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NO. 314

MAKING A MEGACITY FOR EVERYONE

towards Inclusiveness and Vitality for Shenzhen's Urban Periphery

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ABSTRACT

The economic reform and 'Open Door' policy in China initiated in 1978, and the land reform especially launched in 1987, associated with globalisation, which resulted in a dramatic change in Chinese cities of rapid industrialisation and urbanisation. This study focuses on the context analysis of one of the megacities in China - Shenzhen, pointing out that migration was a key driver of Shenzhen's development. And migration and industrialisation led to a unique urbanisation phenomenon: the 'symbiosis' of urban villages and industrial parks, where migrants live and work. However, the current urban renewal movement, targeting urban villages and industrial parks, does not take the inclusiveness of these urban migrants into account is defined as the problem. To translate this social issue of inclusiveness into the spatial arena, arrival city theory is referred to and expanded to a wider discourse, emphasising the importance of affordable work-related space for migrants and other career starters to promote their career in this specific context.

With the aim of making a megacity for everyone, the research topic on providing affordable work-related space is stated. In order to understand the relationship between socio-economic performativity and urban form, both mathematical analysis approach of space syntax by Hillier and descriptive disciplines suggested by Jacobs, Montgomery, Gehl and Lynch are referred to and verified in this context. As a result of verification, the positive relation between street integration and retailing performativity is revealed, as well as the importance of wide sidewalk, pedestrian-friendly street and attractive public space. The analysis of urban patterns through space syntax profiled the spatial structure and spatial qualities on a local scale, and based on these, planning principles were set for urban strategies in the future.

KEYWORDS

Urban Renewal and Inclusiveness; Migrants; Informal Settlement; Space Syntax; Configuration

1. INTRODUCTION

The history of Chinese industrialisation is accompanied by its rapid urbanisation since market opening towards overseas investment. The city of Shenzhen has been playing a crucial role as "laboratory", taking advantage of its position towards Hong Kong (fig.1). After, the launch of 'The Law of Transfer of Land Use Right' in Shenzhen in 1989 unleashed the speculative real-estate development, which had further accelerated an economy deregulation process (Yuan, 2004). It was this deregulation or "dis-embeddedness" that boomed the prosperity, and dominated wealth accumulation and flow in the city. However, what concerned me at the first beginning is the fact behind the successful economy, that most of the "citizens" - urban migrants - are excluded from the process of wealth accumulation.

A large part of the motivation of this research generates from personal concern about the vulnerable group, comprising of migrant workers, fresh graduates and other career starters. Because of the current unbalanced development of China's cities, many people migrate from inland cities to coastline

cities, in pursuit of a prosperous career and a better life. Migrant workers go for the work in manufacturing industries, while the fresh graduates and other professionals as career starters look for better career opportunities in the city. A large proportion of them is eager to learn more skills and intended for career advancement. In a societal point of view, there should be some of them have this potential to climb the social-economic ladder and become elites in the future. However, the industrial transition, which leads to the downgrading and transfer of manufacturing industry and the growing of tertiary-industry, calling for a much higher education level, threatens migrant workers of losing their jobs. And besides that, the roaring housing price, even located in the periphery of the megacity, is hardly affordable to migrant workers or to career starters, which hinders them pursuing their dreams.



Fig.1 The location of Shenzhen

From this point of view, I am wondering that, to what extent, an urbanist, can contribute to reducing imbalance and inequality. How we can bring out the possibility of bridging the people living in the dark side to the city's future, and how we can facilitate the way of "re-embeddedness" of economic activity into non-economic institutions (Polanyi & Dalton, 1968). The study starts from the urban background analysis of Shenzhen, and gradually zoomed into one of Shenzhen's urban periphery – the fashion village, which located in the northwest of the Dalang, with 98% floating population (newtowninstitute.org, 2018). This 'problematic place' has been planned and is still under development as one of the showcases of industrial upgrading in Shenzhen – a number of leading fashion companies have been introduced into the area and the valley is supposed to be a cluster of headquarters, together with high-end fashion manufacturing, design, exhibition and other high-end services in the future.

The methodology used in this study, is a combination of literature study, case study, mapping, observations, and space syntax analysis. These methods work together in a greater amalgamation of devices that help to answer the question put in place at the beginning of the research - **What kind of strategic approaches can facilitate the demand of affordable work-related space in Shenzhen's urban periphery for young migrants and career starters?** The analysis of urban patterns through space syntax profiled the spatial qualities and structure on the local scale, and the mapping of the urban village of Dalang provides the combination of personal observations through different scales with data obtained on site.

2. THE URBAN BACKGROUND

2.1 Industrialisation and urbanisation of Shenzhen

Since the opening-up reform of China in the 1980s, the city of Shenzhen has been growing miraculously in the way of urbanisation and industrialisation. Shenzhen has been focusing on 'the three processing and one compensation'- assembling with supplied parts processing with supplied materials and samples, and compensation trade -- to provide products to global market, resulting in

the functional position of 'world factory' within the structure of 'front store (HK) and back factory (Shenzhen)'. In After being the 'world factory' for 30 years, Shenzhen, even the whole Pearl River Delta Metropolitan Region (PRD), is going on a new phase of industrialisation as well as urbanisation, which can be briefly summed up as, relocation of industry, advancement of manufacturing, integration of planning on metropolitan scale. The new trends of relocation, upgrading and integration came to call for spatial, economic and institutional reform. For instance, more comprehensive and sophisticated infrastructure networks are being constructed to reinforce regional cooperation, loosening of 'Hukou' system has been put in the governmental agenda and various industrial clusters are planned to functionally complement each other in the whole region.

