A new economic framework for Sungang Qingshuihe (SQ) with specific and interwoven urban design interventions.
SEZ TO EZX: SHENZHEN XROSSROADS

A critical view, grounded by research, of the contemporary transition of Shenzhen is the basis of this project. The conditions of the city’s social, economic, regional, local and natural mobility and access are framed as both problems and potentials. The team connects this with the SQ site’s important historical role as part of Shenzhen’s Special Economic Zone (SEZ), and proposes a “second-generation” SEZ to support small and medium enterprises (SMEs), already active on the site, with a focus on “Migrant Business Enterprises”. Existing mobility infrastructure is stitched into a green-blue development plan, integrating current and proposed urban forms with the remnant landscape elements and river. This opens up new options for housing and enterprise and creates a vision for a holistic urban landscape. Five targeted design moves address priority issues that were identified in the research phase, such as economic and social mobility. Specific yet interwoven interventions are proposed, for example mixed class housing to encourage greater social mobility in SQ.

Jury Comment
The jury praised this project as one of the most comprehensive in its scope of research and design. The rigor of the methodology was clear to all, and most jurors commented on the scheme’s effective use of mobility as a frame for understanding the site, including social and economic aspects in addition to built form. Especially appreciated was the attention to the specific “soft” factors influencing the site, such as the migrant population’s socio-economic position, which were then addressed through spatial means with the intention of improvement. The jury also found the project to be sensitive to the landscape, marked by disconnection and degradation. However it is also clearly a resource, one leveraged by this project with the aim of raising quality of life standards in SQ and in greater Shenzhen. Jurors remarked on the clear representational strategy of the proposal, conveyed largely through a range of clear plans and diagrams.
Tags marking the existing conditions in SQ categorized under housing, industry, natural environment and barriers; informing the needed interventions.
Infrastructure is repurposed to support a synergistic relationship between urban and landscape areas.
A regional-scale “XL” analysis is the organizing logic for interventions for a future “L” vision of Shenzhen and the SQ site. Research about the greater delta and the anticipated effects of growing urban areas within a paradigm of expanding wealth, and therefore social mobility, is the background for the design. This zoomed-out understanding and projection about future development is resolved on the SQ site with an urban design framework and architectural-scale individual proposals. A process of densification includes “downgraded infrastructure” and the potential for the redevelopment of former logistics and industry related urban elements. A “green/blue” network unites the fragmented landscape areas of SQ with urban fabric. Detailed drawings of proposed housing, integrated into urban fabric, are augmented through diagrams and classified as accommodating, revitalizing and incubating in function, using the competition theme of “City as a Resource” to build new mobility networks, hubs and urban typologies.

Jury Comment
The jury praised the regional-scale starting point of this project. The feeling was that the representation matched the depth of information about the context of Shenzhen and the SQ site. Many found the project sophisticated and cohesive, from “the region to the city block”. Some jurors felt that the social and economic aspects of the project could be developed further, to get down to a finer grain in the design proposal, while others found resolution in particular aspects such as the consistent use of multiple-level spaces explained in sections. The realistic take on the relationship between large-scale infrastructural planning and small-scale growth was commended.

Second Honorable Mention
Team 106
Students
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Academic Supervision
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Prize Amount
US$ 7,500

Pilot projects

New road connection
New bus, metro station & transport hub
Pedestrian network
Green strategy
...infrastructure
New urban typologies
Centre area

Strategic Project

Accommodating

Multimodal Hub

Blue/Green Infrastructure

Urban Design

PROJECT 1 – ACCOMMODATING

Transport Hub

Goods Flow

People Flow
The project is an attempt to integrate new multifunctional residential areas with urban water management. Flooding resilience and water recycle systems are integrated through multi-scalar approach into urban and building design.
Historic nodes anchor new mobility infrastructure and public spaces, established with flower-like flexible built modules.
History and a sense of urban identity are the backbone of this project. It starts from the viewpoint that the history of the site before its inclusion in the 1980s Special Economic Zone is pertinent to today’s perceived lack of city character throughout Shenzhen. The scheme connects this understanding of local history with tomorrow’s SQ. The team examined the roots of the city, questioning how people could currently find a sense of belonging, and how the city in the future might “grow old”. Five historic nodes in SQ are identified in the project and framed as places for action, used to anchor new mobility and public-space oriented interventions. The nodes are given a future identity through flower-like “Dandelion Constructions”, modular scalable structures, which are used in the scheme to create identity, and provide support for an aboveground pedestrian network and urban amenities. The scheme detailed one of the connective nodes, where railway tracks disrupt SQ’s contemporary urban fabric. This brought the design components of the project together with the historical aspects and current conditions of the site to form a new urban assemblage, and hint toward further applications of the scheme.

Jury Comment
This project stood out the jury for its placement of Shenzhen in a deep historical framework, and the use of the resulting understanding to propose a scheme based on the identity of the city. Jurors commented on how the proposal connects historical and functional aspects of the site through physical interventions based on mobility systems and public space. The team’s focus on the unique cultural context and “psyche” of Shenzhen was commended, along with the recognition of culturally relevant structures beyond heritage landmarks. Some jurors cited the simple starting point of cultural identity and attitude of improvement as a strong basis for the subsequent design strategies. The idea of a social life for SQ, one that would be relevant to the past, present and future of Shenzhen, was seen as one of the scheme’s most powerful elements.

Third Honorable Mention
Team 304
Students
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Academic Supervision
Prof. Jiang Feng,
Prof. Francesca Frassoldati,
South China University of Technology, China
Prize Amount
US$ 7,500
Development of Shenzhen City

Image of Shenzhen City

Living Pace in Shenzhen

Problematic Strategies

What is the root of Shenzhen?

How can Shenzhen people find their sense of belonging?

What will Shenzhen look like when it grows old?
Sungang Village
The construction of railway separated the village from Honghu Park.

Important nodes on both sides of the railway will be selected.

Pedestrian network system crossing the railway will be built.

Combine village with the park closely.

A "forest park" will be created within the abandoned railway.
Design of Nodes

Node 1
Pig quarantine COFCO

Node 2
Former warehouse of logistic park, since 2001 Sungang Artcrafts Center

Node 3
Former Sungang station

Node 4
Junction of Sungang and Tianxin villages

Node 5
Qingshui River village and the main entrance of the residential area in the north of the site

Qingshuihe Market

Qingshuihe Community Centre