

POLITECNICO DI MILANO
Facoltà di Architettura Urbanistica Ingegneria delle Costruzioni
Corso di Progettazione Architettonica



**ARCHITECTURE FOR URBAN-RURAL CONTINUUM,
A LIBRARY FOR MEISHAN.
(LONGHAI, ZHANGZHOU, FUJIAN)**

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ARCHITECTURE FOR URBAN RURAL CONTINUUM

A library for Meishan (Longhai/Zhangzhou/Fujian)

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ABSTRACT:

Il porto di Yuegang si trova nel delta del fiume Jiulong nella provincia di Fujian, Cina, che aveva svolto un ruolo importante nel commercio marittimo della storia della Cina nel sistema mediterraneo asiatico. Ma nel secolo scorso, con il drammatico processo di urbanizzazione di stile cinese, la maggior parte dei patrimoni in questa zona si trovano di fronte al problema dell'abbandono. La tesi comprende due parti: una parte è una ricerca sulla storia, la geografia dettagliata, la cultura e l'architettura del Jiulong River Delta e del Meishan Village; l'altra parte è un progetto di progettazione architettonica e urbanistica del villaggio di Meishan, come prova di una nuova strategia di urbanizzazione, per riprodurre la tipologia e la morfologia architettonica tradizionale di Minnan.

Yuegang Port is located in Jiulong River Delta in Fujian Province, China, which had played an important role of maritime trade in history of China, in the Asian Mediterranean system. But in the last century, with the dramatic process of Chinese style urbanization, most heritages in this area are facing the problem of being demolished. The thesis includes two parts-one part is a research about the history, detailed geography, culture and architecture in Jiulong River Delta and Meishan Village; the other part is an architectural and urban design project in Meishan Village, as a trial of new urbanization strategy, to reproduce Minnan traditional architectural typology and morphology.



INDEX:

Research: From Asian Mediterranean to Meishan Village, Fujian, China

1. Introduction: Asian Mediterranean
2. New system: Investigations on treaty ports
3. Rise and fall: History of Jiulong River Delta and Yuegang Port
4. Along the channels: Urban structure and architecture in south bank of Jiulong River Delta
5. Permutation and combination: Architectural typology and morphology study
6. Mountain and water: Landscape units in Fugong Plain
7. A Visit: Architecture and context in Meishan Village

Project: Architectural and Urban Design in Meishan Village

1. The site in Meishan
 2. Concept and strategy
 3. Dialog with the tradition: Campus community in Meishan
 4. Final boards
-





From Asian Mediterranean to Meishan Village



During the intensive infrastructure in the north bank of Jiulong River, overpasses, high way and high speed railway connecting Zhangzhou and Xiamen had cut out the historical ports from the water front and the rural hinterland, following the official urban planning. Then the whole area, including heritages, was overlapped by undifferentiated urban expansion with blocks of different functions, and vertical and horizontal roads.

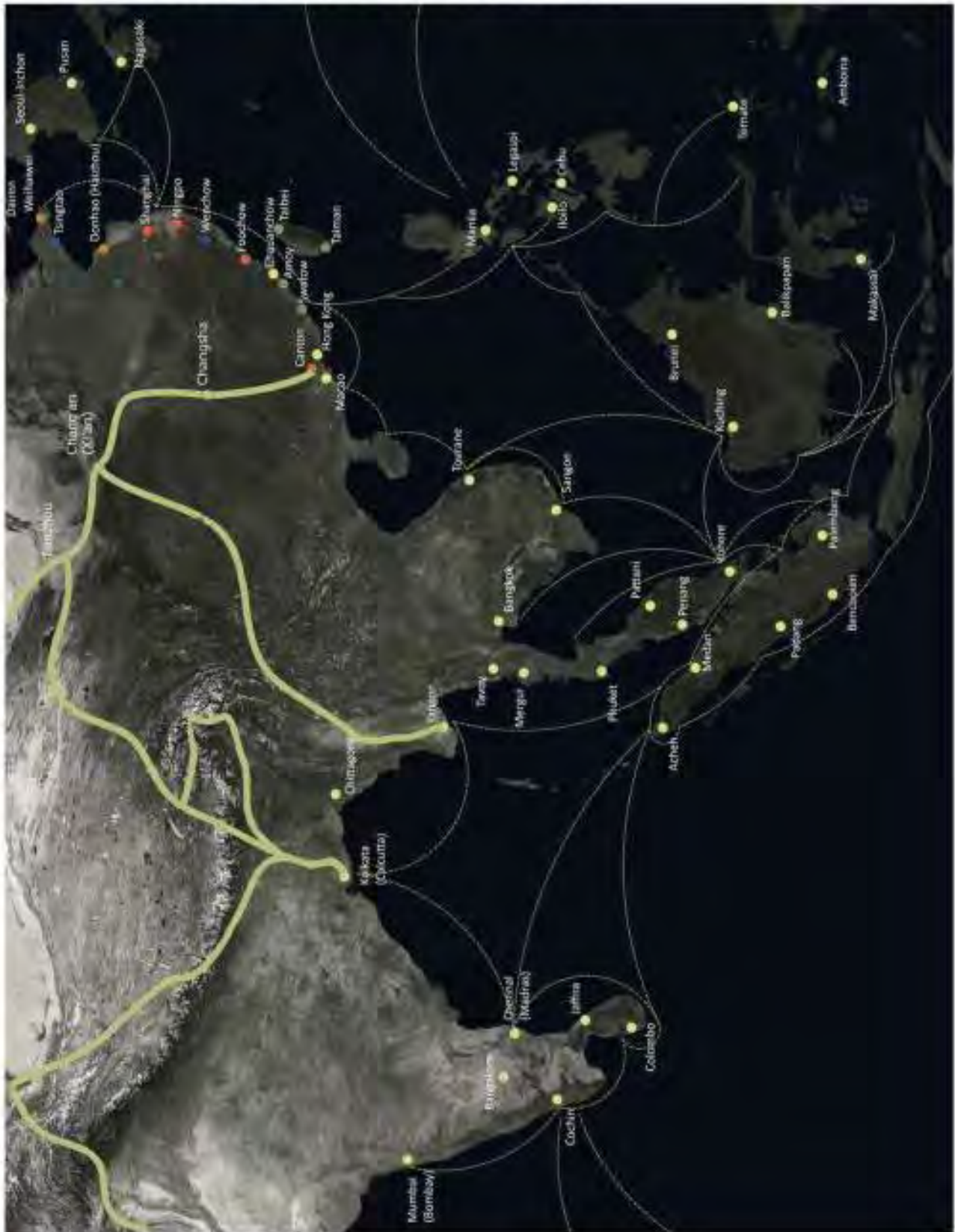
The aims of the research are: to illustrate a methodological approach that enables to identify the historical structure of the settlement; to produce, on the base of this identification, alternative models of spatial development to the current practice of the Official planning.

Here three cases are selected from thousands of towns, counties and Villages in Jiulong River Delta area. Luchuan and Shima are located in the coast line of north bank, while Meishan a Village of Fugong Town in south bank, near Nanxi River.

Our research is mainly focused on Meishan Village to identify the historical structure of the settlement (urban scale) and typology and morphology of traditional architecture (architectural scale). In the end, I will come up with an architectural and urban design project, based on our research and typology and morphology study, to discuss about future urbanization in urban-rural areas with heritages.



Southern East Asia Trade Ports and Rouths



- Original ports opened in 1842-1844
- Ports opened by 1865
- Ports opened by 1900
- Ports opened by 1920
- Major Ports
- Silk Road



SILK ROAD NETWORK

The Silk Roads continued to focus on luxury items such as silk and other items whose weight to value ratio was low. In the post-classical age, however, the Silk Roads diffused important technologies such as paper-making and gunpowder.

MEDITERRANEAN NETWORK

In the previous period (600 B.C.E. to 600 CE.) the Mediterranean saw its heyday of trade under the territorial height of the Roman Empire. Muslim and Jews established trading firms in Cairo which benefited from the lucrative trade in silk yarn and cotton textiles. Into the Mediterranean flowed precious gems and perfumes from India, along with the long standing trade items of olive oil and glassware.