Within the regional cooperation framework, Shenzhen is defined as an 'international creative centre', by the developmental plans, focusing on knowledge-intensive industries such as high services, cultural and creative industry. According to the "11th five-year plan" of China, there is so-called double shift which means low-end manufacturing shift from the coastal area towards inland and high-skilled and intellectual labour force shift from inland towards the coastal area in PRD.

Along with the industrialisation, Shenzhen experiences its rapid urbanisation in 30 years, both of them are supported by another significant phenomenon - urban migration – basically as a response to the transition of surplus labour from rural to urban area. The urban migrants are seen as an important driving force other than a simple result of the whole development process of Shenzhen (Chen et al., 2017). According to demographic data, the amount of population grew from 300 thousand to more than 10 million in 30 years, among which the growth of 'non-citizen'- urban migrants were far more than that of 'citizen'. By 2014, 73% of the whole population are urban migrants, which are generally working on the manufacturing or low-end service. Thus there is a certain spatial pattern of their location corresponding to the aggregation of the industry. Briefly speaking, urban migrants are mostly employed in the periphery of Shenzhen. Rapid urbanisation has been happening especially after land-marketization in 1989, in different ways inside and outside the former SEZ boarder. Obviously, there has been a formal pattern under urban planning control inside, while urbanisation spontaneously happening outside.

After recognition of such fast development, Chinese urban planner broadened the scope of their consideration again and again, whilst administrative scope was widened step by step and eventually covering the whole city. Still, the social and morphological duality between the centre and the periphery can be easily recognised. One of the indications is the spatial distribution of the urban village. So this research of urban migrants' integration into economic transformational will focus on the peripheral areas, which is a very unique phenomenon of China that under the socialist context, the government implements two different land system, which called the 'Dual-land System', upon urban land and rural land. When irresistibly rapid urbanisation gobbled up agricultural land and left villages as enclaves inside the urban area, the duality of land system and the rocketing land price gave farmers living there enough incentives to make speculation on their land – build high-density urban villages offering affordable work-related space and housing to urban migrants as so-called 'Arrival City'.

2.2 Key characteristics of urban villages under the dual-land system

The municipality of Shenzhen carried out two land requisitions. The land requisition in 1992 transferred the rural land inside the SEZ, while the land requisition in 2004 targeted the rural land outside the SEZ. Before land requisition, most of the land in Shenzhen was collectively owned by villages. However, the land requisition transferred farmland to urban land while left homestead land to urban villages and gave them some land use rights to build industrial parks as compensation. Due to industrialisation, most of the transferred urban land, especially outside the SEZ, was planned as industrial land, and the government released the land use rights to enterprises. The development of industrial parks attracted a lot of migrant workers. It resulted in an increasing demand for cheap housing to accommodate them. In this sense, as mentioned, the urban villagers added floors to their houses illegally, providing more rooms for rent and this led to the informal densification of urban villages.

On the one hand, urban villages as affordable housing make it possible for migrants to live in the city, which is the premise for industrial development. On the other hand, urban villagers rely on the rent of factories and housing provided for migrants. To conclude, the symbiosis of industrial parks and urban villages results from China's special dual-land system within rapid industrialisation and migration

process. And the spatial connection between industrial parks and urban villages is reflected by the daily life of migrant workers as most of the migrant workers work in factories and live in urban villages.

Associated with the dual-land system, the governance system is a combination of formality and informality. The municipality governs urban areas while urban villages are self-governed. It is a leftover issue from the history. Before land requisition, urban and rural areas were totally separated and governed by municipality and village collectives respectively. Although the areas surrounding urban villages have been transferred to urban land and governed by the municipality, urban villages are left highly self-governed. In addition, the high density and complicated property ownership within urban villages make it hard for the government to intervene into the governance. Rural land is collectively owned but use rights are divided among villagers. During the period of rapid industrialisation, urban villagers expanded the building volume of their houses illegally, which makes the property ownership within urban villages complicated and hard to be recognised. Therefore, in this context, urban villages are highly self-governed and powerful.

2.3 Megacity in the transition period

The economic transition: Affected by the global economic crisis and the transfer of manufacturing industry from China to other countries, as well as the maturation of China's economy in terms of skills, productivity and rising wages, and slower growth in some of traditional export markets, the economic strategy has changed. China has now entered a new phase of economic development - a "new normal" which focused on better quality growth, embodies a focus on structural changes that can achieve still-strong but lower economic growth (around 7% p.a. over the next five years) (CCCEP, 2013). "The new model places a strong emphasis on: shifting the balance of growth away from heavy-industrial investment and toward domestic consumption, particularly of services; innovation, as a means of raising productivity and climbing up the global value chain; reducing inequality and environmental sustainability" (CCCEP, 2013). Thus, the upgrading of manufacturing industry, promotion of creative economy and service economy are the main trends of China's economic development. Shenzhen, which has been developed as an industrial base, is facing a big change, with the closing down and upgrading of many low-end manufacturing factories and the development of higher added value industries and service economy.

