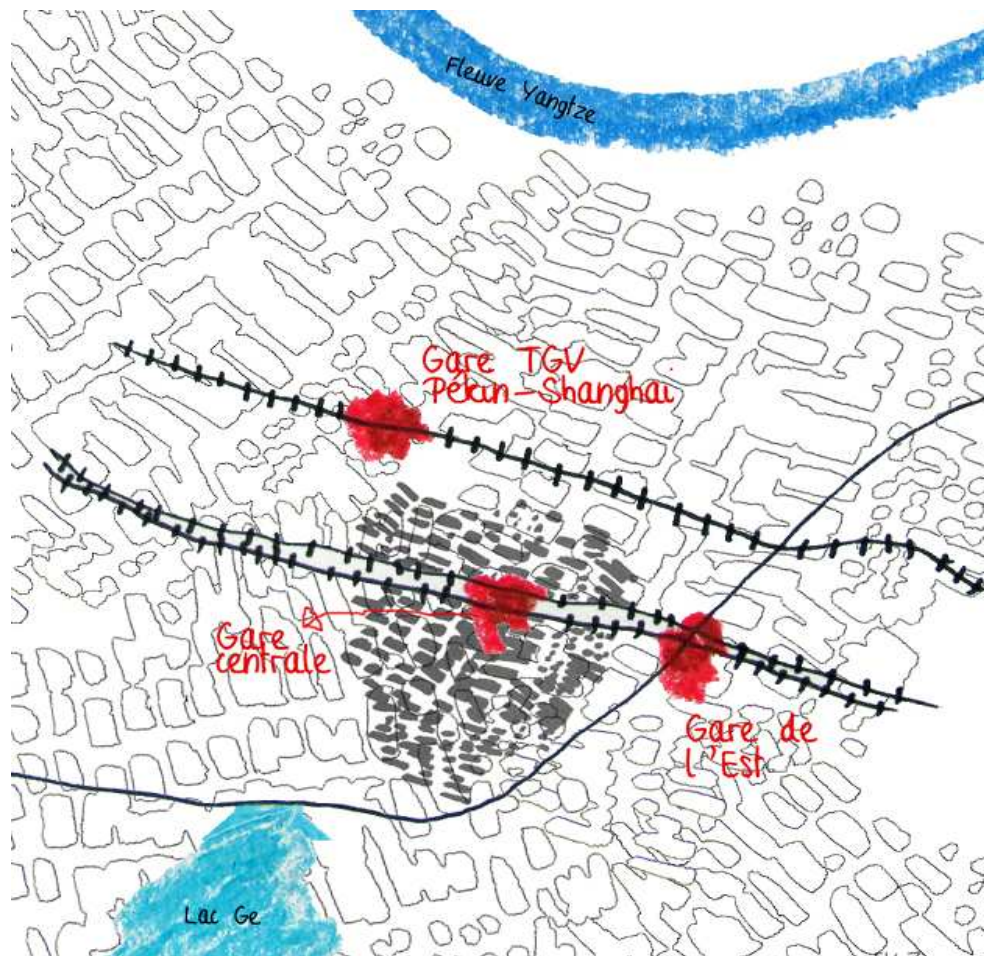


Call for applications to choose 18 international professional participants.

# CHANGZHOU

## RAILWAY STATION NEIGHBOURHOODS ON A CHINESE SCALE



How do you plan a sustainable urban development strategy in the Chinese high growth context?

# PREAMBLE

Located between Nanjin and Shanghai, in the Yangtze delta, the Changzhou agglomeration has experienced dynamic urban expansion, like the rest of China. The city is already a pioneer in mobility and wishes to take advantage of the new railway network to promote sustainable urban development. These wishes have been echoed by the Jiangsu Province authority's desire to foster the "European style" urban development of its cities.

With their partner Tongji University, the local authorities asked the French organisation "Les Ateliers Internationaux de maîtrise d'œuvre urbaine de Cergy-Pontoise", an international network of urban planners, to organise a creative and professional workshop with the special methodology developed by this Ateliers organisation since 1982.

This workshop is being organised under a Franco-Chinese ministerial agreement on cooperation in the field of Sustainable Urban Development and also is co-financed by the French Ministry of Sustainable Development. This project also has the technological and financial support of the CSTB (the French Building Research Centre) as part of its "Chinese Ecocities and sustainable building of the future" project, which aims to promote the know-how of French companies in urban development matters. In the framework of this scientific cooperation, a first workshop was organised by Les Ateliers in Huludao, in Liaoning, China, in March 2009, on the theme of "Designing an Eco-City" (a report is available for free download at [www.ateliers.org](http://www.ateliers.org)).

