

L'esterno del piano di campagna è ripiegato sul grande atrio e la struttura del tetto si protende verso il porto. Il risultato è un volume di 45 m di altezza, che accentra tutta l'attenzione sul sullo skyline di Hong Kong e Victoria Peak. In questo modo i passeggeri sono resi consapevoli del fatto dell'essere in arrivo o in partenza - "voi siete a Hong Kong". L'apertura verso il futuro West Kowloon Cultural District, una grande "Piazza Civica" invita i pedoni a fluire nello spazio, guidandoli ad accedere e fruire di quasi tutta la copertura della stazione stessa, progettata come un'oasi di verde urbano si estende verso dal parco adiacente.

Disegni tratti da: ANDREW BROMBERG, 2011: "Express Rail Link, West Kowloon Terminal", in *A+U (Architecture and Urbanism)*, n. 491. <http://www.aedas.com>





ATL 50

Shenzhen, Stazione Futian (Centrale) Alta Velocità

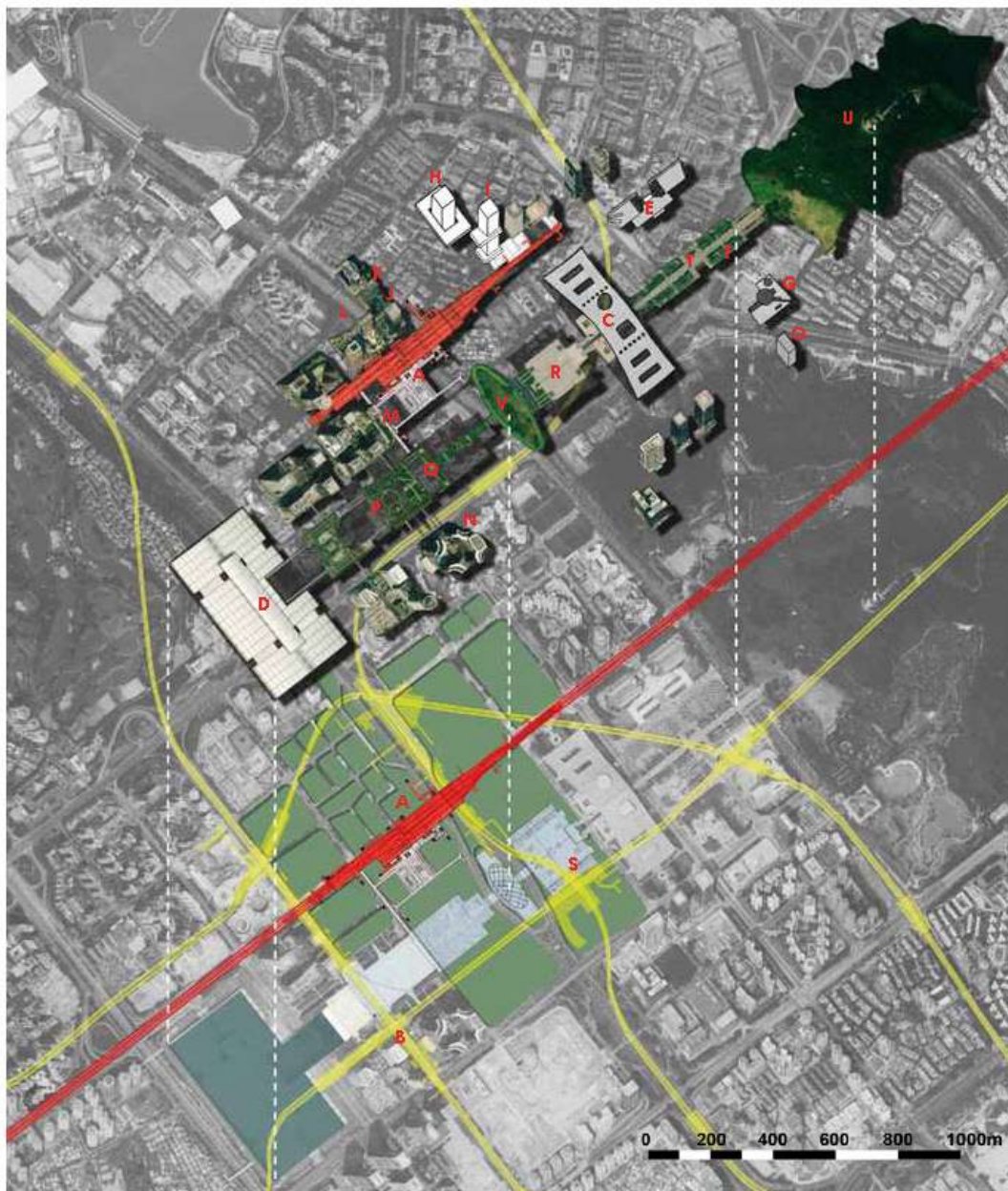
Shenzhen è stata fondata come Zona Economica Speciale nel 1980. Negli ultimi 30 anni la popolazione è aumentata da 300 migliaia (contea di Bao'an) agli attuali 10,5 milioni.

Nel 1980 e 1990, il downtown di Shenzhen era nel distretto di Luohu in corrispondenza dell'omonima stazione ferroviaria localizzata presso il confine con Hong Kong. Al contempo l'amministrazione ha operato una serie di piani e di ricerche per configurare il centro città futura, sorta nel quartiere Futian.

Nel 1996 fu indetto un concorso internazionale di progettazione urbana per il centro urbano, da cui fu selezionato il progetto di M. Y. Lee/Michael Timchula Architects. L'impianto sottolinea l'asse nord-sud, utilizzando un layout simmetrico, con un'area verde centrale larga 250 metri e l'edificio del centro civico che domina lo spazio con un'enorme copertura ondulata sospesa. Nel 1997, Kisho Kurokawa completò il piano con progettazioni e del sistema di spazi pubblici lungo l'asse centrale.

Nel 1999, i nuovi leader municipali di Shenzhen hanno deciso di accelerare lo sviluppo del distretto centrale con il nuovo CBD, centro politico ed il simbolo della città futura. I nuovi piani municipali quinquennali hanno sancito la costruzione di una serie di edifici e spazi pubblici nel nucleo centrale della città nel corso di un lasso molto breve di tempo. Dal Centro Congressi ed Esposizioni (D) l'asse si affaccia a nord e passa attraverso il centro commerciale Central Walk (P), il parco (Q), la piazza (R) e arriva al centro civico (C), poi si estende a nord con la Biblioteca di Shenzhen e la Concert Hall (E), la Porta della Città (F), e il Palazzo dei Bambini (G) e si conclude fine sul Colle di Loto, sulla cui vetta si trova la statua di Deng Xiaoping (L), il leader della riforma economica cinese fautore del successo della Zona Economica Speciale.

Allo stesso tempo, imprese e servizi commerciali sono sorti lungo l'asse e delineano la nuova immagine del centro della città. Intorno alla stazione HSR in costruzione si trovano: lo Shenzhen Stock Exchange (H), Taiping Financial Tower (I), China Unicom Building (J), China Travel Service Tower (K), Times Financial Centre (L), Futian Shangri-La Hotel (M), ecc



INFRASTRUTTURA

- A. Shenzhen Central HSR Station, China Railway Fourth Survey and Design Group Co., Ltd., design in 2008, completion in 2012.
- B. Civil Centre metro station, 2004.

SERVIZIO PUBBLICO

- C. Civil Centre, Lee/Timchula Architects, design in 1996, completion in 2004.
- D. Shenzhen Convention & Exhibition Center, Gmp Architekten, design in 2001, completion in 2004.
- E. Shenzhen Library and concert hall, Arata Isozaki, design in 2003, completion in 2006.
- F. Central Book City, Kisho Kurokawa, 2006.
- G. Shenzhen Children's Palace, Shenzhen Zonghao Architects firm design in 1998, completion in 2004.

BUSINESS, COMMERCIALE E RESIDENZA

- H. Shenzhen Stock Exchange, OMA, design in 2007, completion in 2012.
- I. Taiping Financial Tower, Nikken Sekkei Ltd, design in 2010, expected completion in 2014.
- J. China Unicom Building, Zhao Xiaojun (CCDi), design in 2001, completion in 2004.
- K. China Travel Service Tower, JOHNSON PULTON WALKER, 2008
- L. Times Financial Centre, BBGM-88 GM, 2003
- M. Futian Shangri-La Hotel, Wong Tung & Partners, 2008
- N. International exchange square [Great China International Group], 2006
- Q. Shenzhen Metro Tower, Urbanus, 2005

CENTRAL AXIS

- P. Central walk Shopping mall, Callison, 2004
- Q. Park of Civic Center, 2003
- R. Civic Center Square, 2006
- S. underground spaces, 2005
- T. North square of Civic center, 2006
- U. Deng Xiaoping statue, Teng Wenjin, 2000
- V. Crystal island, future project.

Pearl River Delta



ATL 51
Shenzhen, Stazione Futian (Centrale) Alta Velocità

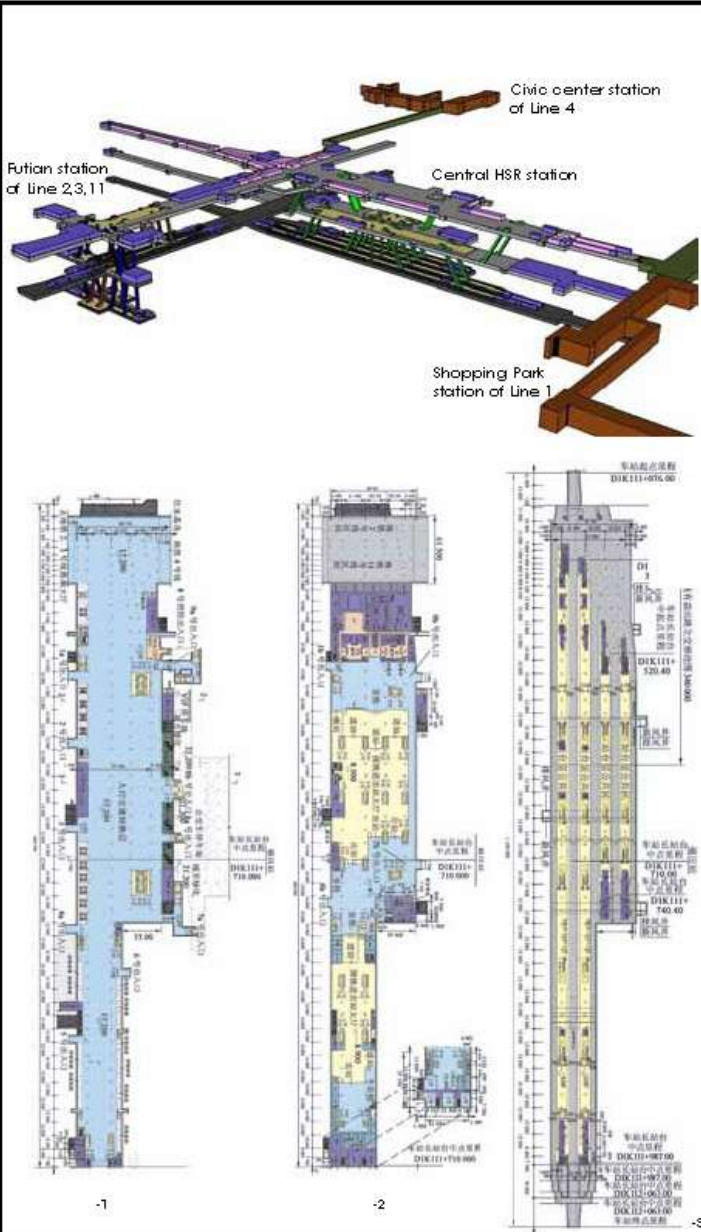
La stazione centrale HSR ha un'area totale edificata di 1.51.500 mq organizzati su tre livelli.

Il primo livello interrato (-4m) è uno spazio pubblico di interscambio in cui, tramite corridoi, è possibile collegarsi alle stazioni di sei linee della metropolitana e al livello sotterraneo di edifici circostanti. La stazione HSR adotta il modello tipologico e di gestione della stazione metropolitana - non ci sono sala d'attesa e parcheggio, ma solo fermate di bus e taxi ad est della stazione. La metropolitana costituirà per l'80% il mezzo di transito da e per la stazione HSR.

Il secondo livello interrato (-12.3m) costituisce l'atrio della stazione con le biglietterie e le sale di controllo impianti.

Il terzo livello interrato (-21.2m) è ove si situano le banchine ferroviarie HSR. I treni qui servono solo per il collegamento interurbano Kong-Shenzhen-Guangzhou Hong, mentre i treni a lunga percorrenza verso le città del continente si limitano ad attraversare il nodo senza fermarsi. Ci sono 8 binari: 4 passanti con due piattaforme lunghe (450m) per l'intera tratta Hong Kong-Shenzhen-Guangzhou; 4 a fermine con 2 piattaforme corte (220m) per il collegamento Shenzhen-Guangzhou.

La Shenzhen North Station (2011) serve soprattutto i treni a lunga distanza HSR, mentre la stazione centrale serve soprattutto la linee a scala regionale per il business giornaliero Guangzhou-Shenzhen-Hong Kong che giustifica la scelta di localizzazione del CBD, cioè là dove c'è più domanda di questo tipo di trasporto, infatti diversi edifici per uffici qui localizzati sono direttamente collegati nei piani ipogei agli accessi alla stazione e alle linee della metropolitana.



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Shenzhen, Stazione Nord Alta Velocità

La Stazione Nord HRS di Shenzhen si trova nel distretto di Longhua, a 9 km dalla Stazione centrale di Shenzhen e separata dai centri di Wuhu e Futian da un rilievo montuoso lungo circa 15 km da ovest a est e largo 2 km da nord a sud. La Stazione Nord sarà il nodo di scambio tra le linee HSR di Pechino-Hong Kong e Hangzhou-Fuzhou-Shenzhen.

Ad ovest della stazione vi sono dei rilievi collinari mentre, ad est, si realizzerà un futuro quartiere degli affari, dove si configurerà un'area di sviluppo del trasporto pubblico. Una stazione e 2 linee della metropolitana (linea 4 e 6) attraversano la copertura della stazione (B), vicino all'ingresso alla stazione. La futura linea metropolitana 5 transiterà in direzione verticale lungo la traccia dei binari HSR. Tra la piazza e l'area ad est della stazione, una strada urbana sottopasserà la stazione e garantirà uno spazio completamente pedonale. Pertanto la stazione, insieme a est e ovest Piazza legate dalla piattaforma 90m pedonale livello, che si estende verso est alla strada Meilong (D), e saranno eventualmente coinvolti nello sviluppo della zona circostante in futuro. Nuovi grattacieli sono in corso di progettazione intorno alla stazione, in prossimità della quale sorgerà l'area centrale del quartiere degli affari del futuro centro di Longhua. Sia lungo il fronte est che ovest, sono state realizzate enormi piattaforme semipiegate con cortili aperti verdi (E-F), collegati a spazi commerciali su più livelli.

Gli edifici che completano i quattro angoli della piazza offrono servizi pubblici, come hotel, centri commerciali, ristoranti. La stazione degli autobus urbani si trova all'angolo nord-est e, sull'angolo nord-ovest, la stazione degli autobus extra-urbani (G), da cui si può raggiungere direttamente l'autostrada (H); l'angolo sud-est e il piano interrato di della piazza a ovest dei binari sono per la il servizio taxi, l'accesso alla metropolitana e i parcheggi privati.



INFRASTRUTTURA

A. Shenzhen North Station, China Railway Fourth Survey and Design Group Co., Ltd., The Institute of Architecture Design & Research, Shenzhen University, Design in 2007, completion in 2011.

B. Overpass track of metro line crosses station.

C. Overpass metro station of line longhua (inside the HSR station), Beijing Urban Engineering Design & Research Institute Co., Ltd, 2011.

URBAN PROMENADE

D. East square of station: pedestrian spaces, shops, car park. Beijing Urban Engineering Design & Research Institute Co., Ltd, 2011.

E. Courtyard of east square.

F. Courtyard of west square.

SURROUNDING COMMERCIAL BUILDINGS
by Beijing Urban Engineering Design & Research Institute Co., Ltd, 2011.

G. Commercial building, with coach station.

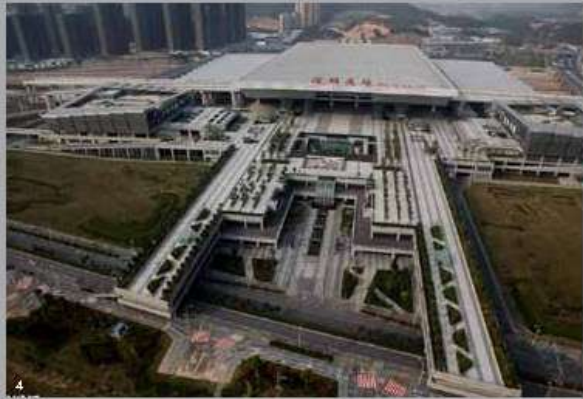
H. Amusement and food city, with bus station.

I. Hotel, and residential buildings behind.

J. Commercial building, with taxi station.

0 200 400 600 800 1000m

Pearl River Delta



ATL 53

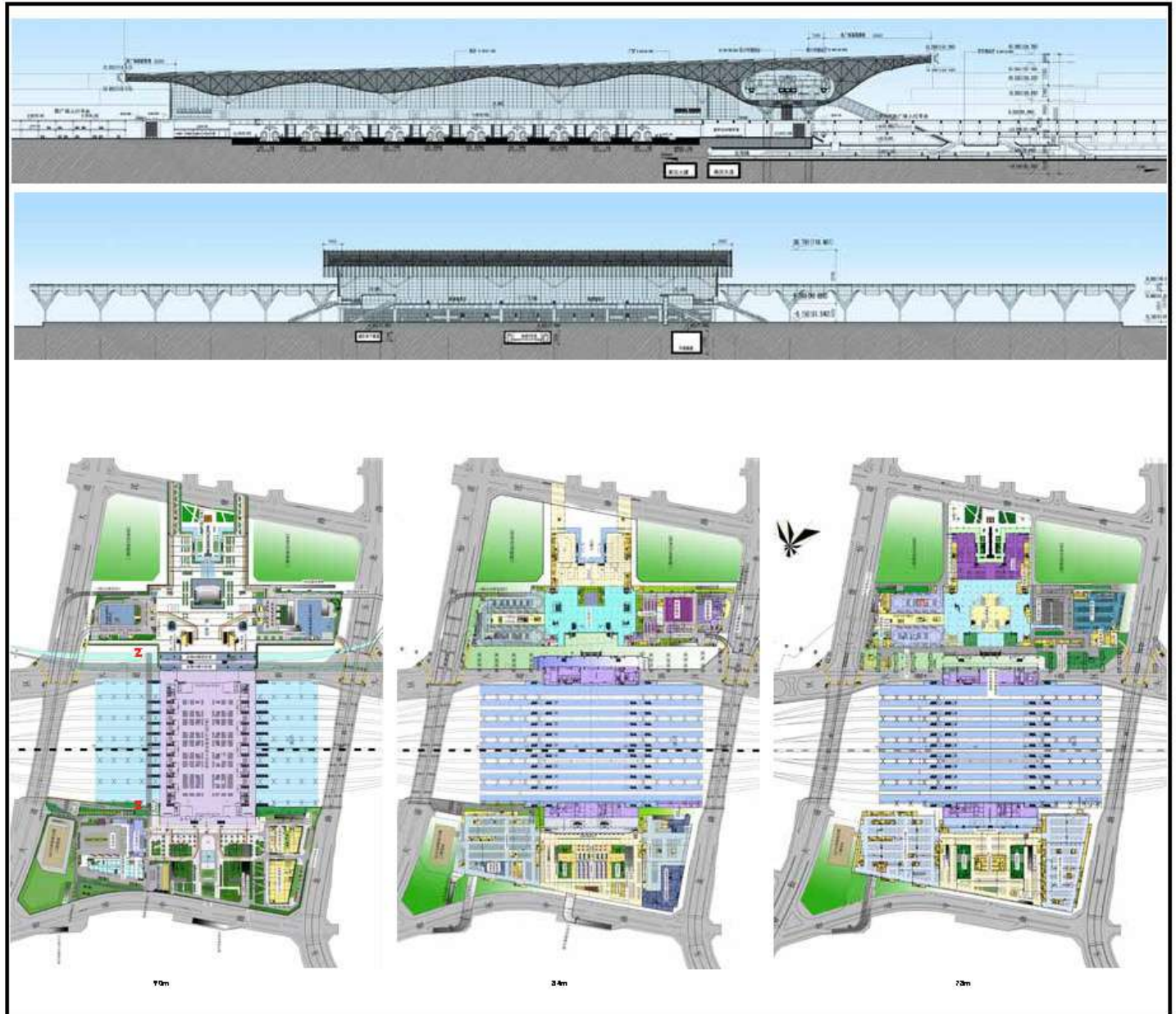
Shenzhen, Stazione Nord Alta Velocità

La stazione occupa una superficie totale di circa 65 ettari, con un'area edificata di circa 400.000 metri quadrati.

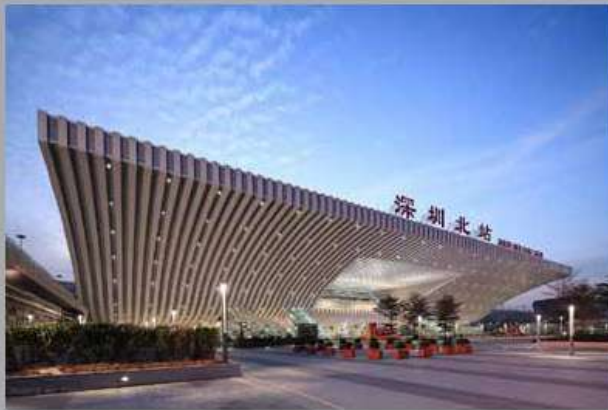
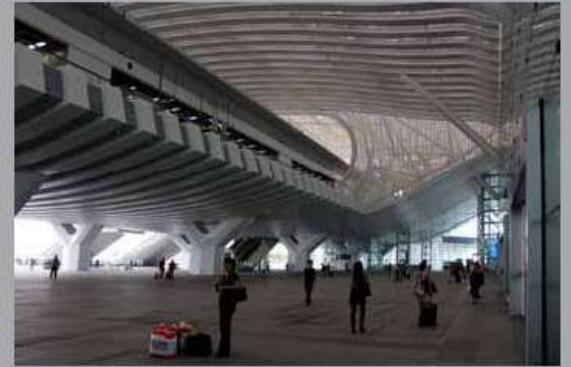
Ha tre livelli, +90m, +84m, +78m. A differenza del sistema di organizzazione dei flussi di passeggeri in uscita/entrata utilizzato in molte altre stazioni cinesi, la Stazione Nord HRS di Shenzhen consente ai passeggeri di entrare e uscire dalla piattaforma del treno sia alla quota +84m sia di +90m - il concourse funge anche da sala d'attesa. I corridoi di collegamento alle banchine sono collocati lungo i lati per non disturbare i passeggeri in attesa sala e prendere il treno in uscita.

La stazione della metropolitana delle linee 4 e 6 è al di sopra dell'ingresso est della stazione, mentre le fermate di taxi, autobus e mezzi privati sono situate nel livello sotterraneo sia a est che a ovest. Dunque la piazza non è la tradizionale "piazza della stazione ferroviaria" per i passeggeri in attesa, ma rappresenta una continuazione degli spazi pubblici urbani.

A nord fuori della stazione, c'è un viadotto pedonale che attraversa la ferrovia. I passeggeri possono camminare o andare in bicicletta da un lato all'altro della ferrovia e questo rende la stazione un elemento urbano decisivo per le relazioni tra i due lati separati della città.

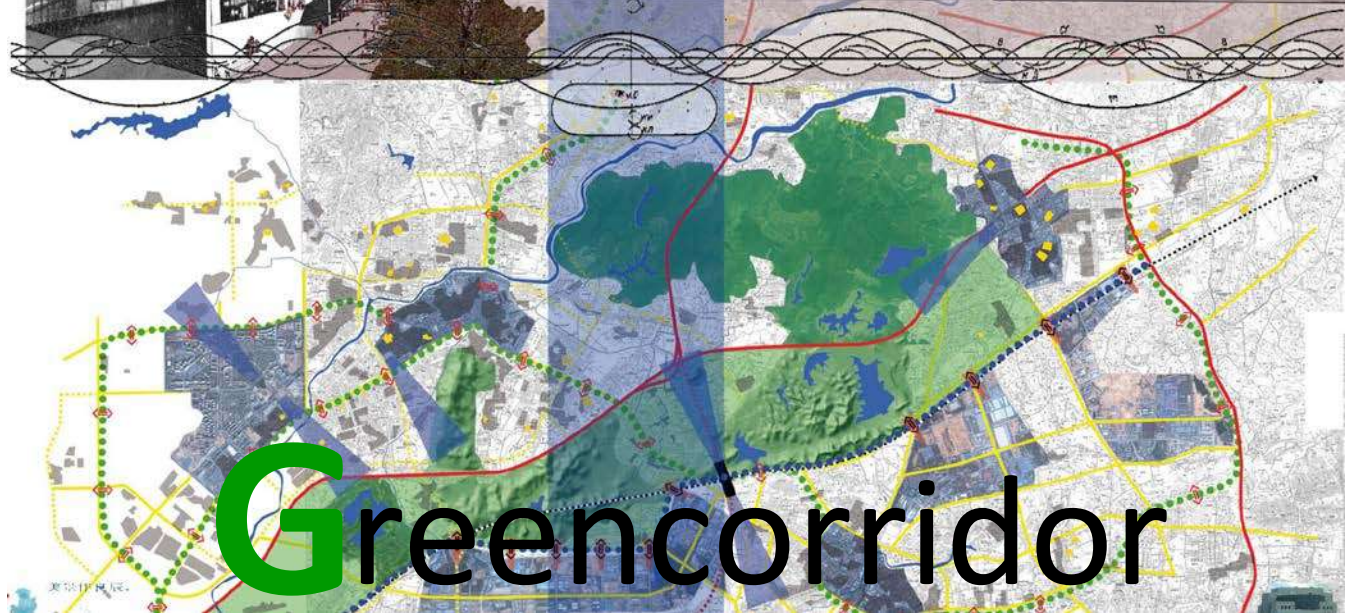


SOURCES: BEIJING URBAN ENGINEERING DESIGN & RESEARCH INSTITUTE CO., LTD.