TRANS-SAHARAN NETWORK

The Trans-Saharan trade routes that formed in the classical age grew enormously in the period from 600 to 1450 CE. Caravan crossings of the Sahara desert increased the trade in gold, salt, ivory and slaves.

INDIAN OCEAN NETWORK

Indian Ocean trade continued to be the ideal network for exchanging bulk items, such as timber, ivory, spices, cotton textiles, and other things that would be difficult to move on land routes(600 BCE to 600 CE).



Southern East Asia Trade Ports and Rouths

Historical Trade Maps

13-14th Century



Historical Trade Maps

15th Century

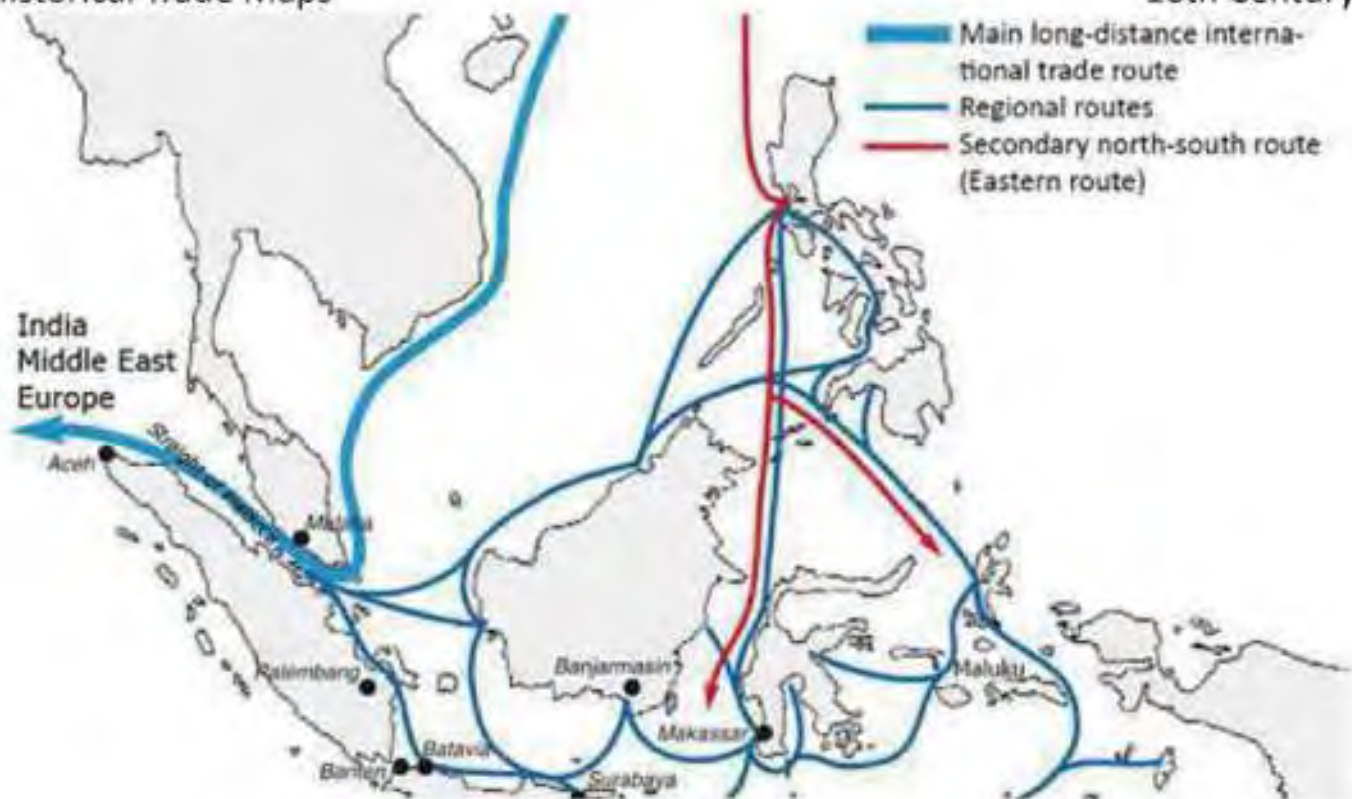




Southern East Asia Trade Ports and Rouths

Historical Trade Maps

16th Century



Main Eurasian Trade Routes

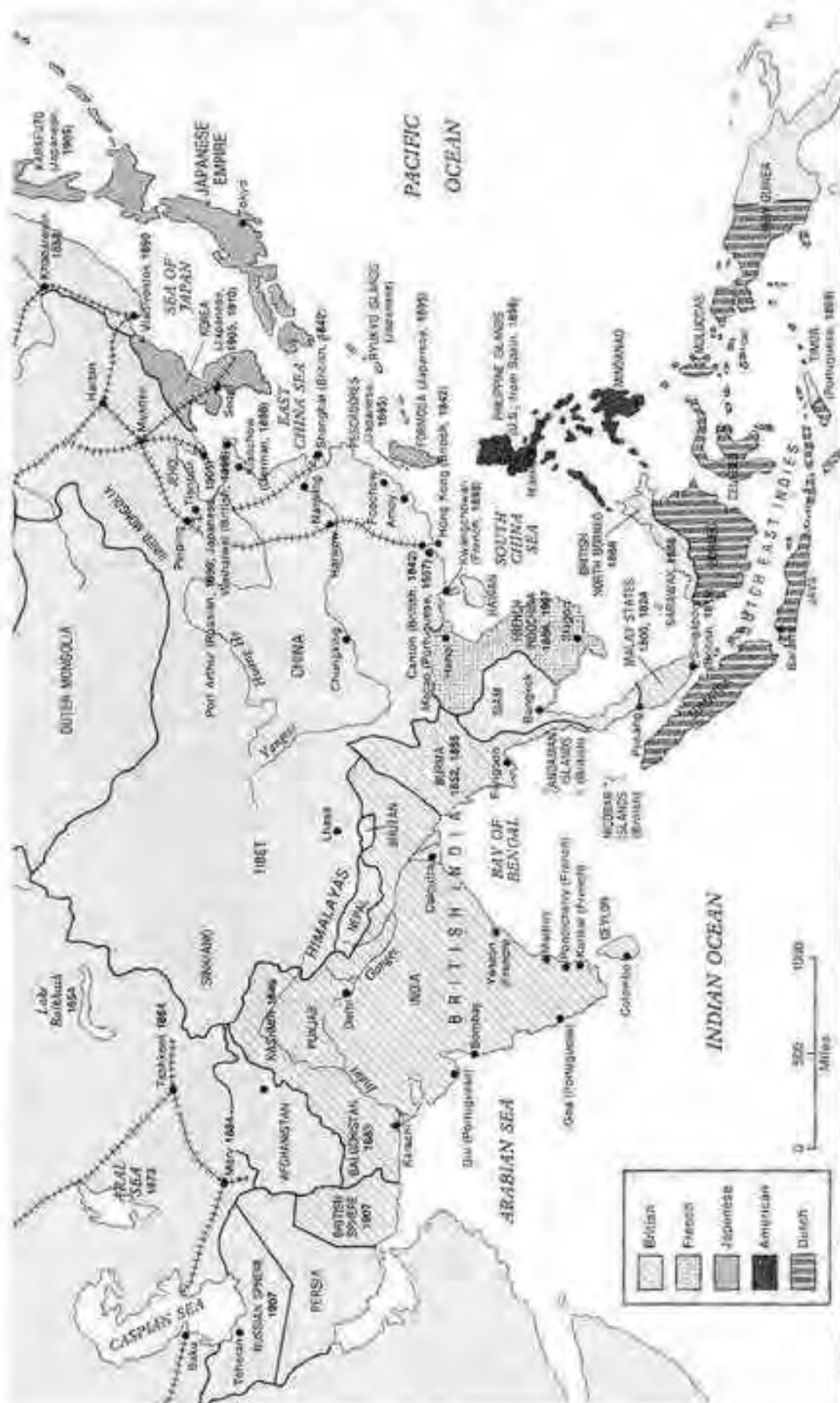
17th Century





Southern East Asia Trade Ports and Rouths

Colonization Period Trade Routes





Southern East Asia Trade Ports and Rouths

Opium War Treaty Ports





Southern East Asia Trade Ports and Rouths

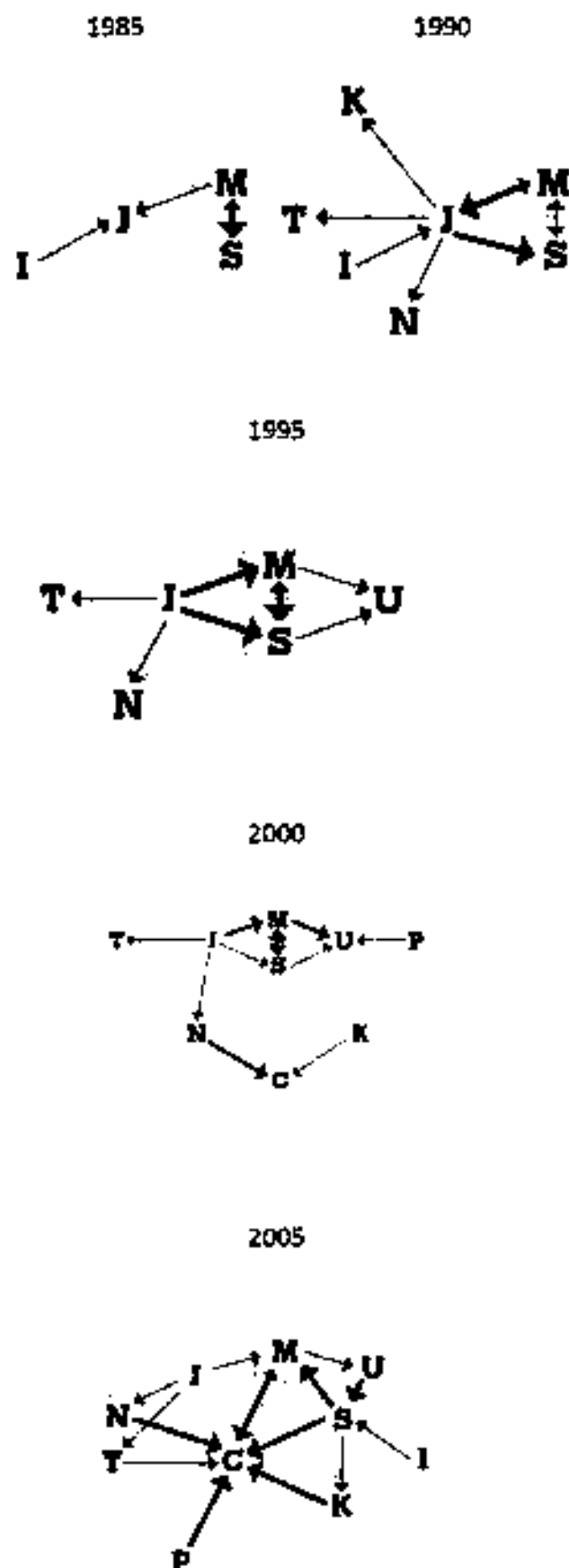
Opium War Treaty Ports





Southern East Asia Trade Ports and Rouths

Evolution of Regional Production Networks 1985-2005



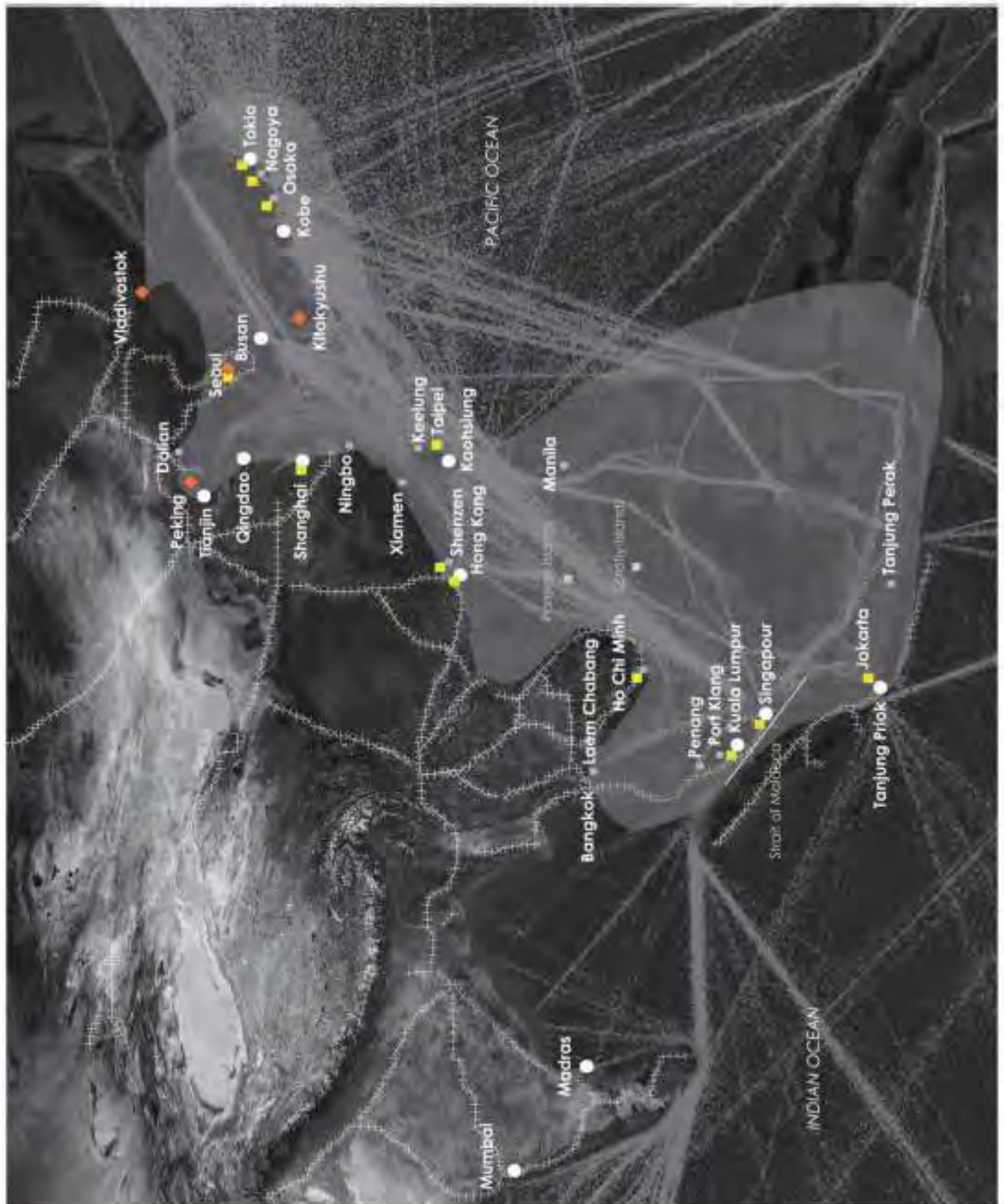


Colonization Period Trade





Maritime Shipping Routes And Strategic Passages After World War II



- Major City
- Stock Exchange PORT
- Hub
- Feeder



Maritime Shipping Routes And Strategic Passages After World War II

World War II had a significant impact on the colonized groups of Southeast Asia. During the war, the Japanese seized much of Southeast Asia from the European nations that had controlled the region for many years.

The Japanese conquest helped the people of Southeast Asia see that the Europeans were far from invincible. When the war ended, and the Japanese themselves had been forced out, many Southeast Asians refused to live again under European rule.

They called for and won their independence, and a series of new nations emerged.

After independence many countries in Asia sought to develop industries of their own to produce substitutes for their former imports.

At the beginning of the 1st century nearly all countries were responding to the globalization of production by promoting exports and opening domestic markets to international competition to varying degrees.

However, in East and Southeast Asia intraregional trade has grown in importance. Japan has assumed a prominent role in Asian trade, and South Korea, China, and Taiwan have also traded more heavily with other Asian countries.