This document introduces the issues that will be dealt with by the Changzhou workshop and describes its organisation. It has been sent to partners and all members of the international network of *Les Ateliers* as a call for applications by professionals who wish to participate in this workshop. Applications are open and must reach *Les Ateliers* before 30th August 2010.

Editorial team: Mr. Nicolas SAMSOEN, *Les Ateliers* member and scientific manager of this workshop session, currently Asia director of AREP

Co-produced with: Mr. Nicolas DETRIE, *Les Ateliers* Director

Miss Claudia VILELA, Architect-urban planner, Brazil, managing team assistant

Miss Chen-Yu ZHOU, Landscape designer, China, managing team assistant.

This document is based on views expressed at a preparatory meeting in July between:

Miss ZHU Zhaoli, Director of Changzhou Municipal Department of Planning Administration,

Mr. SUN Xiufeng, Chief engineer, Changzhou Municipal Department of Planning Administration,

Miss JIN Yiwei, Changzhou City Planning and Design Institute,

Mr. ZHUO Jian, College of Architecture and Urban Planning, Tongji University, Shanghai,

Mr. LUAN Feng, College of Architecture and Urban Planning, Tongji University, Shanghai,

*Date of publication: July 29<sup>th</sup> 2010.*

*Illustrations and photos by the steering committee members mentioned above.*

This document exists in French and English versions and is now available for free download at [www.ateliers.org](http://www.ateliers.org).

## **Presentation of the international network of urban planners, Les Ateliers de Cergy, France.**

*Les Ateliers are a non-profit non-governmental organisation that brings together universities, decision makers and professionals dedicated to urban planning, development and design. Focusing on urban development, the Ateliers organise workshops and aim to provide a space for reflection on urban design and creativity. In France or other countries, each workshop offers local authorities new and innovative urban development proposals, international experiences and innovative ideas about urban planning problems. In addition, by confronting different disciplines and cultures, each Ateliers session is also a source of training for all the participants, whether they are local or international experts, and a source of high quality exchanges of views.*

*At the beginning, the Ateliers focused on urban planning issues for the Paris Ile de France Region (one workshop each summer since 1982). Then, the Ateliers developed a very deep knowledge of Asia (sessions in Tokyo, Doi Tung, Canton, Shanghai, Ho Chi Minh City, An Giang, Can Gio, Phnom Penh, Bangkok) and recently diversified their fruitful work by combining workshops along the Mediterranean Sea (Casablanca, Marseille) and in Africa and South America (Benin, Senegal and Brazil).*

# 1- INTRODUCTION

Seen from outside, China's growth is fascinating. Its size and speed are ten times those usually experienced in others countries: "medium-sized cities" of 4.5 million inhabitants, 40-storey housing blocks, a 1,300 km long viaduct for high speed trains, 4% a year urban growth, a delivery time of two years between project design and opening of a new railway line... Beyond the figures, China's energy and will to develop defy all our benchmarks.

And yet the issues of sustainable urban development are the same as on other continents: low carbon emissions, public transport, mixed development, nature in the city...

**This workshop's main idea is to combine European methods of sustainable urban development and the extraordinary potency of Chinese growth.**

The transport issue is particularly important. Since a high-speed railway system is being built, Changzhou city is worried about the impact of this new system, and about the role of public transport as part of its urban development strategy notably with regard to the neighbourhoods around train stations.

**This workshop will be held during a period of strategic importance to Changzhou:** the dynamics of change are at work driven by changes to the railway network – which is being built – and the major urban planning options are still wide open.