Longgang

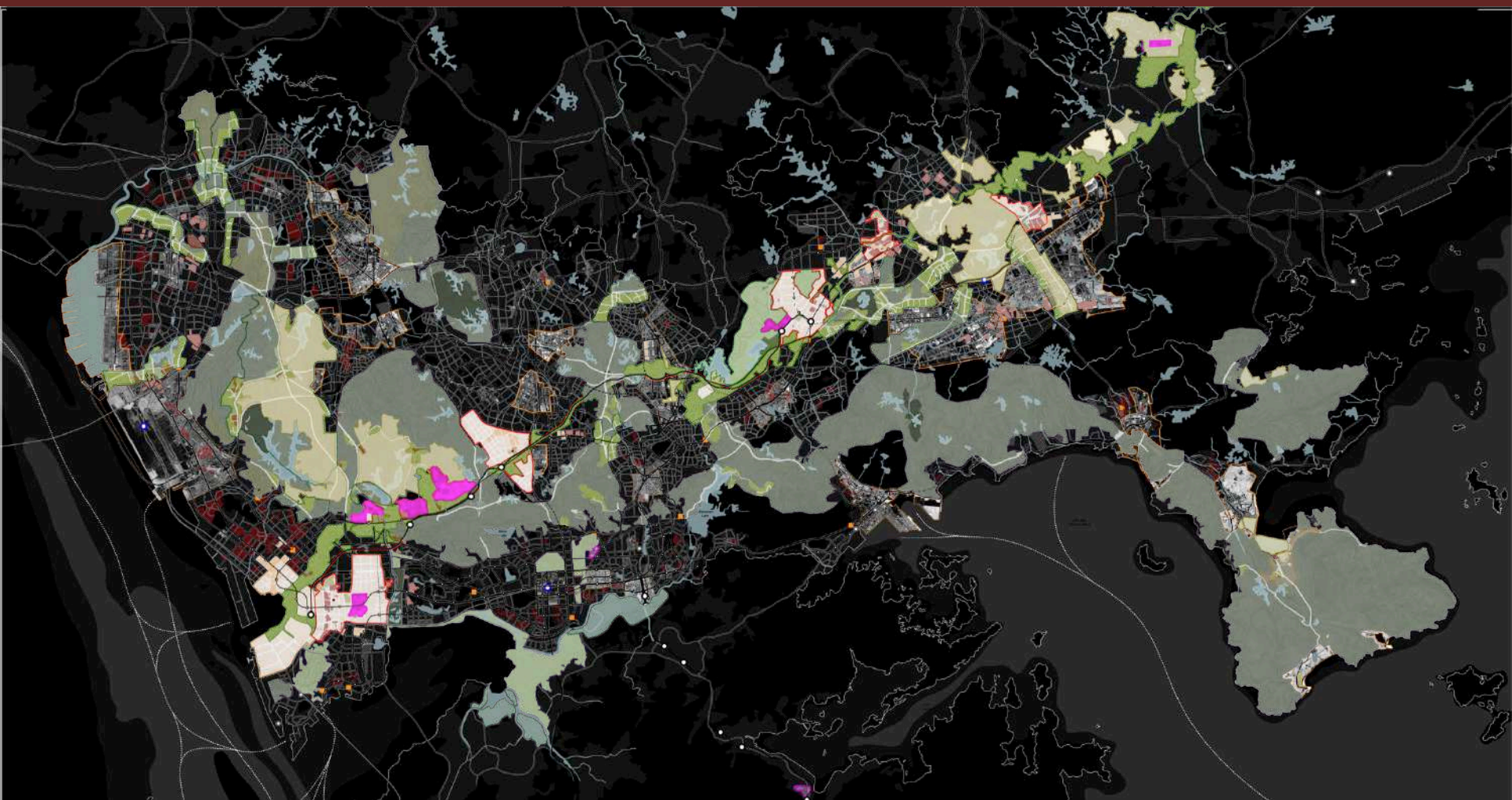


Green corridor

Shenzhen. Città lineare, città verde

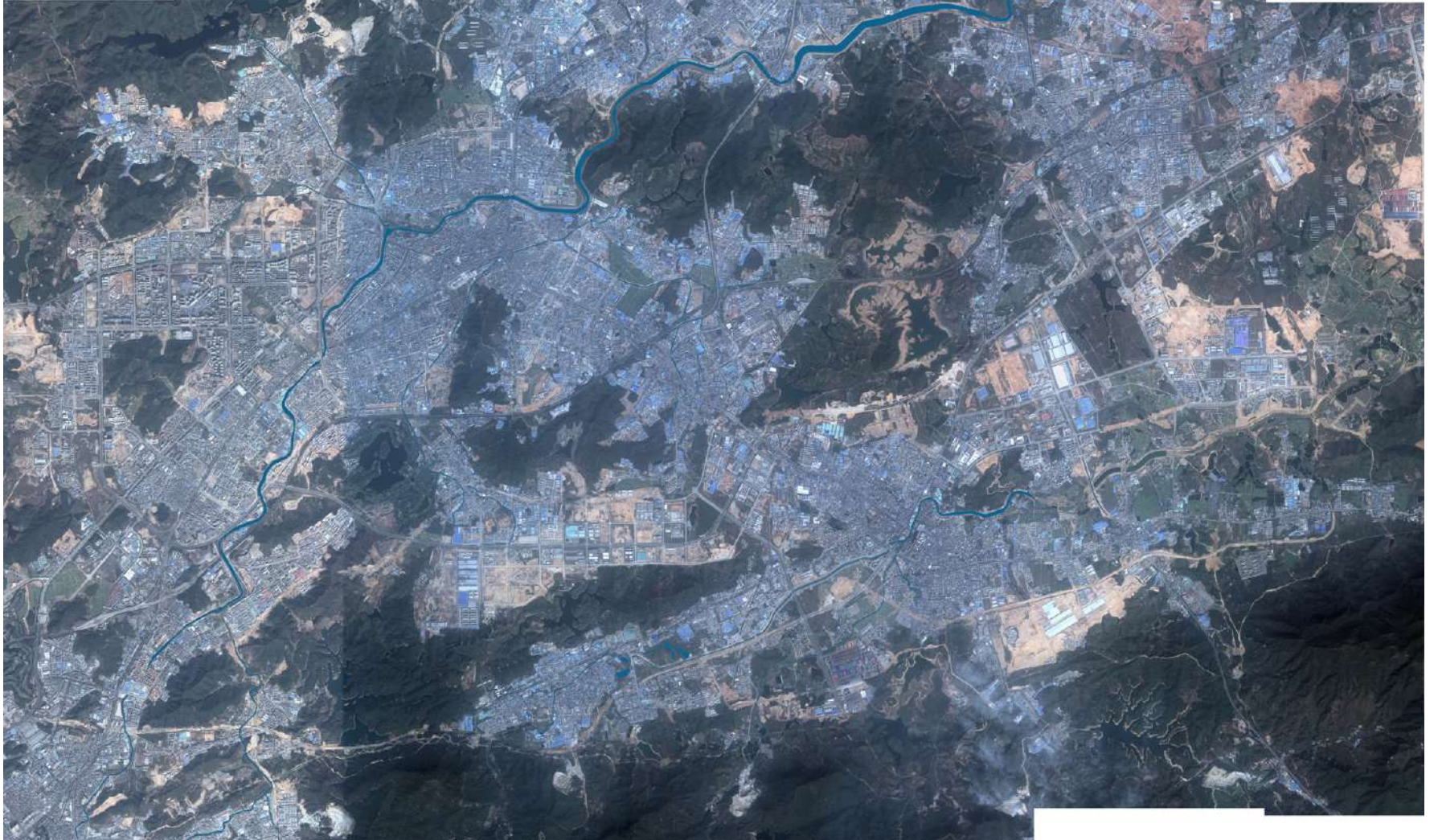


Diradamento e consolidamento Parco urbano lineare e aree agricole sperimentali universitarie

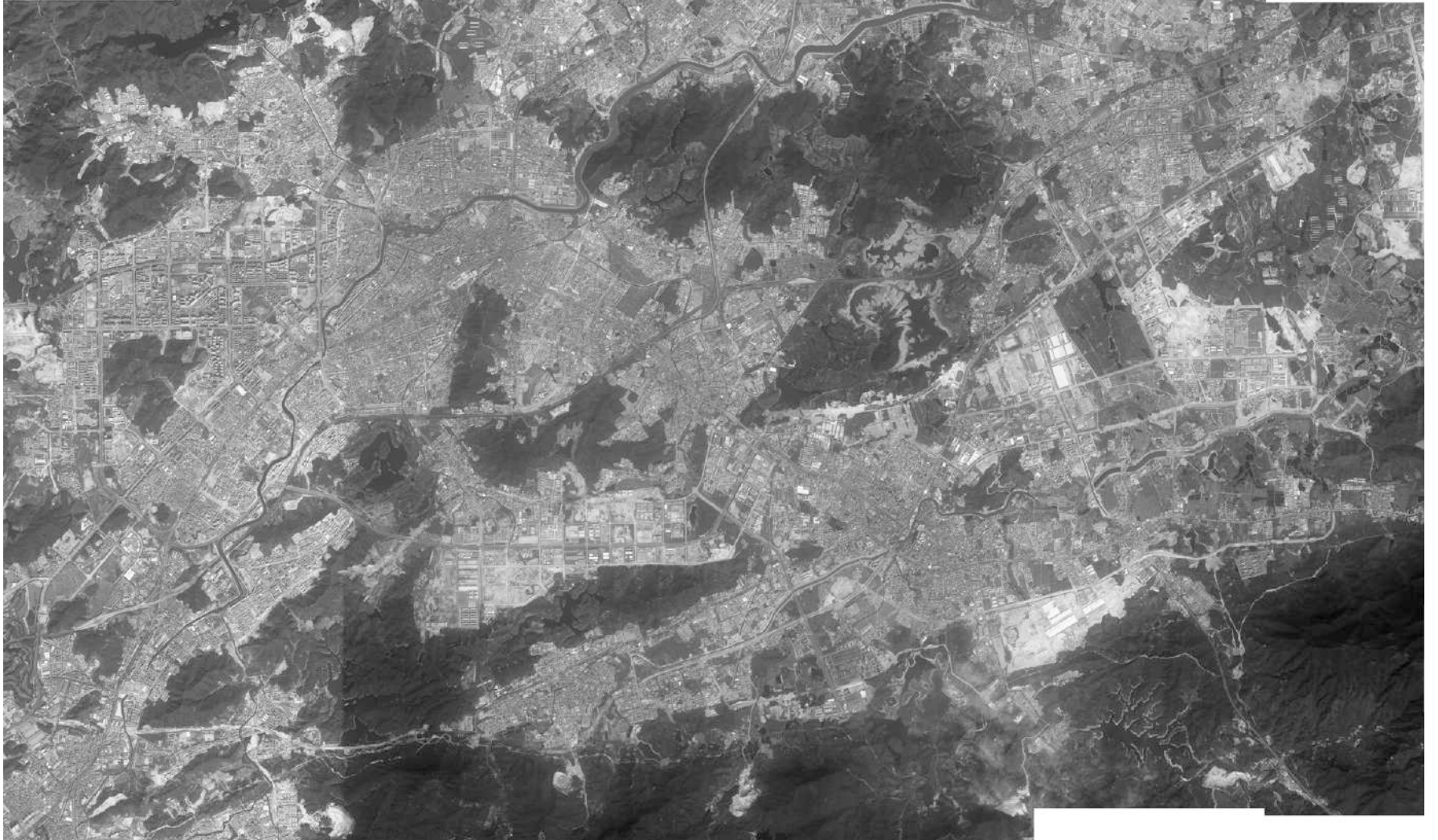




Longgang GreenCorridor

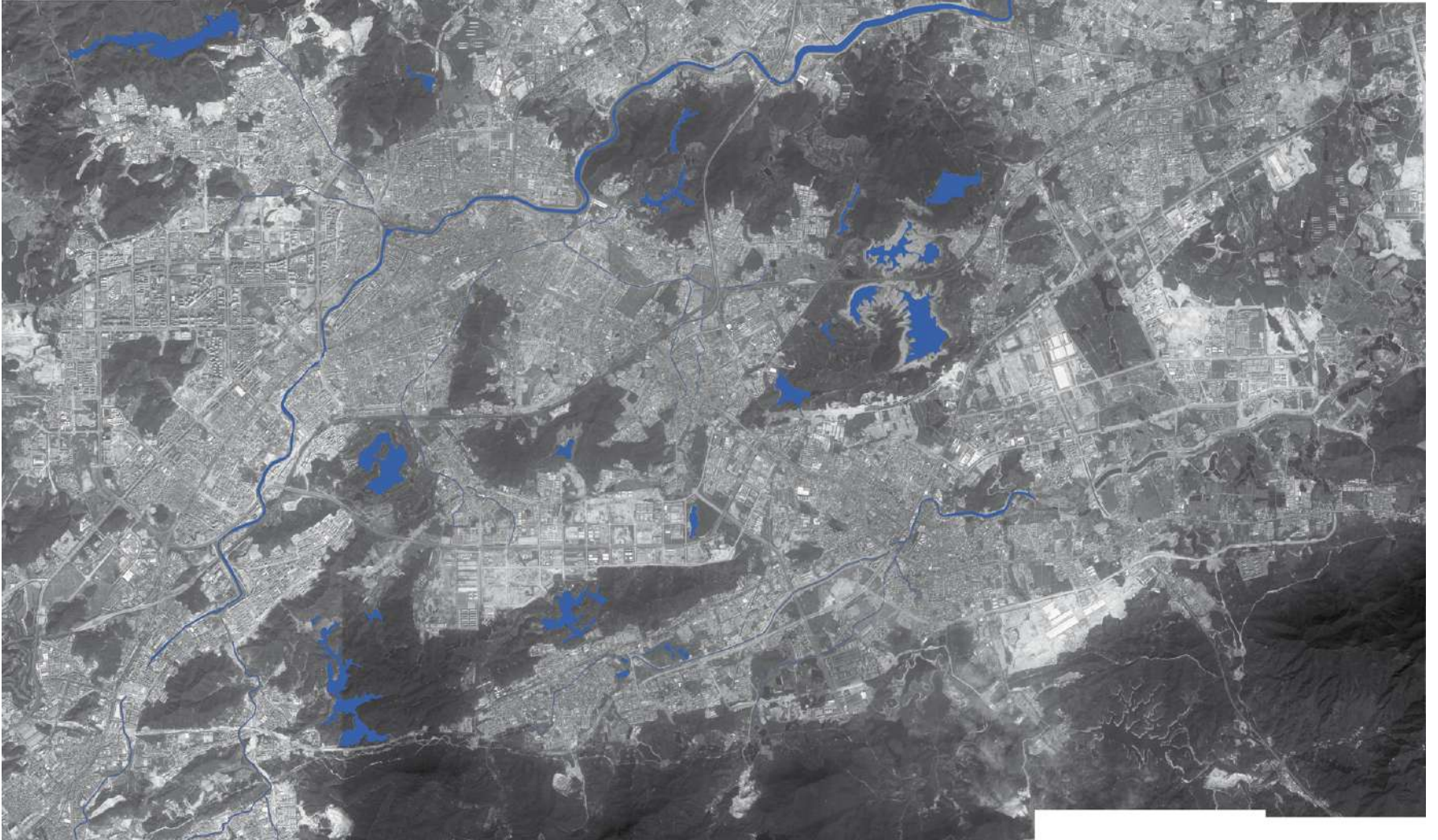


Longgang GreenCorridor



Longgang GreenCorridor

WATER NETWORK



GREEN AREAS

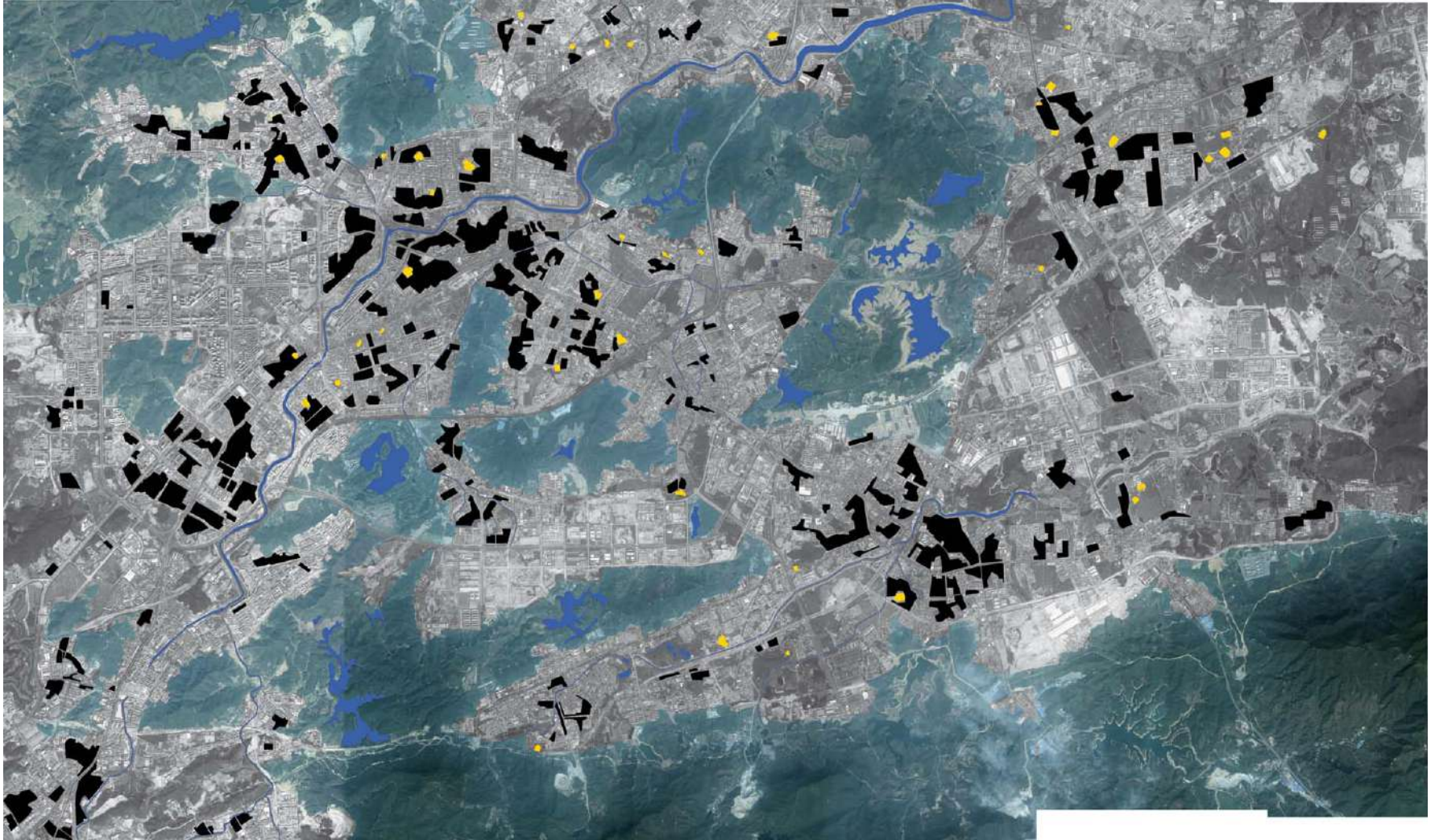


Longgang GreenCorridor

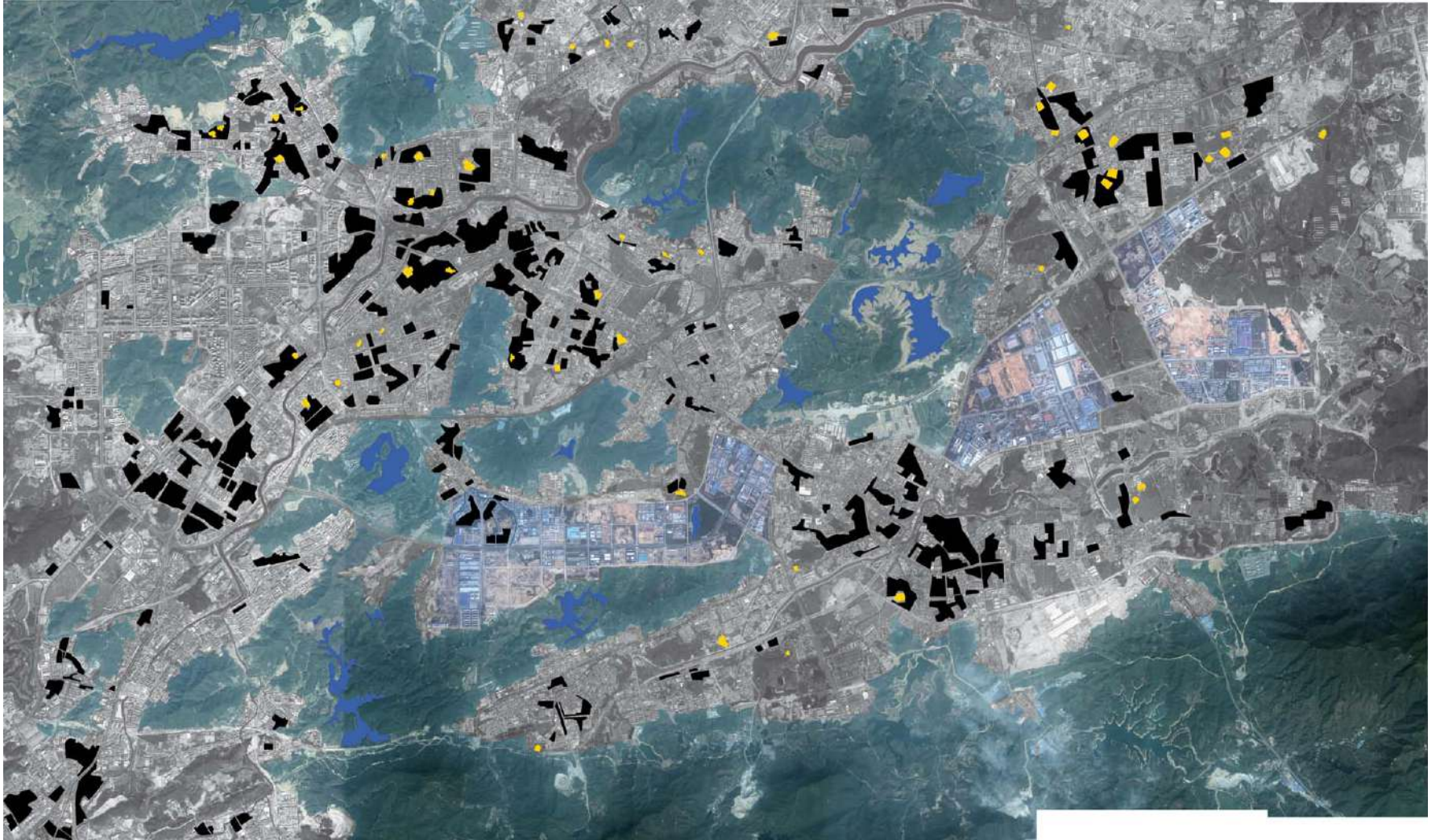
HISTORICAL SETTLEMENT (Hakka villages)



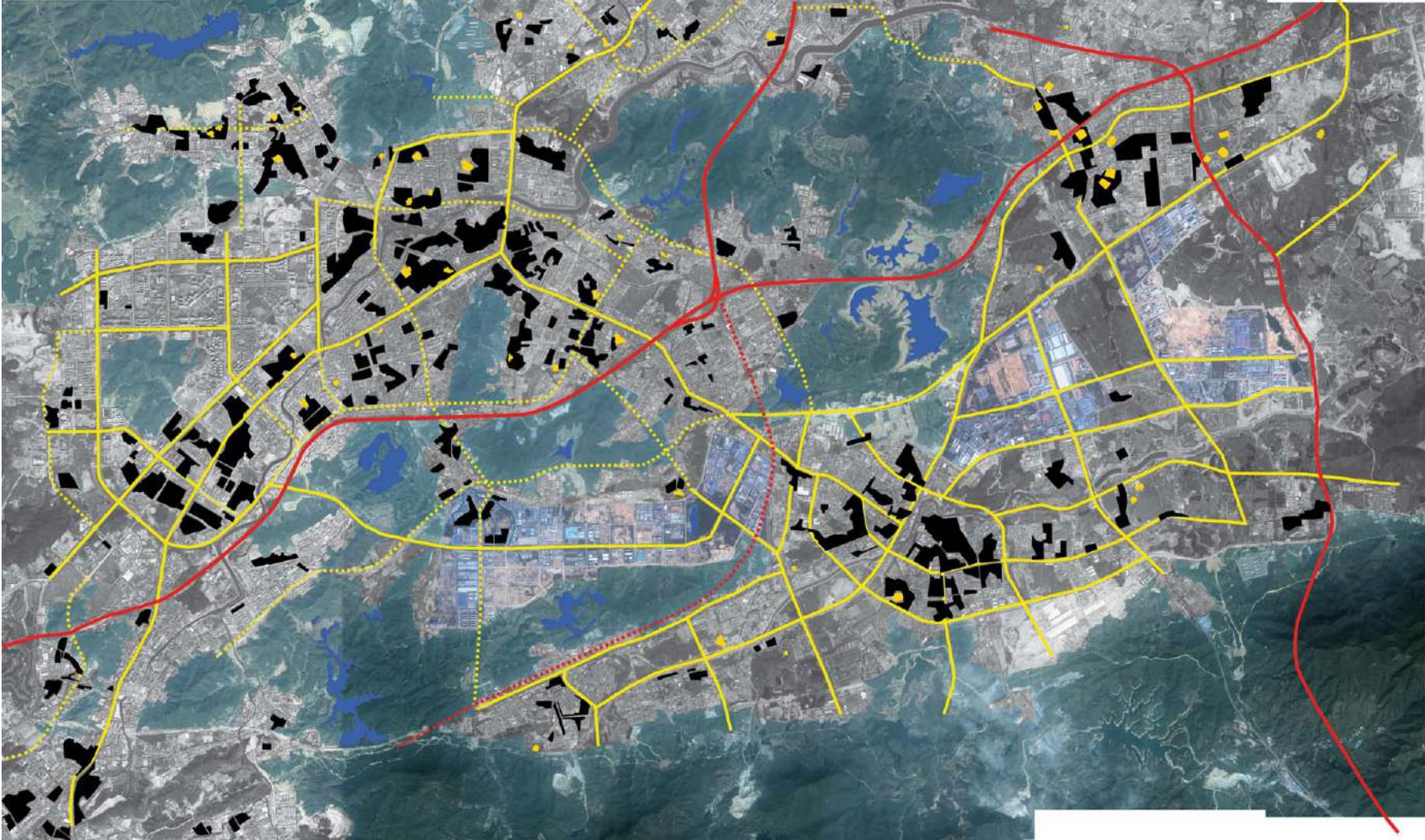
RECENT HISTORICAL SETTLEMENT (villages in the city)