Because many of the countries of East and Southeast Asia have maintained substantial trade surpluses and because those regions as a whole have been net exporters, many of those countries have derived most of their imports from other Asian countries, while their main export market has often been outside the region, often in the United States.

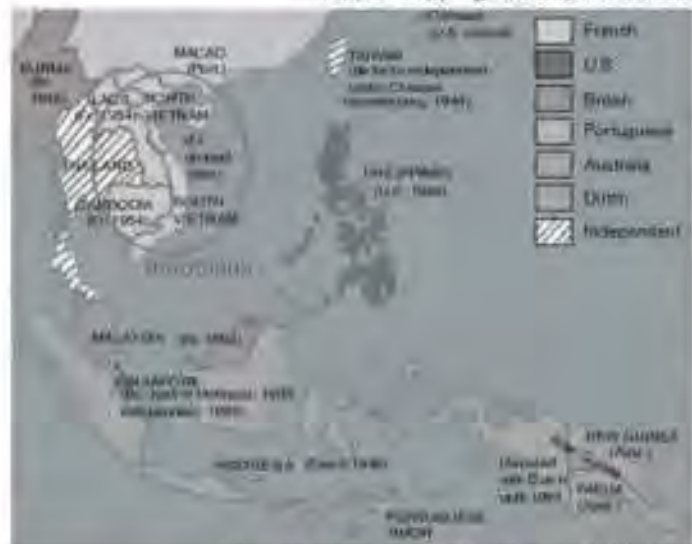


Maritime Shipping Routes And Strategic Passages After World War II

Historical Maps



Principal Shipping Routes, 1938-1945

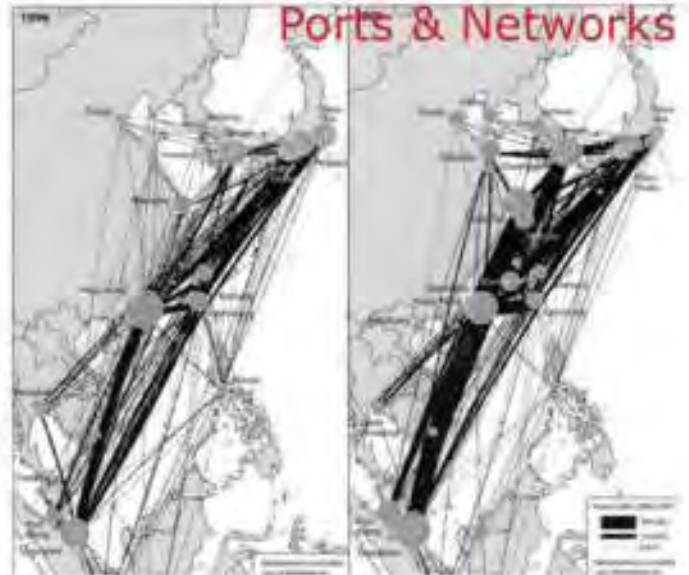


Decolonization of Southeast Asia, 1945-1960

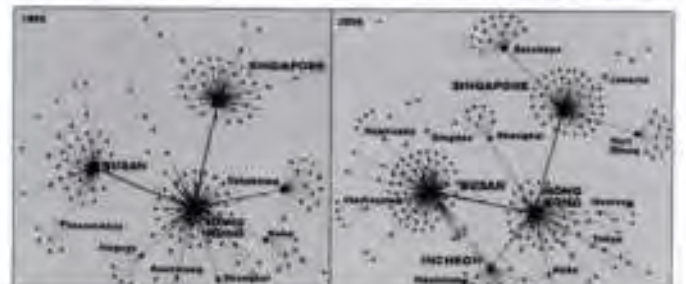


Principal Shipping Routes Now

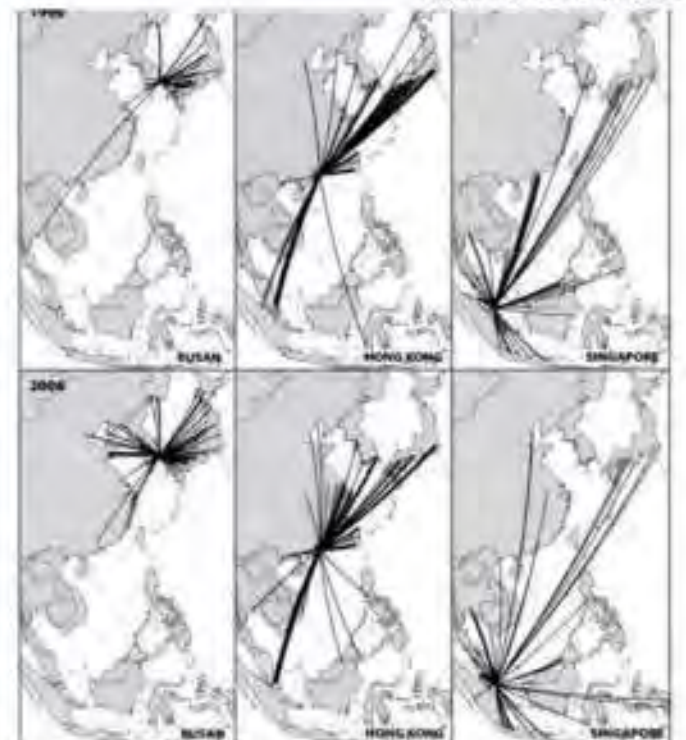
Ports & Networks



Complete Connection Between East Asian Ports 1996-2006



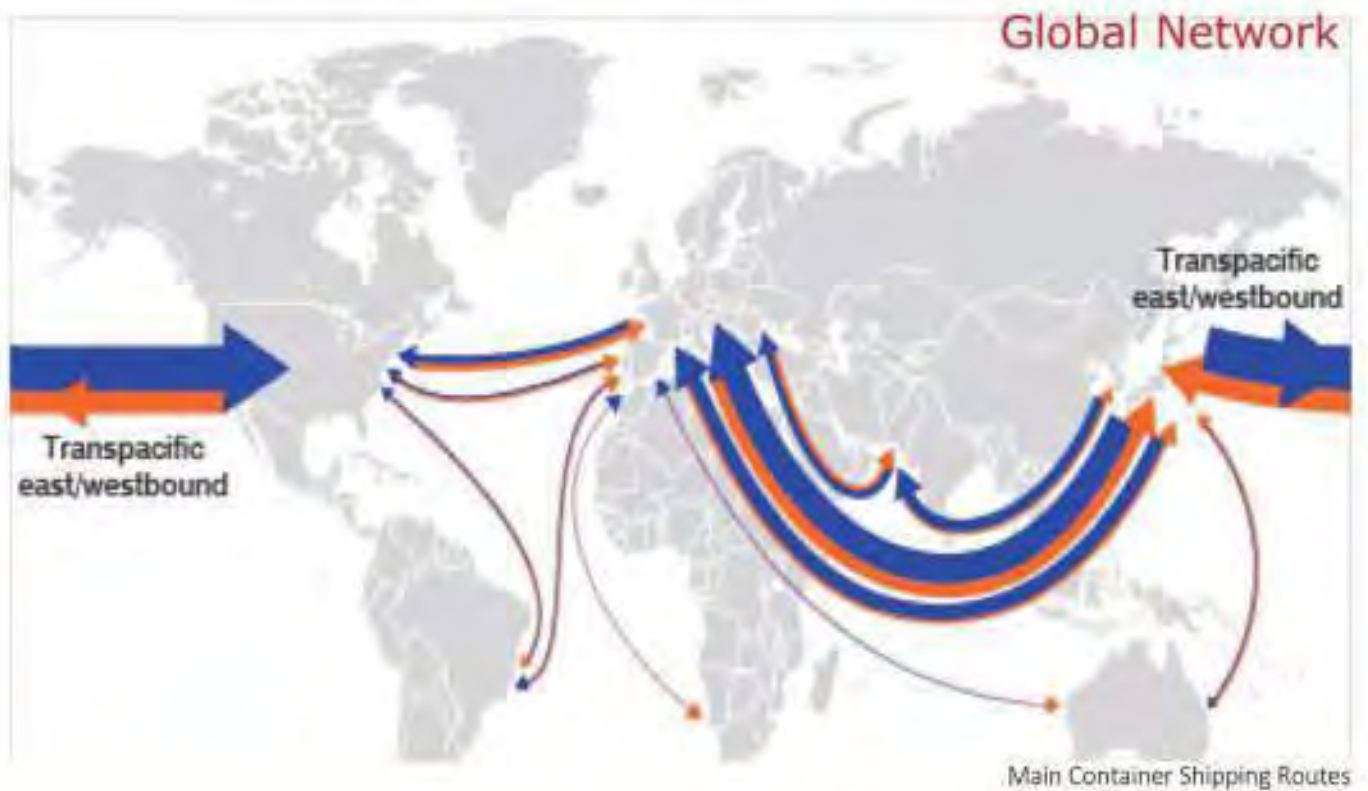
Nodal Flows 1996-2006



Nodal Regions of Main East Asian Hub Ports 1996-2006



Maritime Shipping Routes And Strategic Passages After World War II





Maritime Shipping Routes And Strategic Passages After World War II

One Belt, One Road



Project Completed and Planned 2015

The Silk Road Economic Belt and the 21st-century Maritime Silk Road, also known as The Belt and Road One Belt, One Road (abbreviated OBOR) or the Belt and Road Initiative is a development strategy and framework, proposed by Chinese paramount leader Xi Jinping that focuses on connectivity and cooperation among countries primarily between the People's Republic of China and the rest of Eurasia, which consists of two main components, the land-based "Silk Road Economic Belt" (SREB) and oceangoing "Maritime Silk Road" (MSR). The strategy underlines China's push to take a bigger role in global affairs, and its need for priority capacity cooperation in areas such as steel manufacturing.



6 Proposed Economic Corridors

The coverage area of the initiative is primarily Asia and Europe, encompassing around 60 countries. Oceania and East Africa are also included. Anticipated cumulative investment over an indefinite time scale is variously put at US\$4 trillion or US\$8 trillion. One Belt, One Road has been contrasted with the two US-centric trading arrangements, the Trans-Pacific Partnership and the Transatlantic Trade and Investment Partnership.



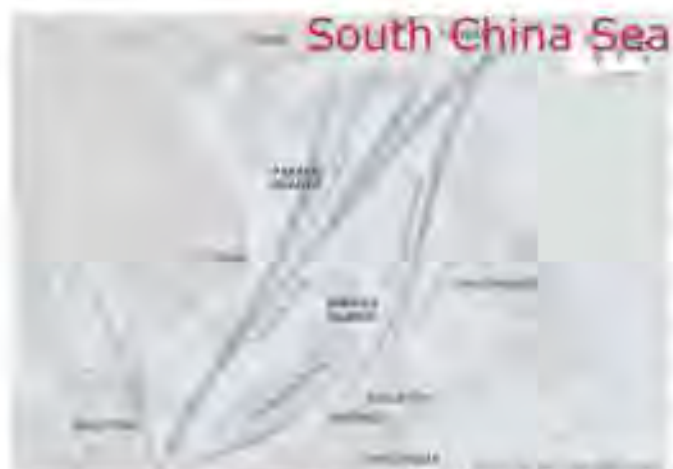
Economic Belt and Maritime Road

The Maritime Silk Road, also known as the "21 Century Maritime Silk Road" is a complementary initiative aimed at investing and fostering collaboration in Southeast Asia, Oceania, and North Africa, through several contiguous bodies of water the South China Sea, the South Pacific Ocean, and the wider Indian Ocean area.

The Maritime Silk Road initiative was first proposed by Xi Jinping during a speech to the Indonesian Parliament in October 2013. Like its sister initiative the Silk Road Economic Belt, most countries in this area have joined the China-led Asian Infrastructure Investment Bank.



Maritime Shipping Routes And Strategic Passages After World War II