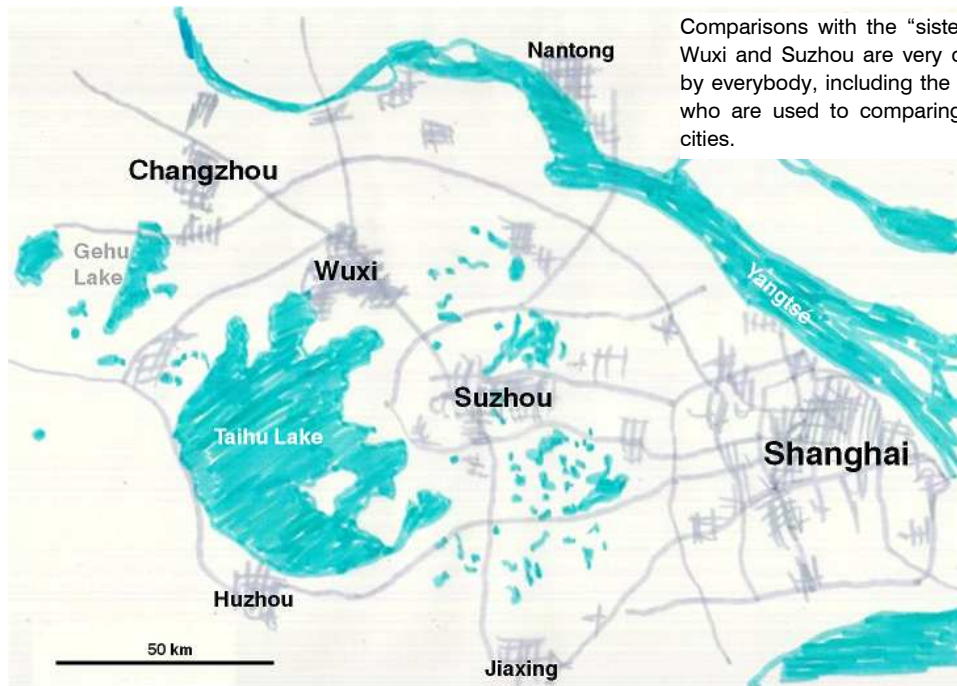


*Urban forms and agglomeration development –  
A partial view of a scale model of the city.*

## 2- CONTEXT AND OVERALL PRESENTATION

### 2A- AT THE HEART OF THE YANG TZE DELTA CONURBATION

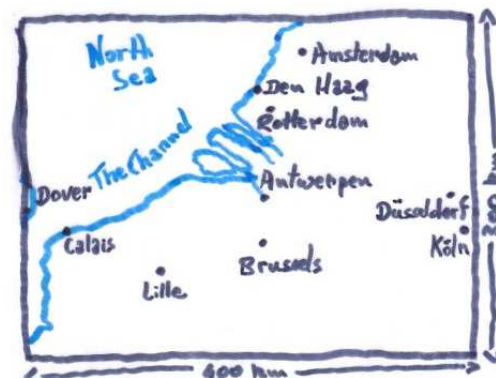
Between Shanghai and Nanjing, the capital of Jiangsu province, Changzhou is one of the main cities in this province. Located on the south bank of the Yangtze River; it extends to the south as far as lakes Ge Hu and Tai Hu, the latter being one of the largest lakes in China. The very flat land is crossed by many canals, including the Beijing-Hangzhou Grand Canal (Jīng Háng Dà Yùnhé), the biggest ancient canal in the world dating from the 5<sup>th</sup> century BC.



Comparisons with the “sister cities” of Wuxi and Suzhou are very often made by everybody, including the inhabitants who are used to comparing the three cities.



Changzhou is located along the Grand Canal between Beijing Hangzhou, which is about 1,800 km long.



Comparison, on the same scale, between the Yangtze delta conurbation and Northern Europe

## 2B – THE CHANGZHOU AGGLOMERATION

Changzhou is a 2,500 year old city. It used to be a fortified town with high walls. It hosts the highest Pagoda in China in one of the largest Buddhist temples, and the well-known “submerged city”.



Urban growth has been very fast: figures shows that the urban area increased 10 times in 20 years (187 sq. km. in 1989 and 1,872 sq. km. in 2008).

In 2007, the total population amounted to 4,352,000 inhabitants within a surface area of 4,375 sq. km., which means a density of about 10 inhabitants per hectare.

The population is not too concentrated, because the “urban” area, which covers 40% of the municipality’s total area, has “only” 60% of the population of 2.6 million inhabitants, i.e. a density of 14 inhab/ha. However, the urban forms of central urban areas give the impression that the population density is much greater.

	Changzhou	Wuxi	Suzhou	Shanghai	Ile de France	Paris
Surface area (sq. km.)	4375	5182	8488	7037	12011	105
Surface area of urban centre (sq. km.)	1872	1659	1430	2643	105	-
Population (M)	4 352	6 195	8 260	19 210	11598	2193
Density (inhab/ha)	10	11	9.7	27	9.6	208

### KEY FEATURES

Overall, Changzhou does not seem to be too dense, with a few structured and strong central neighbourhoods, separated by low buildings or demolished areas earmarked for future development.

The speed of change is immediately visible. The following features stand out from a preliminary analysis:

- Strong presence of industry, even in central areas.
- Strong presence of existing infrastructures and of infrastructures under construction, particularly a network of elevated roads that surround the city, and the high speed Beijing-Shanghai railway line.
- Diversity of buildings and the urban fabric with high-rise buildings, rows of conventional housing units, some traditional small houses, less developed sectors and poor neighbourhoods. This diversity is also evident in the infrastructures.



