

Title: **Contextualizing Tall Buildings to Avoid the Creation of Identical Cities**

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Subject: Urban Design

Keywords: Density
Design Process
Master Planning
Public Space
Social Interaction

Publication Date: 2016

Original Publication: Cities to Megacities: Shaping Dense Vertical Urbanism

Paper Type:

1. Book chapter/Part chapter
2. Journal paper
3. **Conference proceeding**
4. Unpublished conference paper
5. Magazine article
6. Unpublished

Contextualizing Tall Buildings to Avoid the Creation of Identical Cities | 结合本地背景，塑造独特高层建筑，避免城市雷同



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Ed Baker is a qualified master planner, urban designer and landscape architect. A talented and creative designer, his extensive experience includes a lead role on a number of high profile, major projects across Europe, Asia Pacific, Africa, the Middle East and North America.

His passion is the creation of sustainable places whether it is planning new cities and townships or the regeneration of existing urban districts. While Ed's specialism is strategic planning, urban design and mixed-use development, he has experience of working on projects from the master planning to construction stages.

Ed 是一名合格的总体规划师，城市设计师以及景观建筑师，富有才华，且极具创新力。他参与项目类型多样，并担任欧洲、亚太地区、非洲、中东及北美众多重点高端项目负责人。

他热衷于打造可持续场所，不管是规划新城镇还是改造现有城区。不过，他更擅长战略性规划、城市设计及综合体项目设计，并参与项目总体规划到施工阶段服务。



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Abstract | 摘要

With 66% of the world's population forecasted to be living in urban areas by 2050 the pressure is on to deliver housing and infrastructure. High-rise development is a solution, but the rush to deliver new urban environments has resulted in a trend towards caution and sameness in designs. Many new cities look like clones of each other and do not capitalize on the unique identifiers of the location or culture.

This paper examines the importance of character-led development and how it is at ground level that the biggest gains can be made in terms of achieving a unique place that the community will adopt. With connectivity a key element in high density planning, transport oriented development provides an opportunity to create iconic, identifiable gateways to places which meet the needs of the people who will live, work and play there.

Keywords: Connectivity, Culture, Density, Design Process, Master Planning, Social Interaction

到2050年，预计66%的世界人口将居住在城市，这为城市住房和基础设施带来了不小压力。虽然建造高层建筑是有效的解决方式之一，但新城市环境开发热导致设计的雷同别无新意。许多新城市如同克隆的复制品，并未体现地方独特的文化。

本论文阐述了项目具有独特特征的重要性，及如何通过实现独特的社区区域达到最大增益。基于连通性（高密度规划中的重要元素），以交通为导向的开发项目将有利于打造符合人们工作、生活、休闲需求的标志性门户。

关键词：连通性、文化、超密度、设计流程、总体规划、社交联系

1. Introduction

Demographics in Asia and other emerging markets are changing, with large forecasted shifts from rural locations into urban spaces. Approximately 66% of the world's population is expected to be living in cities by 2030 and this will guide the creation of dense urban environments, leading to huge opportunities in construction (Global Construction 2030).

The scale of required development is huge, and in this context, what does a great place look like? How can we use architecture and landscaping to create places where people want to live, work and play?

Tall buildings address the need for density, and it is extremely important to get these buildings right; because of their scale and styling they become beacons for our cities. These icons of the skyline root themselves in the public consciousness and trigger thoughts of the places they represent; they are as much brand as building.

Existing, successful cities can provide architects and planners with inspiration and

1. 简介

亚洲和其他新兴市场的人口统计数据在不断变化，预测有从农村地区到城市大型人口迁移。2030年前大约66%的世界人口可望在城市居住，这会使城市环境密集，给建筑行业带来众多机会（《全球建筑2030》）。

若项目规模很大，在这样的背景之下，什么样才是绝佳的场所？我们如何才能利用建筑及景观创造人们想来居住、工作和娱乐的场所？

高层建筑是为了解决密度问题所需，正确地建造这些建筑是极为重要的，他们因其的建筑规模与建筑风格而成为我们城市的标志。这些摩天大楼的标志本身扎根于公众意识，并触发他们对所在区域的思考，他们和建筑本身有一样多的品牌含量。

现今成功的城市可以给建筑师与规划者提供丰富的灵感与观念，但不应以此来规定即将交付的建筑的特征。不幸的是，常常会发生这样的事情，我们发现我们的城市免不了遭受过分雷同的命运。许多高层建筑与其说传递了当地的文化信息，倒

ideas but should not define the characteristics of the buildings that are delivered. Unfortunately, this happens all too often and we find our cities suffering from sameness. Many tall buildings reflect an “international style” rather than convey the local culture (Goodwin, 2015).