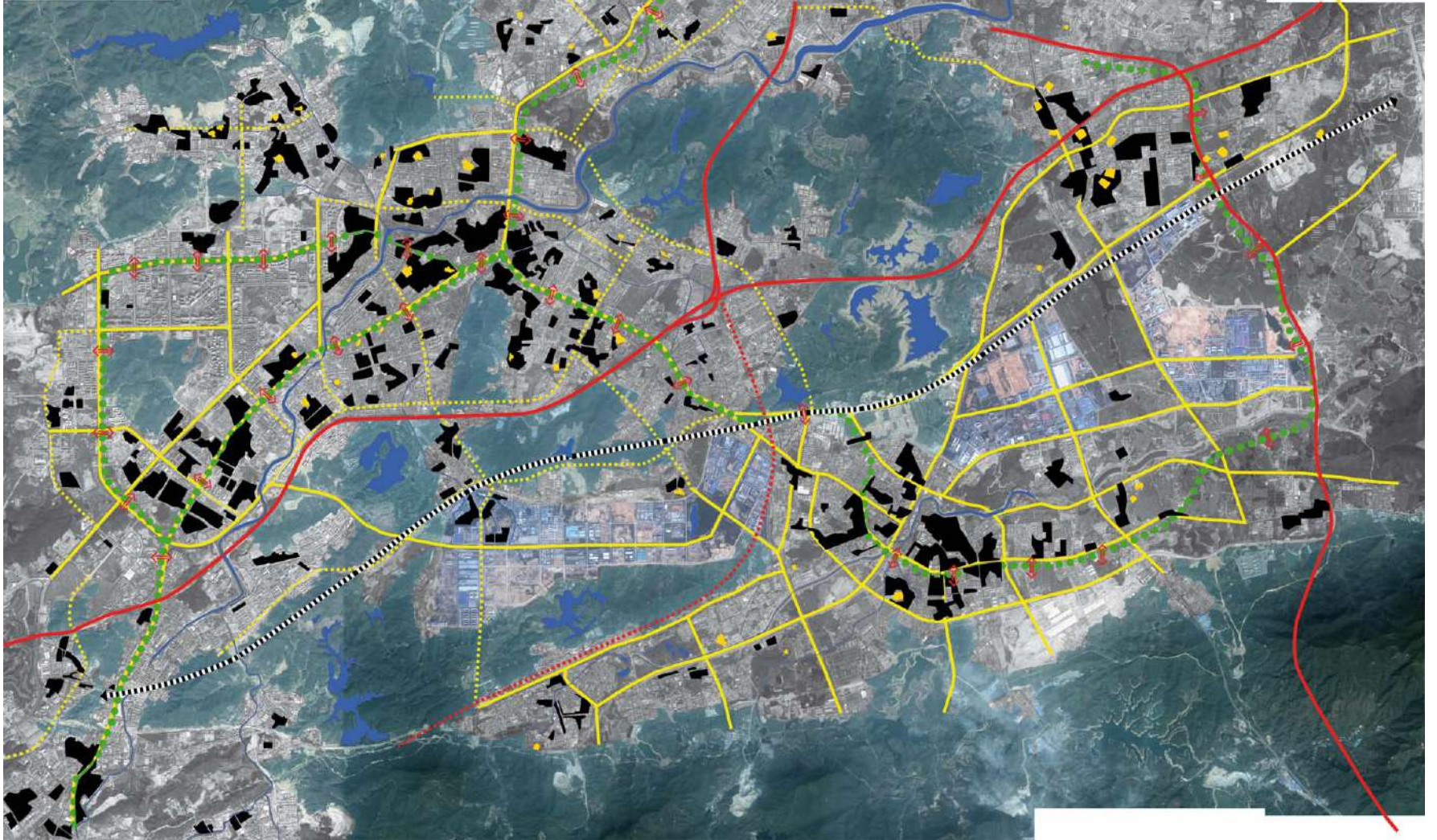
INDUSTRIAL AREAS



MAIN ROADS

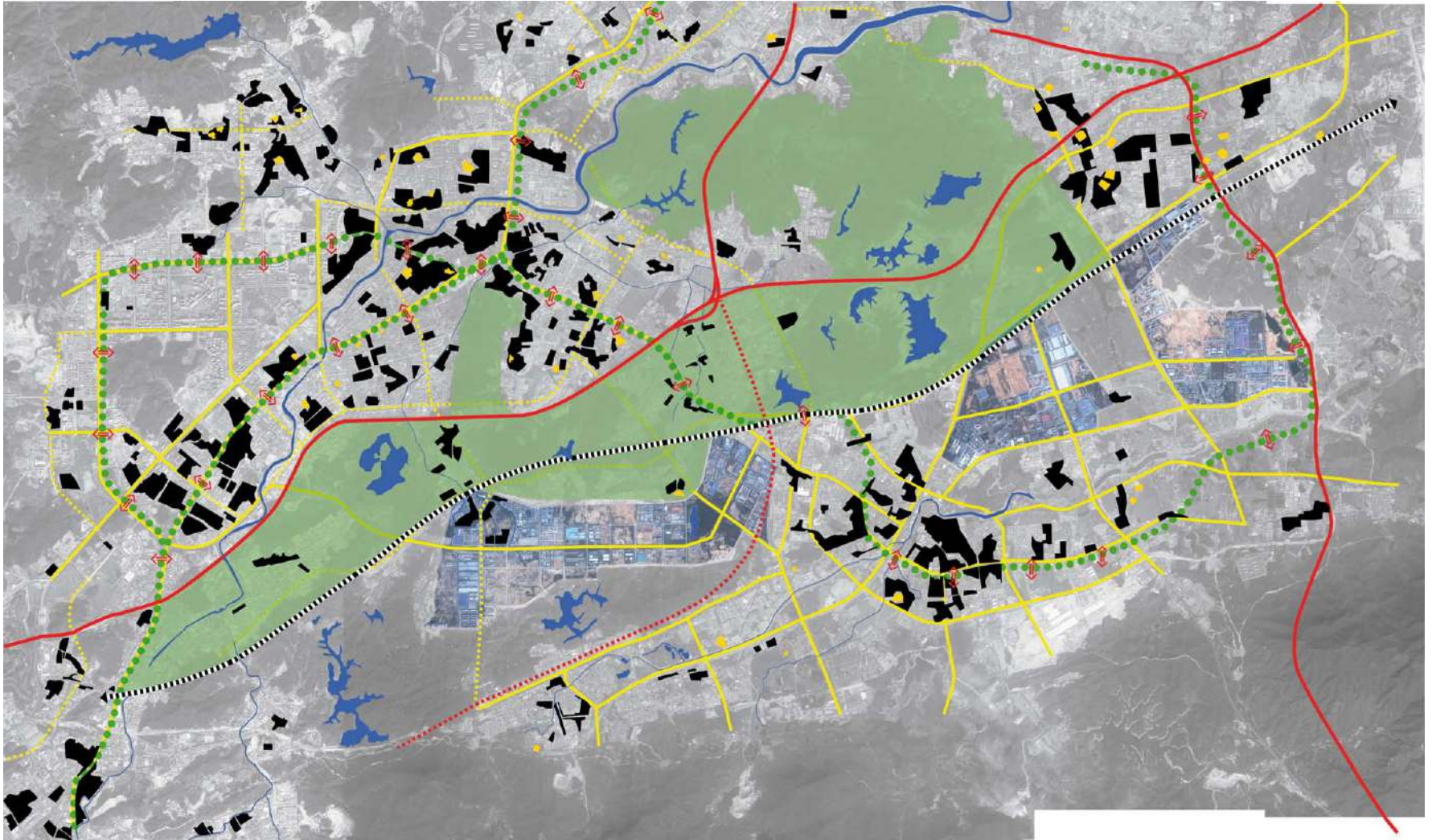


RAILWAYS AND METRO



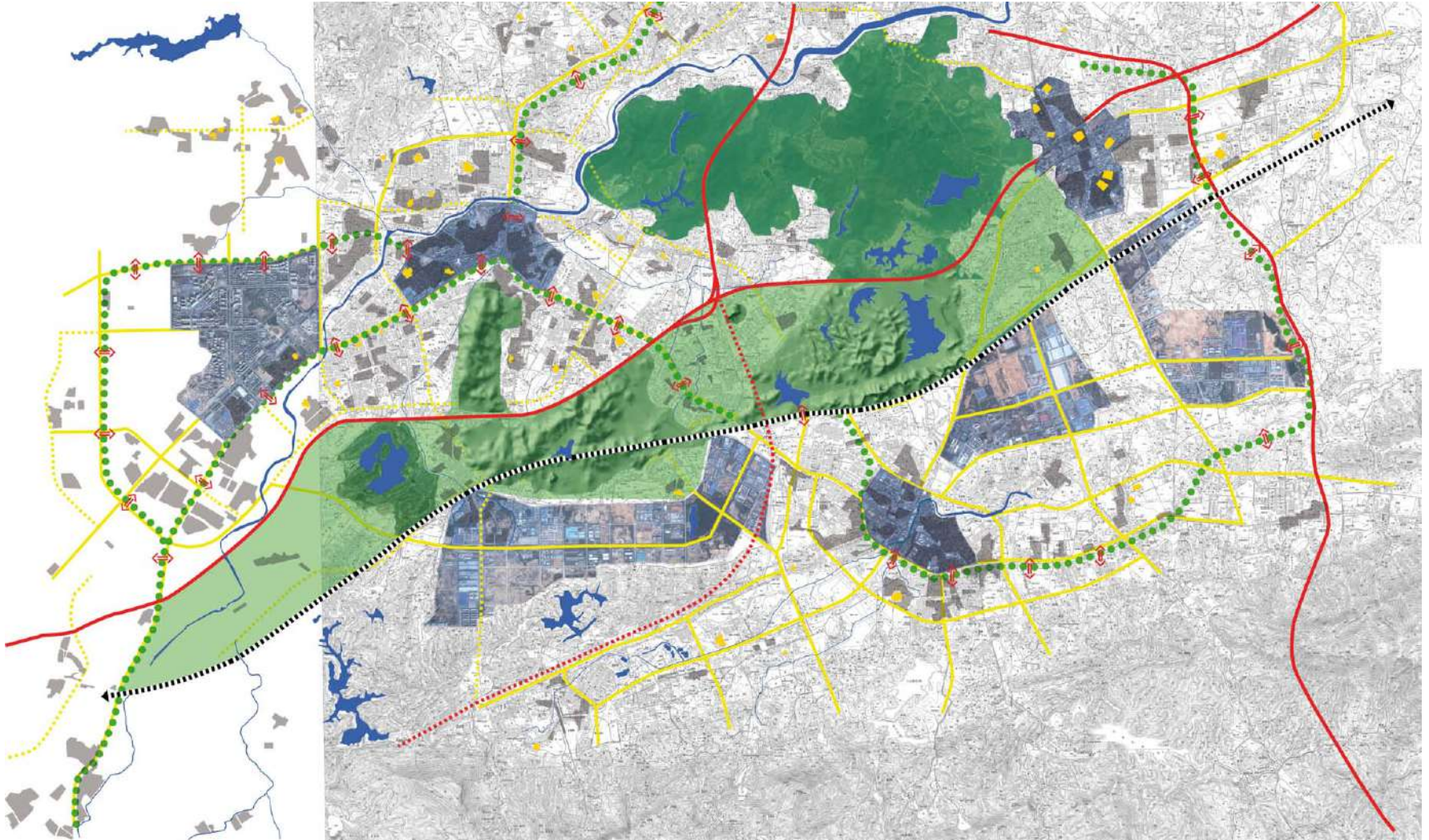
Longgang GreenCorridor

POTENTIAL GREEN CITY AREA



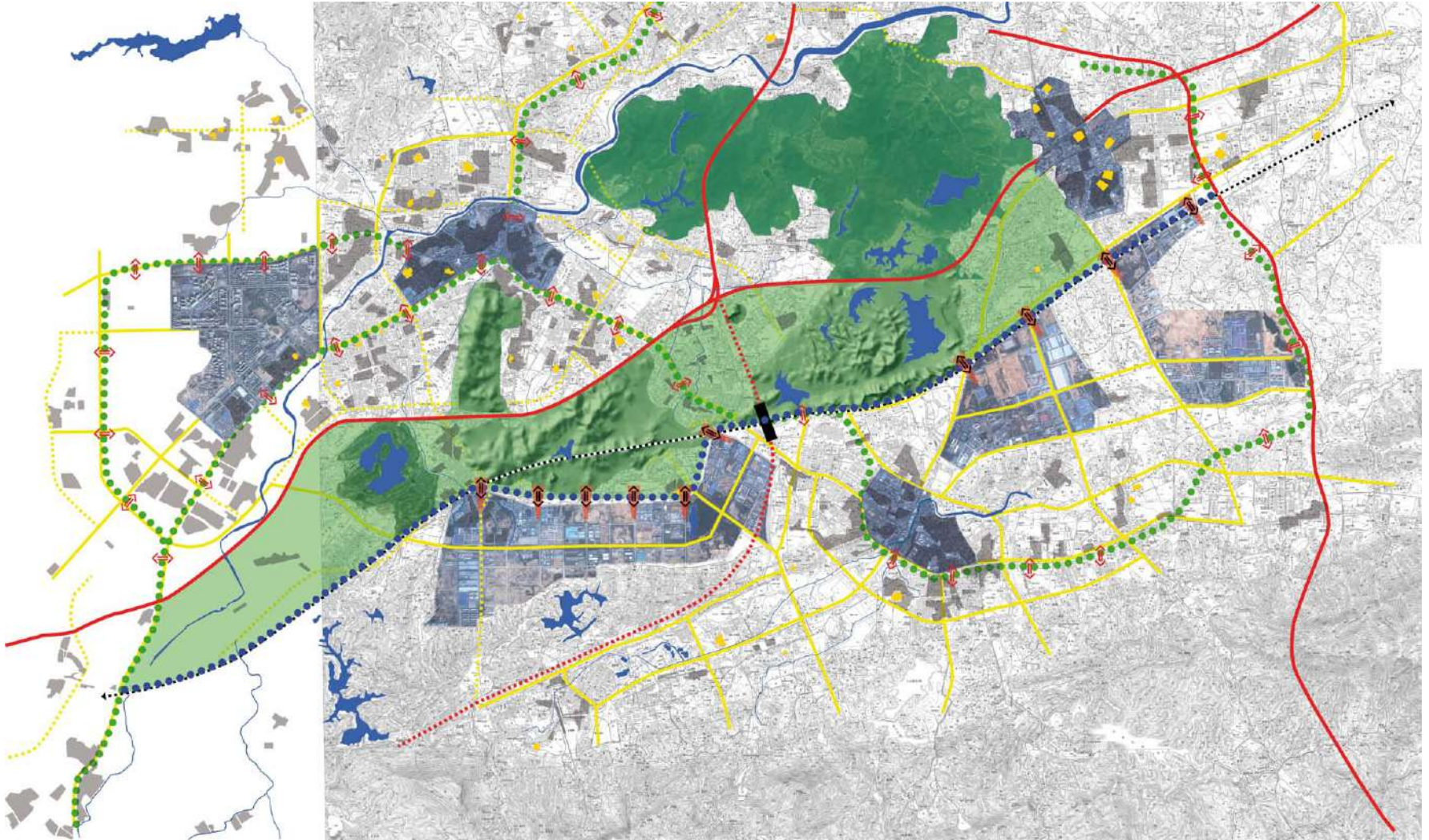
Longgang GreenCorridor

POTENTIAL GREEN CITY AREA



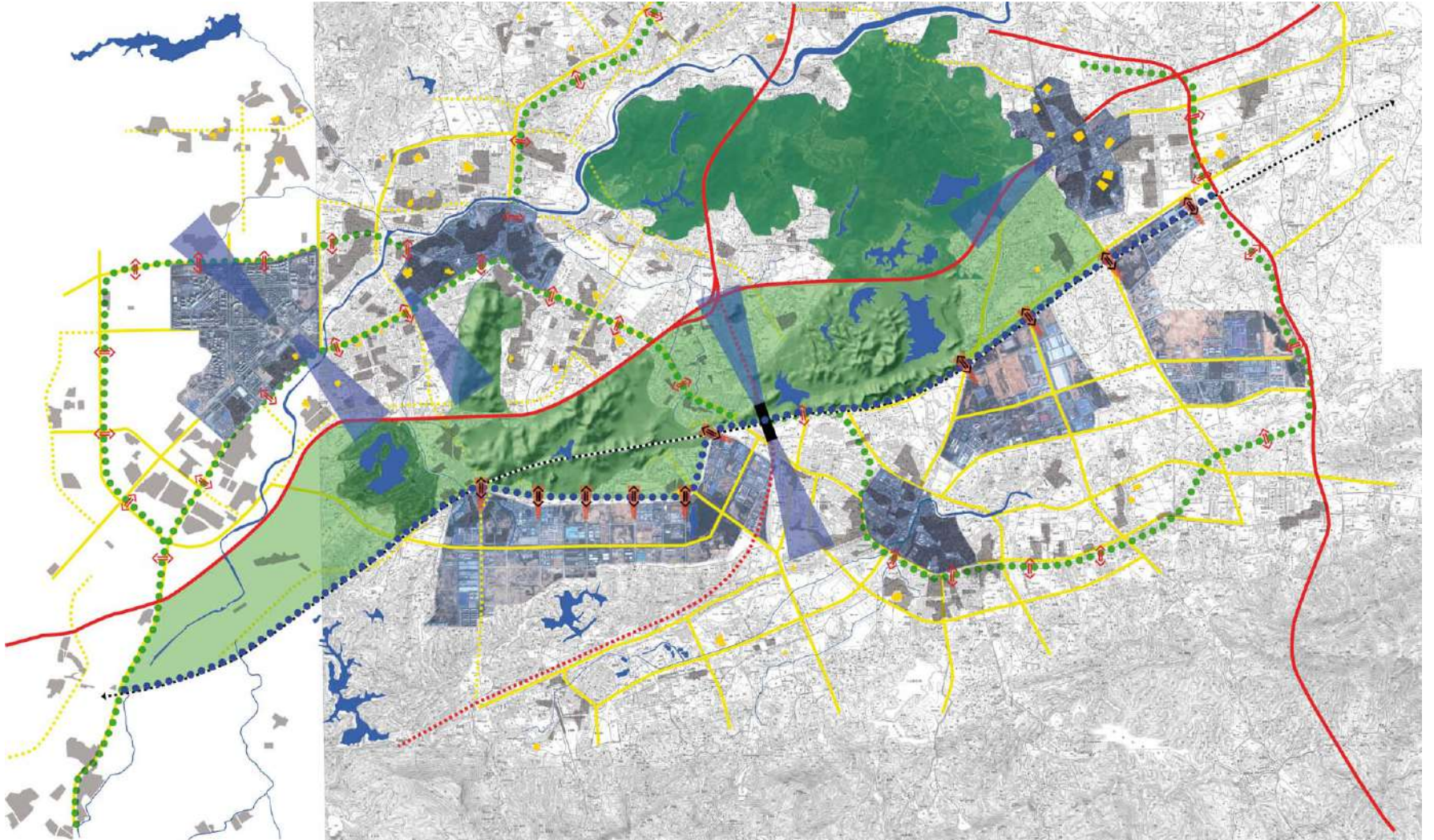
Longgang GreenCorridor

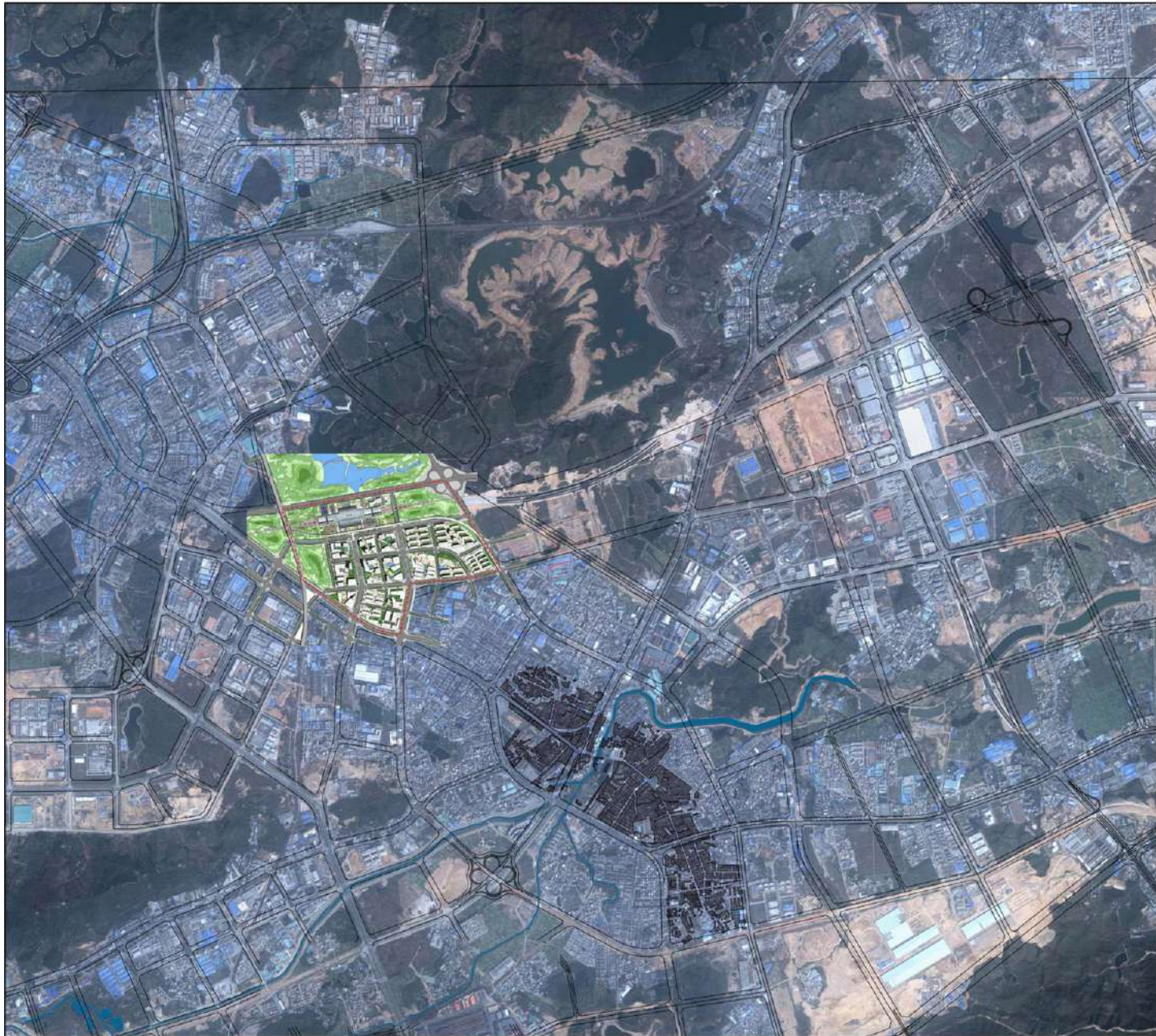
POTENTIAL GREEN CITY AREA and NEW METROLINE



Longgang GreenCorridor

POTENTIAL GREEN CITY AERA





PROGETTO DI STAZIONE
E CENTRO DIREZIONALE



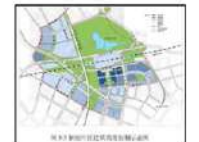
IDENTIFICAZIONE AREE



PIANO DELLA VIABILITA'



PIANO PER IL CONTROLLO DELLA
STRUTTURA URBANA



SPAZI VERDI PUBBLICI



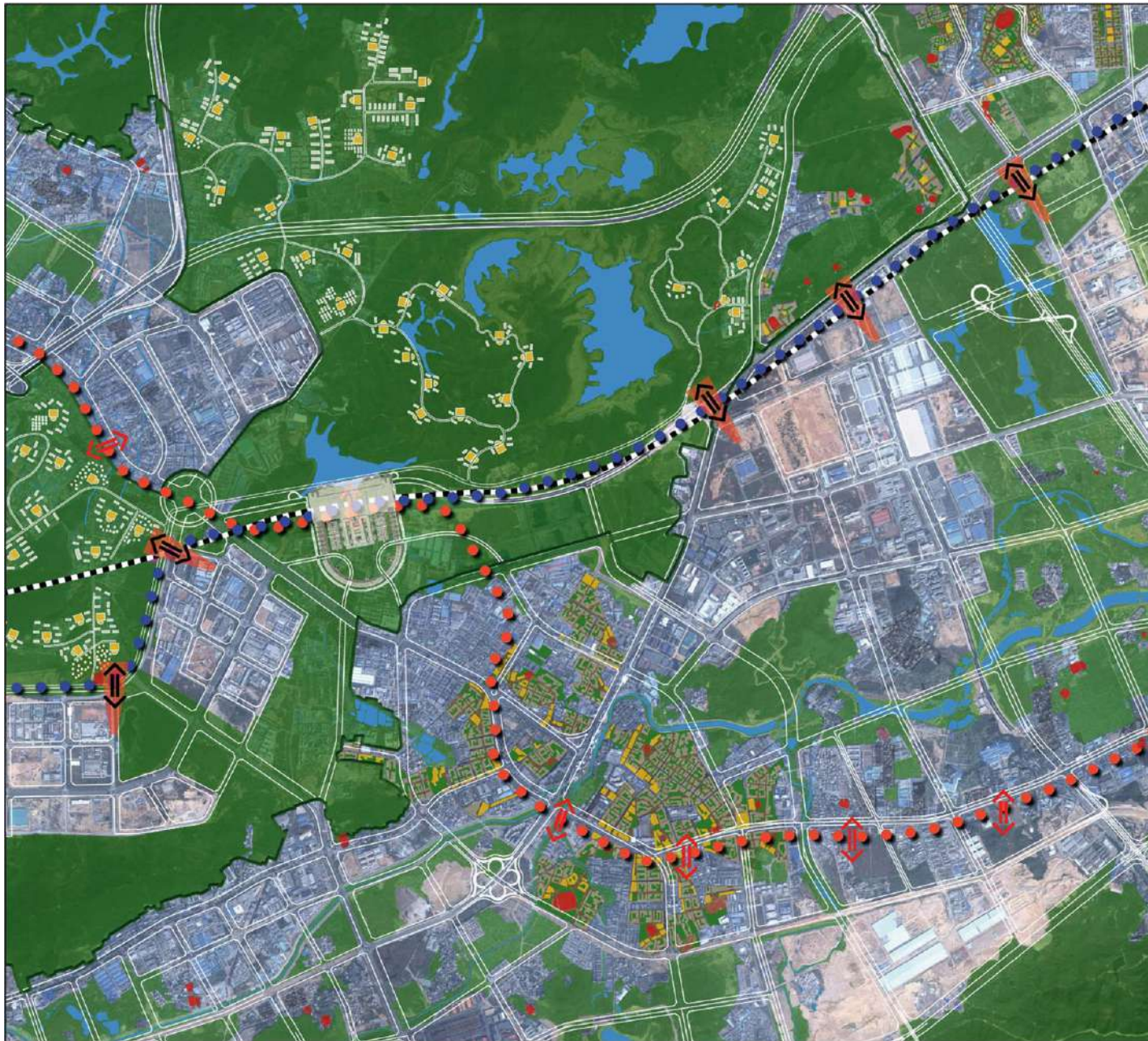
ITINEARI PEDONALI



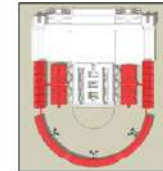
PROGETTO - VERSIONE A



PROGETTO - VERSIONE B



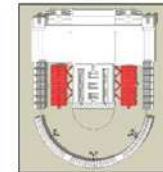
Stazione e Metro
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 Q. Q. +55.00
 Q. Q. +62.50



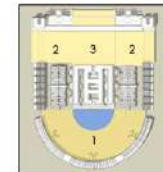
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 Q. 50.00/78.75



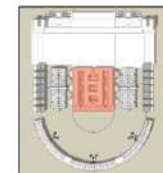
ALBERGHI
 Q. +62.5/115.00



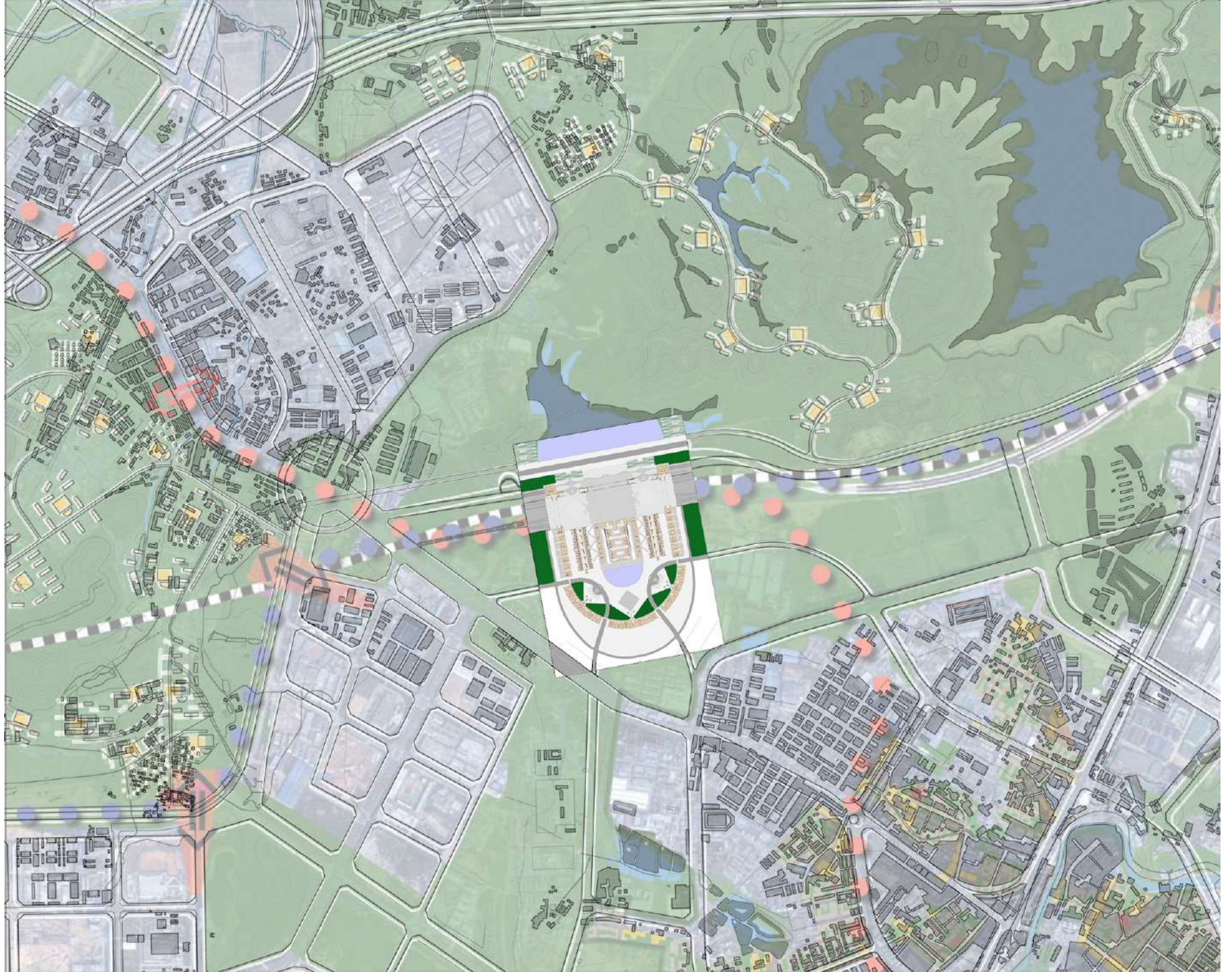
CENTRO COMMERCIALE
 Q. +50.00/55.00

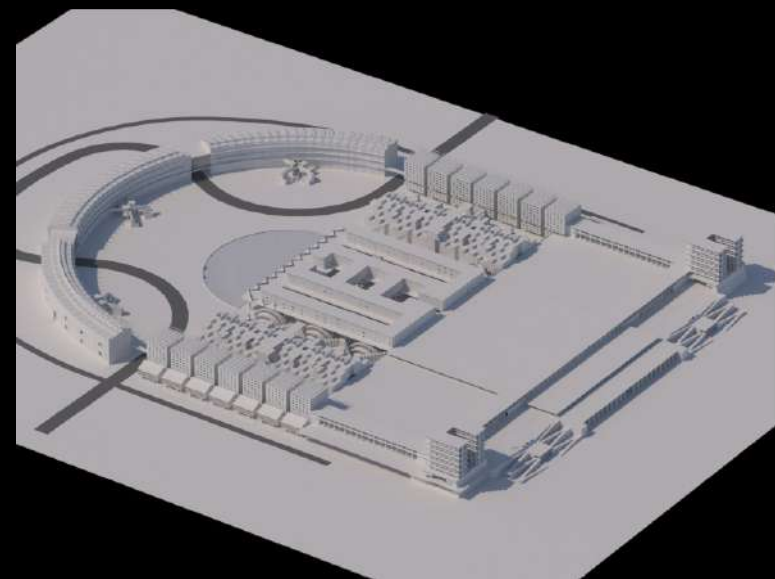
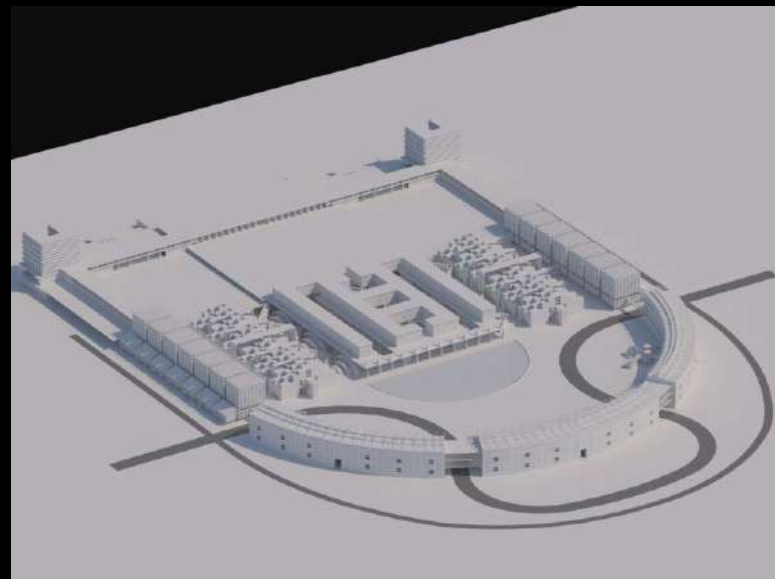
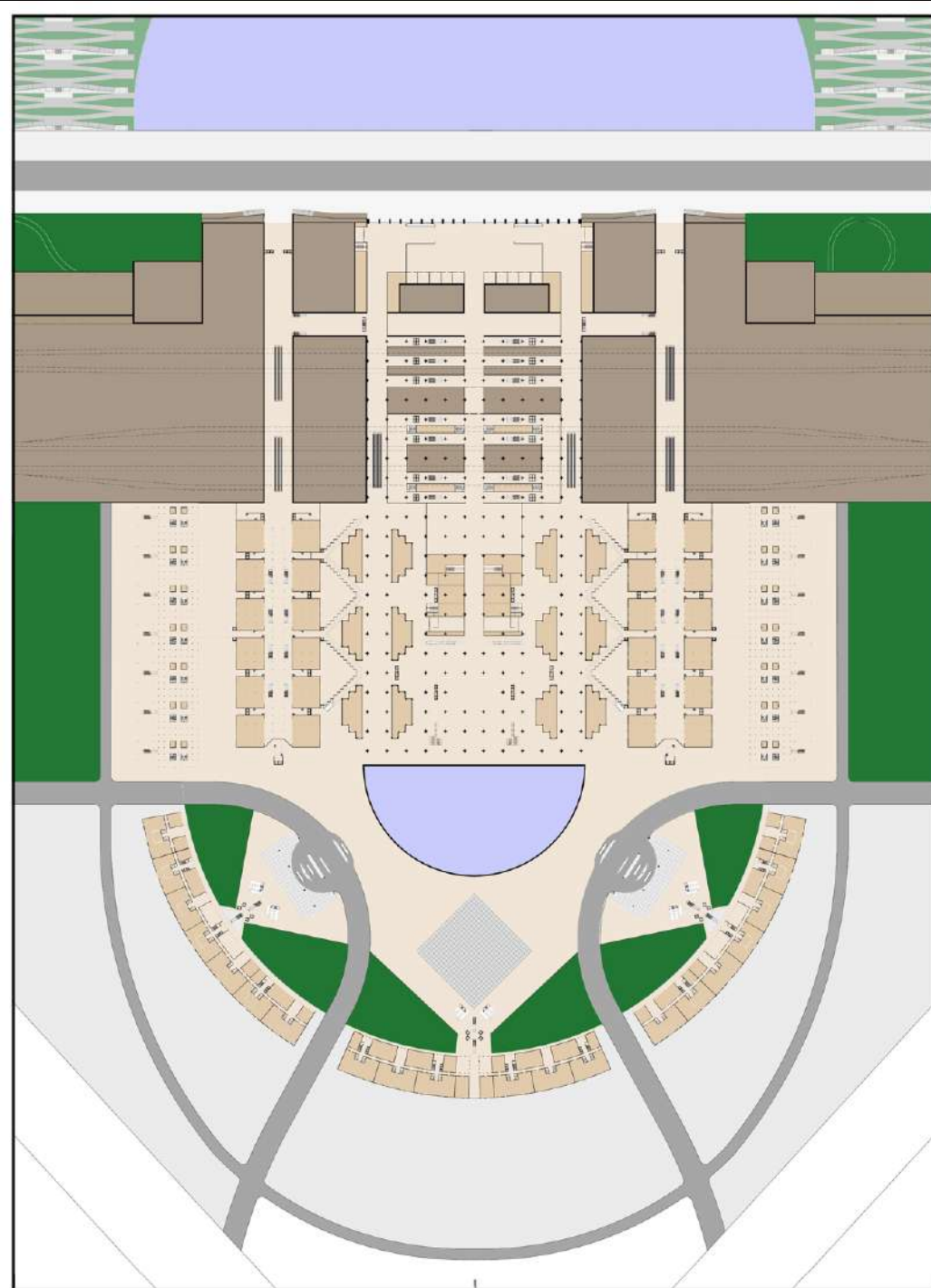