The spatial transition: As stated above, all the land of Shenzhen has been transferred to urban land since 2004 through land requisition, this dramatically land consumption leads to the severe land shortage for future development. In response to this, the municipality of Shenzhen shifted its focus from greenfield development to urban renewal. "According to the growth speed of construction land from 2000 to 2006 in Shenzhen, the rest of construction land can be consumed within 5 years. In this context, Shenzhen treats urban renewal as one of important means to strategy transfer of economic and social development" (Lv and Feng, 2013). In a demolition-construction process, the developer is the main agent. It determines the main characteristics of this renewal approach: totally profit-oriented and leads to roaring housing price; high floor area ratio and the replacement of urban fabric and social class. For partly reconstruction with functional change, the property owner develops by itself. In terms of functional change, the developer should give a certain amount of compensation to the municipality. This type of renewal is also profit-oriented and leads to the replacement of social class to a certain extent, given that tenants could not afford the increasing rents after renewal. In terms of the last one - comprehensive improvement, or a more familiar term - urban regeneration, it's always financed by the government for urban village renewal, improving infrastructure, public facilities and living conditions. Most of the urban renewal projects in Shenzhen now are of demolition-reconstruction mode, because of the strong market force is driven by roaring housing price. Outside the SEZ (Special Economic Zone), the government plans some big projects and funds urban regeneration of urban villages

The social transition: The urban renewal practice in Shenzhen, aiming at providing space for further development, especially areas inside the SEZ, demolished a number of urban villages and replaced them with skyscrapers accommodating offices and high-end residence. This results in the roaring of housing price, and people who lived there before cannot afford it anymore. Thus, the areas have been gentrified and the social class has been replaced. Opposite to it, there is rising concern about social equity. One of the important statements in the annual "No 1 Central Document" released in 2010 by the central government is 'Take measures to solve the problem of young migrants'. Moreover, one of the main goals in the 'New-type urbanisation' is to turn rural-urban migrants into citizens and stimulate consumption demand (Zhou, 2013). For this reason, the social enterprises, which use

commercial methods to achieve social goals, are emerging and growing in Shenzhen now. The emergence and development of social enterprises provide more possibilities to help vulnerable groups. The citizens of Shenzhen also contribute a lot to help solve social problems and push forward the social equality.

3. Methodological and Theoretical Framework

For the case study, we look at the urban periphery – the Dalang neighbourhood in Shenzhen, this is a typical industrial area (Fig.2) of the city which links two administrative divisions of Shenzhen-Guangming and Longhua. It has been chosen as a pilot project location because it strongly reflects the main concerns explained in this research – as it is located outside the former SEZ, with spontaneous urbanisation resulted from the great mixture of intermingled residential and industrial areas and hardly any public facilities. Currently, Dalang accommodates a population of 500, 000 inhabitants of which 98% are floating population. Thereby, lacking public facilities and limited social interaction aggravate the integration into the community and adaptation to the life of the urban periphery. Changing planning trends, moving factories and increasing the government's awareness of the well-being of migrant workers may provide the possibility to look for new ways of urban transformations to satisfy the needs of Dalang's residents.

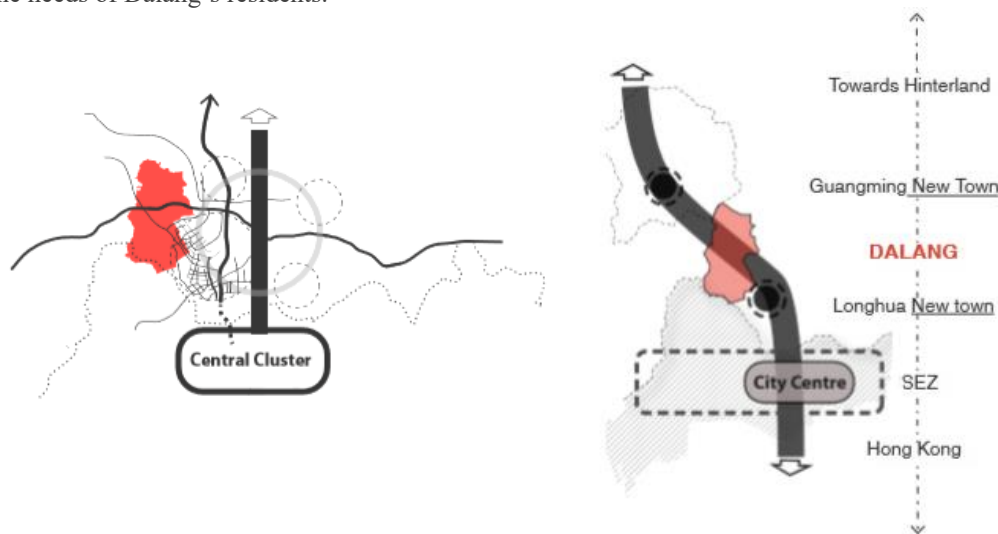


Fig.2 The location of Dalang in Shenzhen

When looking at the broad research focuses on the built environment of modern society, it becomes apparent that a large ratio of this research explores the relationship between social and physical dimensions. Like Kevin Lynch (1992) identified paths, edges, nodes, districts and landmarks as the key elements of urban space in his well know "The image of the city". As a matter of fact, these elements are also very crucial in the case of Dalang. Similar to Lynch, Alexander (1979) also emphasised the psychology of place, which is related to the sense that telling people whether a place is comfortable, vibrant, quite or threatening. In connection with urban vitality and inclusiveness, Jacob (1961) pays more attention to diversity, according to her theories, this term ranges wide from the presence and sizes of work-related and living-related space, the availability of cultural and meeting places to the quality and price of services.