*Diversity of urban forms in the city centre*



*An expressway under construction below the new elevated Beijing-Shanghai high-speed railway line*

## presentation / ECONOMY

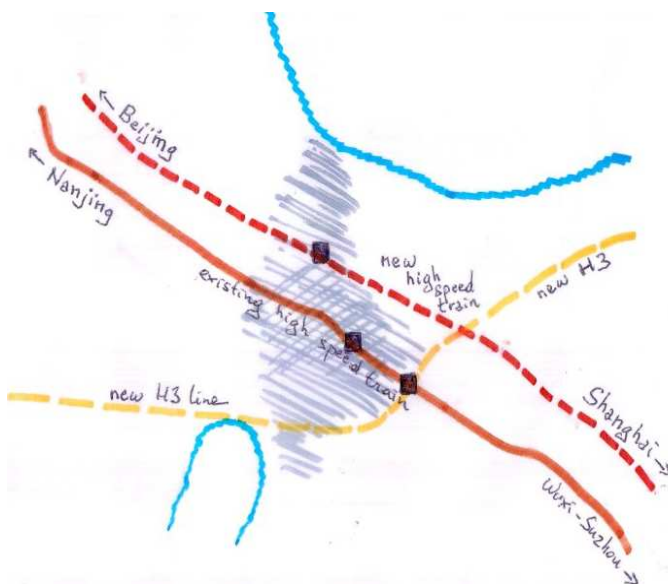
The third richest province in economic terms in China, Jiangsu benefits from its proximity to Shanghai and its strategically important position in the lower basin of the Yangtze River. Changzhou is one of the historic birthplaces of modern Chinese industry. In the 1980s, following economic reform, Changzhou was one of the first cities open to foreign investments. Nowadays, it is among top 40 Chinese cities with the most favourable conditions for economic investment. In 2007, GDP per inhabitant reached RMB 43.674.

It has an industrial culture, with an economy based notably on high tech industries: IT, electronics, bio pharmacy, fine chemicals, new materials, textile, railway equipment, etc. Many high skilled professionals have graduated in Changzhou, which has important technical educational and vocational centres. Thanks to the Chinese Academy of Sciences research centre, the city is ranked 7th in the national rankings for innovation.

## presentation / TRANSPORT

The transport system is one of Changzhou's main assets.

As part of ambitious policy of major works, it has many infrastructure projects under construction; especially a network of elevated expressways that surround the city.



The railway network comprises three lines:

- Shanghai-Nanjing line. Since July 1st, it has been used by intercity high speed trains that operate out of Hongqiao station,
- Shanghai-Beijing high speed railway line under construction, parallel to the Shanghai-Nanjing railway line. It's opening will lead to the restructuring of the Shanghai-Nanjing railway line service
- The H3 line "along the river", which will serve the province's medium-sized towns. The route should be planned before the end of the year and it will be built in the two following years.

**The creation of this new rail network, which will structure the Yangtze delta, is the workshop's main issue.**

For about 3 years, Changzhou municipality has developed a Bus Rapid Transit (BRT) system. This very efficient system is one of the prides and fames of Changzhou. A metro line project is currently being studied as well.

## presentation / ENVIRONMENT

Changzhou has already been awarded a prize for its environmental qualities: it was ranked among the 50 top Chinese cities in terms of the quality of life; it has been awarded a prize as an exemplary city for environmental protection. For some years, the Municipality has improved and created more and more green areas in the city. However, the "blue and green corridors" seem relatively unstructured. Building energy performance levels are now subject to new guidelines and the use of solar energy for boilers is encouraged.

To improve the quality of water in Lake Tai Hu, a key water source, the Government has decided to invest RMB 30 billion RMB under a 5 year plan.



