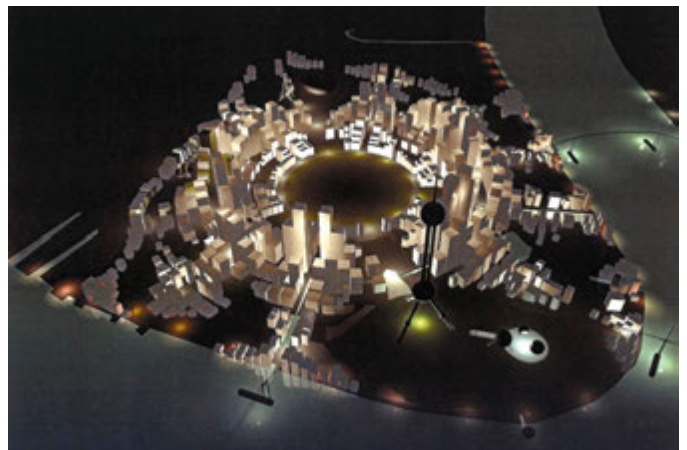
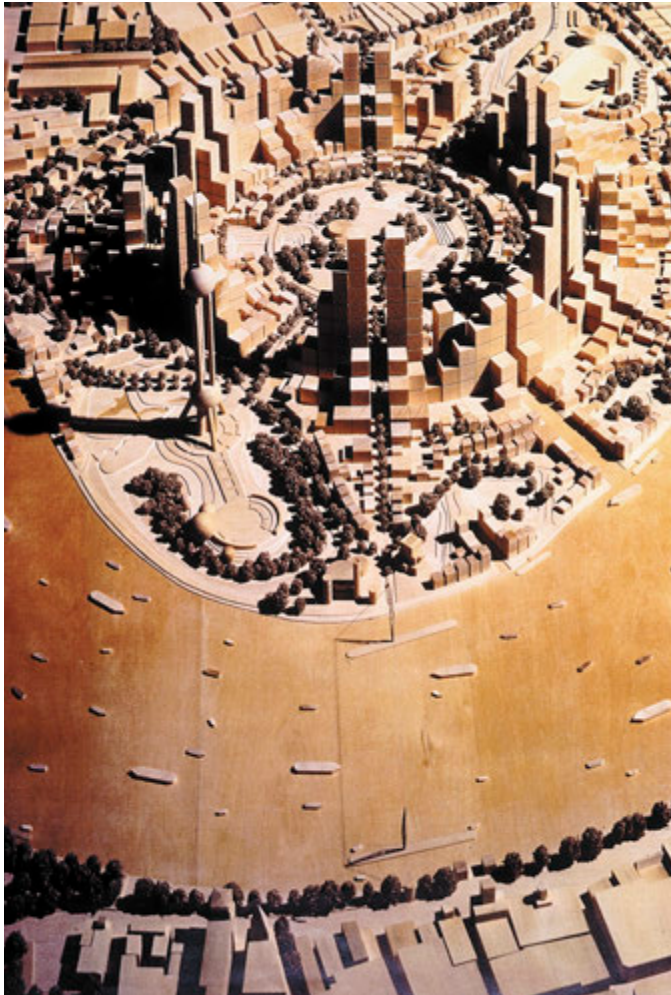


# Shanghai Masterplan

Shanghai, China







**Location**  
Shanghai, China

**Date**  
1992-1994

**Client**  
Shanghai Development Corporation

**Site Area**  
40,000,000m<sup>2</sup>

**Services Engineer**  
Arup/Battle McCarthy

**Research Consultant**  
Cambridge Architectural Research

**Rogers' plan is rooted firmly in the modern world. But it is also informed by consideration for a whole series of principles that should gladden the hearts of the most herbivorous. It is based on a high-minded attempt to create a mixed slice of city, that does not die at six, that is shaped to minimise energy use, that will allow the maximum use of public transport**

Deyan Sudjic, *The Guardian*

The Lu Jia Zui district of Shanghai was an isolated area cut off from the city centre by the River Yangtze. With plans for tunnels and bridges providing necessary links to the city centre, the Shanghai Development Corporation invited six international teams of architects to propose ideas for the development of a new business sector for the city of Shanghai. RSHP responded by formulating a strategic framework for this new district, exploring and applying the principles of a sustainable compact city. The environmentally-driven proposals were rooted in the belief that the design of cities must reflect the growing global environmental crisis and that urban designers must approach cities as places of dynamic change.

The plan resembles a series of palimpsests imposed on one another – transport and circulation, landscape, built form and energy provision – creating a new kind of city. The masterplan was based on an extensive and integrated network of public transport, offering a hierarchy of transport modes. The practice devised a vast wheel with the central park at its hub, with landscaped connections to a linear riverside park. Avenues radiate outwards, crossed by three

concentric rings. The first carries pedestrians and cyclists, the second trams and buses, while the third is reserved for main car routes. In this way, the needs of commercial and residential areas are located within walking distance, away from all through-traffic. Major commercial developments are concentrated around six underground stations, while six residential areas, each containing 80,000 people, cluster along the river. Hospitals, schools and community facilities are also sited near the central park and river.

The urban grid provides a rich grain and texture in tune with the dense character of Shanghai's business district, resulting in an organic urban composition. The varied building heights create a distinctive urban skyline, reinforcing visual and physical connections with historic Shanghai.

By devising a scheme which minimises traffic congestion and pollution and incorporates low energy, naturally ventilated buildings, RSHP calculated that the new district would reduce overall energy consumption by 70 percent compared with that of a conventionally-designed commercial development of similar scale.