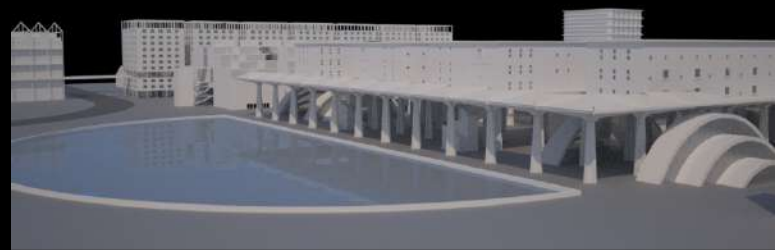
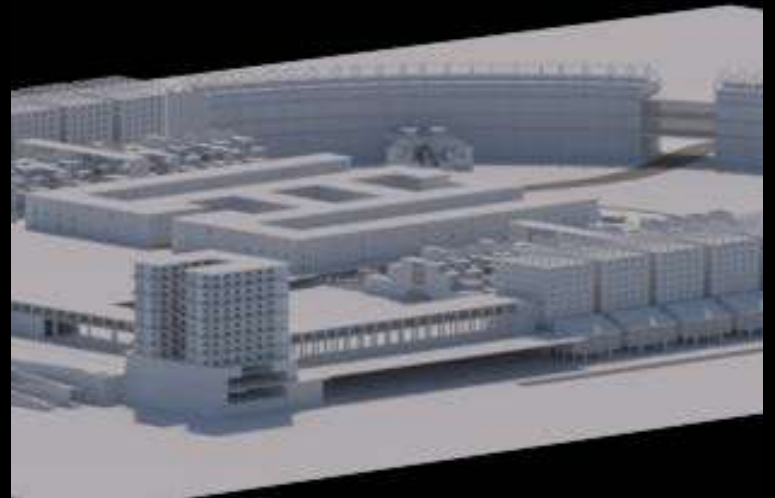
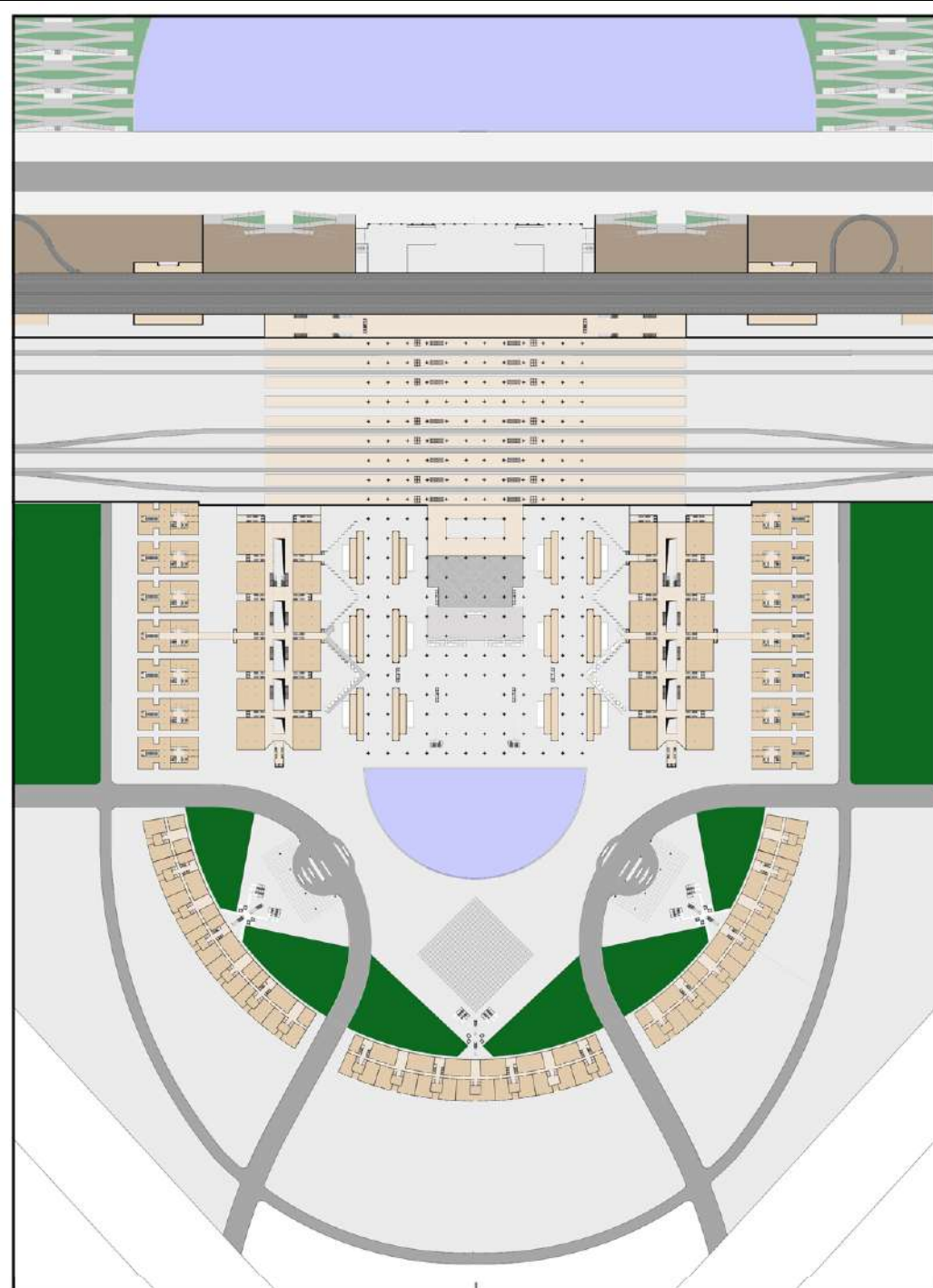
PIAZZE PUBBLICHE
 1. Q. 50.00
 2. Q. 62.50
 3. Q. 67.50

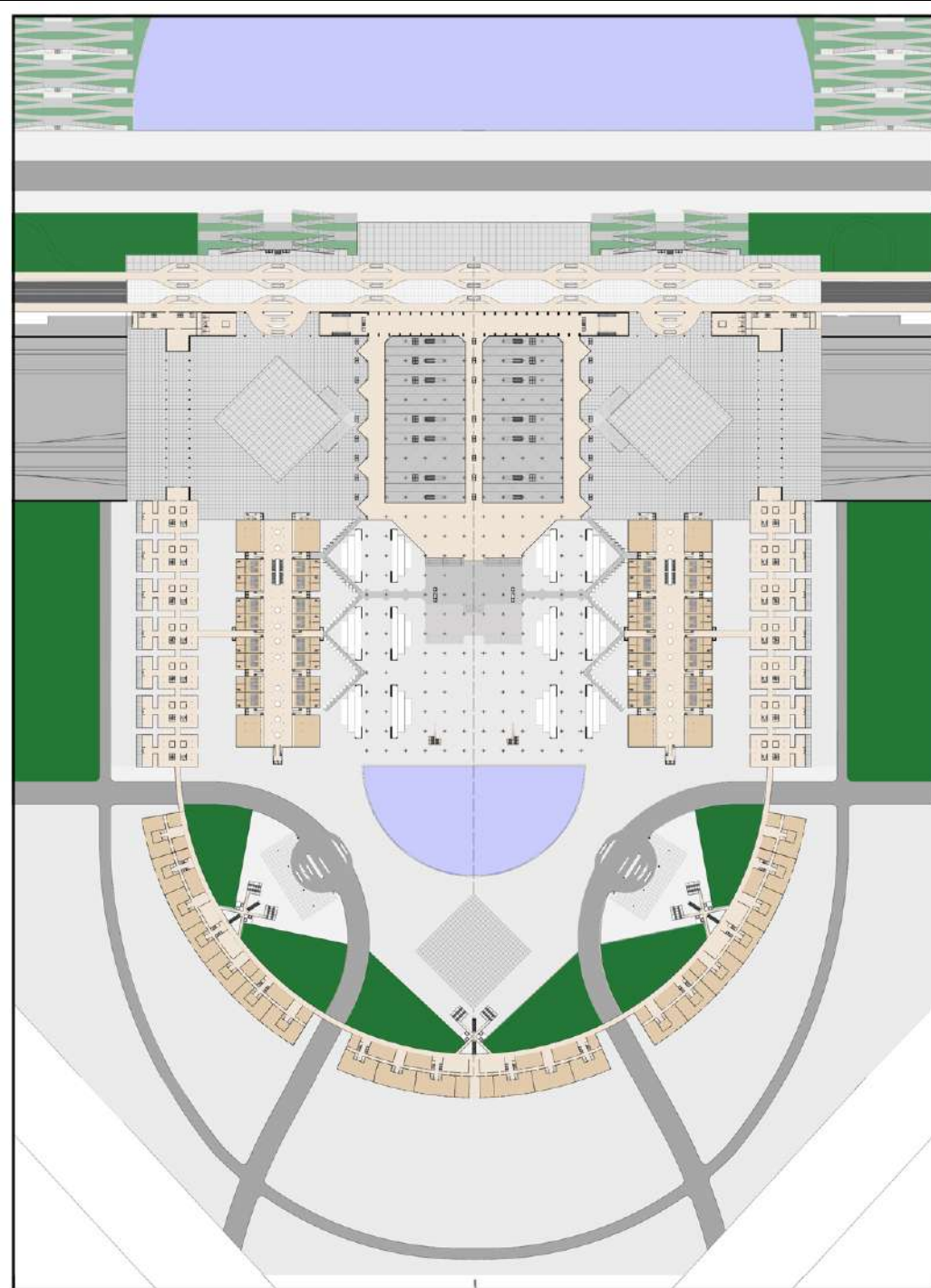


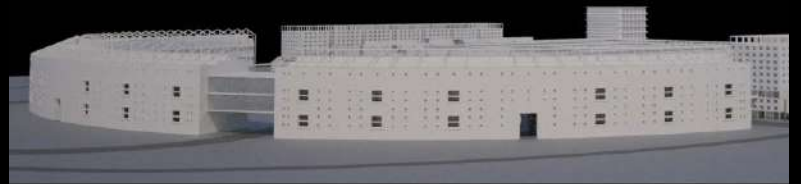
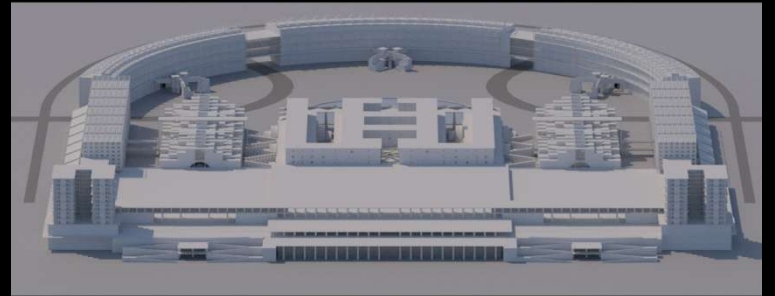
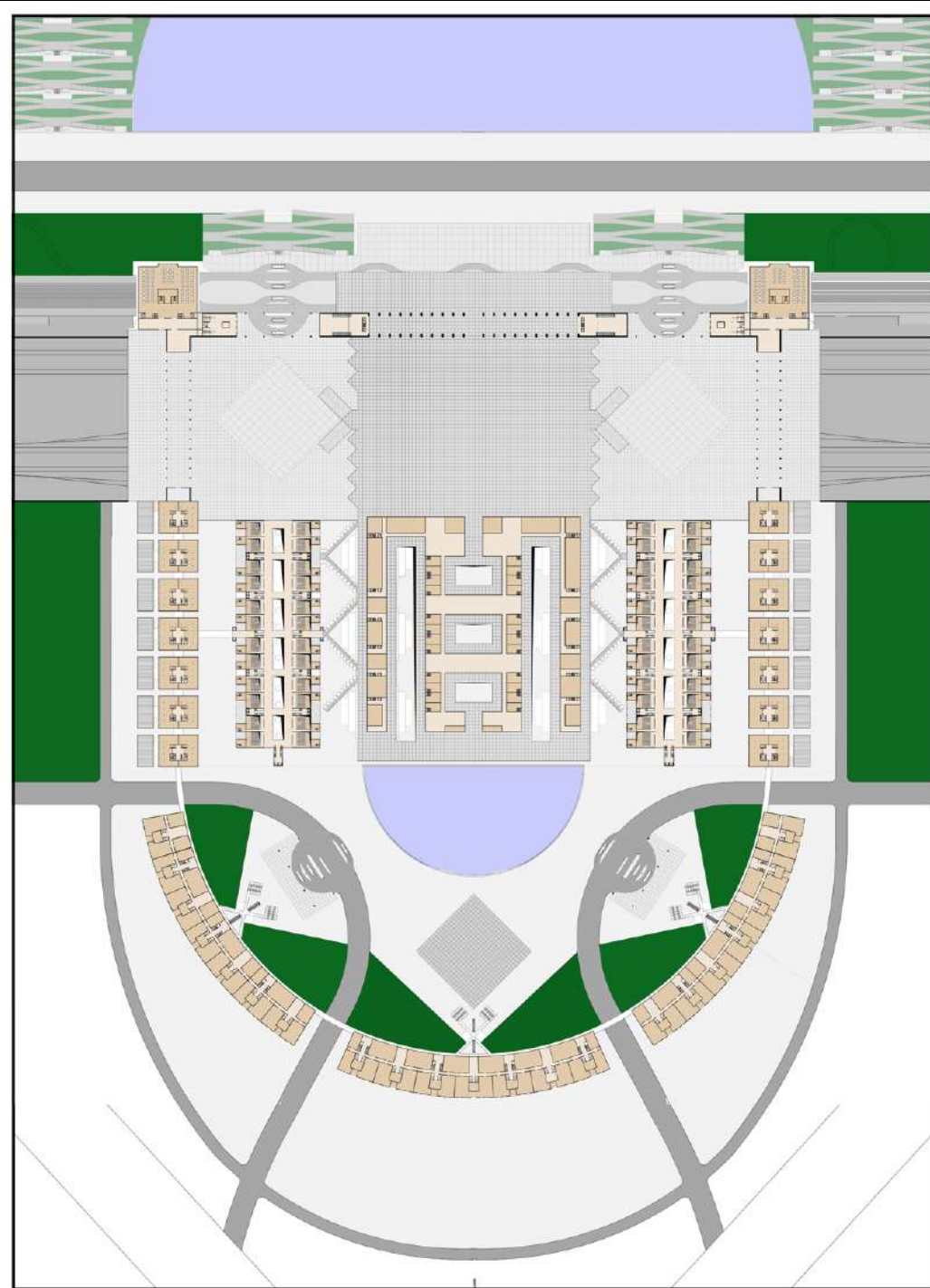
CENTRO CULTURALE HAKKA
 Q. +50.00/78.75

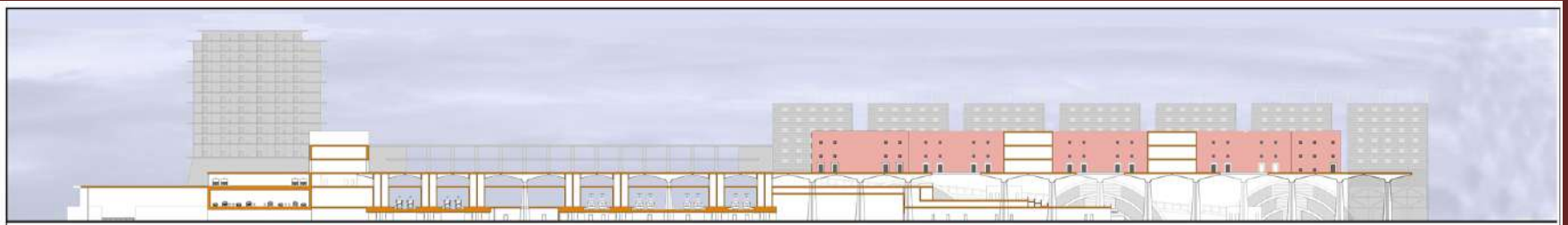


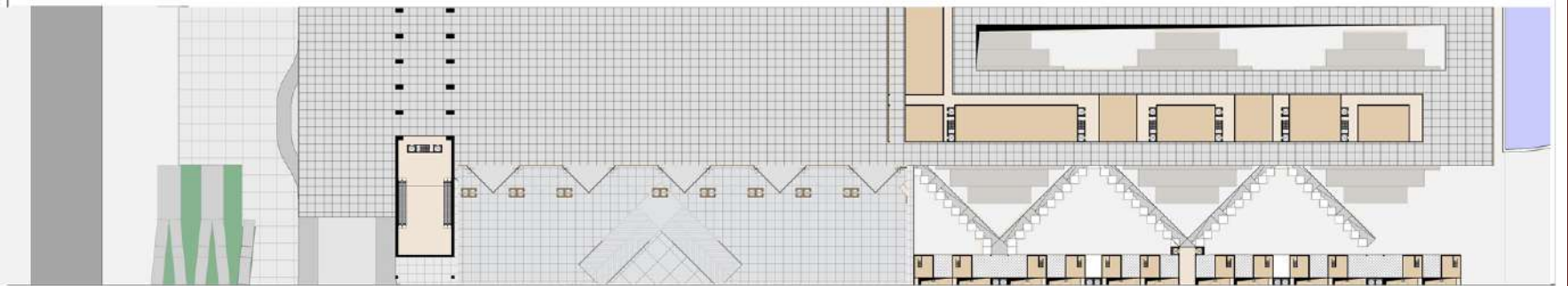
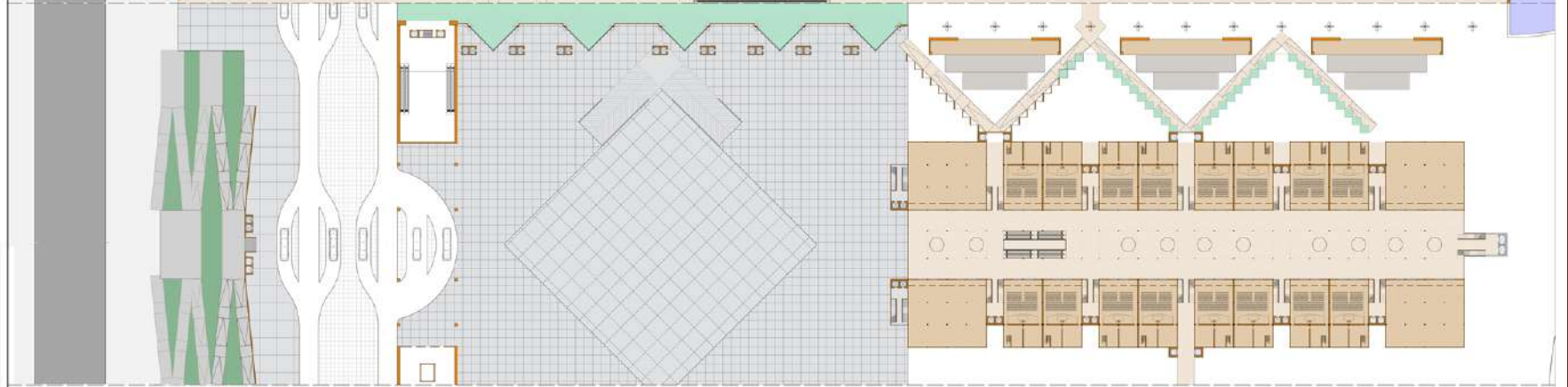
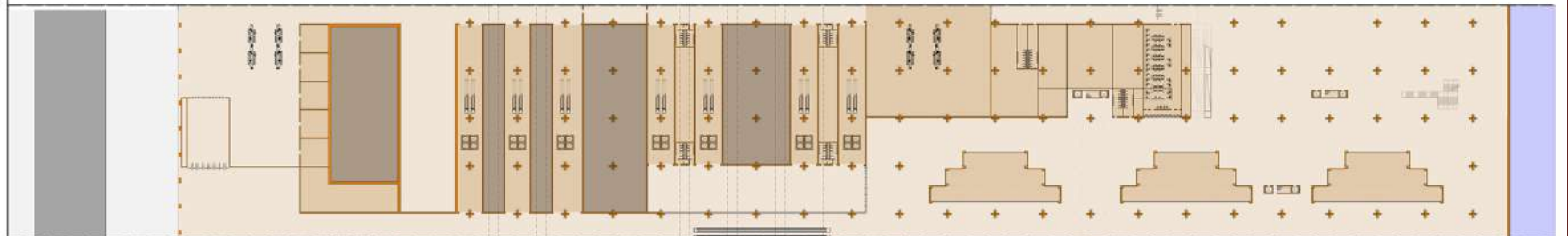