*Research centre and plant for the construction of high speed trains*



*The energy efficiency issue*



*Gardens along the canal in which the inhabitants fish*



*Bus Station - BRT*



*Future high speed rail station under construction*



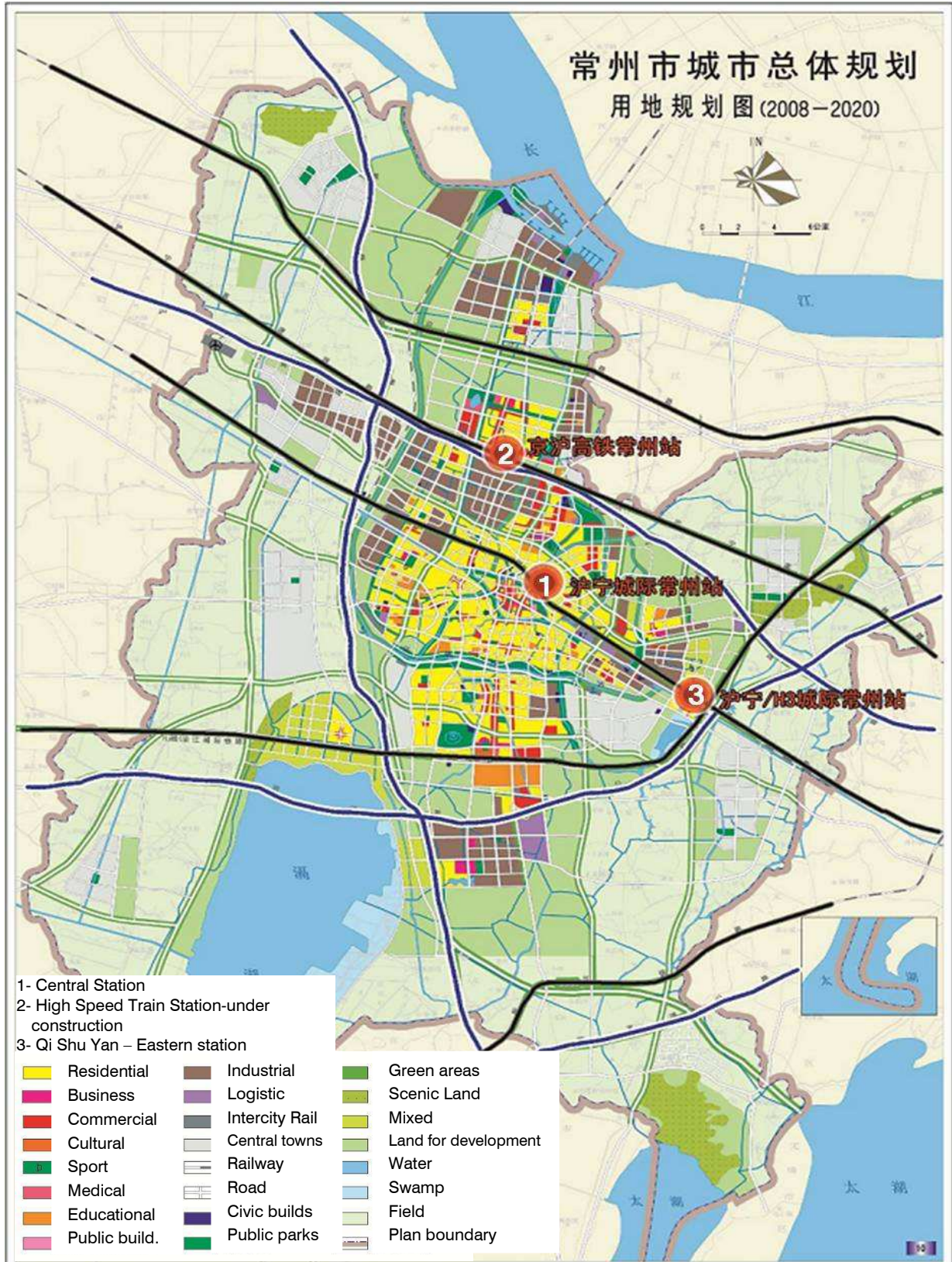
*Existing central railway station*



*New high speed railway line between Shanghai and Nanjing with a station in Changzhou*

## presentation / MASTER PLAN 2020

Changzhou's first urban development area extended from North to South, from the Yangtze River to the lakes. The ancient city centre is located south of the Central Railway Station, like an island between the canals. For some years the city has focused on this central area between the Central Station and the future High-speed Station as a priority development zone. A new City Hall was built as well as other important facilities. With the two new stations, Changzhou wishes to continue its development: northwards of the High-speed Station and around the Qi Shu Yan station to develop along the East-West axis.





# 3- WORKSHOP ISSUE

## Four cross-cutting themes on two different scales/levels

The main issue of the workshop is that of European-style sustainable urban development on a Chinese scale/level. This issue can be approached from four different points of view: the context, i.e. the size and potency of Chinese development; the central question of transport; the cross-cutting sustainable development approach; and the question of identity.

The main workshop issue has to be approached on two scales/levels:

- overall strategy;
- direct and practical confrontation with reality on the ground at grassroots level.

Thus, the study of two train station neighbourhoods will be conducted on two levels: first, the level of concrete projects on two specific sites; second, the more general level of demonstrating the effectiveness of an urban development approach that combines the advanced conceptions of European sustainable development and the reality of specifically Chinese methods of urban development.