How can we ensure that tall buildings create a legitimate sense of place? This paper argues that it is at ground level that we can truly distinguish these locations, and that investment in a quality public realm will help these buildings to integrate with their surroundings.

The perspective taken is that of an urban designer rather than an architect as the focus shifts more towards an understanding of the wider planning issues and impacts on the surrounding area.

2. Identity and Uniqueness

As we think about creating urban environments in Asia, tall buildings can play a key role in meeting the urbanization challenge.

They are a legitimate means of creating a sense of place. The best examples become synonymous with the cities they represent. It is hard to imagine New York without the Empire State Building, Dubai without the Burj Khalifa or Shanghai without the Oriental Pearl TV Tower.

However, it seems that the current architectural trend is to search for the next icon, rather than a sensitive approach that roots the tall building in the local context.

This kind of thinking is being challenged. In one of the more high profile examples of this, Chinese President Xi Jinping called for the end of “weird buildings”, citing a number of buildings that did not work from a cultural or aesthetic standpoint.

This search for authenticity and meaning is not a new theory; it was part of Jacobs and Appleyard’s seven goals for good urban environments published nearly thirty years ago (Carmona, 2010). Yet this somehow seems to have been lost over time.

Too often the focus is on the architectural design of a tall building or the engineering ingenuity in delivering an increasing array of

shapes and sizes. However, this often ignores the approach at “ground level,” specifically how the building interacts with its surroundings and the rationale behind the public realm and landscaping.

Gehl identifies three types of outdoor activities that public spaces need to cater for; Necessary Activities, which are things that everyone has to do all year round, for example attending work or shopping; Optional Activities, which only take place under favorable conditions and in quality spaces, for example sport or socializing; and Social Activities, which depend on gatherings in communal spaces, for example squares and parks (Gehl, 2011).

The creation of iconic spaces that celebrate city life, are accessible to the public, and fulfill Gehl’s criteria will ensure that these urban environments are successfully received.

2.1 Public or Private?

Because these developments are often “one-offs,” created in places without a wider city plan or policy, there are examples where towers are too big and act independently from the area. Whilst these often include a “public” component, in many instances these spaces are privately owned and for security purposes access is usually managed and controlled. They are inward looking developments, disconnected and separate from the city.

For example, 20 Fenchurch Street in London (known locally as the Walkie Talkie) has a public sky garden. However, bookings must be made up to three weeks in advance and only a limited number of free tickets are available each day.¹ After 6:00 p.m., the space can be hired for private events, further limiting access.

This confused mixture of public-private space represents an erosion of true public spaces. It has a large impact on the overall shape of the city and the economic, social, cultural and political performance of an area, which all influence character (Madanipour, 2003).

Garrett (2015) argues that these spaces are so controlled that they lead to the creation of soulless destinations which prevent communities from utilizing the built environment.

不如说反映了一种“国际风格”（古德温，2015）。

我们如何保证高层建筑给人营造出合乎理性又原汁原味的地方感？我们主张站在底层位置去真正地辨识这些场所，对优质公众空间的投資将有助于这些建筑与其环境相融。

在此采用的是城市设计师的视角，而不是建筑师，因为更多的焦点是聚集在对更广泛范围的设计问题的理解，以及其对周边地区的影响。

2. 身份及独特性

当我们考虑在亚洲创建一个城市环境时，高层建筑在应对城市化挑战中发挥了关键作用。

他们以一种合法合理的方式营造一种地方感。他们代表的城市就可作为最好的例子，很难想象一个没有帝国大厦的纽约，一个没有哈利法塔的迪拜又亦或是没有东方明珠电视塔的上海。