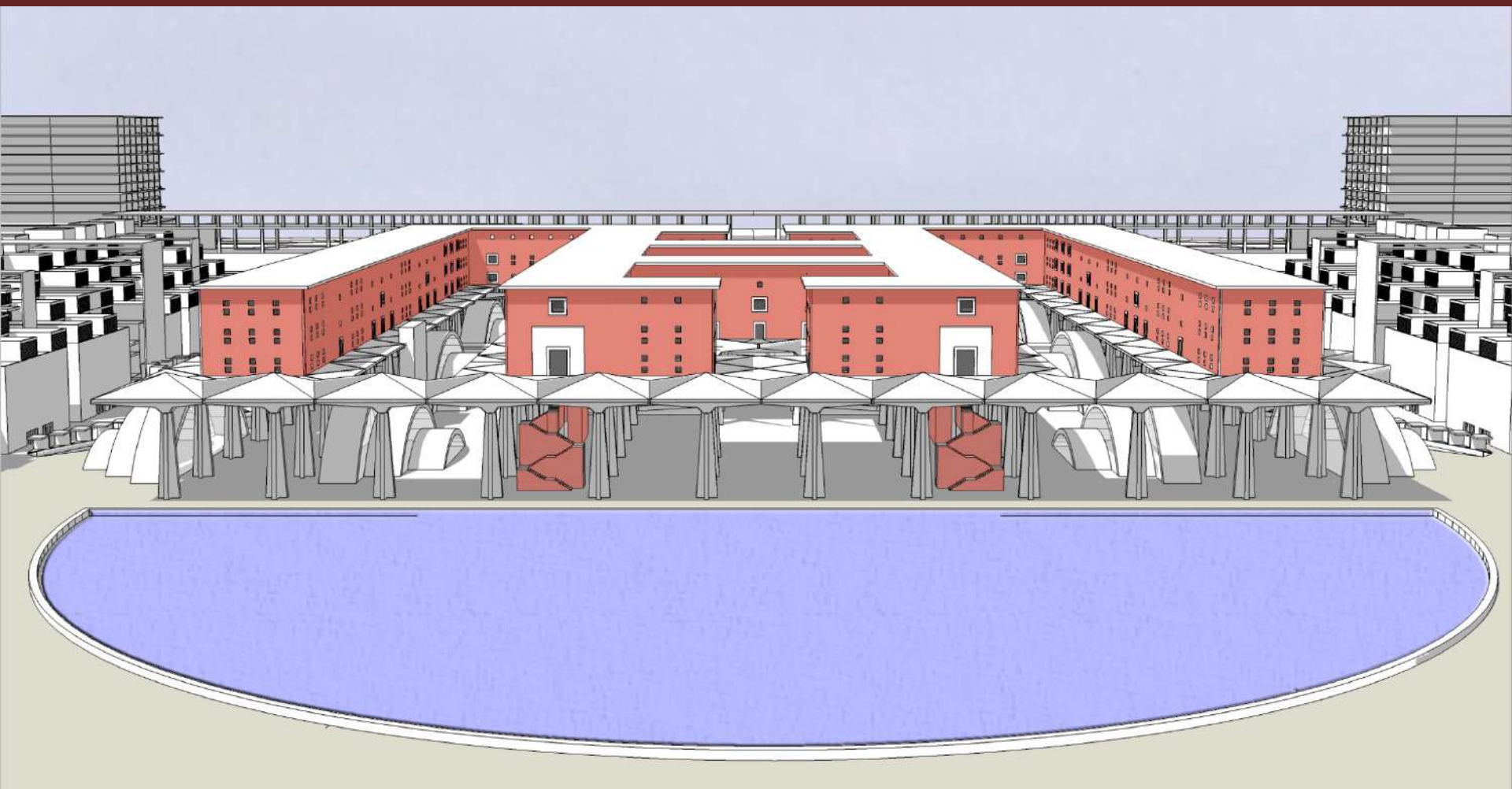






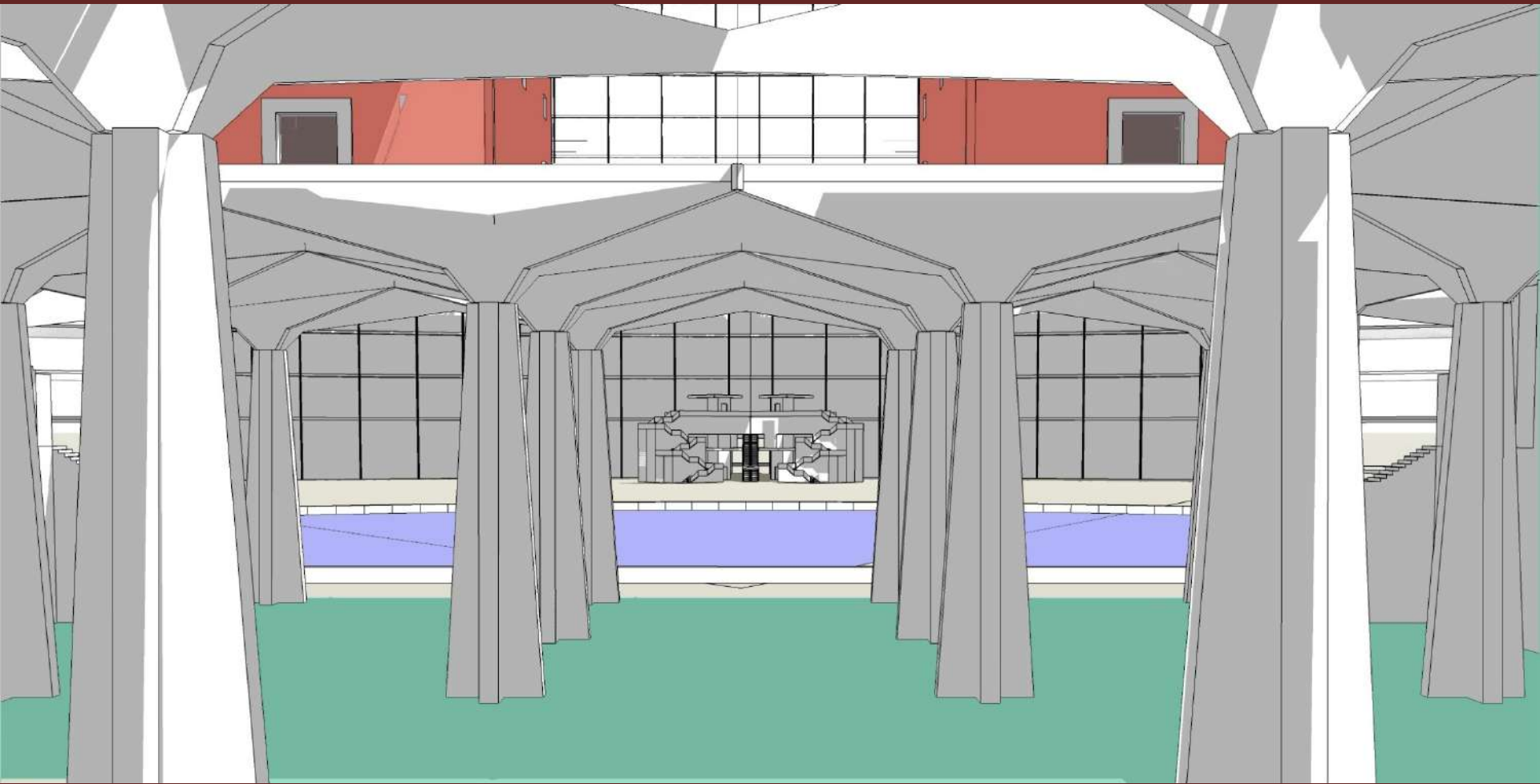




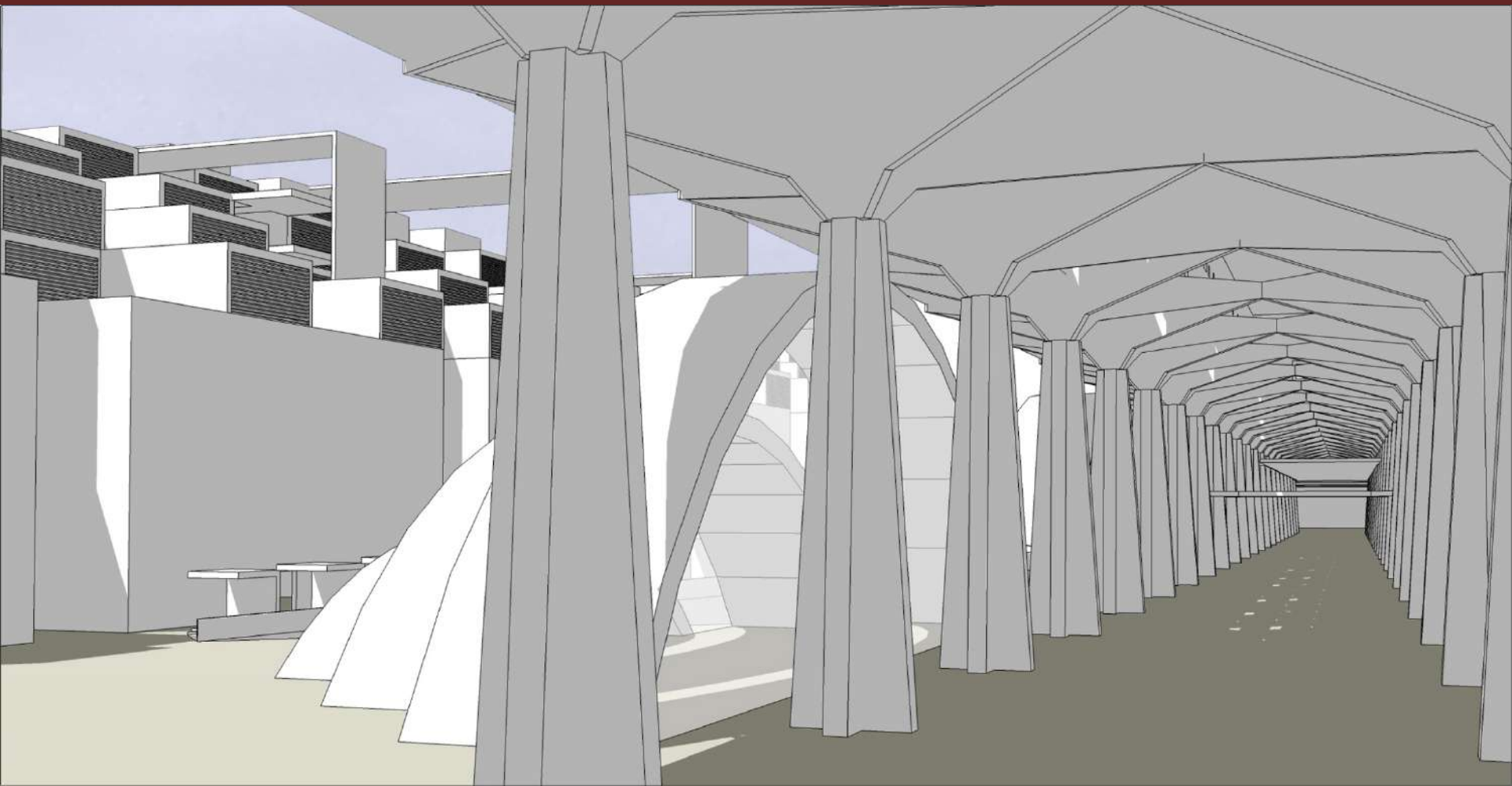


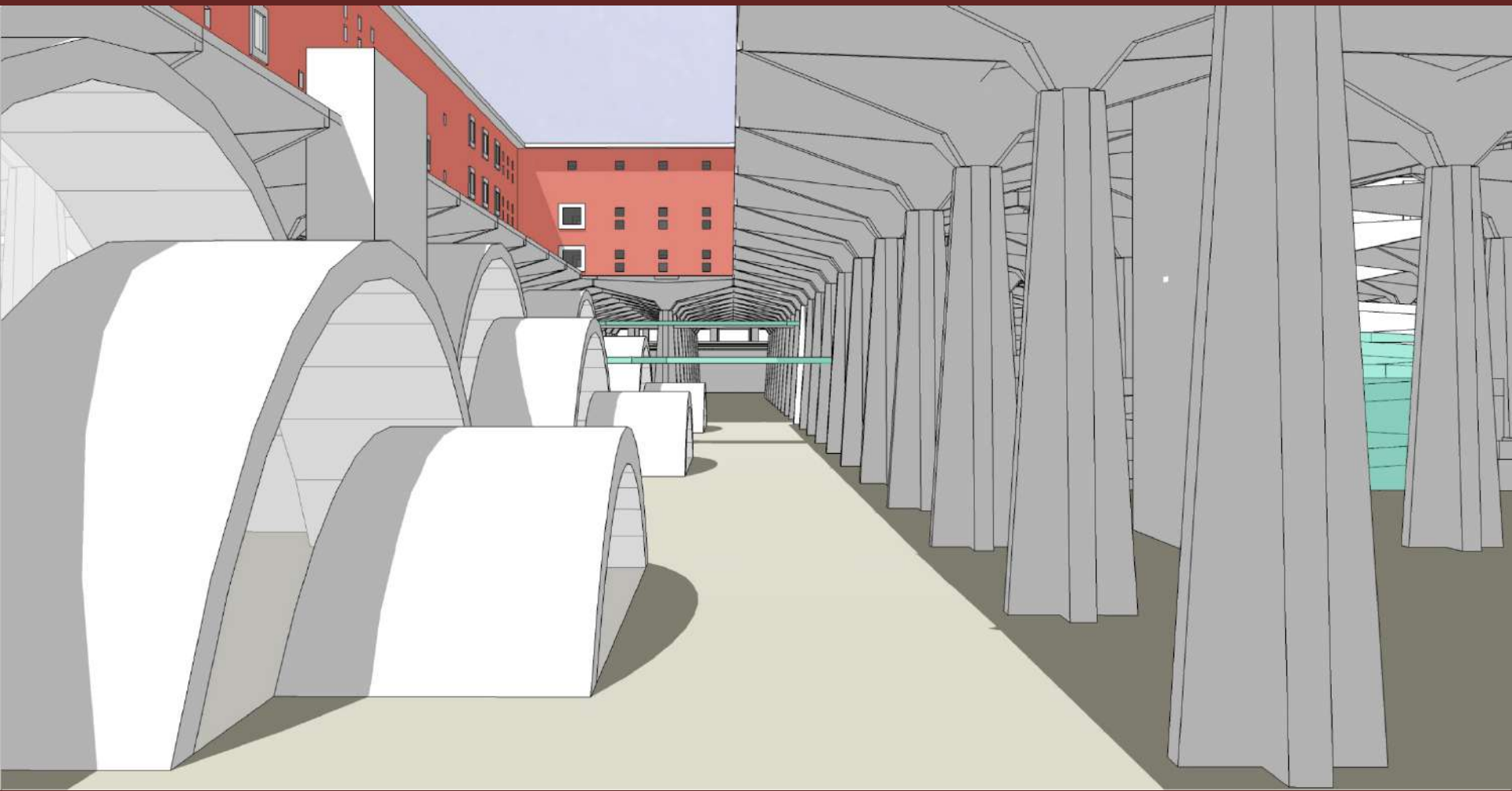


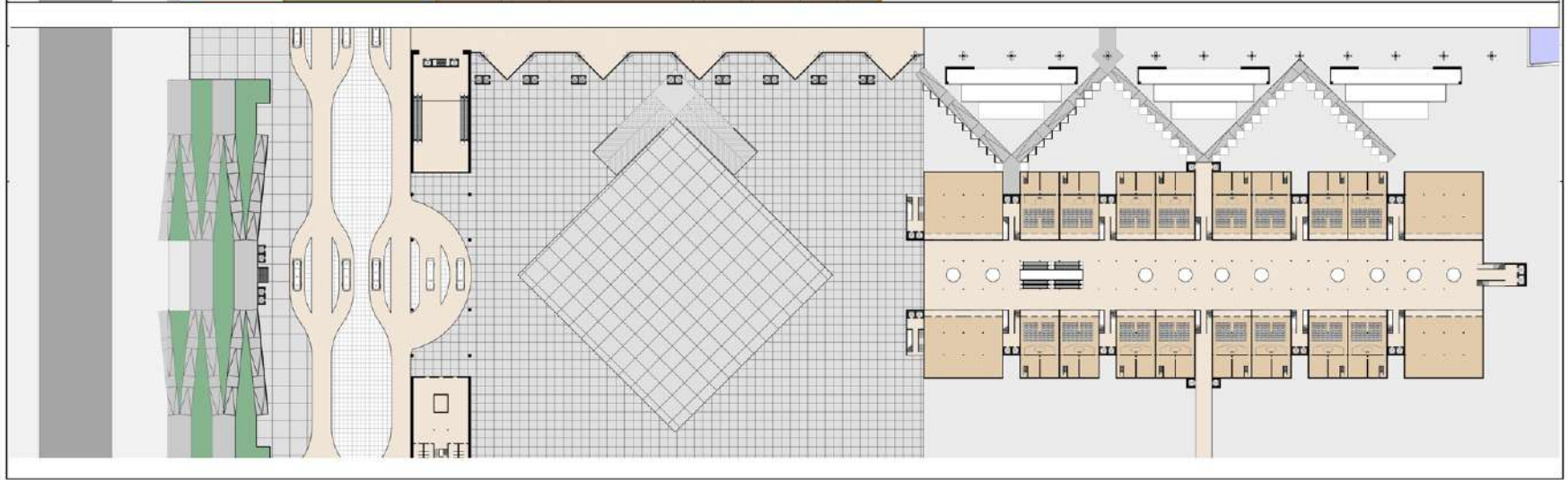
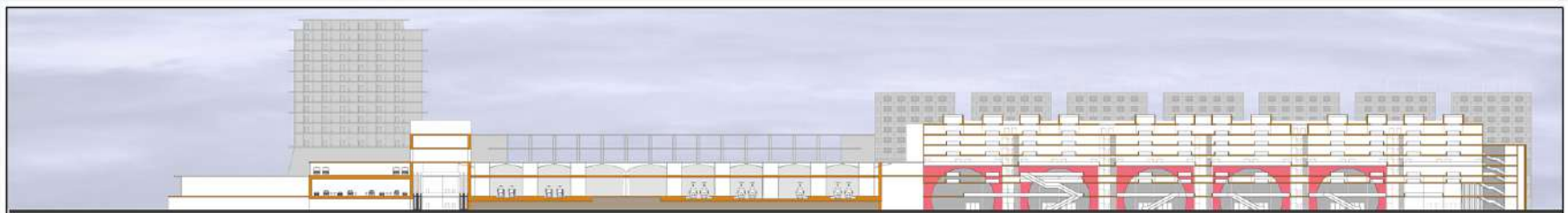






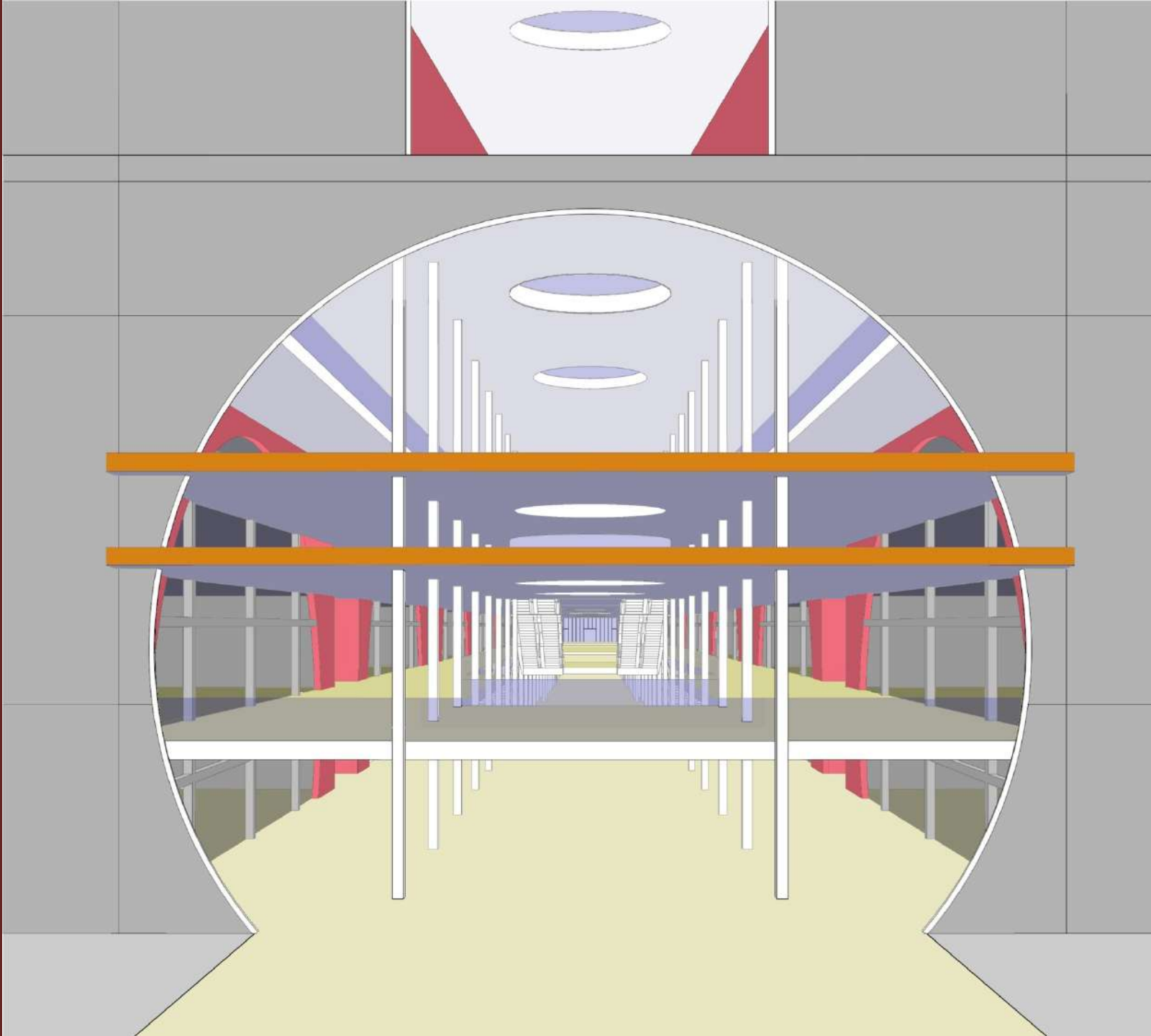


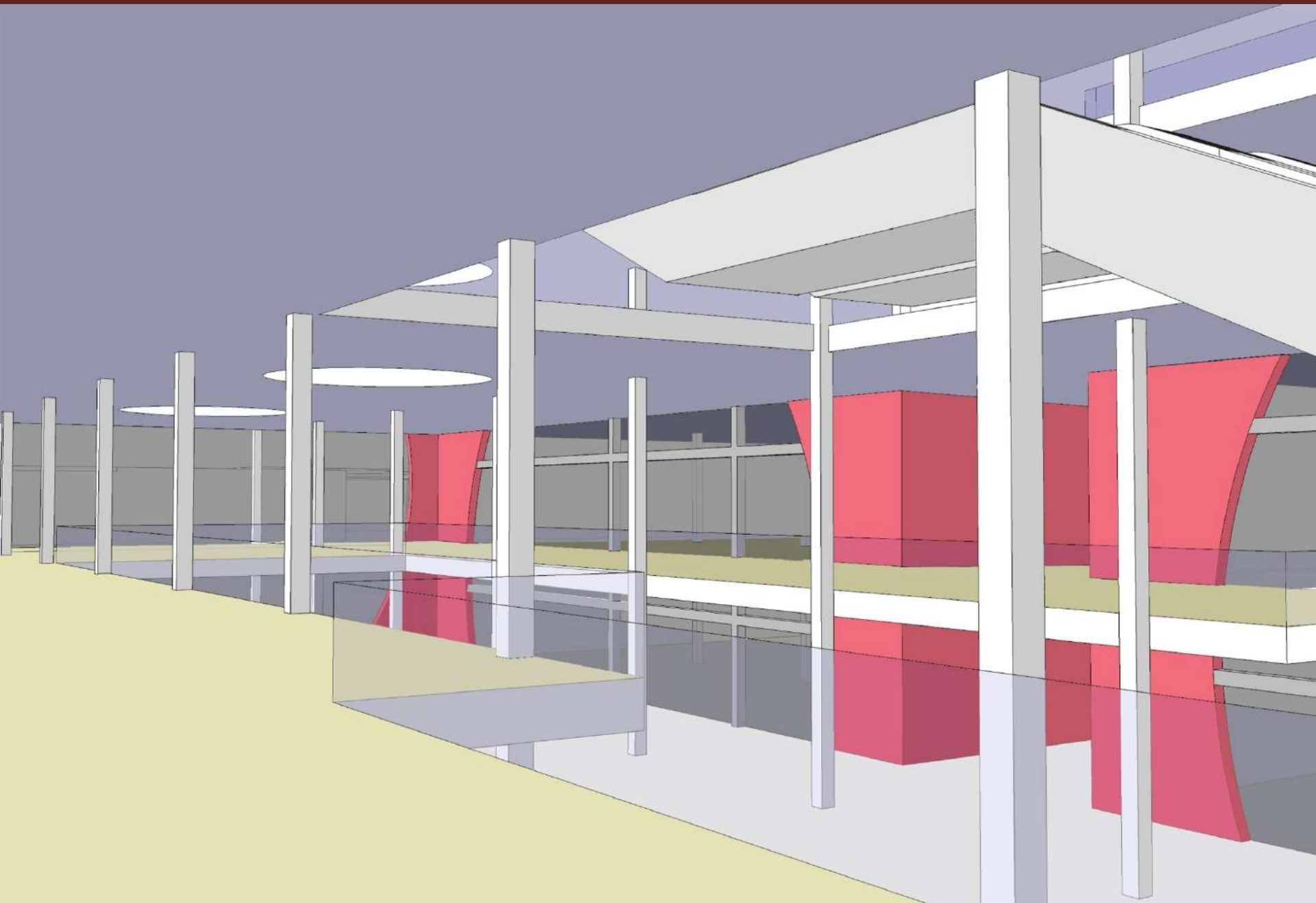




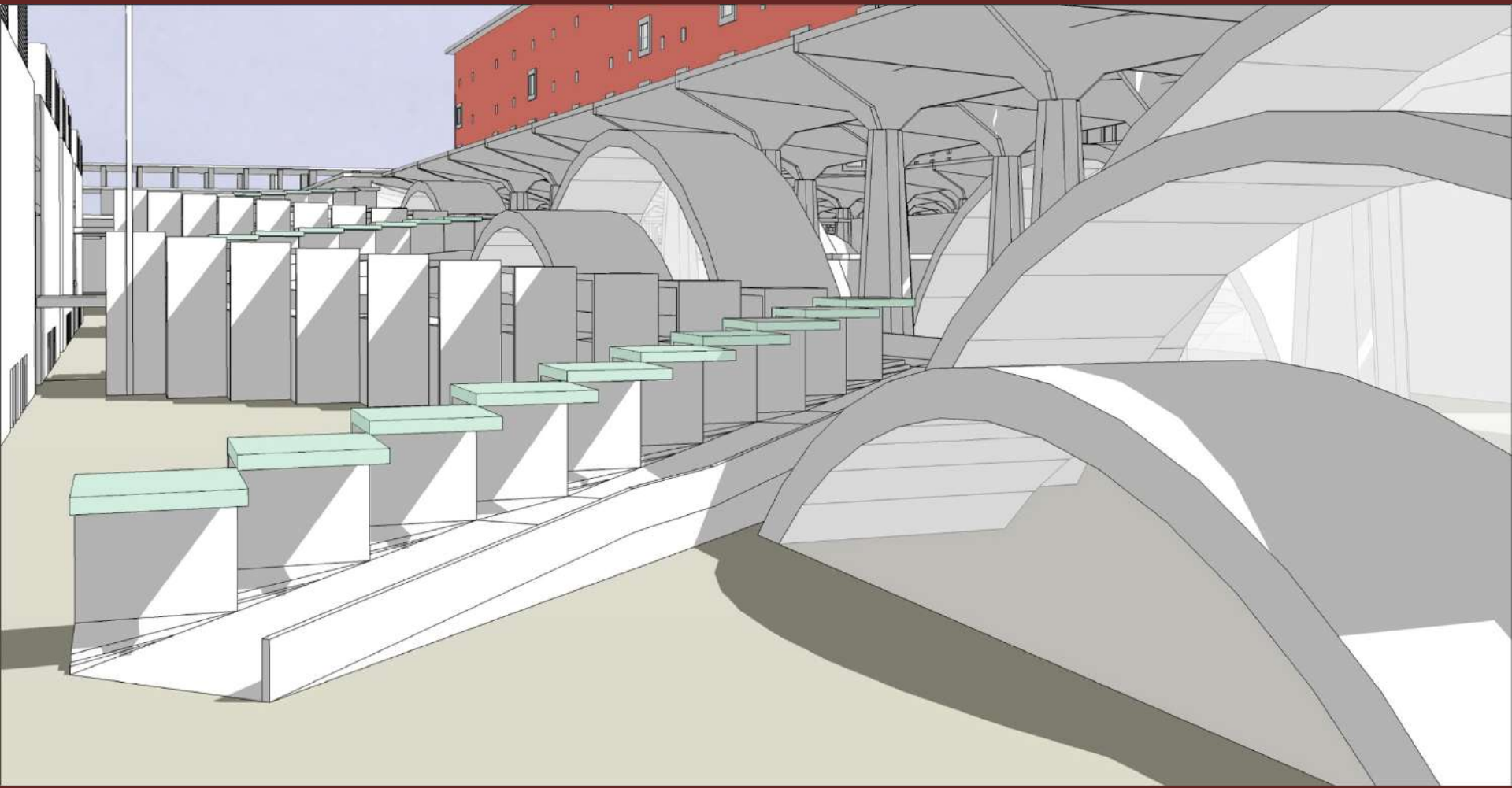


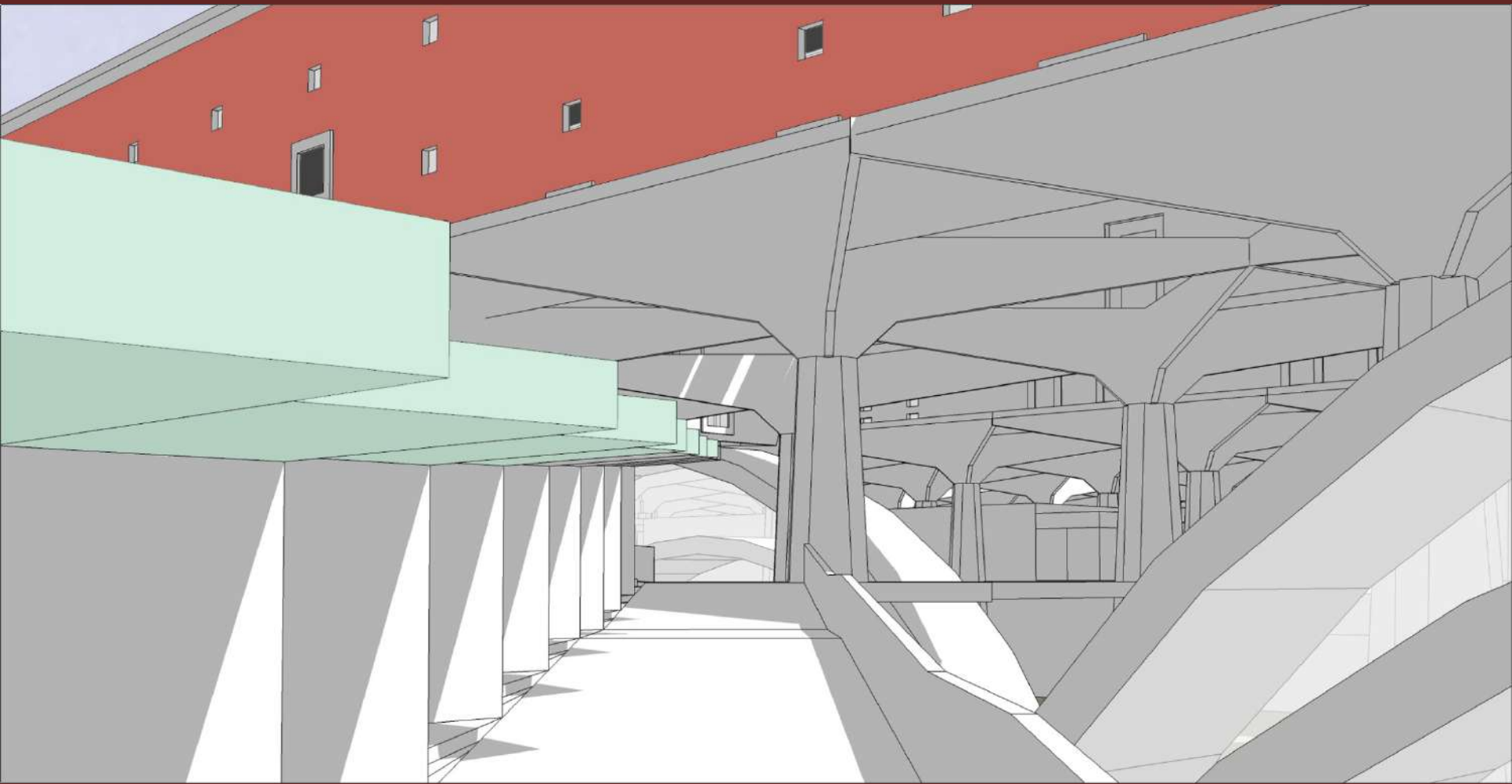






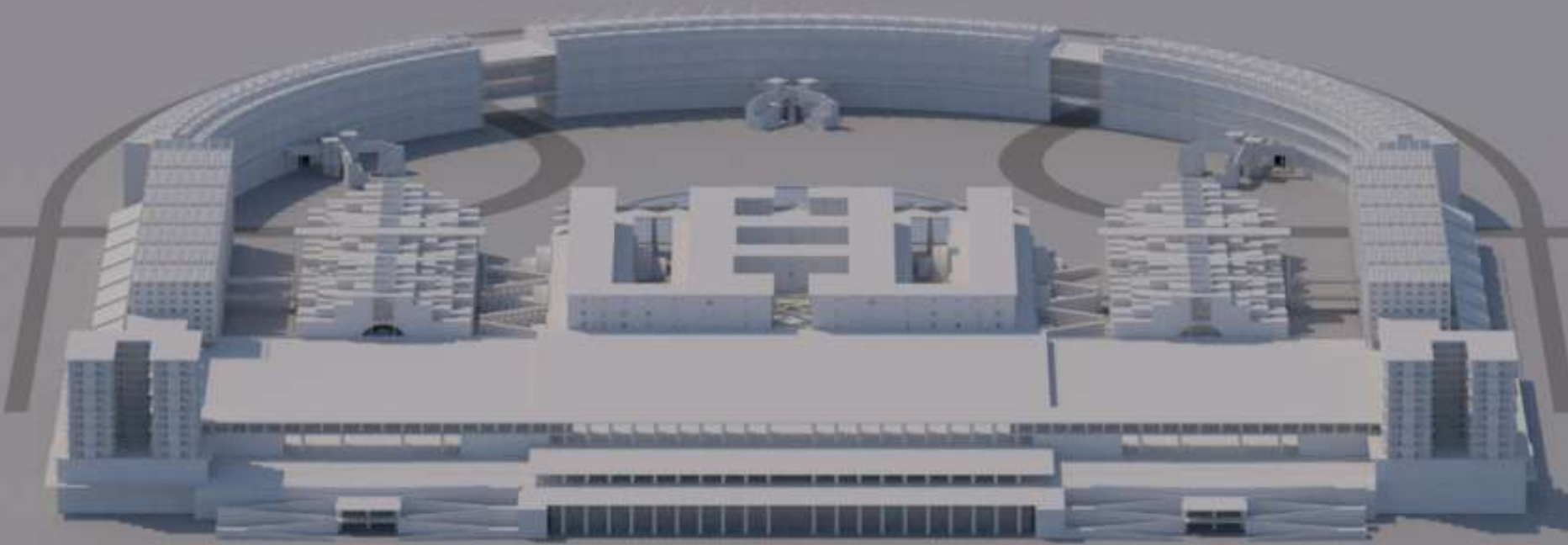












Shenzhen. Città lineare, città verde



Diradamento e consolidamento

Parco urbano lineare e aree agricole sperimentali universitarie



Guangming Eco-agricultural High-tech Park



West Infestation
- **Shenzhen Village**
- Shenzhen High-tech Park
- **Shenzhen University**



Xili Village
- Xili Golf Club
- **University Town**
- **Xili Lake Agricultural Park**