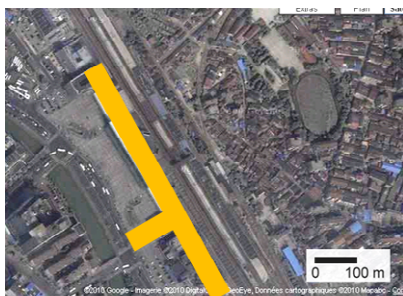
### themes / SIZE & SPEED

Changzhou is a medium-sized city with 4.5 million inhabitants. Unlike western cities of the same size, it is not structured by some remarkable features that could make the city immediately identifiable. We can sense the size of the city by the width of its roads or by the scale of the blocks of real estate development (many of which contain countless thousands of apartments), and by the larger size of the railway stations compared with those in Europe.

Even more striking in China is the speed of urban development. Areas are being transformed everywhere. Everything seems to be new or to have been built recently or to be redeveloped soon.

Beyond these findings, such size is a double challenge:

- How can we define the scale of a local community or area? What is the scale of a neighbourhood unit suitable for day-to-day living? What is a central space or area? To what extent can we talk about the unity of a city?
- Rapid urban development forces decision-makers and builders to work on large development areas. Urban planners do not have the time to take detail into account and have to accept to act rather brutally. In this context, how can urban quality objectives be achieved?



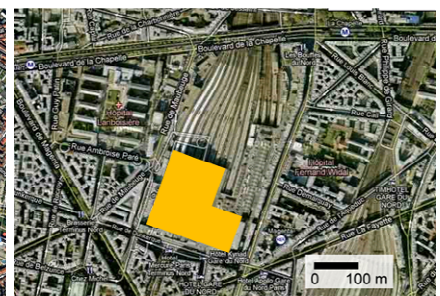
**Central Station in Changzhou**

*One of the largest railway stations on the historic Beijing-Shanghai line. It has just been extended to accommodate the new High Speed Nanjing-Shanghai line.*



**Brussels-Midi station**

*The area has undergone a deep transformation and now shows a completely new face. This international station features the high speed TGV Thalys line used by 250,000 travellers per week.*



**Gare du Nord station in Paris**

*A major intermodal hub, it is the busiest European railway station and the third busiest one in the world with 180 million passengers per year.*

## themes / CENTRAL DISTRICTS & MOBILITY

In the very short term, the very fast development of the railway system and the construction of two new railway stations open up new prospects for Changzhou.

The development of the city is being organised around three main train stations:

- the Central station, which has been rebuilt recently on the Shanghai Nanjing line.
- QiShuYan station, 10 km east of the city. The future H3 line will cross the Shanghai-Nanjing line near this station. One of the issues is the location of the station on the H3 line, which has still not been decided.
- The future Beijing-Shanghai High Speed train line, which is under construction.

The Bus Rapid Transit (BRT) system is very visible and widely used. It structures the city. A Metro system could be constructed in the future. The road infrastructures are currently under development. A ring overhead freeway is being completed. The large avenues still have spare land available for further development; however, the traffic is relatively fluid. We can foresee the possible rapid development of automobile traffic. It is relatively easy for pedestrians to move about because of wide pavements. We can see bicycles. These different features reveal a changing transport system.

- How can these different modes of mobility be developed on different scales in order to be as efficient as possible? How can this complicated network be closely linked to the various existing and future town centres? In the particular context of Changzhou, how can we deal with the key issue facing all towns and cities today: how to reconcile mobility and immobility?

What we have to design or conceive, in line with the 2020 master plan, is the structure of Changzhou, including its centres and its mobility routes.

## themes / SUSTAINABLE URBAN DEVELOPMENT

However important the questions relating to mobility and centrality, an integrated holistic approach to urban development is necessary:

- What place should be given to nature in the city? How can we consider all the (many) canals and (fewer) green spaces as features that structure a city?
- What challenge does high growth imply in terms of the urban metabolism? The large amount of investment earmarked for the remediation of Lake Tai Hu highlights the vulnerability of the water supply.
- In the context of ultra rapid development, how can the issues of climate change and resilience be taken into account?
- How can we organise the city in order to make it as economically efficient as possible? Mixed use urban development poses problems to industry, which often requires the ability to co-exist alongside large-scale facilities. What impact on the structure of the urban fabric does the expansion of the services sector imply? And what about the organisation of retailing, a key economic sector?
- Which relationships can exist between the city and the surrounding rural areas?
- How can we imagine the progressive integration of different sections of the population without creating social imbalances?
- How can we propose a multi sector low-carbon emission strategy?