但是，似乎目前建筑行业的趋势是为城市寻找下一个标志，而不是敏感地把高层建筑扎根于本地环境。

这种思考一直备受挑战。举个更引人注目的例子，中国中央总书记习近平引用了大量未从文化与审美角度修建的建筑要求终止修造“奇奇怪怪的建筑”。

这种对本真性和意义的追求并非一种新理论，它是近三十年前发表的《雅可布逊以及苹果园－建设优质城市环境的七个目标》的一部分（卡莫纳，2010）。但这种理念看起来几乎已经随风而逝了。

通常提交的高层建筑设计或有创意的工程设计都过分强调其形状与尺寸组合的多样化。但却常常忽略了“底层”，尤其是不重视思考如何将该建筑与其环境交相辉映，以及公共场所及景观背后的基本原理。

Gehl区别了三种公众场合下人们喜爱的户外活动：一年四季每个人都要做的事情属于必要活动，例如工作或购物；在天时地利的条件下因地制宜地进行的可选活动，例如运动会或社交活动；在公民空间例如广场与公园聚会的社交活动（Gehl, 2011）。

标志性场所的创建为城市生活增添喝彩，向公众开放且符合Gehl的标准，这将保证这些城市环境能被成功地接纳。

1: <http://skygarden.london/plan-your-visit>

This is supported by Minton (2006) who says that this approach “produces over-controlled, sterile places which lack connection to the reality and diversity of the local environment, with the result that they all tend to look the same.”

3. Value of Open Space

In reality, only ground level spaces can be fully open to the public as they can be both thoroughfare and destination.

As cities densify, ground level spaces are placed under pressure as more people want to use and benefit from them. Dynamic, attractive public realm helps to integrate the development into the local fabric, and public spaces provide a break in the built environment, helping to avoid the feeling of being overwhelmed in high density locations.

This understanding of context plays an important role in the successful integration of a tall building and the adoption of it in the hearts and minds of the people who live in and around it. Developments must consider “Human scale,” focusing on what people see at street level and how they can interact and use the space.

Today, public realm design is about more than adding highways and pathways. The creation of social spaces in the streetscape through the choices made regarding layout and furniture, to the inclusion of sculpture, greenery and interactive spaces, can bring the base of the building into public use and create a destination.

What is important is that this space is usable and flexible; it is the utilization of space that creates a particular feel and atmosphere and ultimately reflects the character of the city. This diversity within density improves livability (Eitler, McMahon, Thorig, 2013). It should be noted that culture and communities evolve over time, so this flexible approach is more sustainable in the long term (Carmona, 2010). Cities are often dynamic places and need to be adaptable.

Public spaces provide the main opportunity to create a place which communicates the culture and influences of the area. As well as activities, color, language, texture, materials, etc., are all intrinsically linked to cultures, countries and cities, and we can utilize these rich palettes to design something truly unique and inspirational.



Figure 1. A render of TRX, a new international finance center in Kuala Lumpur. (Source: Broadway Malayan)
图1. TRX国际贸易中心项目效果图，为坐落于吉隆坡的新建国际金融中心。（来源：宝麦蓝）

These cultural signifiers are the key to avoiding the creation of identical cities and ensuring that the place connects with local communities.

3.1 Green Sky Thinking

In some cases, existing public spaces are taken away to enable new developments to come forward, placing this important part of the city under further strain. In Asia, vertical greenery is often seen as the solution when these existing spaces are removed, but these do not offer a meaningful replacement.

Many examples of award winning buildings in the region have focused on this approach, incorporating sky gardens and green walls, but this is only one factor in creating positive, healthy spaces and should not be seen as the default, catch all solution; particularly as their utilization rate is often lower than ground level public space, in part due to access issues as described earlier.

If we consider that it is at ground level where the biggest impacts are felt in terms of creating unique places, what are the steps planners should take? When creating proposals for TRX, a 70-acre development in Kuala Lumpur, the aim was to create an appropriate setting for a new international financial center (Figure 1). There was the added objective to create a design language which could be translated across the city, with TRX acting as the catalyst for wide-reaching public realm improvements.