SEU, Xili campus
- Southern East of Technology



High-speed North Station
Longhua Agricultural Park



Universiade Village
- Dapin Park
- **Chinese Univ. of Hong Kong**

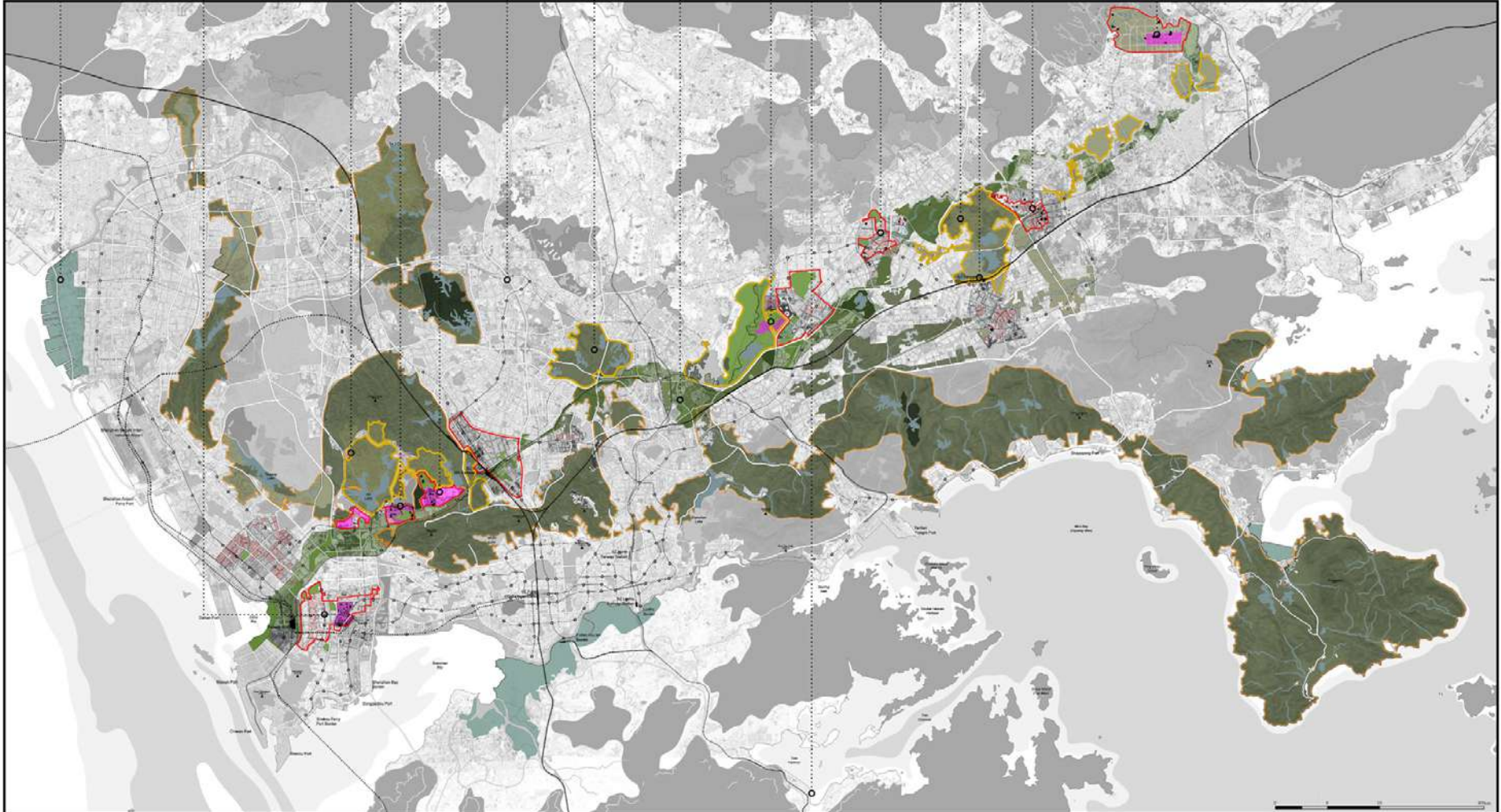


Chinese University of Hong Kong
Shatin campus
Longgang Village
Longgang Agricultural Park
Longgang High speed Station

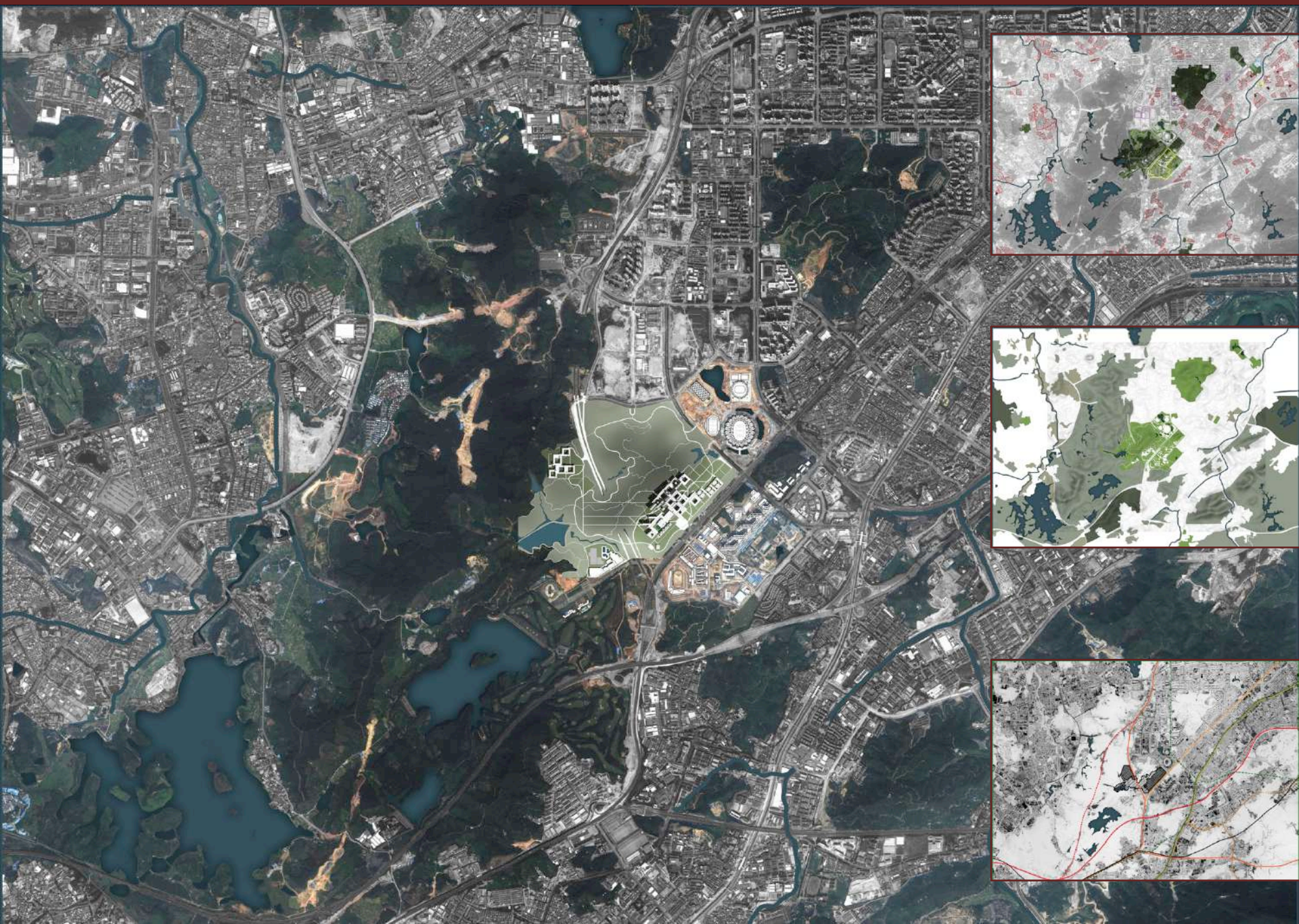


Haikou Village
Haikou Heritage Park
- **Mulhoo University**

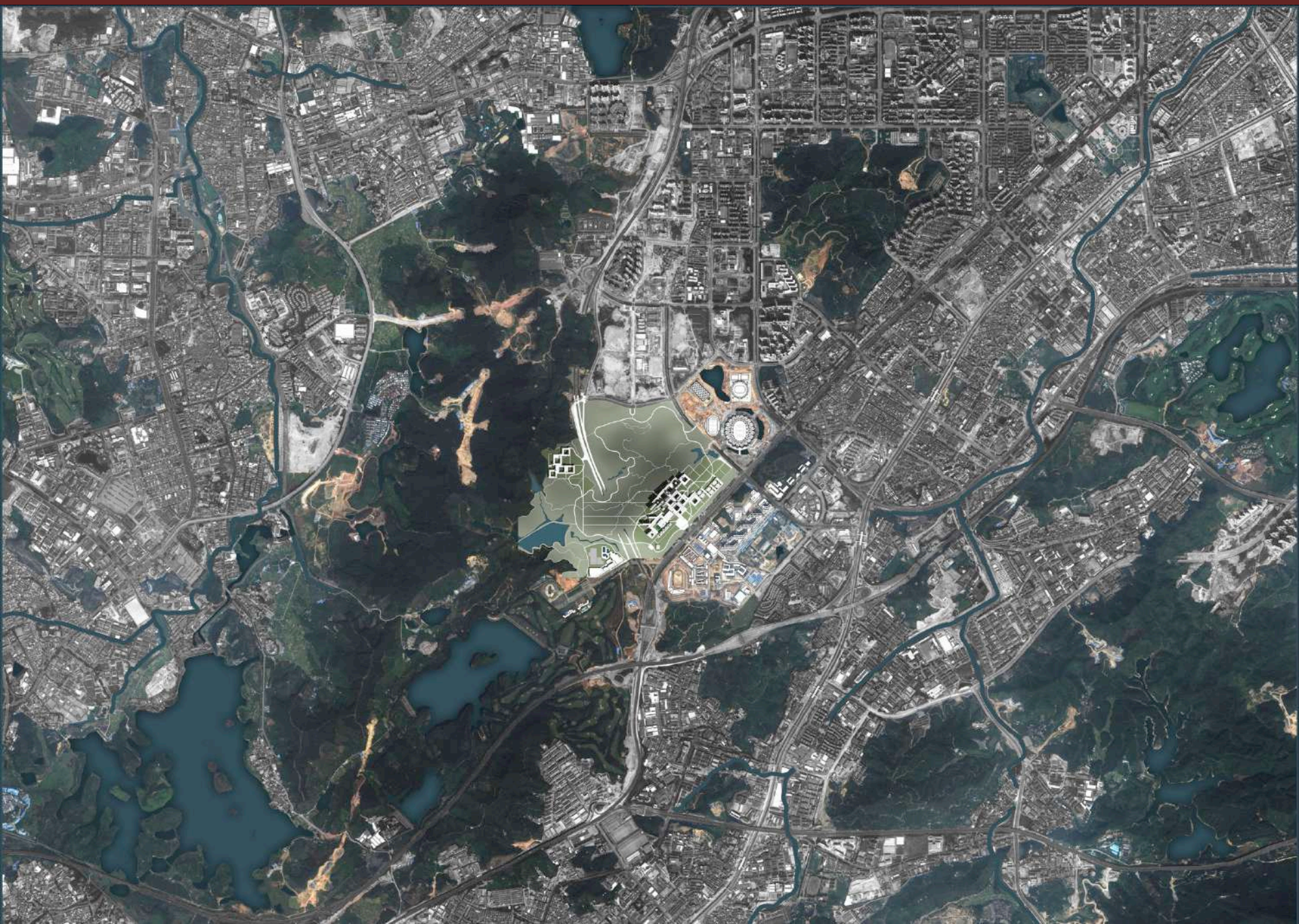
Legenda	Legenda
Area Finita (definita) a "1000" urbanistica, identificata come "Urbanistica" nel Documento Strategico di Pianificazione Regionale (DSR).	Identificatori della struttura
Area non circoscritta (a base di dati) a base di dati (spazio urbano, servizi di trasporto e sport, servizi, servizi, ecc.).	Villaggio urbano (1950)
Zone urbanistiche riprogettate e sperimentali in fase di studio.	Area a base di dati (1950)
Zone urbanistiche riprogettate e sperimentali in fase di studio.	Zone a base di dati (1950)
Area non pubblicata con Documento di Pianificazione Regionale (DSR).	Zone a base di dati (1950)



Longgang Universiade School Town

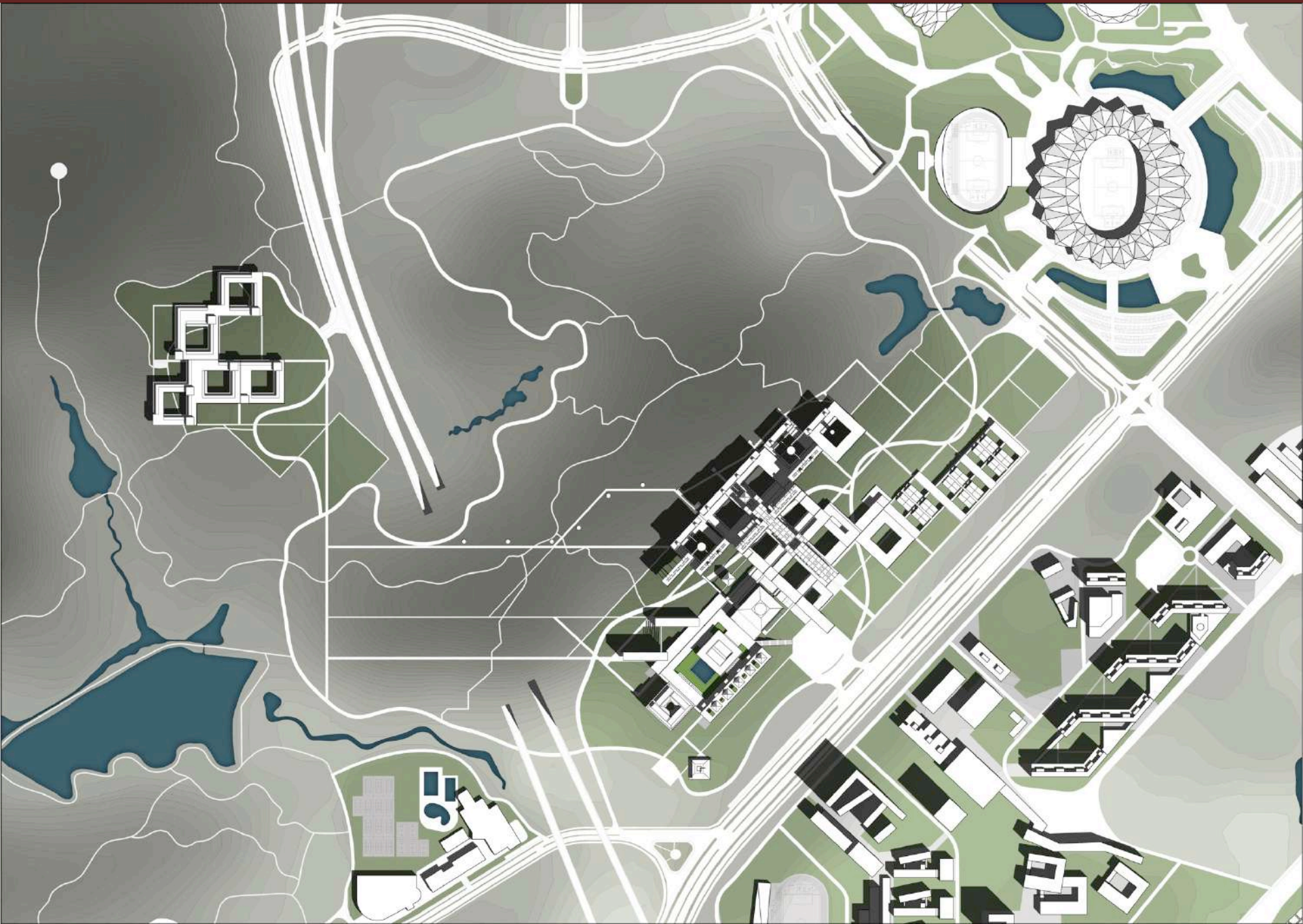


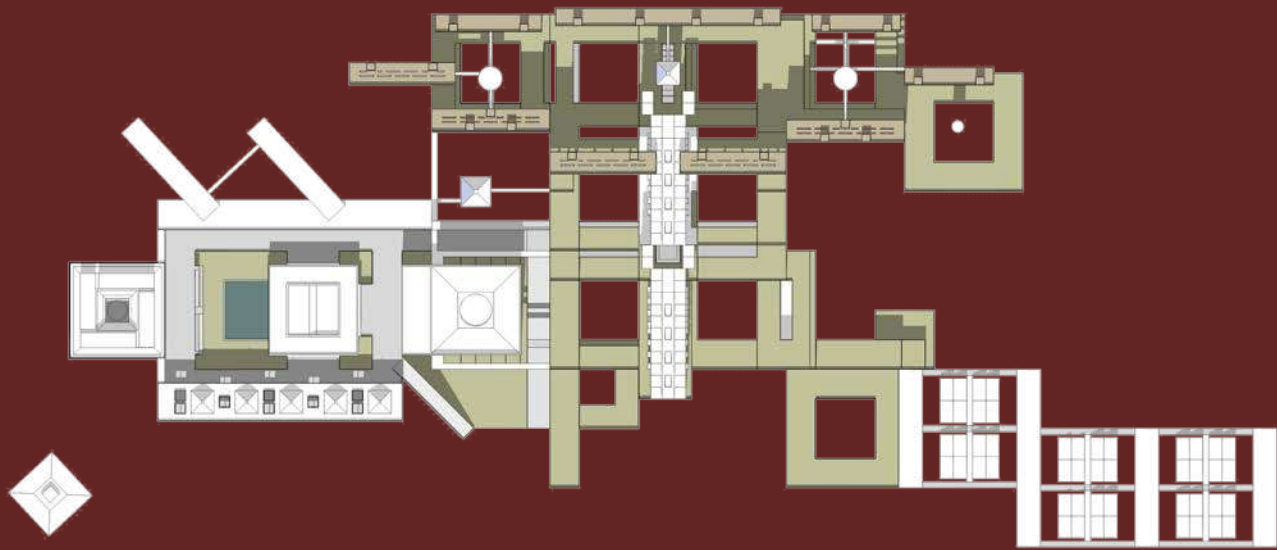
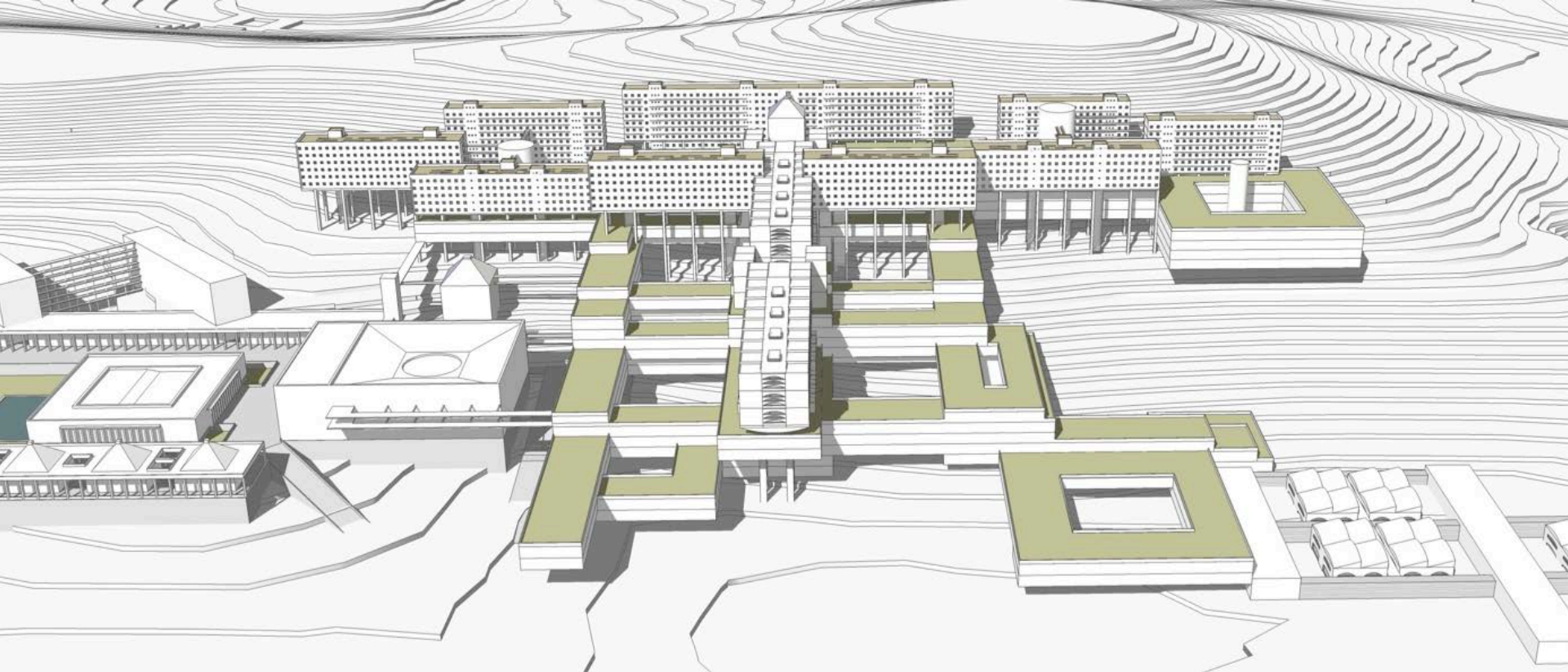
Longgang Universiade School Town

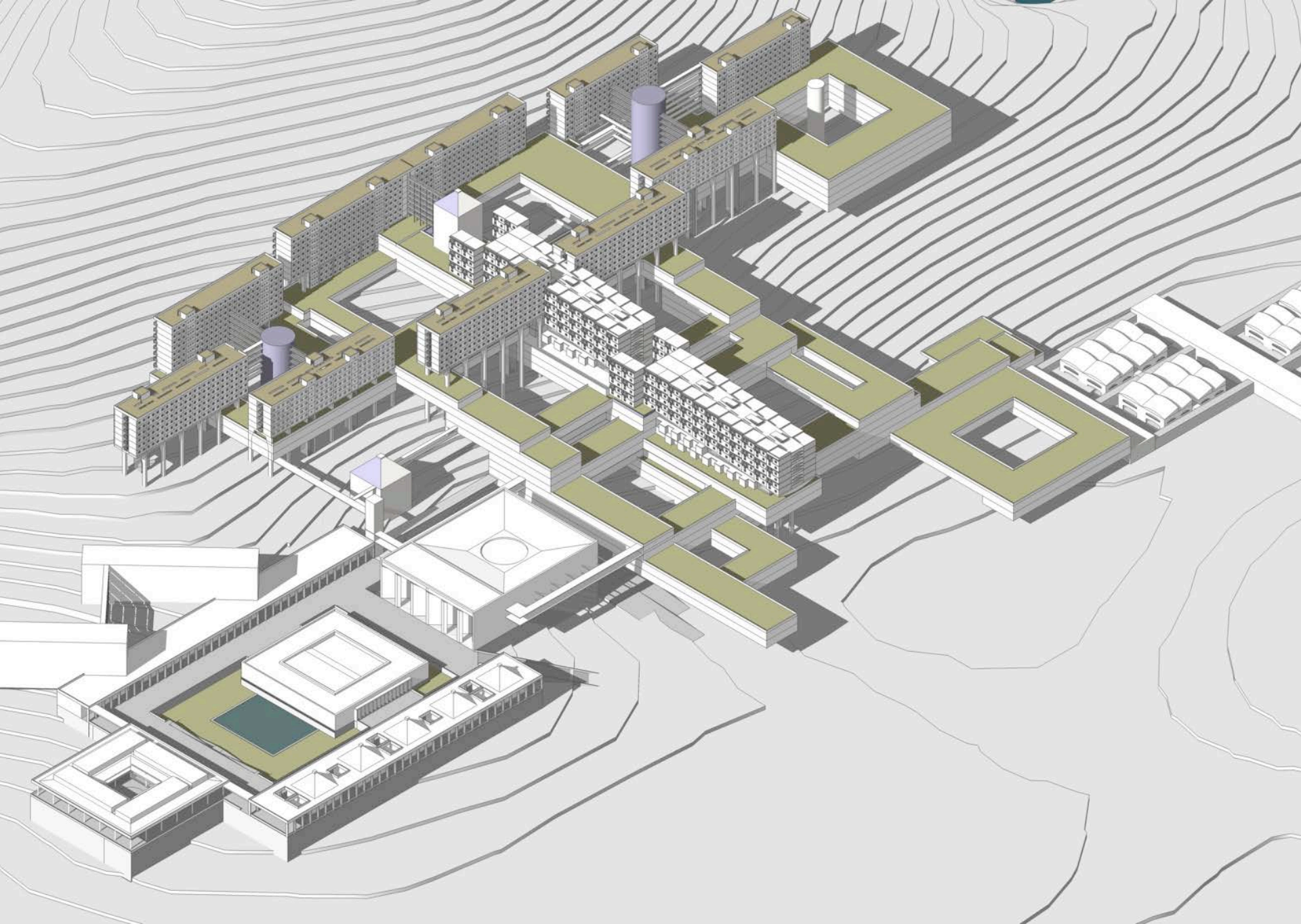


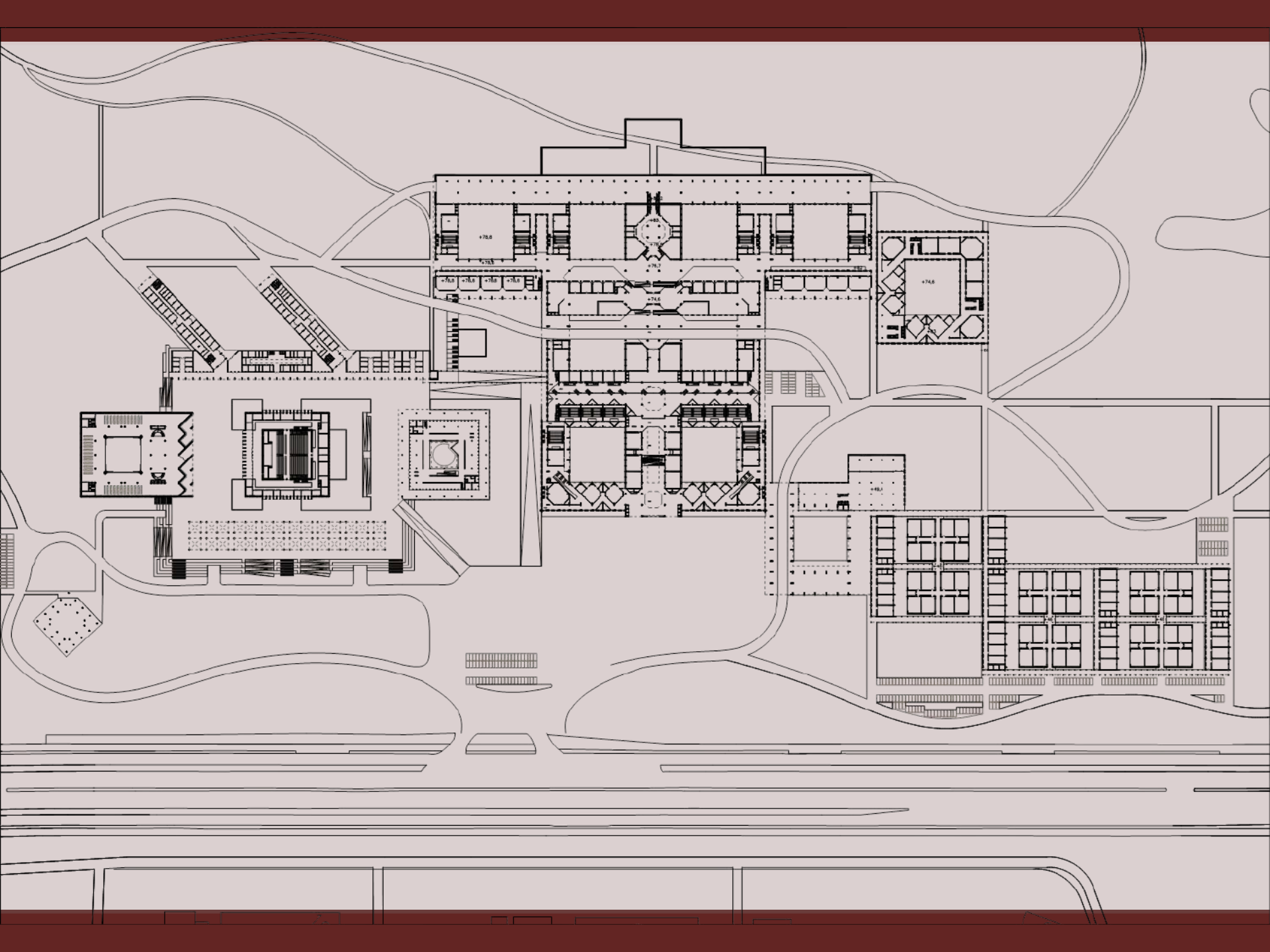


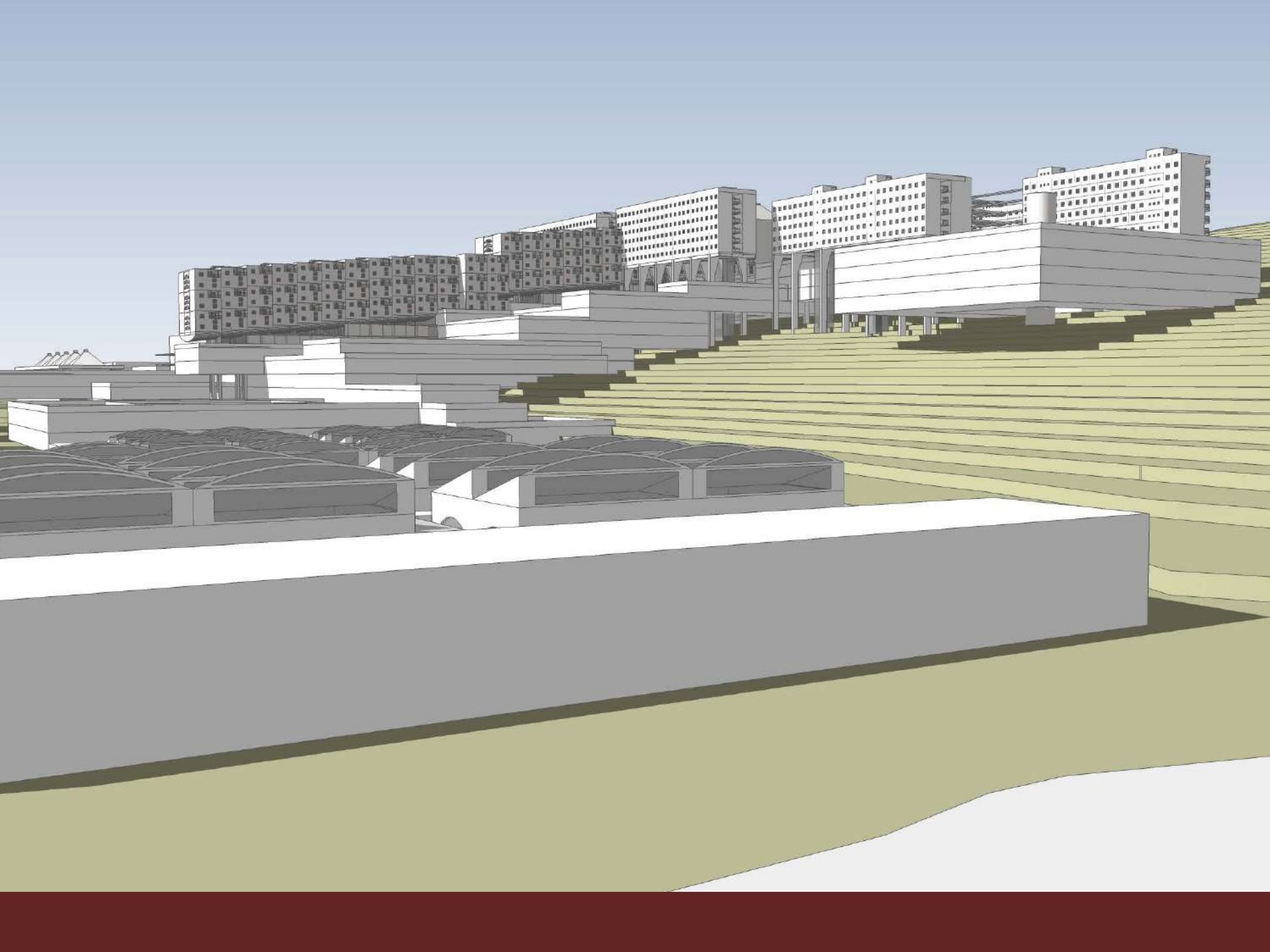
Shenzhen Campus of Chinese Hong Kong University