Paracel and Spratly Islands



Sovereignty Claims on the Islands



Exclusive Economic Zone (EEZ)

Rich in resources and traversed by a quarter of global shipping, The South China Sea is the stage for several territorial disputes that threaten to escalate tensions in the region.

At the heart of these disputes are a series of barren islands in two groups-the Spratly Islands, off the coast of the Philippines, and the Paracel Islands, off the coast of Vietnam and China.

Both chains are essentially uninhabitable, but are claimed by no fewer than seven countries, eager to gain control of the vast oil and gas fields below them, as well as some of the region's best fishing grounds.

Indonesia, Malaysia and Brunei have made claims to part of the Spratlys based on the internationally recognised Exclusive Economic Zone (EEZ), which extends 200 nautical miles from a country's coastline.

Based on the EEZ, the Philippines has the strongest claim on the Spratlys and their resources, with EEZ covering much of the area. However the lure of resources and prospect of exerting greater control of shipping in the region, means that greater powers are contesting the Philippines' claims.

China has made extensive sovereignty claims on both the Spratlys and the Paracels to the north, based largely on historic claims outlined in a map from the middle part of the 20th century known as the 'Nine Dash Maps'

Taiwan also makes claims based on the same map, as it was created by the nationalist Kuomintang government, which fled to Taiwan after the communists seized power in China.

Vietnam also claims the Spratlys and Paracels as sovereign territory, extending Vietnam's EEZ across much of the region and bringing it into direct conflict with China.

Building and protecting these structures has resulted in a series of stand-offs between countries in the region, each with the potential to escalate.

China has been leading the charge with these installations, and has deployed vessels to the region to protect their interests.



Treaty Ports



Treaty ports are the most important cells of the Asian Mediterranean system of maritime trade. Here are several studies on treaty ports in China to show their history of development. Another one is Batavia/Jakarta, since its history was deeply influence by the settlement of Chinese migrants in Ming Dynasty.



Treaty Ports and City Developments | Macau 1889s-1920s





Treaty Ports and City Developments | Macau 1889s-1920s

THE MAP IS AIM TO SHOW THE BASIC INFORMATION OF THE HARBOUR IN MACAU IN 1910S. WE CAN SEE THAT THE ROADS NEAR TO THE COAST WERE ORGANIZED WELL.THERE WERE PLENTY OF FARMLAND IN OLD MACAU.

AND SEVERALLANDMARKS IN THE HISTORICAL CITY CENTER. AND THE GOVERNMENT TOOK ADVANGE ALL THE COAST LINE TO USE AS THE HARBOUR WHICH MAKE HONG KONG DEVELOP REALLY FAST. THE READ THE REGIONS ARE THE NEW DEVELOPED AREA IN MACAU. SO THE GOVERNMENT DECDE TO RECLAMATION", THE RED THINGS ARE THE NEW COAST LINE OF MACAU.