On one hand, for the bulk of Chinese today, a 'civic society' means more than financial stability. Contemporary society is more willing to adjust, transform and move. New structures of interpersonal relationships appear. Migrants are more self-determined; the need for personal hobbies and a whole range of leisure pursuits gradually grows (Dutton, 1998; Friedmann, 2005). On the other hand, the majority of migrants in Dalang are under 30 years old. With the data from the Survey on Living Conditions Shenzhen also shows that self-employment is the main expectation of future employment, which accounts for more than 60%, and 38.2% of young migrants plan to start their own businesses in the coming year (SLC, 2015). 'Working in the factories is a temporary choice for me, my goal is to start my own business in the future' represents most of the young migrants' thoughts. (Shao et al., 2016). To be self-employed, most of them want to start with retail or small service businesses. Some

want to engage in crafts, design and IT service, and few of them want to start with small manufacturing by themselves. They reflect the characteristics of contemporary society that is more willing to change, transform and move. Unfortunately, Dalang lacks those places that could help migrants' convert the city into their homes. This issue seems to be very relevant in the chosen case, as mentioned, 98% of Dalang inhabitants are expats, to them, this is a productive area of which residents face difficulties in finding the attachment to the place. Besides that, this is a very monotonous industrial area lacking open space and public facilities (as fig.3), with a large scale of un-used green and undeveloped land, the dramatic lack of those elements for social interaction forces to explore spatial potentials within the existing urban fabric.



Fig.3 Land use and urban morphologies of Dalang, Shenzhen

As the physical living environment of the urban space imposes some direct and indirect impacts on the well-being of its habitants, the spatial and social aspects are deeply inter-related, and this social and physical dimension of space mutually embody each other (Hiller and Hanson, 1984). For this research, onsite observation and space syntax simulation are used to investigate the urban immigrants' behaviour and its interaction with the spatial configuration in the Dalang fashion village.

4. ANALYSIS

4.1 Urban morphology

As shown from the land use analysis (Fig.3), there are different types of land on Dalang scale, as green space that are clearly defined and maintained for leisure activity and some are naturally-growing and unused. There is urban land haven't been developed and buildings have been abandoned because of leaving of traditional manufacture or blind and unwise development. Except for those, 3 fundamental types of morphologies are 'industrial island', 'collective factories' and 'urban villages'. Industrial islands that are located on the north is introverted and highly closed morphology. Collective factories and urban villages are always intermingled with and interdependent on each other.

The research location is the fashion valley, which is composed of several big companies and plots. Each of them built their factories, office buildings and dormitories. They have their access control and all facilities and space inside are exclusive. Collective factories are always occupied by multiple small producers, each of which owned one building and the courtyard in front of it. Most of those factories were developed by the village collectives, and the land ownership is still belonging to them. Urban

villages are composed of the intense grid and highly-density buildings. They provide residence for urban migrants and basic facilities, commerce and other services for people on the ground floor. Urban villages are the containers of local economies. The collective factory as a whole is open. However, except for the stores facing towards urban streets, there are no more public space and functions in collective factories. Collective factories are mono-functional and the architectural form and open space are homogeneous. Besides, there are always walls prevent people flow from urban villages and collective factories. Urban villages are the container of urban life and activities. It is composed of the intense grid and highly-density buildings. Streets life in urban villages is far more vibrant than other urban streets. They also provide plenty of space for the prosperity of the local economy. Firstly, urban villages are very open and connected with urban structure. Secondly, they are multifunctional and mix-used. Thirdly, there are public space and green space inside the urban village but most are small and not well-defined.

Apart from those commercial and residential functions, there are still some plots of open space in the area, which could be immediately referred to potential locations for public activities in the near future. From the land use analysis, we can see there is plenty of leftover space that is a result of unplanned development. And due to specific construction regulations, industrial parks have a limited height of the building and wide distances between them, this spatial configuration also results in bigger plots of open space and is open for more sunlight during the day. But most of the public space and green space are serving in a limited scope and scale and a lot of them are not functioning well due to lack of accessibility and diverse function.

4.2 Accessibility study

In terms of the accessibility of the local area, we found most of the infrastructures in the area were newly planned and well-organised in general. However, some roads are too wide to have vital street life but only transit capacity. Seeing from the road system analysis, as shown in Figure 4, inner-roads in residential and industrial islands are mainly circular and closed towards people except for internal workers. The structure of urban villages is intense and closely connected with urban structure with plenty of entrances, while collective factory has one or two entrance but open to the public. Due to the complexity of the east, the urban structure is in bad condition in terms of continuity. Most roads have no cycle path, some of which have very poor or even no pedestrian path.