The objective is not to deal with all these subjects by simply drawing up an inventory of all the issues of sustainable urban development: **each team is expected to analyse the various strategies proposed from different points of view.**

The aim is also to propose a summary of these issues and to ask yourselves how Changzhou's urban growth can be organised to reduce its ecological footprint, in particular, with regard to reducing greenhouse gas emissions.

## Theme / IDENTITY AND QUALITY OF LIFE



Through the Shanghai World Exhibition “Better City, Better Life”, the Chinese authorities wish to go beyond a practical and technical approach to sustainable urban development by highlighting the major challenge: the quality of life.

How can we draw up a comprehensive strategy to ensure that future developments make for better living conditions by providing new amenities: more and better shopping, parks, leisure facilities... while effectively fostering the required growth?

Above all, how can we develop a special project that gives its identity to the city? Recent urban developments have not enhanced the city’s identity or suggested a specific project on a scale commensurate with the city or the neighbourhoods that are a part of it. It is not easy to distinguish the different cities when you arrive by train. How can we conceive this project as a particular story, which respects the identity of Changzhou or create a special project for this city?

In the Yangtze delta, Changzhou is compared to its sister cities of Wuxi and Suzhou. Although in foreigners’ eyes the city may seem to have changed very rapidly, today it is growing more slowly than before. How can we imagine the complementary relations or the emulation/competition between these cities? How can we develop their identity going forward?

### Article published in Changzhou’s daily newspaper on 24th July 2010

#### 市领导会见法国客人

我市将与法国一机构合作  
研究高铁站整合规划

本报讯 22日下午,副市长朱锐在武进假日酒店亲切会见法国城市规划机构 Les Ateliers 主席 Pierre-Andre Perissol 一行四人。

Pierre-Andre Perissol 一行来自自由城市规划设计相关专业人士、大学等组成的法国无政府非营利组织——Les Ateliers。该机构与法国国际发展署及中国同济大学,选择常州作为试点城市,合作研究高铁站建设对城市发展的影响与机遇。通过协商,我市将与他们合作研究如何整合京沪高铁常州站、沪宁高铁常州站和戚墅堰站,发挥整体效应,促进常州发展。

朱锐向法国客人介绍了常州的社会与经济发展情况,希望他们在常合作进行规划研究时,能传授先进理念和科学方法,顺利取得规划成果,为常州发展创造良好机遇。

我市与 Les Ateliers 签署合作规划研究项目协议。(瑾亮 思思)

#### **The Vice Mayor meet French visitors**

*Our city will form a partnership with a French association to work on the planning of the new High speed train Station area.*

*During the afternoon of 22<sup>nd</sup> July, the Vice Mayor Mr. Zhu Rui met the President of "Les Ateliers"- a French network of urban planners - Pierre-André Périssol and his team.*

*Pierre-André Périssol and his team form part of a French NGO that brings together professionals and academics specialised in urban planning disciplines. In association with AFD and the University of Tongji, they have chosen Changzhou, to study the impact and opportunities of urban development due to the construction of a High speed Rail Station. After a long discussion, we decided to work on the High speed Station, the Central Station and Qi Shun Yan station, especially on how to link the three stations in order to promote Changzhou’s development.*

*Mr. Zhu presented the current economic and social aspects of development. He would like the teams to develop ideas and methods in cooperation with Chinese professionals. He thinks the workshop will create new development opportunities.*

*Our city has signed an agreement with Les Ateliers.*

# TWO SCALES TO BE STUDIED BY THE TEAMS

## scales / AGGLOMERATION SCALE

On the agglomeration scale, the teams' proposals should give ideas for a comprehensive development strategy. In particular, the authorities expect ideas on how to organise the transport system and to link it with urbanisation.

The main methodological challenge will be is to adapt relatively well-known methods and questions to the specific context of Changzhou. The teams' proposals should not be of a general nature: they should be specific to Changzhou's context, and should reflect this city's actual modes of development. It is only if these prerequisites are met that the teams' proposals will be truly useful to the authorities as a strategic tool and decision-making aid.

## scales / NEIGHBOURHOOD SCALE

The second objective of the workshop is to focus on the areas around two of the stations and to imagine how these neighbourhoods could demonstrate in very concrete terms (including the question of size) the required quality and efficiency of urban development. These two neighbourhoods are therefore very important and specific objects of reflection, but also offer the means of illustrating a possible approach to sustainable development that combines the best of the European AND the Chinese styles.

### THE CENTRAL STATION

Around the recently rebuilt central station, especially north of it, large areas of the ancient city are being demolished to prepare the land for new developments. The area located between the old city and the recently built new neighbourhoods to the north, where the City Hall, the stadium and the theatre are located, could become an area that links the old and the new city centre.