Treaty Ports and City Developments | Shanghai 1840s-1870s



1890s



1990s





Treaty Ports and City Developments | Shanghai 1840s-1870s



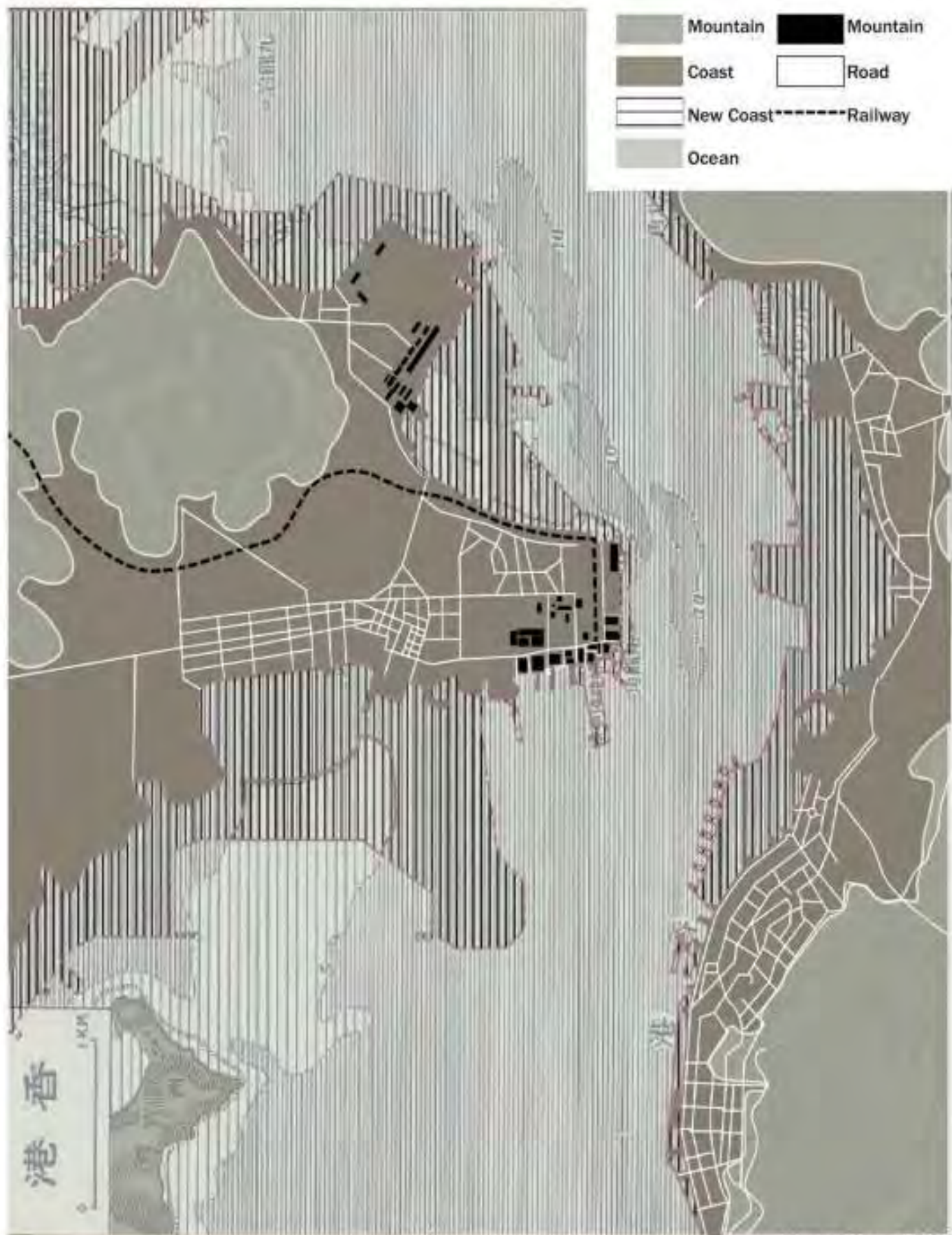
1910s



1920s



Treaty Ports and City Developments | HongKong 1866s-1920s



HongKong 1900



Treaty Ports and City Developments | HongKong 1866s-1920s

THE MAP IS AIM TO SHOW THE BASIC INFORMATION OF THE HARBOUR IN HONG KONG IN 1920S. WE CAN SEE THAT THE ROADS NEAR TO THE COAST WERE ORGANIZED WELL. AND THE GOVERNMENT TOOK ADVANTAGE ALL THE COAST LINE TO USE AS THE HARBOUR WHICH MAKE HONG KONG DEVELOP REALLY FAST. THE RED THINGS ARE THE NEW DEVELOPED AREA IN HONG KONG. THE LACK OF LAND IN HONG KONG IS A SERIOUS PROBLEM. SO THE GOVERNMENT DECIDE TO "RECLAMATION". THE RED THINGS ARE THE NEW COAST LINE OF HONG KONG.



Treaty Ports and City Developments | Shanghai 1840s-1900s





Treaty Ports and City Developments | Shanghai 1840s-1900s

Before the 18405, Shanghai was a small town, even not a city (the red square).

The Bund which later became the wharf, was just an area of unconstructed mud flat, with small rivers, tombs and broken houses along the Huangpu River. But after the Opium War I, everything changed. Because of the Treaty of Nanking 1842, the first unequal treaties, Shanghai with four other treaty ports were opened, and the development of Shanghai had just begun. Before long 23 foreign firms opened along the Huangpu River-the Bund.

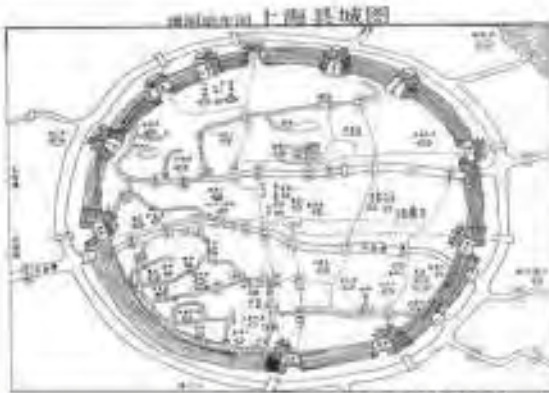
The first construction climax was between 18405 and 18905. International companies had branches here including Jardine Matheson & Co, Dent & Co, David Sasson and Sons Company, etc. Although the quality of architecture works during this time was not as high as the following ones, the treaty port provided the fundamental conditions of Shanghai becoming the financial and economical center of China, even Far East.

Then the second climax came in the late 1890s, when local and international capitals swarmed into Shanghai. At the same time, new architectural styles and theoretic were brought to China and practiced in Shanghai. During the period from 1900 to 1930, many architectural styles including eclecticism, classical, neo classical, took the place of old brick-wood buildings with new functions and higher quality.

Then Shanghai became an international financial and economical center of China, even of Far East, rather than a wharf or a trading port. This position has lasted for more than 100 years till today.