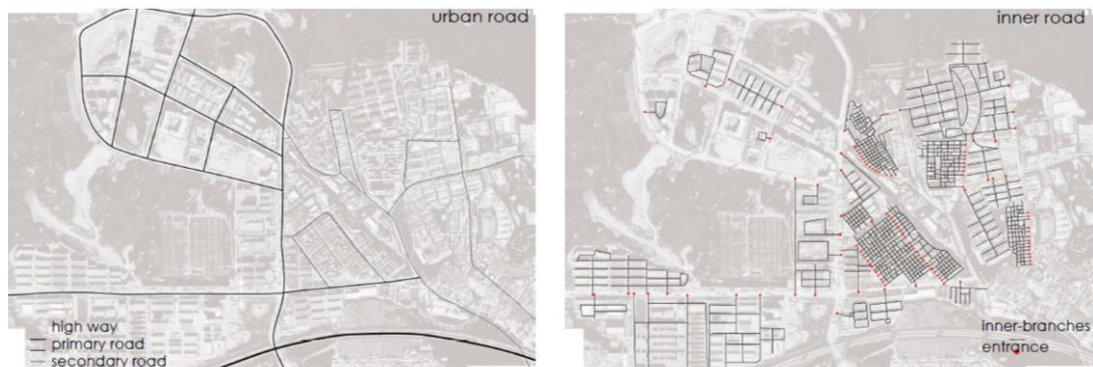


Fig.4 The road system of the urban study area.

Accessibility possesses an indirect correlation to the economy of the place – in this case, the vitality of the place as put forward by Hiller (1996) as ‘movement economies’. Accessibility can be analysed using the Space Syntax simulation, and one of the factors of accessibility is ‘Choice’ which means how often the street is passed to reach all the segments (in a radius of n) in a road structure (Javadi et al, 2017). High level of choice means that this particular segment of the street is more often in comparison to other streets and vice versa. This aspect is important for the like of commercial uses which depend on the ‘accidental’ visitor which will be higher if the street is passed more often. The space syntax analysis of street integration by global (fig.6) and local axial analysis (fig.7) demonstrates that streets are better integrated with urban villages whereas more fragmented in industrial parks. And most of the borders between industrial parks and urban villages are urban edges that separate them.

Apart from the space syntax analysis, there are 3 types of urban edges through the on-site observation in Dalang – A. wall as the edge; B. height as the edge; C. road as the edge. Wall and height are usually created on purpose to separate lands in different function and ownership that always in-between urban village and collective factory. This kind of edge is a necessary spatial element around a closed traditional factory. On the other hand, the road is unconsciously made as the edge that impedes people flow because of its improper width and typology.

Through adopting the space syntax and onsite observation, we found that on those streets with high activity level and large space, the car is dominant and the flowing rate is high. People only stay when they have functional needs such as work; On the streets with high activity level and medium space, cars, motorcycles and pedestrian mixed together. People's movement is restricted by the crowdedness. People stay around the comparatively larger open space on the streets; On the street with low activity level and large space, cars, motorcycle and pedestrian have their own space but the violation of the space happen sometimes. People do not stay even when there is a large space which is mainly around the newly built area without enough facility or function to support the activities. On the streets with low activity level and small space within the neighbourhood, the pedestrian is dominant. They will stay and utilise the space when there are some facilities, functions and space to support their activities. People would just pass through the path when there are not support.

Along with upgrading the traditional industry, more continuous and more permeable open space is needed in the area, and the close type of factory would not accommodate new needs. Thus the first thing facing spatial transformation is the edge in-between working and living space.

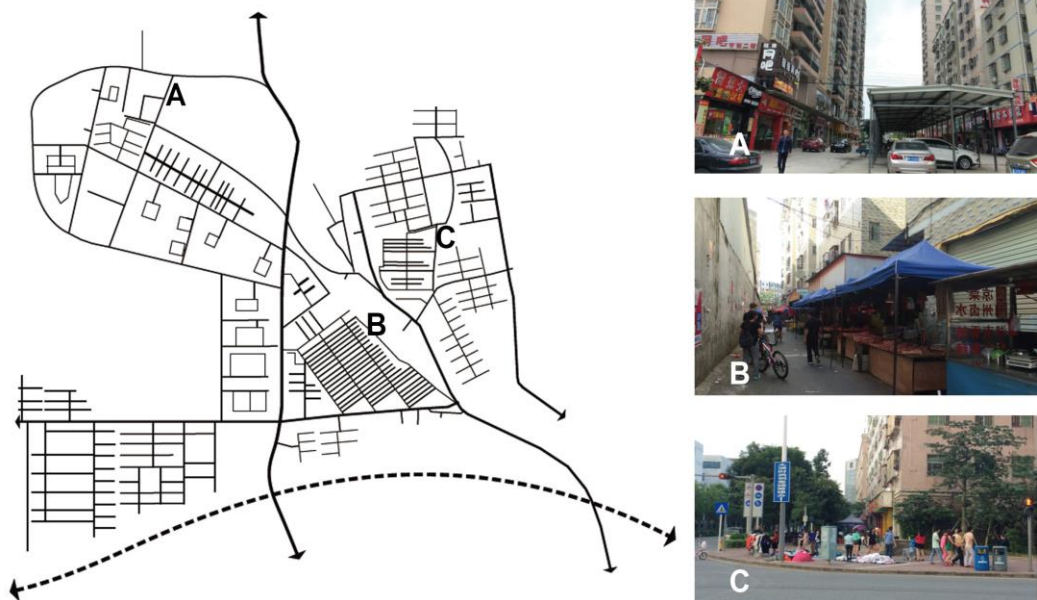


Fig.5 Road system analysis showing 3 types of urban edges in Dalang: A. wall as the edge; B. height as the edge; C. road as the edge