2.1 公共亦或是私有?

因为这些开发项目通常是千篇一律的，或者建造地没有更为宽广的城市规划或政策，比如有些地方的塔楼造得过大，孤岛般耸立在地面上。这些塔楼通常包括某种“公共”元素，在许多情况下却为私人所有，或出于安全考虑，对出入进行管理和控制。这些看起来相对保守的开发项目，与城市是分开而孤立的。

例如，在伦敦芬丘奇街20号（当地以对讲机闻名）有一个公共空中花园。但得提前三周预订，每天只提供有限的免费票。¹下午6点以后这个场所可以租为私用，其出入更受限制。

这种公共－私人场所的混合体代表一种对现实公共空间的掠夺，对这个城市的总体形态，以及一个地区的经济、社会、文化及政治运作都有巨大的影响，而这些因素都对其特征有影响（曼旦尼坡，2003）。

加勒特（2015）认为，这样的管制让这些空间成了没有灵魂的目的地，并阻止了社区使用该建筑环境。

明顿（2006）年对这种观点表示了赞同，认为这种管制“让空间因过度控制而贫脊，与当地环境的现实性和多样性没有什么关系，结果就是它们看上去几乎一模一样。”

3. 开放空间的价值

现实生活中，只有底层空间可以完全对公众开放，他们既可以是通道，也可以是目的地。

We carried out research into the wider surroundings of the site including existing roads, pathways and districts, as well as a community survey to get to the heart of what gave the area its sense of identity and to identify how people utilized spaces (Figure 2).

The community was a strong source of information; they are connected to the cultural “pulse” of a location, and through this process we determined that it was the public realm that would have the most impact on the sense of place.

Through the creation of multiple entry points, the separation of car and pedestrian areas (through access decisions and green buffer), and ensuring that a variety of daily social activities can be carried out within spaces,

随着城市密度越来越高，更多人想要利用底层空间并从中获益，底层空间承担了压力。一个有活力、有吸引力的公共区有助于将开发项目与当地的织物区及公共区和谐融洽地整合起来，在建筑环境里提供小憩之处，避免人们在高密度空间而产生一种淹没感。

对项目所在区域现状的理解在成功地整合高层建筑起了重要作用，让其间及周围生活的人们发自内心的接受，开发项目必须考虑“人性化”，强调人们在街面看到的事物，以及他们如何与场所互动，如何使用该场所。

今天，公共区域设计不仅仅是增加高速公路或通道。通过选择布局及家具来创建街区社会空间，包括雕塑，绿化以及互动区，可以将建筑地基用作公共空间并创建一个目的地。

重要的是这个场所能否简便灵活地使用；空间的利用创造了该地独特的感受与氛围，最终反映了这个城市的特征。这种密集空间内的多样性改进了其适居性（艾特拉，麦克马洪，斯奥里格，2013）。应当注意文化与社区会与时俱进，所以这种灵活的方法从长远来看更具有可持续性（卡莫诺瓦，2010）。城市往往是动态多样活力的，且需要被适应。

公共空间为创建一个文化交流和具有地区影响的场所提供了主要机会。像各类活动一样，肤色、语言、纹理以及材料都从本质上与文化、国家和城市相联系，我们可以使用这些丰富的色调来设计某种真正独特又充满灵感的东西。

这些文化符号是避免城市千篇一律的关键，同时确保了与当地文化及环境的关联。

Topic	Analysis
Street clutter	Physical and visual clutter on the streetscape
Movement	What dominates movement through the space? (integration of transportation modes, pedestrian access)
Cohesion and unity	Use of materials and whether they are complementary
Shade and cover	Greenery, building design
Signage and wayfinding	Branded experience, directions and information
Accessibility	Including obstructions and barriers
Quality and maintenance	How well is the space managed

Figure 2. What did we analyse to help ensure that TRX would be a unique place? (Source: Broadway Malyan)
图2 需要对哪些内容进行分析，才可将敦拉萨国际贸易中心打造成一个独特的场所？（来源：宝麦蓝）