Treaty Ports and City Developments | Shanghai 1840s-1900s



Map of Shanghai Country Before 1840



Shanghai Before 1840



The Bund Shanghai 1845



The Bund Shanghai 1880



Map of Shanghai 1873



Nanjing Road Shanghai 1872-1874



Wall of Shanghai Country Late 19th Century



Asia Building 1916



Treaty Ports and City Developments | Shanghai 1840s-1900s



Map of Shanghai 1910



Nanjing Road Shanghai 1910



Original Shanghai Club Building 1864



New Shanghai Club Building 1909



Map of Shanghai 1930



The Bund and Pudong District 1935



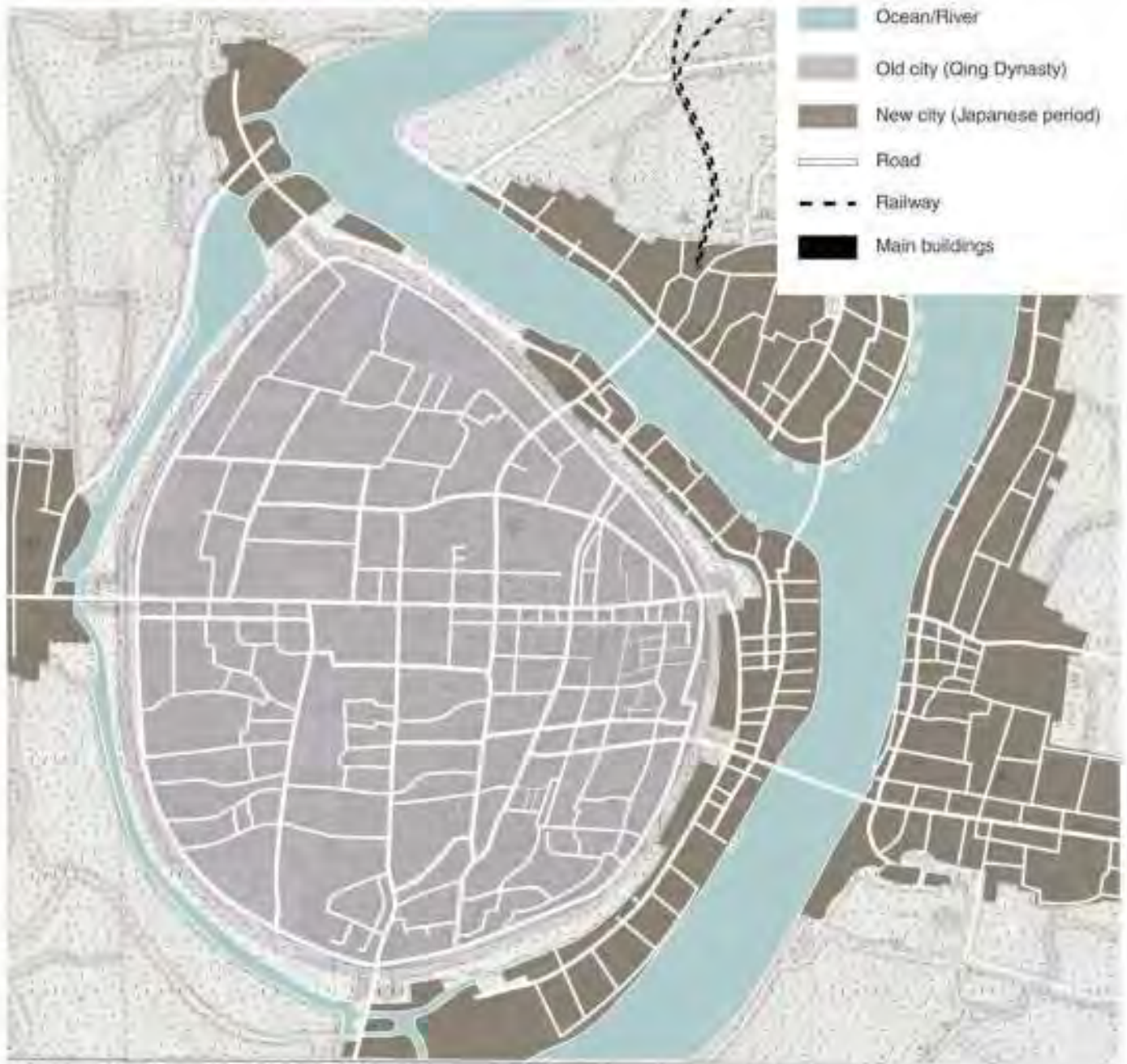
Central Hotel 1850 and Sassoon House 1929
South and North Building of Peace Hotel Today



Waibaidu Bridge 1907



Treaty Ports and City Developments | Ningbo



The map shows the basic information of the main area of Ningbo city at 1914. Ningbo has been an important port for a long history, mostly to Japan and Korea. After the Opium Wars, at 1840, it became a treaty port. It accelerated the development of urbanization of Ningbo city. So many important cities were built at this period.



Treaty Ports and City Developments | Ningbo

Old Maps of Port Area





Treaty Ports and City Developments | Ningbo

Important Old Buildings of Ningbo





Treaty Ports and City Development of Taipei



The map shows the basic information of the main area of Taipei city at 1905. Taiwan became a colony of Imperial Japan. Taiwan's Japanese rulers embarked on an extensive program of advanced urban planning that featured extensive railroad links. A number of Taipei landmarks and cultural institutions date from this period.



Treaty Ports and City Development of Taipei

Old Maps of Port Area





Treaty Ports and City Development of Taipei

Important Old Buildings at Taipei

Japanese Colonial Period





Batavia Early 19th Century

Batavia was founded by Jan Pieterszoon Coen in 1619 with intention to monopolize the spice trade by further developing the system of key bases and controlled sea routes.

Batavia was the official name for the entire of the capital city of the Netherland Indies. It generally meant the old city in the north around Kali Besar, the town hall, the old port, and the chinese settlements at Glodok. The old town remained the center of trade and commerce until early 19605, but had ceased to be one of the main European residential areas by the end of the 18th century.



Map of Batavia 1897

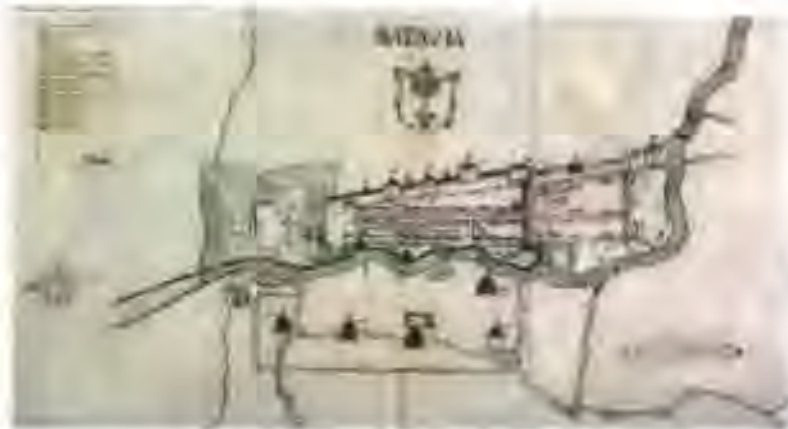


Map of Batavia 1914



Batavia After the Independence Day Jayakarta

In the beginning of the City of Batavia, the central governer located inside the fortress named Kasteel Batavia.



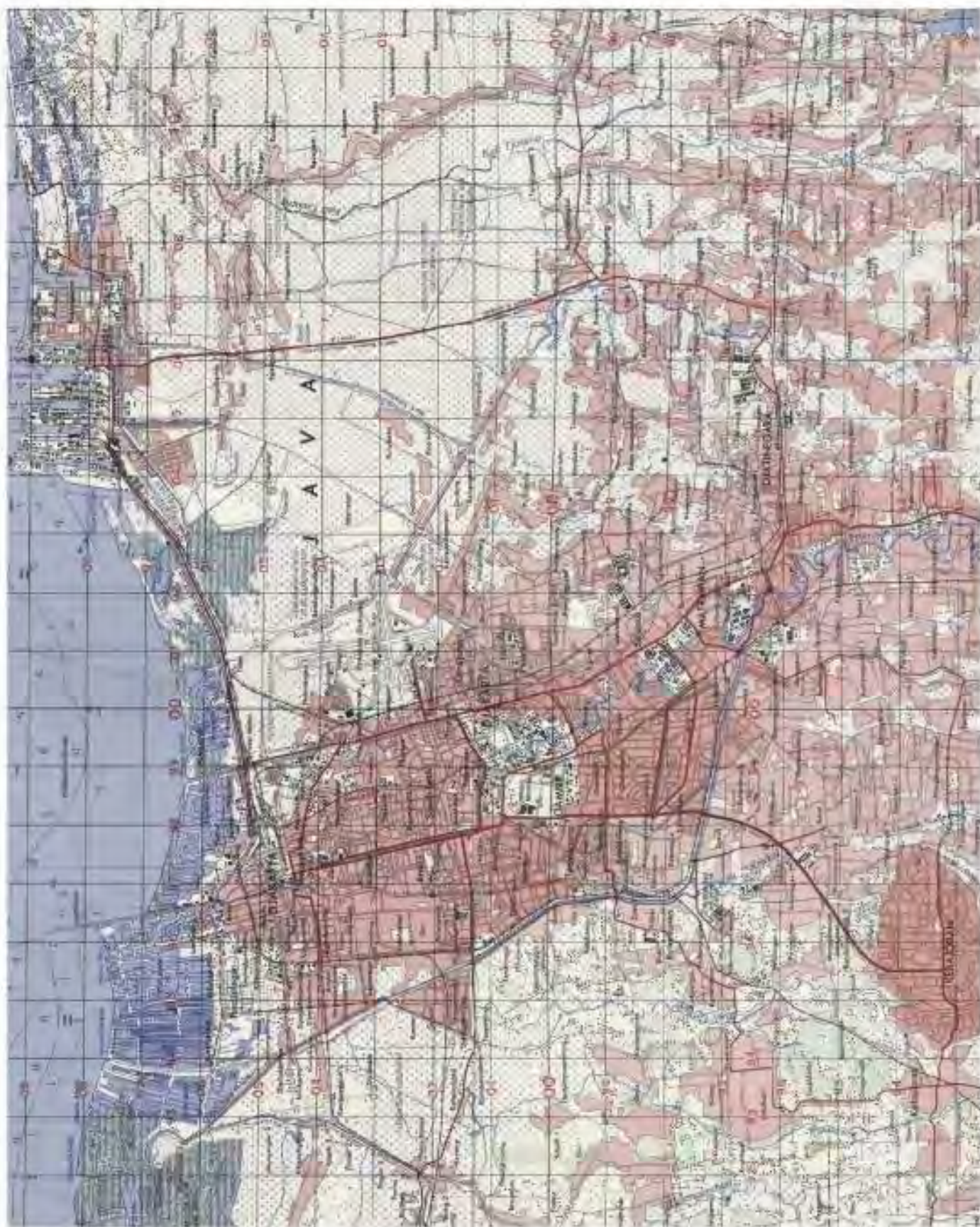
The Growth of Batavia From 1600s

The transfer of the Central Government Area has occurred a few times in the history of Jakarta. It was first located in the Kasteel Batavia (1), then moved to Stadhuisplein which now called as Lapangan Banteng (2). After this, the government built a Palace called Merdeka Palace facing towards Waterlooplein (3), which later became the National Monument of Indonesia. This movement of the central government clearly shows that the growth of the city working simultaneously with the movement of the central government which is towards the south.