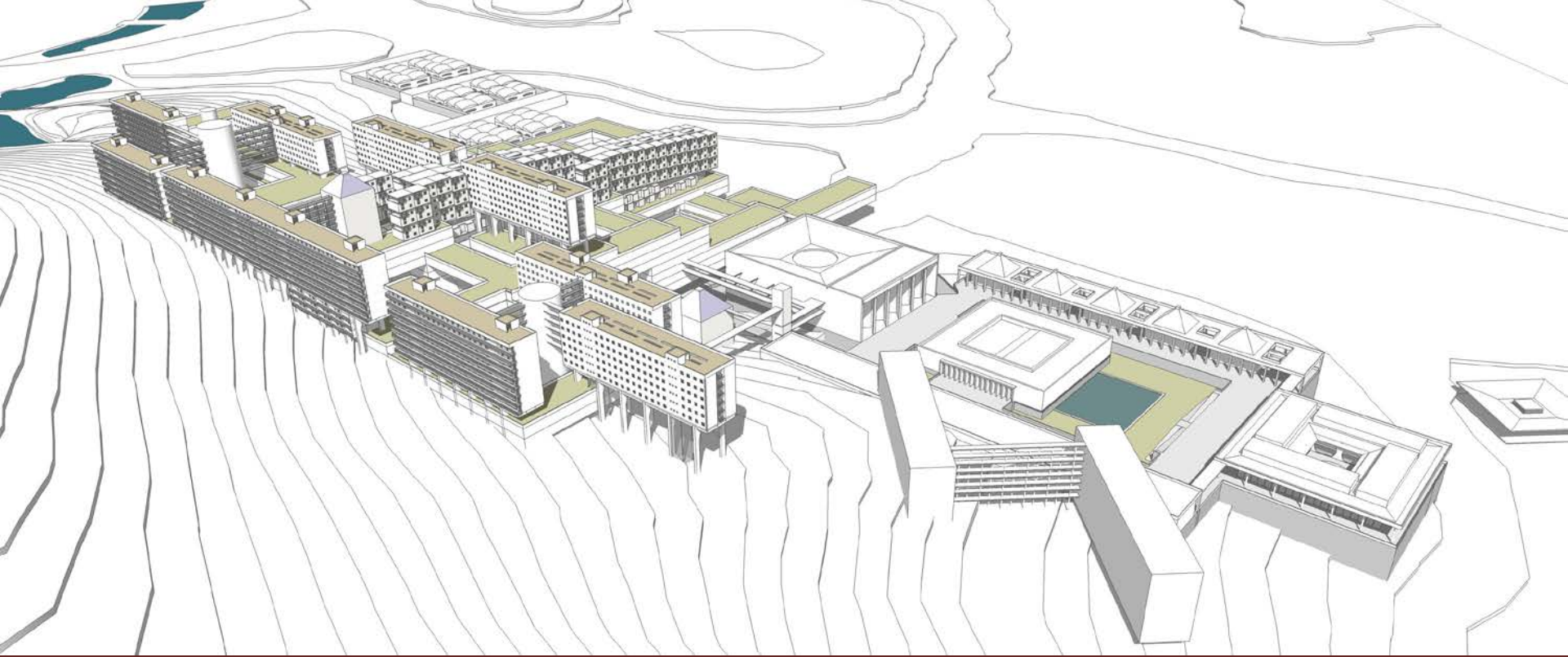






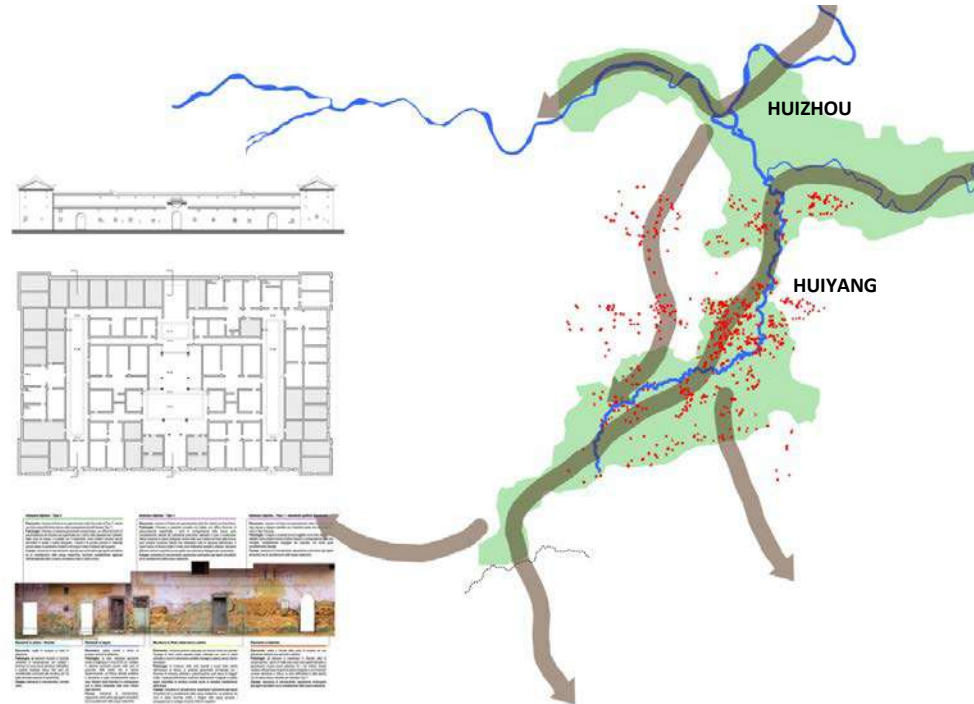






惠阳客家围屋保护规划研究报告

HUIYANG HAKKA HERITAGE CONSERVATION RESEARCH REPORT



MILAN POLYTECHNIC UNIVERSITY
School of Civil Architecture Department of
Architectural Design

米兰理工大学
建筑学院, 建筑设计及研究教学
部

惠州市住房和城乡建设局

Huizhou
of Housing and Urban-Rural Development

Municipal Bureau

惠州
2011.03.10

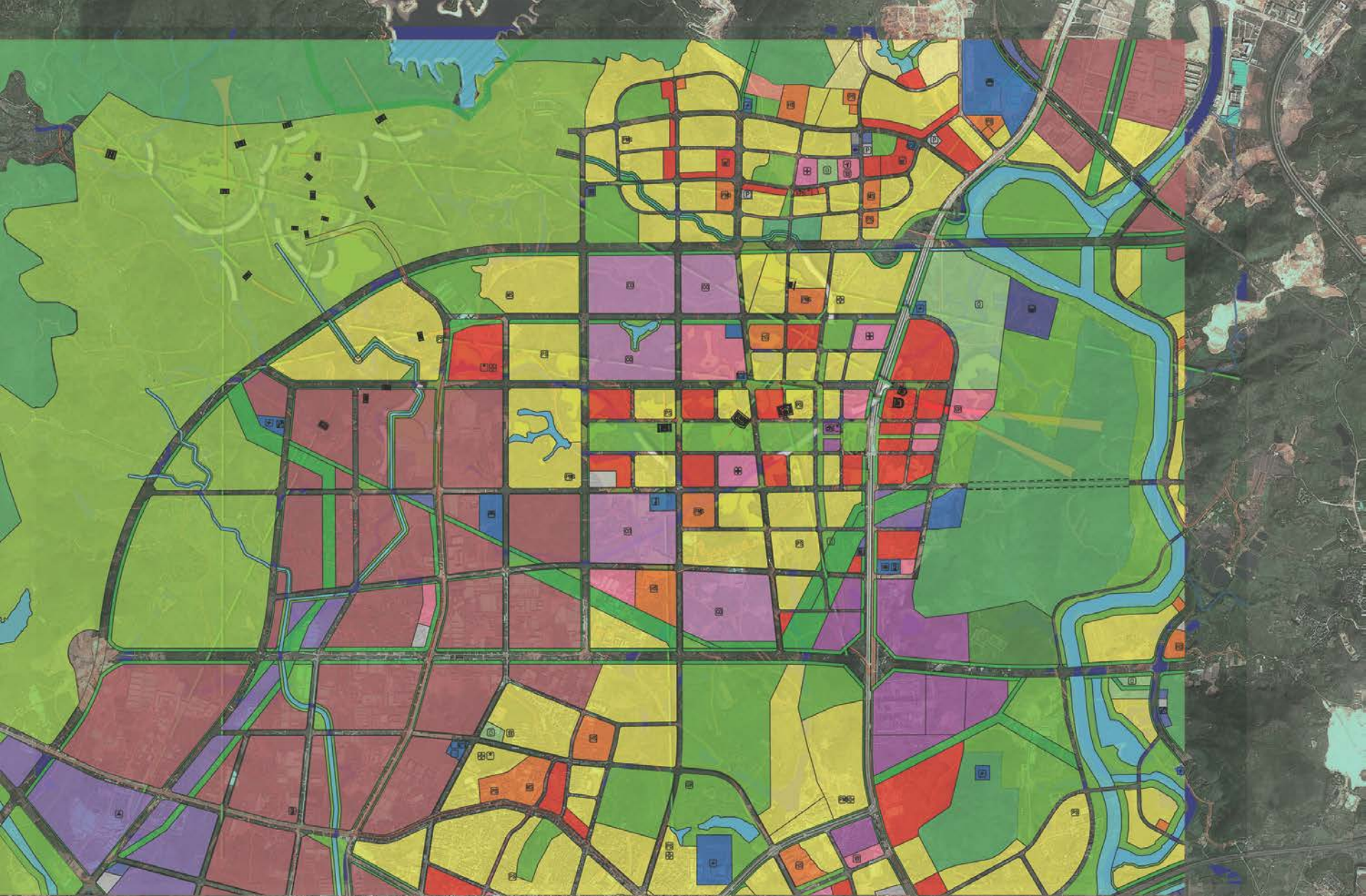
Huizhou
10.03.2011



FENGSHUI PRINCIPLES



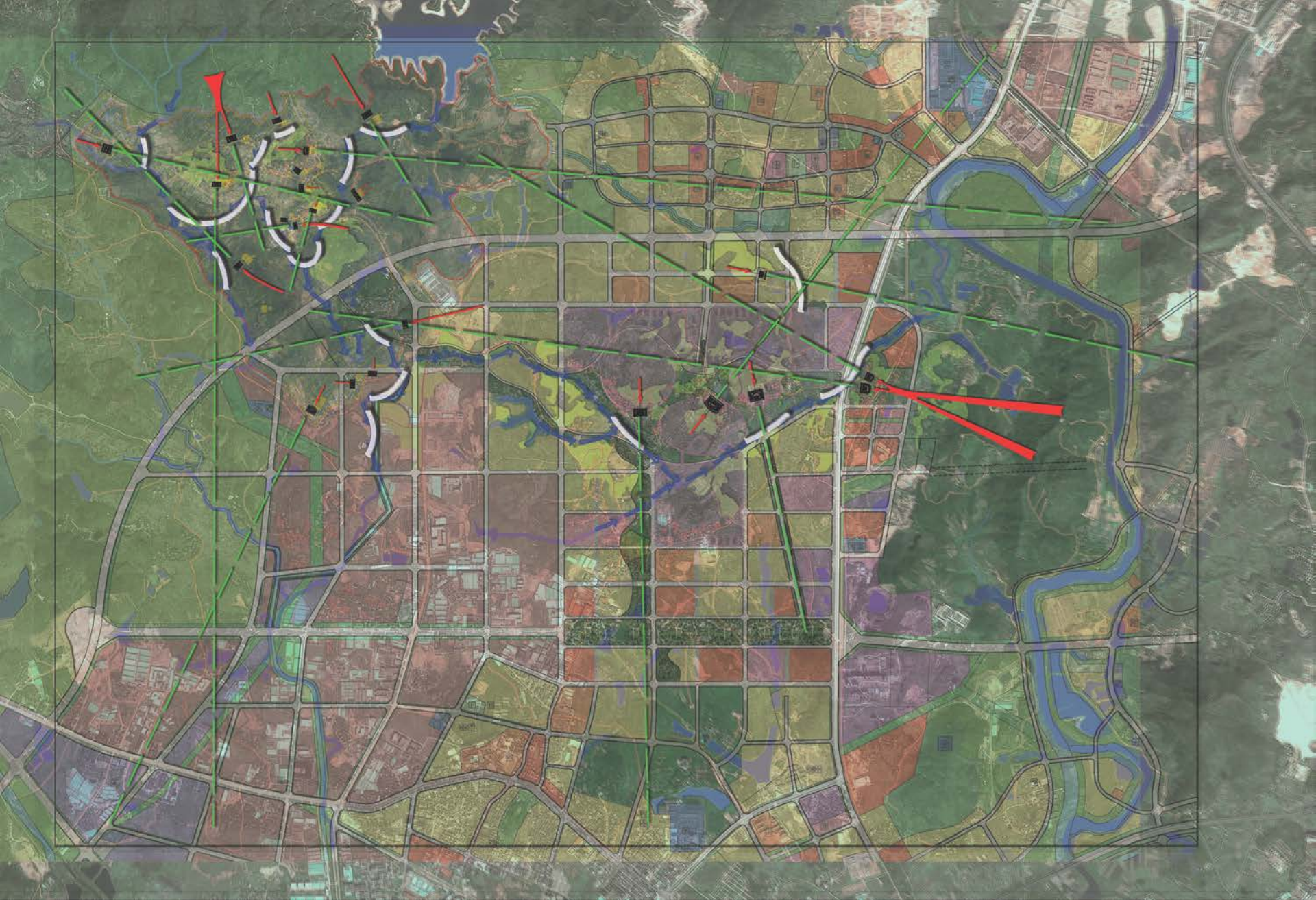
FENGSHUI PRINCIPLES + OFFICIAL MASTER PLAN



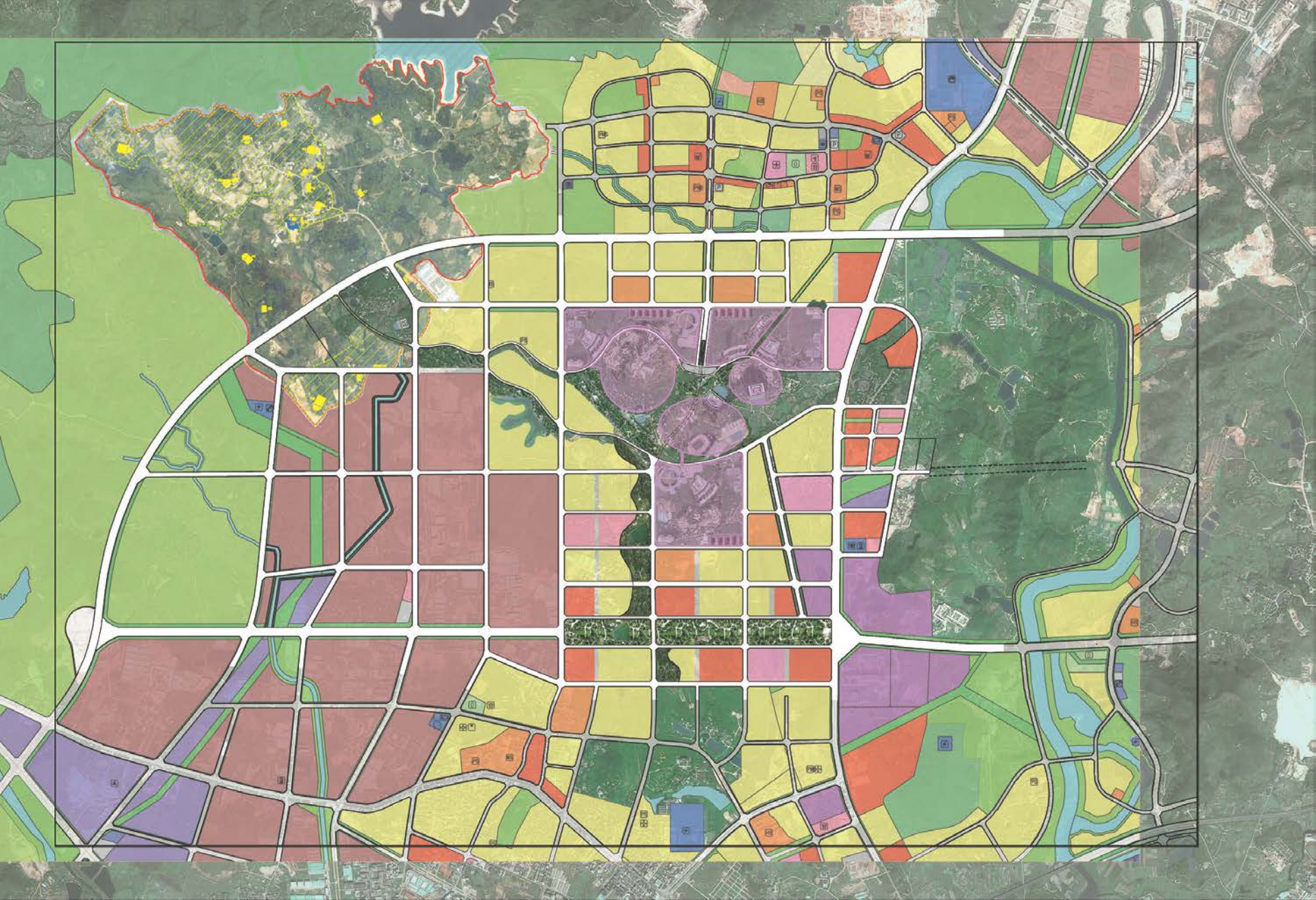
CONTRADICTION BETWEEN HAKKA, FENGSHUI AND OFFICIAL MASTER PLAN



CONTRADICTION BETWEEN HAKKA, FENGSHUI AND OFFICIAL MASTER PLAN



IDEAL OPTION OF REVISION FOLLOWING FENGSHUI PRINCIPLES



IDEAL OPTION OF REVISION FOLLOWING FENGSHUI PRINCIPLES

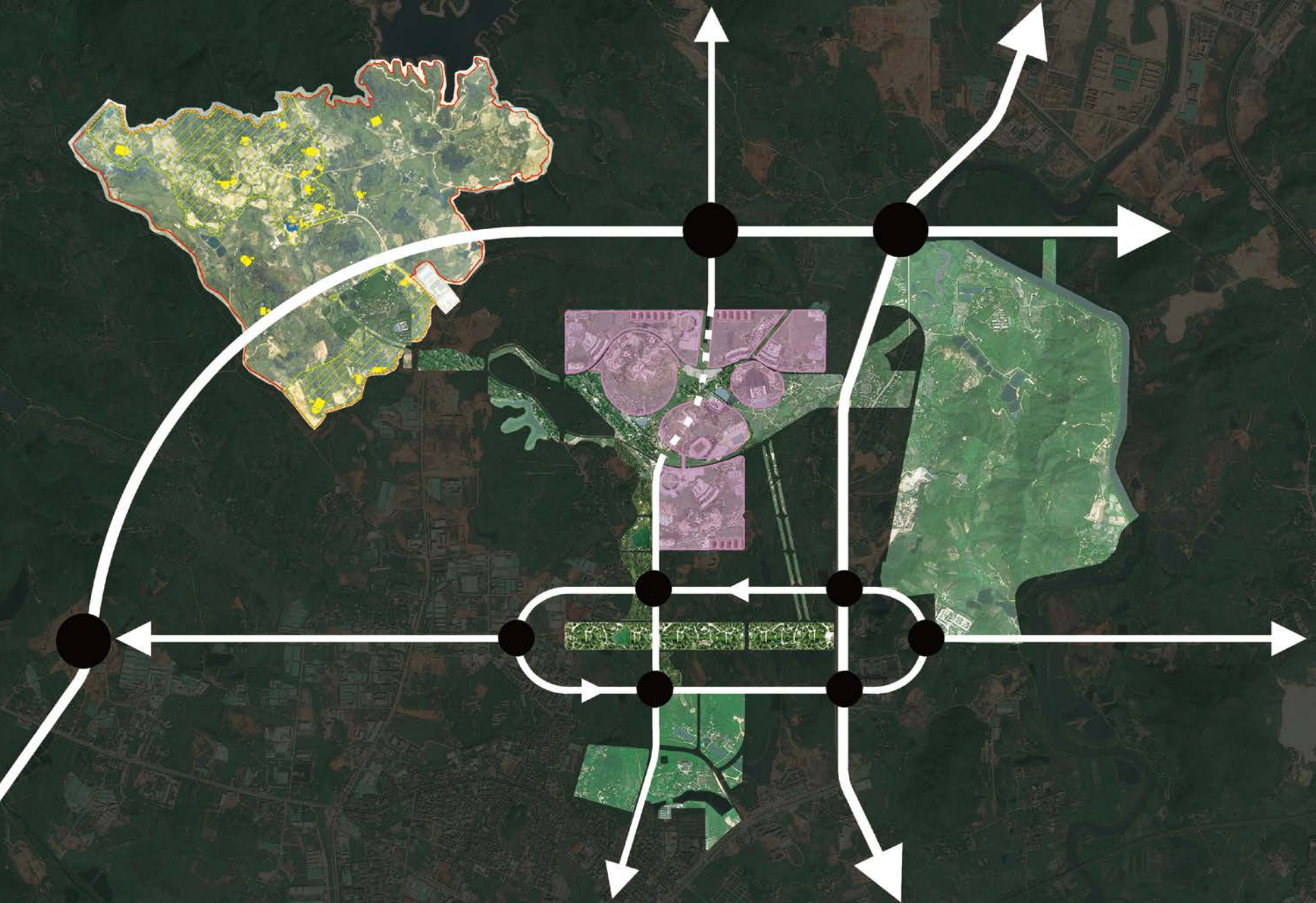


DIAGRAM OF IDEAL OPTION OF REVISION FOLLOWING FENGSHUI PRINCIPLES

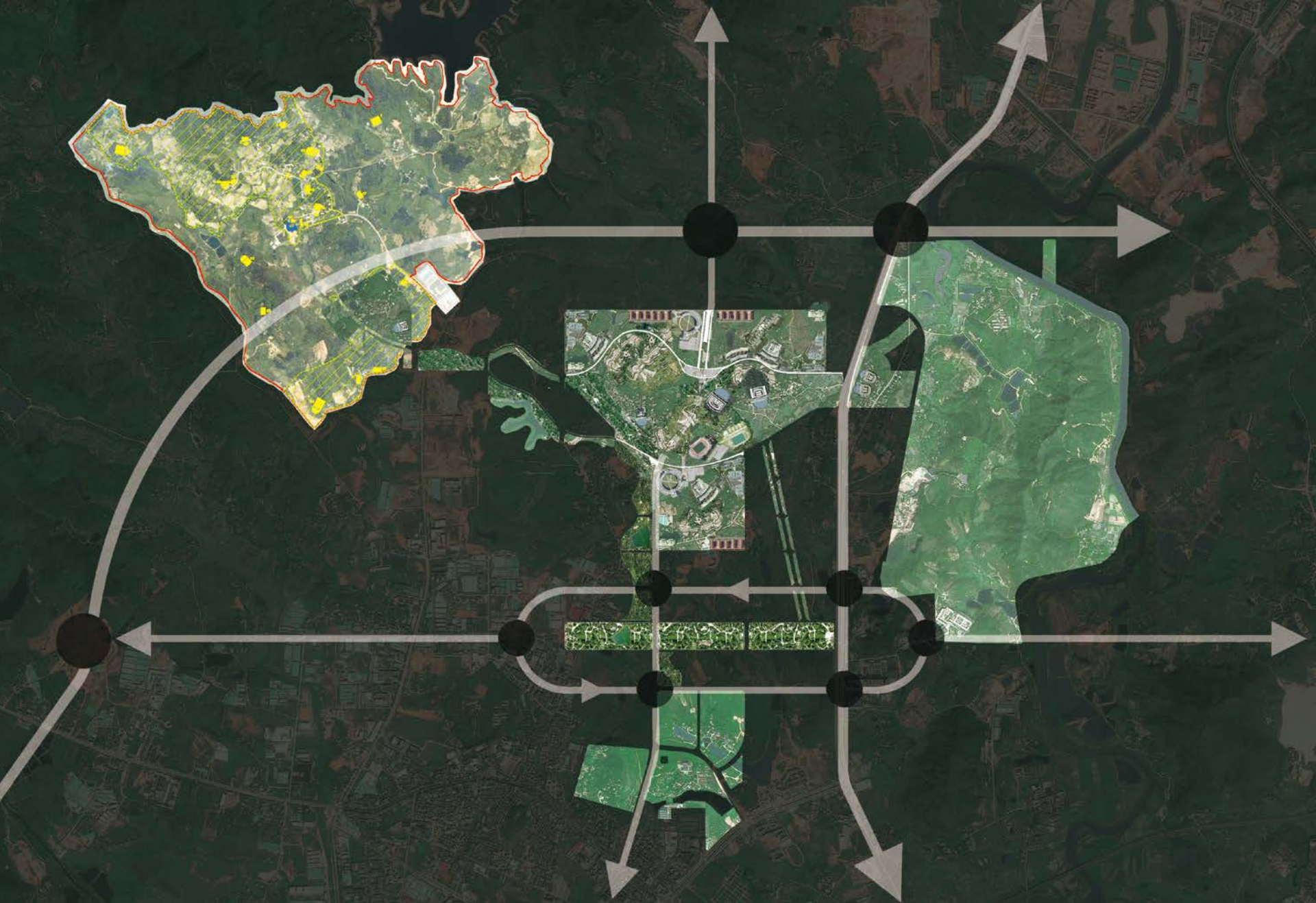
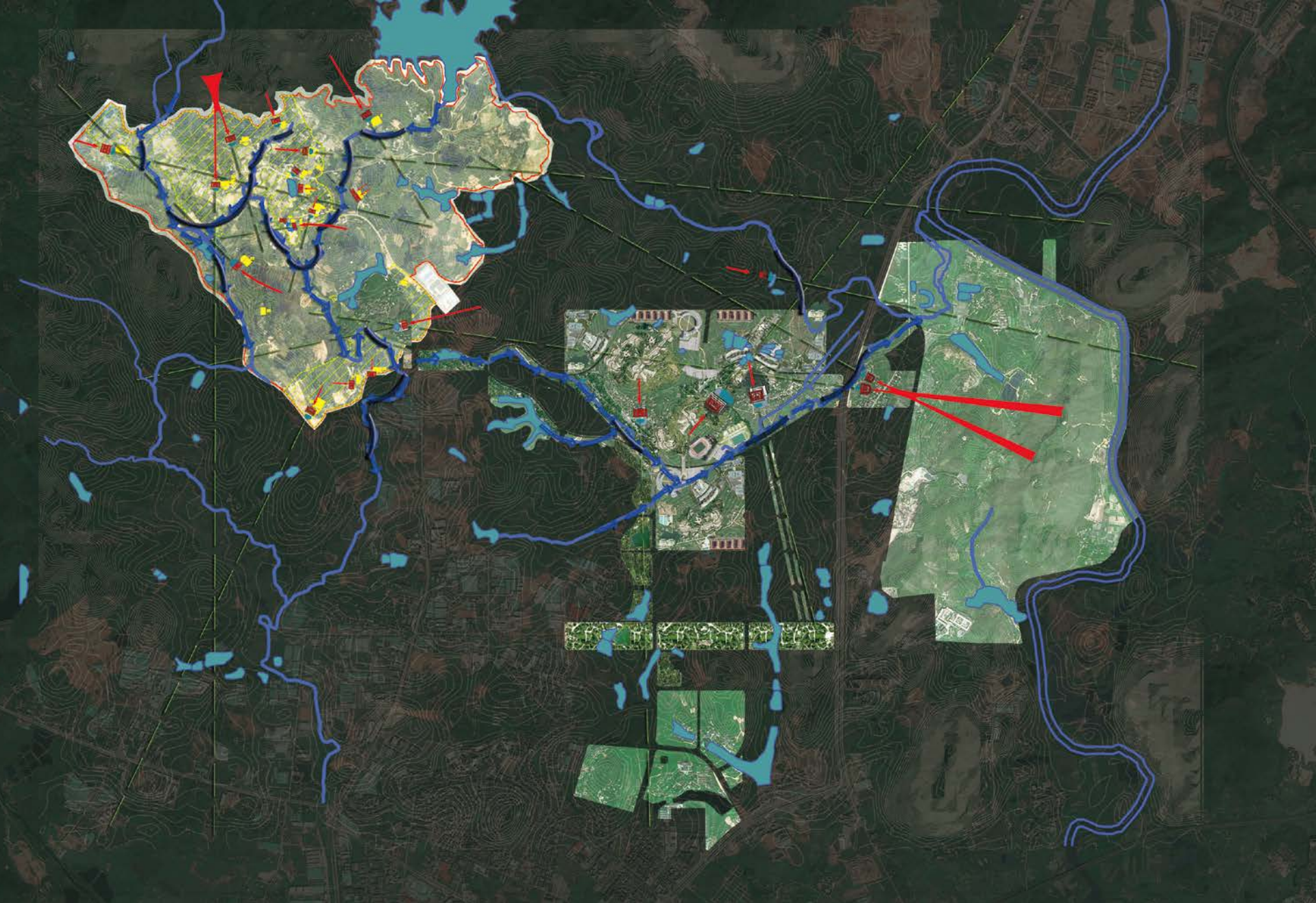