3.1 绿色天空思考

在有些情况下，为了开展新的开发项目而取消现有的公共空间时有发生，但却把这个城市重要的一部分承担了更为紧张的压力。在亚洲，拆走这些现存公共空间时，通常用垂直绿化来解决这个问题，但这种取代并没有太大意义。

许多获奖建筑都重视这种方法，将空中花园及绿墙结合起来，但这仅仅是创造积极健康场所的其中一个因素，不应视为对总的解决方案的默认策略；特别是由于其使用率通常比底层公共空间低，部分原因是由于前述的出入管控行为所致。

如果我们将底层视为通过创造独特空间让人们最具有感受的场所，那规划者应采取什么步骤？当我们为TRX创建项目建议书时，该项目是吉隆坡一70亩的开发项目，项目目标是创建一个新的国际金融中心（图1）；另一目标是创建一种可以在各城市间转化的设计语言，TRX可以充当催化剂对于公共空间的改进有着深远意义。

我们对该场地四周更大范围进行了研究，包括现有道路、通道、区域状况以及深入赋予该区域身份感的心脏区域进行社区调研，以发现人们是如何利用空间的（图2）。

社区是一个强大的信息源，他们与一个场所的文化命脉息息相关，通过这个过程我们确定公共区域对本土地方感有着最大影响。

通过创建多个入口点，机动车与人行区域分开（通过出入口设置以及绿色缓冲带设置），保证各种日常社会活动可以在空间内进行，我们创建了某种反映当地需要的场所（图3），小到街头食品小贩的小空



Figure 3. The needs of pedestrians have been considered at TRX to help integrate the scheme with the surrounding area. (Source: Broadway Malyan)
图3 TRX国际贸易中心项目充分考虑了行人的需求，将设计方案与周边区域相融合。（来源：宝麦蓝）



Figure 4. Space will be provided for food vendors and retailers at TRX to help replicate the existing street culture. (Source: Broadway Malyan)

图4 在TRX国际贸易中心项目中，将为食品供应商及零售商预留空间，从而对现有街区文化进行复制。（来源：宝麦蓝）

we created something which reflected local needs (Figure 3). This includes smaller spaces for street food vendors, up to large open areas to enable recreational activity (Figure 4). In total, 23% of the master plan is made up of parks and open spaces and includes unique aspects such as local planting and indigenous species. The foundations are there to allow the community to adopt areas and direct the sense of place.

The specifics of the approach should differ between countries but the same principles should guide design and development. The designs for CIBIS, a business district we are delivering in Jakarta, are based upon the Indonesian concept of Alun-alun (meaning a large, central, open square) and encourage a “village feel” (Figures 5 & 6). It has been designed to celebrate a vibrant, Indonesian street culture and also provide a key space for

interaction and collaboration between the office workers in the surrounding towers and an international business community, which, although transient, still want to experience a sense of place.

Designs center on a multifunctional space that can be used for corporate events and sporting activities during the working week and local markets and festivities in the evenings or at weekends – including a beautiful setting for the typical large Indonesian weddings which commonly attract over 3,000 guests.

By putting effort and investment into the creation of a public realm, a number of benefits are gained, including improved environment, rising land values, and the integration and wellbeing of communities. In developing cities, these spaces can also



Figure 5. The CIBIS master plan will see the creation of a business park with nine towers overlooking a central square. (Source: Broadway Malyan)

图5 CIBIS项目总体规划将打造出一个商业园区，设有九座塔楼，坐拥中央广场的俯瞰视野。（来源：宝麦蓝）

间，大到用来进行娱乐活动的大型开放空间（图4）。总计23%的总体规划区域由公园和开放空间组成，包括一些独特的风格比如本地植被以及本土物种。完善的基础设施让社区能够适应该区域并导向该地的地方感。

这个办法的具体操作根据国家的不同而有差异，但设计及开发的指导原理应是一样的。我们在雅加达提交的CIBIS设计是基于印度尼西亚关于阿伦-阿伦的概念（指一种大型的中心开放广场）并鼓励一种“乡村情调”（图5、6）。它的设计是为了庆祝一种生气蓬勃的印尼街道文化，也给外围高楼里以及国际商务社区的公司职员之间的互动与合作提供重要场地，尽管原土风味带来的感受是短暂的，但人们仍然希望体验到它。