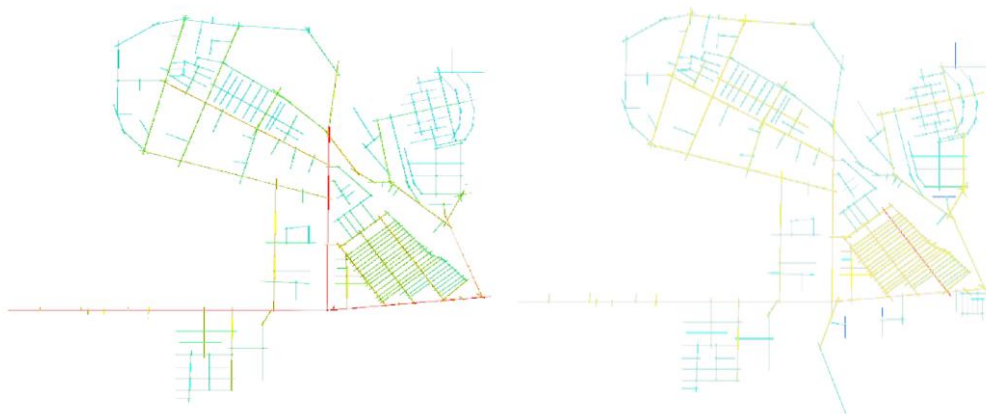


Fig.6 Global integration of streets, radius=n & Fig.7 Local integration of streets, radius=3

4.3 Main types of the work-related spaces

In the part of behaviour observation, the behaviour of urban immigrants are mapped in different streets, and their general behaviour patterns are concluded in 3 scales. In the large scale, people go to the square for gathering and resting, and not many people go to the disconnected large open space nearby even though they have higher quality. In the middle scale, walking to destination without staying become the most common behaviour in the urban village. The walking behaviour is hindered by the mixture of other activities such as commercial activity. In the small scale, limited space is available for people to stay, so they stay around corner of building or anywhere that is possible when needed. In general people tend to occupy possible space in the urban village.

As the local survey shows, more than one-third of migrants want to start their own businesses in the near future (Shao et al., 2016). And most of the businesses are retailing-related, including stores and vendors (SLC, 2015). The importance of retail stores and vendors' space is also argued by Saunders (Saunders, 2010), based on his investigations of China's urban villages. Drawn on the mapping of retailing in this area, there are four main types of retailing related to migrants in the area. They are catering, grocery, clothing (inc. clothing accessories) and entertainment-related retailing (including sport good, hobby, book and music stores). In terms of retailing, the main theory is "space of flow" underpinned by space syntax analysis by Hillier and Hanson (1996). Based on this, Sevtsuk did the study of urban geometry and retail activity, and concluded clustering, surrounding functions, turns or closeness of streets, between-ness & exposure to other streets, building footprint & road & sidewalk width as the main aspects affecting retailing configuration. Drawn on Sevtsuk's (2010) research, the main rules of retailing configuration are summarised as the matrix. However, the rules are verified in Cambridge, Boston, which is a fine-grain town, but as the urban fabric of this research case in the urban periphery of Shenzhen is much more fragmented, whether the rules work remains a question.

Thus, the configuration rules of the main retailing types related to migrants in this area has been verified through space syntax analysis, and mapping from perspectives as the figure below (fig.8). And based on the analysis of existing vendors' space in the area, several rules can be summarised. Street configuration is essential to the existence of the vendor's space. A strong positive relation can be seen between the concentration of vendors and street integration. Moreover, vendors tend to aggregate near the commercial street, where there is a large amount of pass-by pedestrian flows. In addition, a decent walking environment with wide sidewalks is crucial to the vendors.



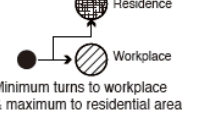

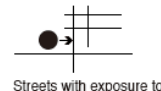
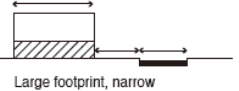

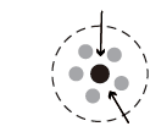


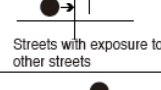

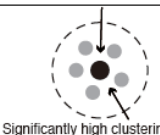

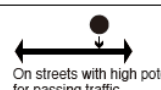
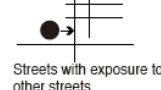
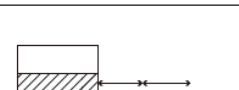
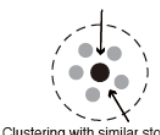

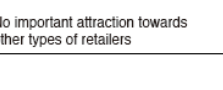
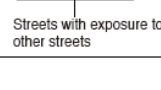