DIAGRAM OF IDEAL OPTION OF REVISION FOLLOWING FENGSHUI PRINCIPLES



IDEAL OPTION OF REVISION FOLLOWING FENGSHUI PRINCIPLES



DIAGRAM OF THE FUNCTIONS

GUILINXINJU AS CAMPUS BUILDING



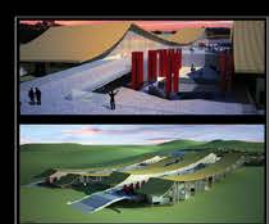
AGRICULTURAL PARK



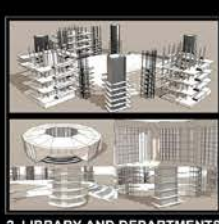
SHIGOUWU AS
WORKSHOP
CENTER



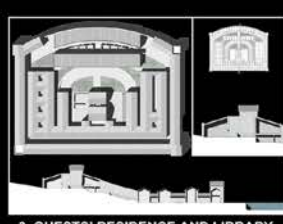
THE PROJECT OF TIEMENSHAN AREA AND FUNCTIONS OF HAKKA HERITAGE



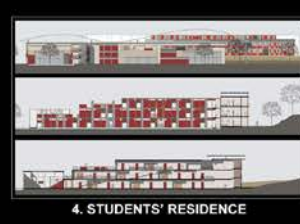
1. CLASSROOMS' / CONFERENCE HALLS



2. LIBRARY AND DEPARTMENTS



3. GUESTS' RESIDENCE AND LIBRARY



4. STUDENTS' RESIDENCE



5. STADIUM AND SPORT FACILITIES



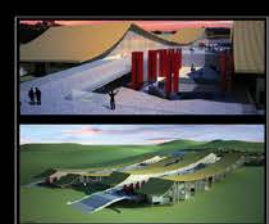
6. ART CENTER



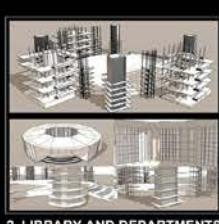
7. UNIVERSITY HOSPITAL

HUIYANG UNIVERSITY IN THE TIEMENSHAN DISTRICT

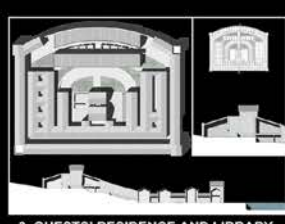




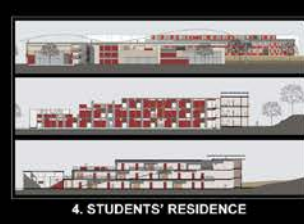
1. CLASSROOMS' / CONFERENCE HALLS



2. LIBRARY AND DEPARTMENTS



3. GUESTS' RESIDENCE AND LIBRARY



4. STUDENTS' RESIDENCE



5. STADIUM AND SPORT FACILITIES



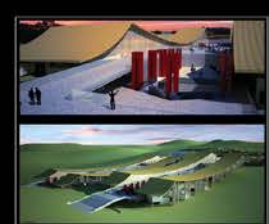
6. ART CENTER



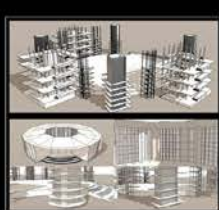
7. UNIVERSITY HOSPITAL

HUIYANG UNIVERSITY IN THE TIEMENSHAN DISTRICT

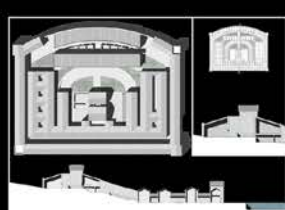




1. CLASSROOMS' / CONFERENCE HALLS



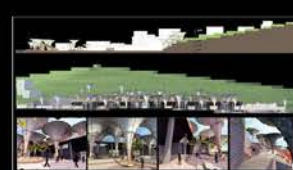
2. LIBRARY AND DEPARTMENTS



3. GUESTS' RESIDENCE AND LIBRARY



4. STUDENTS' RESIDENCE



5. STADIUM AND SPORT FACILITIES



6. ART CENTER



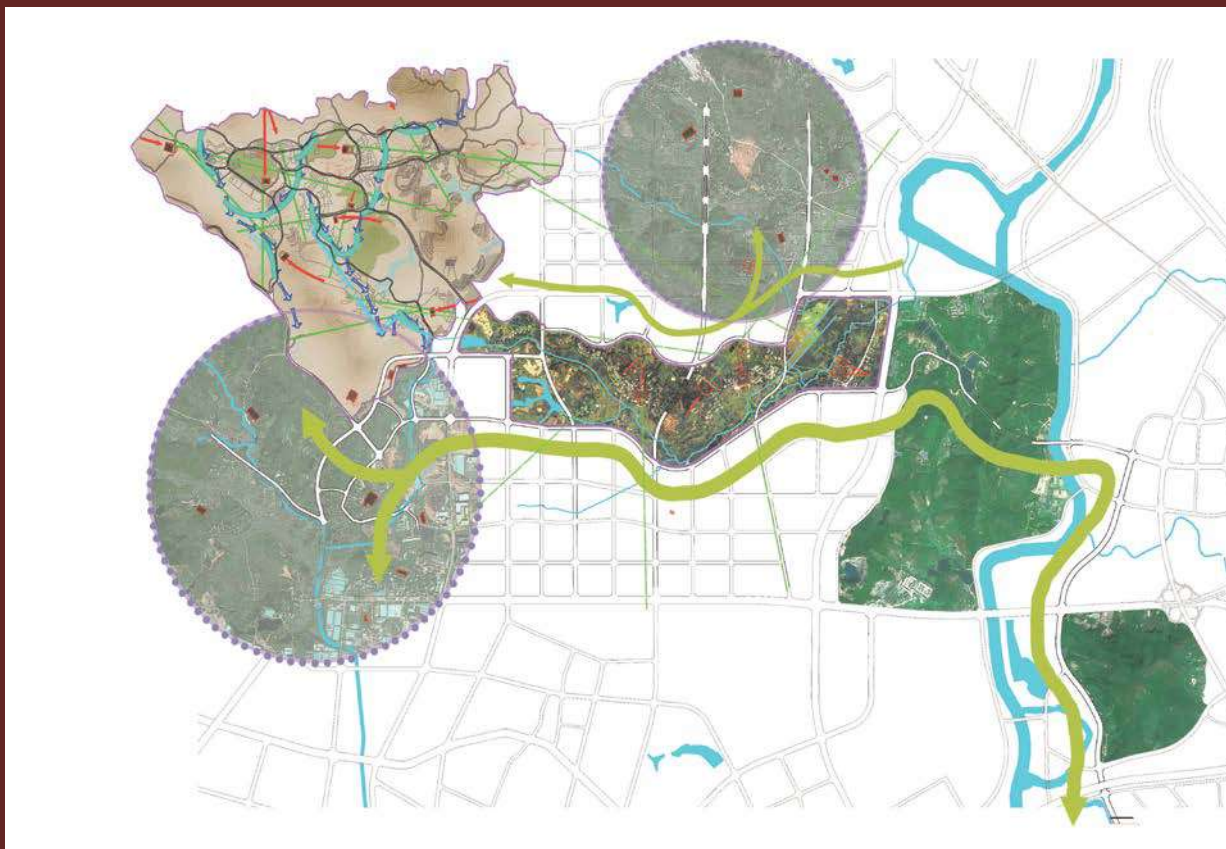
7. UNIVERSITY HOSPITAL

HUIYANG UNIVERSITY IN THE TIEMENSHAN DISTRICT



惠阳客家围屋保护规划研究报告

HUIYANG HAKKA HERITAGE CONSERVATION RESEARCH REPORT



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建筑学院, 建筑设计及研究教学
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Huizhou
of Housing and Urban-Rural Development
部

Municipal Bureau

惠州
2011.03.10

Huizhou
10.03.2011

B-AREA PROPOSAL 2a**B区保护方案2a**

PROPOSAL OF A MASTERPLAN FOR A
UNIVERSITY CAMPUS INCLUDING THE
HAKKA RESIDENCES MAINTAINING THE
DENSITY BUT RELOCATING THE
FUNCTION OF THE HUIYANG
MASTERPLAN 2007-2020

此方案将客家围屋整合在三所高校校园中，保持2007-2020总规中的建设容量不变，调整布局



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研究报告
2011年3月10日

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Part 2 TOURISM PLAN

Part 3 PROPOSALS

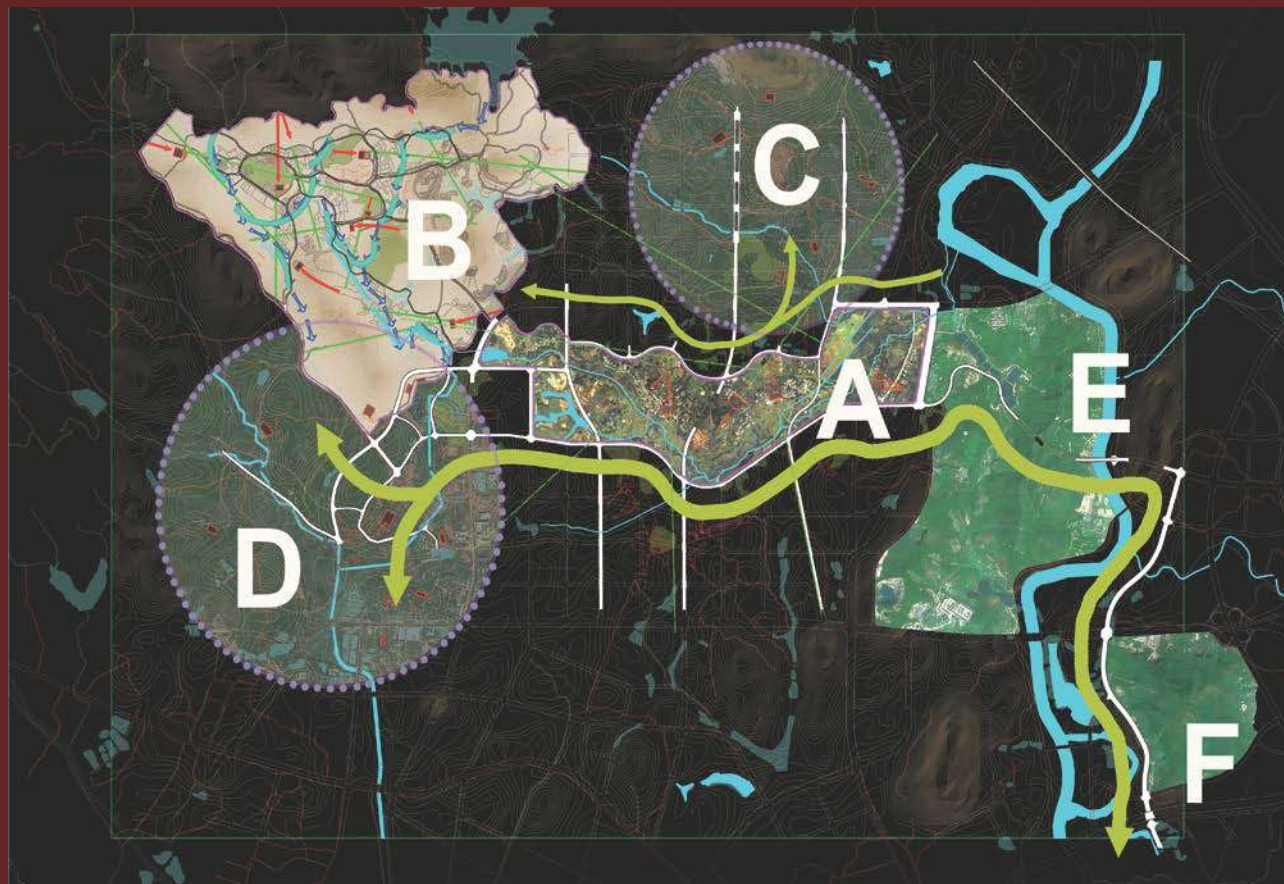
第一部分 调研

第二部分 旅游规划

第三部分 方案

B-AREA PROPOSAL 2a

B区保护方案2a



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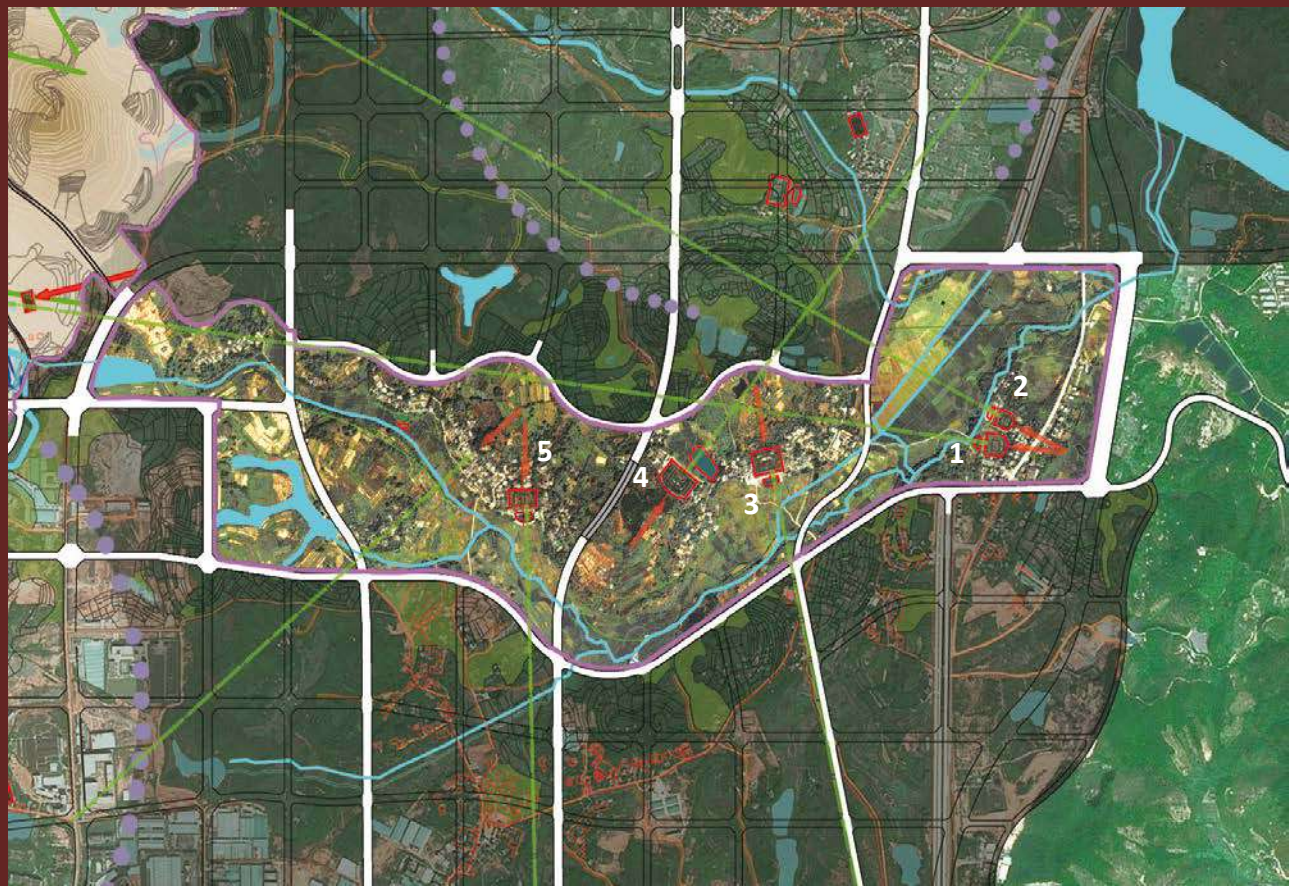
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**A-AREA : Hakka culture historical
Park**

THE PARK COLLECTS 5 HAKKA RESIDENCES OF WHICH THREE OF THE MOST IMPORTANT SAMPLES IN HUIYANG

1. SHIGOU WU
2. HUANGZHULILAOWU
3. TIEMENSHAN NANYANG SHJU
4. GUILINXINJU
5. ZHEGULING

The park area is delimited by a boundary on the side of a system of roads that surround the park. This is crossed by one main axis in the middle (partly in a tunnel under the Guilinxinju hill), and two secondary roads with a restricted accessibility for the local residents. The lands on the border of the river should be characterized as an agricultural park. Only restoration works are admitted in the Hakka residences that can be reused for residential and cultural activities, and partly as support buildings for agriculture; some substitutions can be done in the linear villages connecting the Hakka residences; some new residences with low rise are admissible in front of the lake in the west part.



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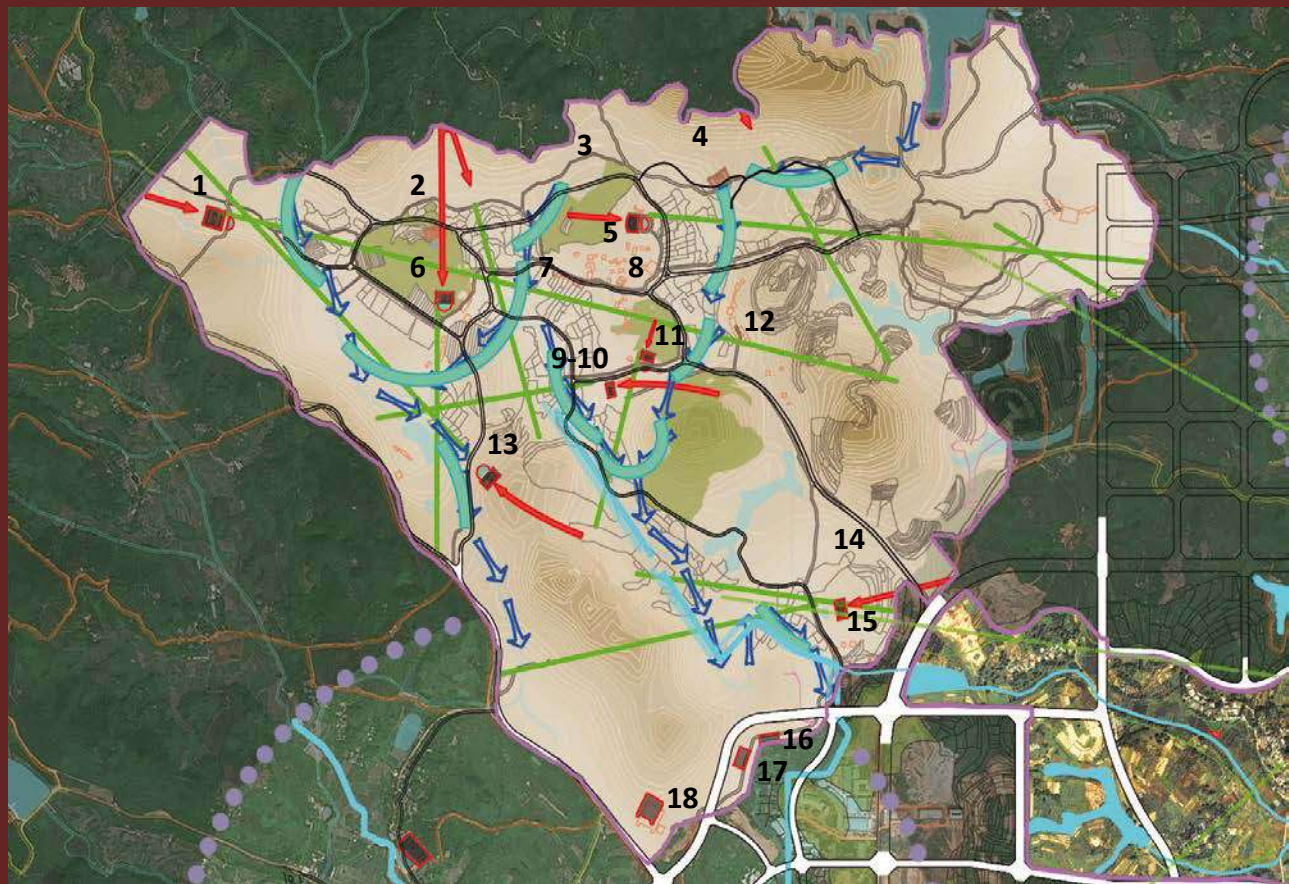
B-AREA : Hakka agricultural and lanscape park

THE PARK COLLECTS 5 HAKKA RESIDENCES OF WHICH THREE OF THE MOST IMPORTANT SAMPLES IN HUIYANG

1.GONGXIU LOU 2. HUIXIN LOU 3. HUIYUAN LOU 4. RUIISHI WEI 5. ZHOUTIAN LAOWU 6. BIYAN LOU 7. ERSHENG GONG 8. FENGJI LOU 9. YUYING LOU 10. YETING GUJU 11. HUISSHUI LOU 12. ZHUGU LING 13. TENGYUN SCHOOL

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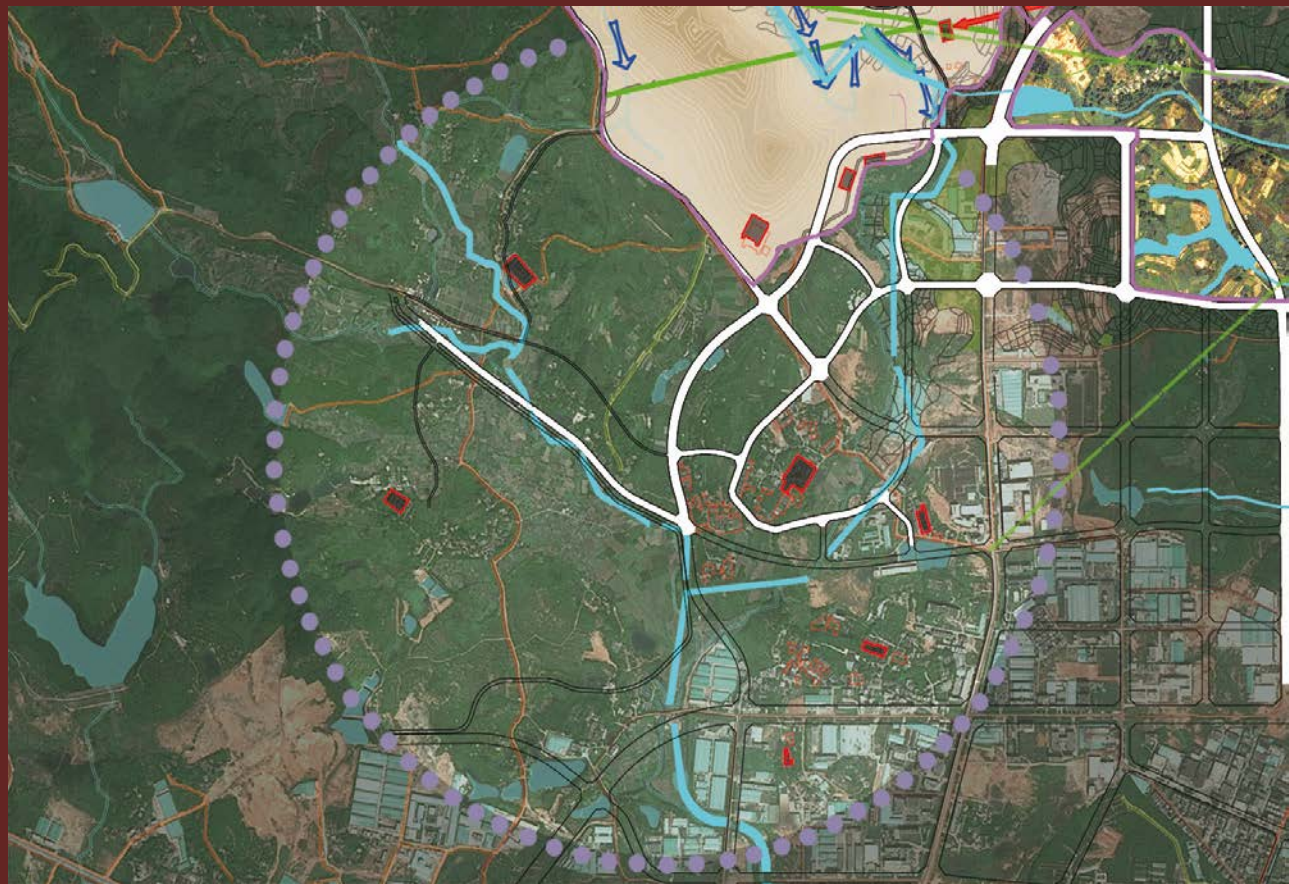
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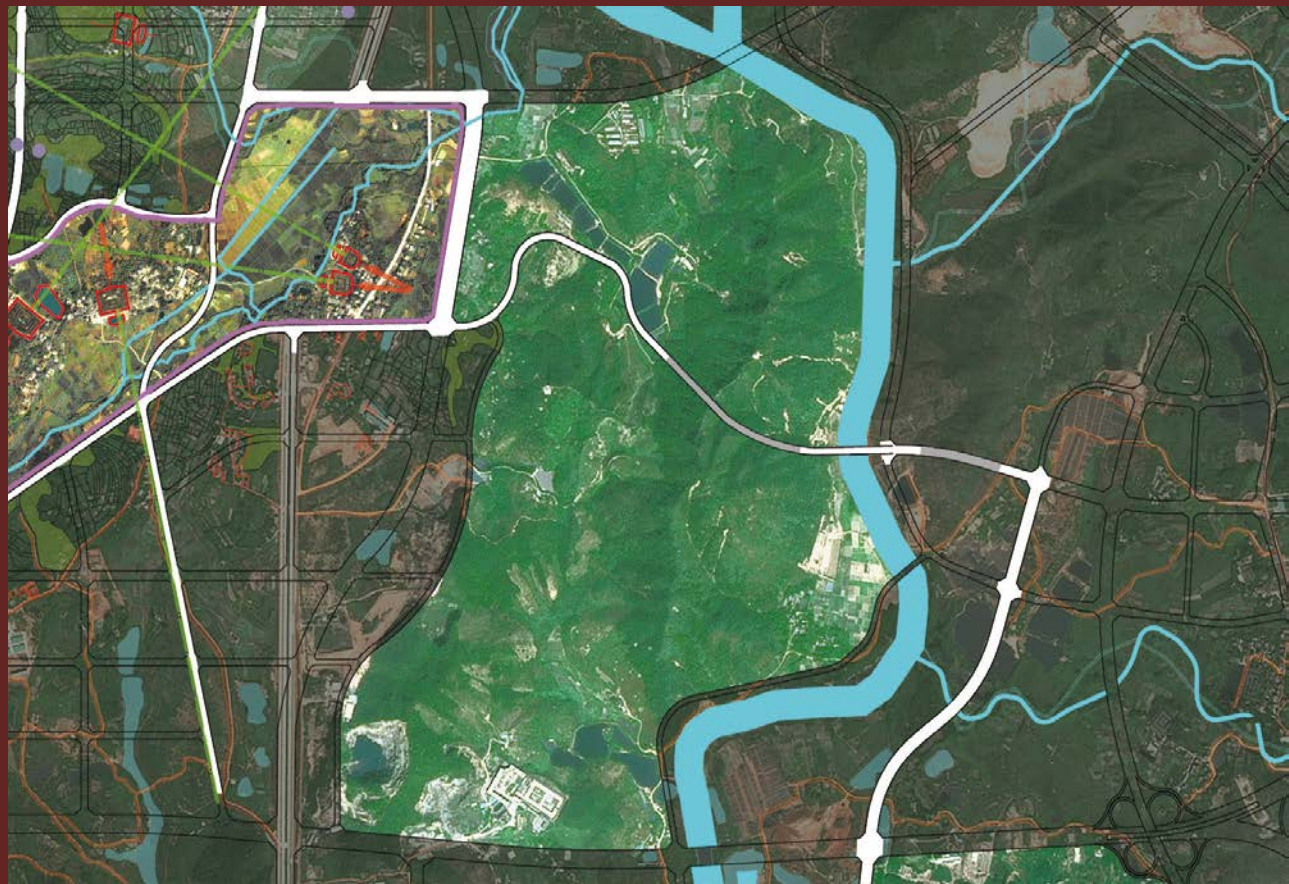
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