设计中有一个多功能区，可供工作日企业活动以及运动会、夜市或周末节日使用——包括为典型印尼婚礼制作漂亮的背景，通常会吸引3000多名客人来光顾。

通过对公共区的大力创建与投资，可带来众多好处，包括环境的改进，土地增值，社区整合及福利。在开发城市这些空间时，在水策略方面也很重要，例如在易受洪灾的地区进行蓄水或提供天然排水。

英国设计署CABE认为，优质公共场所是招商引资的一种营销工具。“公司被吸引入驻到设计良好、优质管理的公共场所，它们反过来又吸引客户、雇员以及服务”（CABE,2004）。他们的重要性绝不能低估。

4. 建立联系

交付一个成功的高密度开发项目的其中一个关键是连通性；人行流动，抵达公共交通以及进入大楼的方式。不对这些元素进



Figure 6. The CIBIS master plan is based on the concept of Alun-alun, which means a large, central, open square, encouraging a village feel. (Source: Broadway Malyan)

图6 CIBIS总体规划基于公共广场概念开展，打造出一个大型中央开放广场，鼓励乡村感。（来源：宝麦蓝）

play an important role in water strategy, for example through retention methods or providing natural drainage in areas susceptible to flooding.

UK design council CABI argue that high quality public spaces attract investment and act as a marketing tool: "Companies are attracted to locations that offer well-designed, well-managed public places and these in turn attract customers, employees and services" (CABI, 2004). Their importance should not be underestimated.

4. Making Connections

One of the key components of delivering a successful high density development is connectivity; the movement of people, the access to public transport and ways to enter buildings. Without effective planning of this element, developments do not work, from single buildings up to wider city schemes.

In new locations, the advantage is that a master plan will be created and the connective tissue can be planned in its entirety. The clustering of buildings and their points of interaction are considered and the opportunity is there to take a completely bespoke approach.

However, often these developments still include standardized towers and common skylines. Globalization has clearly had an impact here.

The challenge is that clients often ask for something they have seen elsewhere, to make their city consistent with other places in the world. This familiarity provides a comfort level which can be welcome. These projects represent a significant one-time investment and need to attract businesses and people to the area, for perhaps the first time.

This often translates to financial districts. Emerging nations looking to grow their knowledge industries want to attract global companies and are often competing against neighboring countries. Often, designs and styles are copied without an understanding of the context they were originally delivered in, and aim to replicate common criteria such as quality and sustainability. But these aspects do not create a unique sense of place.

The likelihood is that these proposals will be delivered by international consultants with a track record of delivering at this scale, so there will be some natural repetition of patterns. It is essential that the community

is involved and the heritage and history of a place is studied, whether developing anew or regenerating existing locations. The challenge for architects and master planners is to incorporate these ideas into a bespoke design that works for the city they are working in.

4.1 TOD

What is increasingly driving these master plans is the integration of transport options. Transport Oriented Development (TOD) is not a new concept. Although definitions of TOD vary, it is generally defined as "a mixed-use community of a sufficient density that encourages people to live near transit services and to decrease their dependence on driving."

Transport hubs act as the gateway to cities and are therefore highly important in establishing the feel and identity of a place. What planners must look to capture is the sense of arrival at a new destination.

The most widely recognized model is Hong Kong's MTR approach – building near stations, beside them, and on top of them, maximizing the integration of uses and the opportunities for commercial and community development.

These developments need to be created as 24/7 destinations – rather than places that are only busy at peak times. This is often a limitation of high density development, particularly in traditional business districts which become ghost towns in the evenings and at weekends. It is essential that the right mix of uses and densities are considered, and that these are appropriate to the cultural interests of local people.

By anchoring developments around transport hubs we can create places where people do not have to travel far to meet their needs and fulfill this aim to be more highly utilized. This can free up or protect land for public use.

High quality, high density housing reduces demand for cars, improves accessibility and integration, and reduces environmental impact and living costs. By combining this with workplaces, retail and leisure uses, and public infrastructure such as schools, hospitals, etc., at an appropriate mix, we can create a thriving district in the heart of the city.