	Clustering	Surroundings	Street network	Building footprint, road & sidewalk
Catering	 Clustering with similar stores	 Tendency to workplace & other stores  Minimum turns to workplace & maximum to residential area	 Locate in streets with high between-ness  Streets with exposure to other streets	 Large footprint, narrow roads and wide sidewalks  More than one frontage
Grocery	 Clustering with similar stores	 Tendency to workplace & other stores	 High between-ness  Streets with exposure to other streets	 Large footprint
Clothing	 Significantly high clustering rate	 Tendency to workplace & other stores	 On streets with high potential for passing traffic  Streets with exposure to other streets	 Narrow roads with wide sidewalks
Sporting goods, hobby, book & music stores	 Clustering with similar stores	 Locate far from bus stop  No important attraction towards other types of retailers	 Streets with exposure to other streets	 Large footprint, narrow roads and wide sidewalks

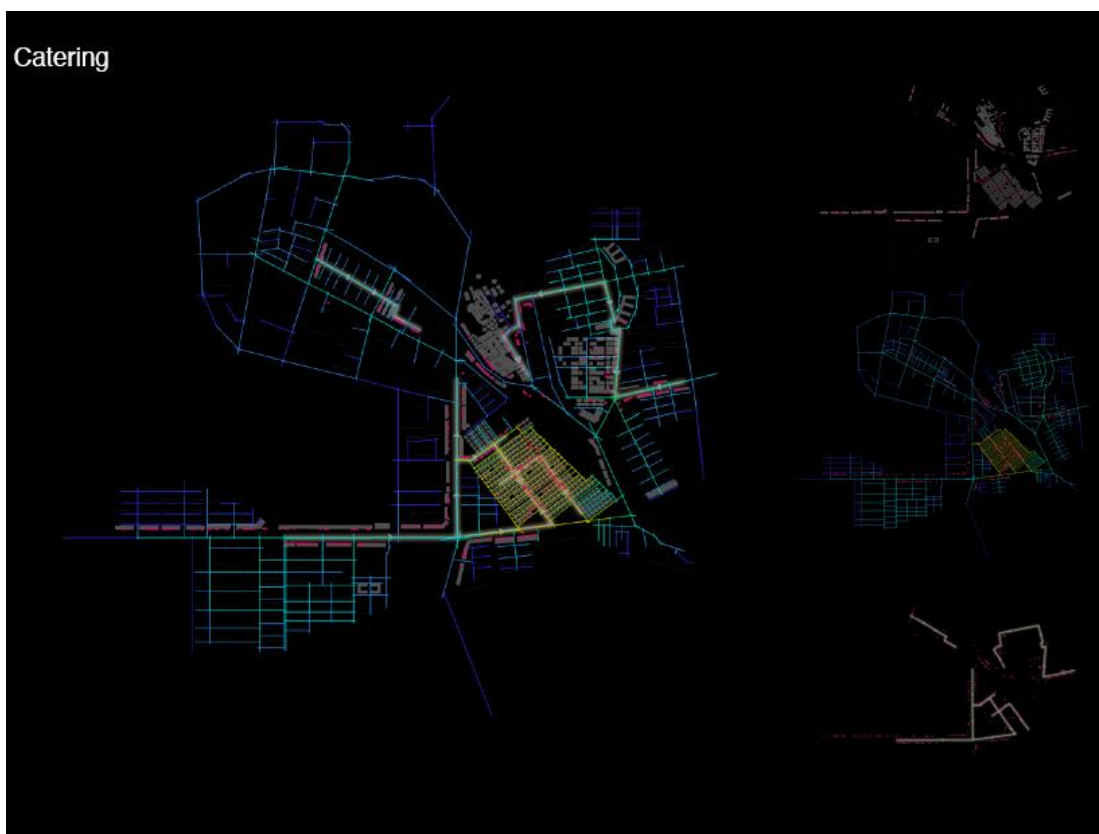
Fig.8 Summarised rules of retailing configuration from Sevtsuk's research:

- (1) Clustering tendency and the relation with surrounding function;
- (2) The relation with street connectivity and integration;
- (3) Accessibility through public transportation;
- (4) Road and sidewalk width.