### QI SHU YAN EAST RAILWAY STATION

The municipality would like the development of Qi Shu Yan to be a priority and wants to use the construction of H3 line and its station as a strategic driver successful urban development. The development of the northern part of Qi Shu Yan has already begun, but a lot of space is still available for development, in the context of China's powerful industrial expansion.



**What projects can you dream of around these two railway stations that are in line with the city's overall strategy?**

# 4- WORKSHOP FORMAT AND SCHEDULE

## Workshop format

This atelier will have three different teams of six participants each, involving a total of 18 participants selected by the Managing Team. All the participants will be professionals in fields relating to urban planning and development: transport engineering, urban planning, commercial property, treatment of public spaces, etc. It is hoped that there will be in each team at least one representative of French companies working in urban development China, one professional linked with Tongji University and a local professional from Changzhou city. Some “resource-persons” from the municipality will also be at the teams’ disposal.

The workshop is not a competition. The Ateliers method can be described as a collective creative process at the service of spatial management project. What is important is the overall production of all the teams – their ideas, strategic analyses, visions, representations, urban development proposals, designs etc. - as presented during the final exchanges of views with the jury on the last day.

The **closing seminar with the jury** ends the workshop. It will be a high level meeting between the Chinese authorities, experts chosen by the Ateliers Management Committee and representatives of French companies. The purpose of this closing seminar will be to identify among the proposals submitted by the three teams the most remarkable development project components, in particular, those that meet the Municipality’s expectations, on the basis of which everyone can then work together to put them into practice.

## Provisional schedule

From 9<sup>th</sup> to 23<sup>rd</sup> October 2010

Saturday 9th	Arrival of participants in Shanghai. Visits to the Bund and Pudong.
Sunday 10th	Train trip to Suzhou. Arrival in Changzhou. Workshop presentation.
Monday 11th	Introductory Lectures. Site visit and meetings. Official opening of the workshop by the Mayor. Extra visits.
Tuesday 12th	Thematic lectures, announcement of the composition of the teams. Team work begins.
Wednesday 13th	Work in teams. Support provided by the resource persons.
Thursday 14 <sup>th</sup>	Work in teams. Support provided by the resource persons.
Friday 15th	Forum for an exchange of views with the local authorities.
Saturday 16th	Free day. Optional visits are proposed.
Sunday 17th	Work in teams. Support provided by the resource persons.
Monday 18th	Work in teams.
Tuesday 19th	Work in teams.
Wednesday 20th	Work in teams. Deadline for project submissions. <i>Arrival of jury members.</i>
Thursday 21st	<i>Site visit and brief presentation of the workshop to the members of the jury.</i> Presentation of the teams’ projects.
Friday 22nd	Morning of exchanges between participants and jury members in thematic groups. The representatives of French companies express their reactions. Closing ceremony.
Saturday 23rd	Check out. Proposed visit to the Shanghai Expo. Participants return home.

# 5- TO PARTICIPATE

## How to be a workshop participant

This workshop is open to professionals of all ages and nationalities, who work or have had experience in urban planning. All disciplines are welcome: architects, geographers, landscape designers, engineers, economists, artists, etc.

The participants will be accommodated in Changzhou and will work in a place with all the necessary working conditions. A special folder is being prepared by the Managing Team containing maps, analytical papers and presentations of the context and ongoing projects.

The participants are not paid, but the following expenses will be funded by the workshop: economy class flight, visas, accommodation in individual rooms and meals.

The selection will be made by the Ateliers' managing team based on the applicants' professional credentials, experience of similar themes, approach, communication skills (languages, graphics) and, above all, their enthusiasm!

To apply, you need to send us an e-mail before **August 30th, 2010** at this address: [changzhou@ateliers.org](mailto:changzhou@ateliers.org) with the following attachments:

- Completed application form (downloaded from [www.ateliers.org](http://www.ateliers.org) ). Filename: NAME\_forename\_ID,
  - 1 page CV. Filename: NAME\_forename\_CV
  - Note one or two pages long in which you explain why you are interested in the Ateliers, and what your useful skills and experience you could contribute to this workshop. Filename: NAME\_forename\_Note.
- The selection will be announced in early September.

## To participate as a member of the jury

The Ateliers Jury members are selected by Les Ateliers and Changzhou Municipality from among the members of their respective networks of experts. For this workshop, we will be favouring the participation of leaders of urban development companies, in order to strengthen the operational dimension of the proposals that will be submitted by the three international teams.