It is not just the design that matters; it is the mix of uses around the development. Minton (2006) argues that as well as the generic design approach to cities, matters are not helped by the prevalence of certain retail and leisure chains. The balance between global

行有效规划，就不能从单体建筑发展到更广大的城市规划。

新的项目地的优点是在整体规划时可全盘规划项目的连通性。考虑了建筑群及其互动点，就有机会采用一种完全定制的方法。

但是，通常这些项目仍包括标准化塔楼以及相同的天际线，全球化显然对此影响甚大。

挑战来自客户通常要求创建一些他们在其他地方看到的事物，让他们的城市与世界上其他地方保持一致。这种熟悉感给人一种颇受欢迎的舒适度。这类项目呈现出的是一次重大的一次性投资，同时需招揽生意并吸引人们的光顾（也许是头一次）。

这通常最后变成了金融区。新兴国家追求壮大其知识产业以吸引全球企业，并常常与邻国竞争。通常在对本土背景未加了解的情况下就复制别地的设计与风格，目的在于复制共同的质量和可持续标准。但这些举动却不会营造出一种独特的场所感。

一般来说，提交这些方案的人很有可能是提交过同样规模项目方案的国际顾问，所以自然会重复一些花样。项目的关键是社区是关联其内的，而且需研究一个地方的传统和历史，是否开发全新的项目还是选择对现状场地进行改造。建筑师以及总体规划师们面临的挑战是将这些观念融入他们为城市进行的定制的设计，而且适合这些城市。

4.1 交通导向开发项目

对交通方案的整合推动了这些总体规划的实行。交通导向开发（TOD）并不是一个新概念。尽管交通导向开发的定义有很多种，一般来说它被定义为“一种足够密集的综合体社区，鼓励人们在交通服务附近居住，并减少他们对自驾车的依赖。”

交通枢纽作为城市的门户，在建立这种场所感和地方身份中是十分重要的。规划者们必须要实现的是一个新目的地的到达感。

香港轨道交通是最为广泛认可的模式 – 建筑分布于站点近邻、旁边、或是站点之上，实现了对用途的整合及商业和社区开发机会最大化。

这些开发项目需要以7X24小时全天候目的地为目的进行建造 – 而不仅仅是在高峰时段拥挤的场所。这通常对高密度开发项目有限制，特别是在傍晚及周末人去楼空的传统商务区。最重要的是把功能与人口密度正确组合起来，使之适用于本地人的文化兴趣。



Figure 7. Bandar Malaysia is a 196-hectare mixed-use community with a commercial district, retail, arts, and a cultural precinct. (Source: Broadway Malyan)
图7. 马来西亚城项目为一个面积为196公顷的综合体社区，设有商务区、商业区、艺术区及文化区。（来源：宝麦蓝）



Figure 8. A section view of Bandar Malaysia showing the incorporation of a variety of spaces within the main transport interchange. (Source: Broadway Malyan)
图8. 马来西亚城项目的剖视图展示了主要交通换乘区中各类空间的融合。（来源：宝麦蓝）



Figure 9. Close up of the gateway area at Bandar Malaysia, which aims to create a distinctive sense of arrival. (Source: Broadway Malyan)
图9. 毗邻马来西亚城门户区，旨在打造出独特的到达感。（来源：宝麦蓝）



Figure 10. Bandar Malaysia is a Transit Oriented Development and will act as the gateway to Malaysia, linked to Singapore by High Speed Rail. (Source: Broadway Malyan)
图10. 马来西亚城为公共交通为导向的开发项目，将作为马来西亚的城市门户，通过高速铁路与新加坡相连通。（来源：宝麦蓝）

and local occupiers is a challenge for these developments and something that also bears consideration.

The Bandar Malaysia project we are delivering links Singapore and Malaysia via high speed rail (Figure 7). The proposals include the creation of “the Gateway District” around the rail station, with the inclusion of landmark buildings and vibrant public spaces (Figures 8, 9 & 10).

We have integrated a public park which includes a new national library, café, waterfront promenade, water sports and a world class performance venue. Together, they will create an attractive proposition for both tourists and locals and help to build a community feel. This new city park will create a welcoming area for the city.