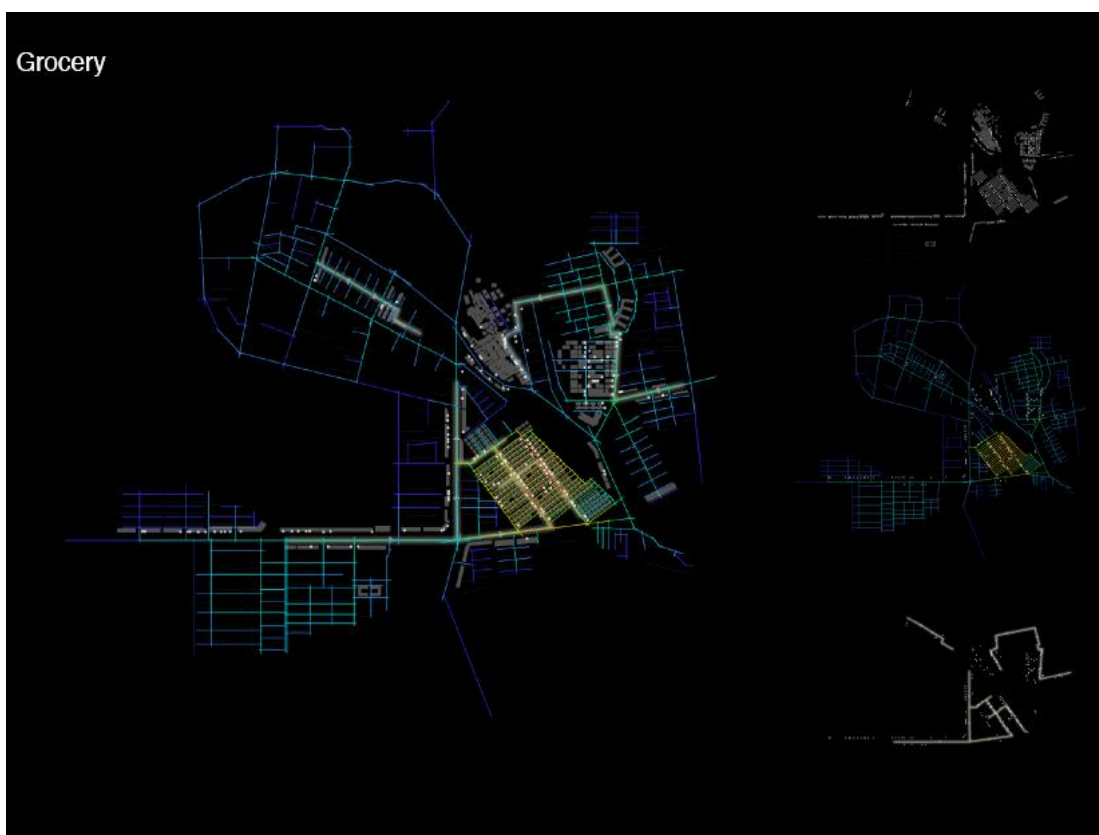


	Spatial configuration feature	Spatial condition	Overall conclusion
Catering store	-Concentrate in urban village; -Positive relation with street integration; -Along the routes from industrial parks to urban villages.	-Ground floor; -Wide sidewalk & narrow road.	1. Tendency of clustering; 2. Strong positive relation with street integration; 3. Concentration along the routes between industrial parks and urban villages; 4. Isolated fashion valley and central part fragmented the area.
Grocery store	-Concentrate in urban village; -Positive relation with street integration; -Along the routes from industrial parks to urban villages.	-Ground floor; -Wide sidewalk & narrow road; -Corner shop.	
Clothing store	-High rate of clustering; -Concentrate near fashion industry parks; -Locate on roads with large amount of passing traffic.	-Ground floor; -Wide sidewalk & wide road with more passing traffic.	
Sporting goods, hobby, book & music store	-Concentrate in urban village; -Surround main gathering spots of commercial activity; -Positive relation with street integration.	-Upper floor; -Wide road with more passing traffic.	

Fig.9 Overall retailing configuration on the site



Catering stores configuration and street integration



Grocery stores configuration and street integration



Clothing stores configuration and street integration



Entertainment-related retailing (including sport good, hobby, book and music stores) configuration and street integration

Fig.10 Individual work-related space configuration on the site



4. CONCLUSIONS:

This research embeds in current urban renewal and industrial transition context in Shenzhen's urban periphery. It reveals the ignorance of migrants' interests within current urban renewal, which relates to the market-oriented feature of rapid industrialisation and urbanisation in China. And because of the high cost of urban renewal and the high profits in the real estate market, in most circumstances, the municipality tends to hand over the development rights to developer and property owner. Since migrants do not have any property ownership and capital, their interests are ignored during this urban renewal process. And as a result, the raising and unaffordable housing price are expelling them, this is becoming a major source of social conflict in both rural and urban areas in China.

Through the empirical study of affordable work-related space and urban inclusiveness & vitality of this case study - the fashion village in Dalang, Shenzhen, it turns out that there is mutual promotion between them. Both vendors and retailing spaces rely on the vitality and inclusiveness of urban streets, and a vibrant and creative atmosphere is crucial for the young migrants and career starters. And the other way around, the existing of various affordable work-related spaces such as retail stores, vendors and local markets make a positive contribution to the creation of urban vitality and inclusiveness, people from different cultural groups can come together in a supportive context of mutual enjoyment, when as these experiences are repeated, those spaces become vessels to carry positive communal meanings (Carr et al., 1993). The efforts made here are to integrate the vision of providing affordable work-related space into the vision of economic development and the transformation of the area. Instead of putting the task of providing social welfare totally on the municipality, the main objective is to create common interests and realise a win-win situation between urban and migrants. Thus, commercial and residential development, as well as public functions of exhibition and affordable work-related space, is suggested as the vision of a multi-functional service zone for future urban planning.

To summarise, in order to understand the relationship between socio-economic performativity and urban form, this study adopted space syntax method which profiled the spatial structure and qualities on a local scale, and revealed the positive relationship between street integration and retailing performativity. In addition to that, descriptive disciplines suggested by urban experts as Jacobs, Montgomery, Gehl and Lynch...have also been referred to and verified in the urban context, which provided a thorough theoretical knowledge on the relationship between social performance and urban form.

Apart from the specific research on providing affordable work-related space for vulnerable groups, there are three main points can be learned from this approach and implied in other cases. One is the deep understanding of the relationship between socio-economic performativity and urban form through space syntax analysis, empirical studies and case study. The other is creating a common vision and promoting collaboration between stakeholders through planning and design. Thus, it can contribute to the provision of social welfare to the migrants and residents as well as the economic development of the city. In addition, the way of improving the whole spatial structure with a more integrated street network and public space system, also benefits the long-term development of an urban area.

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