When bringing a vision like this to life it is essential that a place is created where people want to live and visit. It has to integrate with the environment and lifestyle that people have and aspire to.

通过在交通枢纽周围开展一些开发项目，我们可以建造人们不需远行就能获取所需的场所，以达到高度使用的目标。这可以释放或保护公用地。

高质高密的住宅减少对于汽车的需求，改进可达性及整体性并减少环境影响及居住成本。通过与工作场所、零售以及休闲用途、公共基础设施比如学校、医院等的结合，我们可以以某种适宜的混合度，在城市的中心创建一个繁荣的区域。

重要的不仅仅只是设计，更是开发项目周边区域的综合使用。明顿（2006）主张，正如城市通用设计方法一样，零售及休闲链的广泛使用并没有帮助解决问题。全球及本地居住者之间达成平衡对这些开发项目来说是一个挑战，而且也是值得考虑的事情。

在马来西亚班达尔工程，我们提供联结新加坡与马来西亚的高速轨道交通（图7）。此计划书包括在轨道站创建‘门户区’，融合了标志性建筑以及热闹的公共场所（图8、9、10）。

我们整合了一个设有新国家图书馆、咖啡馆、海滨长廊、水上运动以及一个世界级表演场地的公共公园。这些场所一起创建了一个对游客及本地居民来说都有吸引力的主题，有助于建立一种社区感。这个新的城市公园将为城市带来一种新的吸引力。

每当将这样的视野带入生活，创造一个人们想居住和游览的场地是必不可少的，必须将人们拥有并渴望的生活方式与环境融为一体。

这种更为广泛的经验考虑了人们方便到达各类设施的路线，以及这个社区的社会需求，这也只是城市如何成功地将交通解决方案与将在该区生活的人们更广泛的要求整合起来的一个例子。

5. 结论

为保证将文化影响融入设计并发展一个真正有地方感的场所，这些文化影响需彻底

This wider experience, which considers the routes people take to access facilities as well as the community's social needs, is just one example of how urban areas can successfully integrate transport solutions with the wider requirements of the people that will live there.

5. Conclusion

To ensure that cultural influences are incorporated into a design and a true sense of place is developed, the influence needs to work from top to bottom and vice-versa. Planning policy and guidance, better informed clients and community engagement can all help to deliver something that is more unique.

Developments must be designed with a wider understanding of the area and the varied uses that will be required. We must look beyond the iconic towers as it is life at street level that tells you where you are.

Time and effort must be spent on ground level designs as well as the tower, with appropriate funding available to ensure that a sense of place is delivered that supports and enhances city life.

There are ten steps that should be considered to deliver relevant, effective public realm:

1. Respect the context – new vs old, replacement vs retention
2. Neighborhood creation – diversity within short walks, places to rest and enjoy
3. Programmed public realm – create reasons to enjoy public realm
4. Easy pedestrian access
5. Create a safe and accessible environment
6. Design to the local climate
7. Interconnected, multi-modal transport and movement options
8. Human scale
9. Visual appeal in public spaces and quality design focused on placemaking
10. Legibility – ensure that the place created is unique and relevant

地由上到下融入进去，反之亦然。规划政策及指导，客户的参与度以及社区参与有助于带来更为独特的风貌。

开发项目必须建立在对该地区有更广泛理解的基础上，需要有各种用途。我们必须看到标志性塔楼之外的地方，因为街道层面的生活会告诉你身处何方。

应对底层设计投入与大楼同样多的时间和精力，提供适当的资金以保证营造可以支持与优化城市生活的场所感。

提交相应的有效公共场所开发计划应考虑以下十个步骤：

1. 尊重背景—新与旧，更换与保留
2. 创建邻里—鼓励步行、休闲以及娱乐的多样化
3. 规划公共领域—如何吸引人们来此
4. 便捷的人行通道
5. 创建一个安全易达的环境
6. 根据本地气候来设计
7. 互相联系，多模式交通及移动方案
8. 人性尺度
9. 公共场所的外观吸引，强调场所营造的优质设计。
10. 可识别性—保证所建立的场所是独特又不孤立的。

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