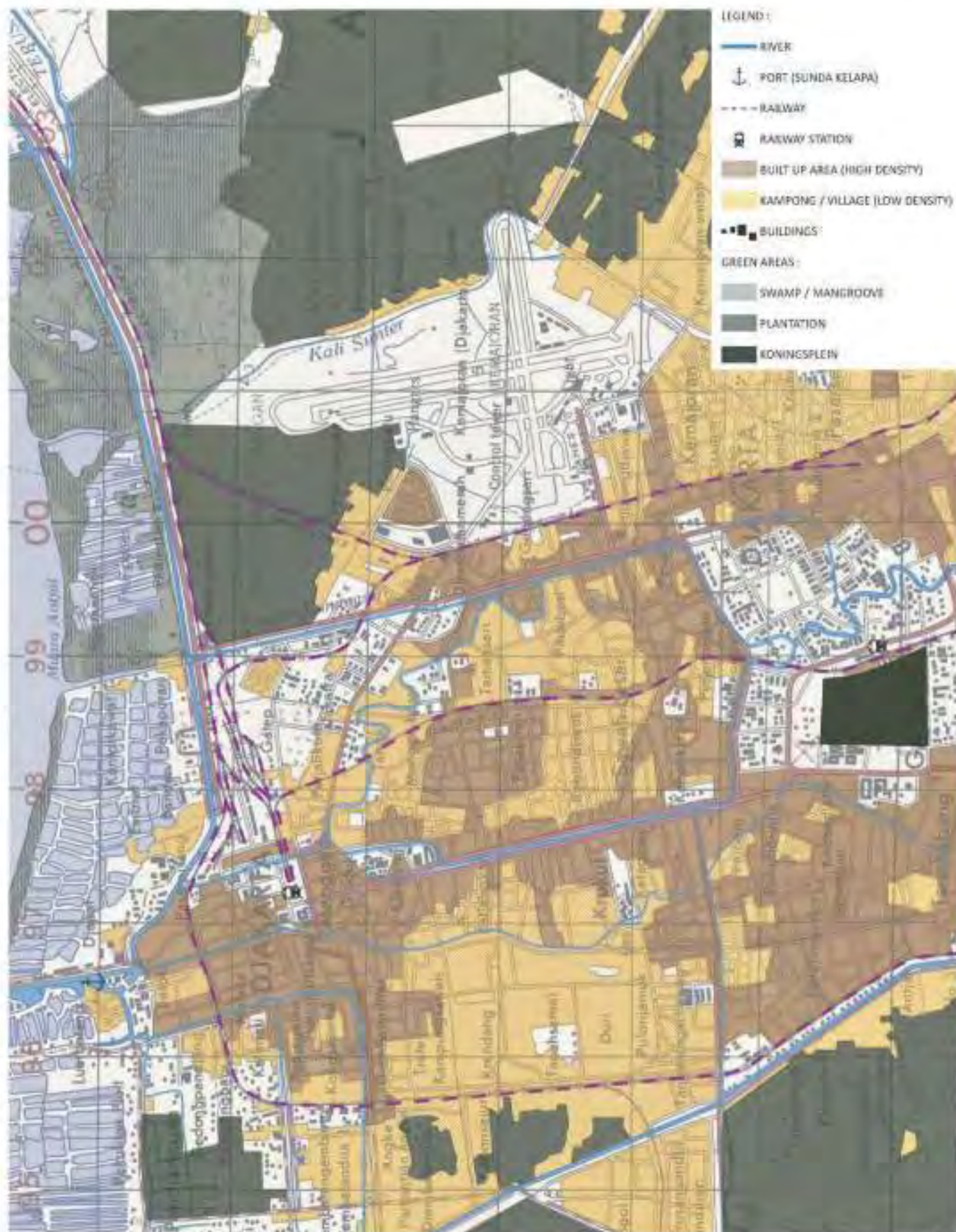
Batavia After the Independence Day



Map of Batavia 1959



Jakarta 1959 Analysis



Jakarta 1959



Jakarta 1959 Analysis

In the period after the independence day the city started growing, and the area around Koningsplein worked as a government area.

In this period, National monument started it's construction in Koningsplein.

The low density area spread quite fast and the plantation areas became less.



Batavia/Jakarta Now



Current Jakarta (Satellite View)



Batavia/Jakarta Now



National Monument



Istana Merdeka Now



Istana Merdeka



Lapangan Banteng



Jakarta Cathedral



Sunda Kelapa Port



Jakarta main Ports



Batavia/Jakarta Now



National Monument (Koningsplein)

1. NATIONAL MONUMENT AND AROUND LEGEND

1. National Monument
2. Istana Merdeka
3. Mosque
4. Gambir Station

After the construction of Istana Merdeka (Merdeka Palace), the area became the important core of Jakarta. There are several important buildings around.



Koningsplein



2. LAPANGAN BANTENG AND AROUND LEGEND

- Lapangan Banteng
- Cathedral Jakarta

From around the turn of the 19th century until the mid 1960s, this area had a strongly military character. It was used for military parades and the early 19th century was known as Paradeplaats.



Lapangan Banteng

3. SUNDA KELAPA PORT

The old port of Batavia, also known as the Haven Kanaal is now the port of Sunda Kelapa. Sunda Kelapa Port is one of the oldest ports in Indonesia and was owned by the Tarumanegara Monarchy.



Sunda Kelapa Port

It was the main point of entry to Batavia for visitors arriving by sea for over two and a half centuries, from the founding of Batavia by the Dutch in 1619 until the new port of Tanjung Priok was completed in 1885.



Batavia/Jakarta Now



Kota Tua



Istiqlal Museum and Plaza (Batavia Town Hall)



Batavia Town Hall / The Stadhuis



Chinese Settlements (Glodok)



Glodok Now



Glodok



Batavia/Jakarta Now



Jakarta City Station



Jakarta City Station



Vihara Dharma Bakti Now



Vihara Dharma Bakti 1932

4. KOTA TUA AND AROUND LEGEND



1. Batavia City Station
2. Bank Mandiri Museum
3. National bank of Indonesia Museum
4. Fatahillah Museum
5. Wayang Museum
6. Art Museum
7. Plaza

Kota Tua is located inside Batavia City Walls with landmark of The Stadhuis which means the town hall, and now is used as a Museum (Fatahillah Museum). Administration of Batavia from this building continued until 1913 when Batavia City Council moved to premises in Tanah Abang West and then in 1919 Koningsplein Zuid (now Jalan Medan Merdeka Selatan). For several years after 1925, this building served as the office of the Governor of West Java. Area inside city walls used to be civic center before it was moved to around National Monument. Now this Jakarta Old Town is surrounded by a lot of Museum and historical buildings.



Typical Chinese Shophouses

5. CHINESE SETTLEMENTS LEGEND

-  Typical Chinese Shophouses
-  Vihara Dharma Bakti

Chinatown in Jakarta is located in the district of Glodok and around. This district is located in the south of Batavia City Walls and developed after the movement of Chinese people after Batavia Massacre. They have typical houses and landuse.



History of Jiulong River Delta and Yuegang Port

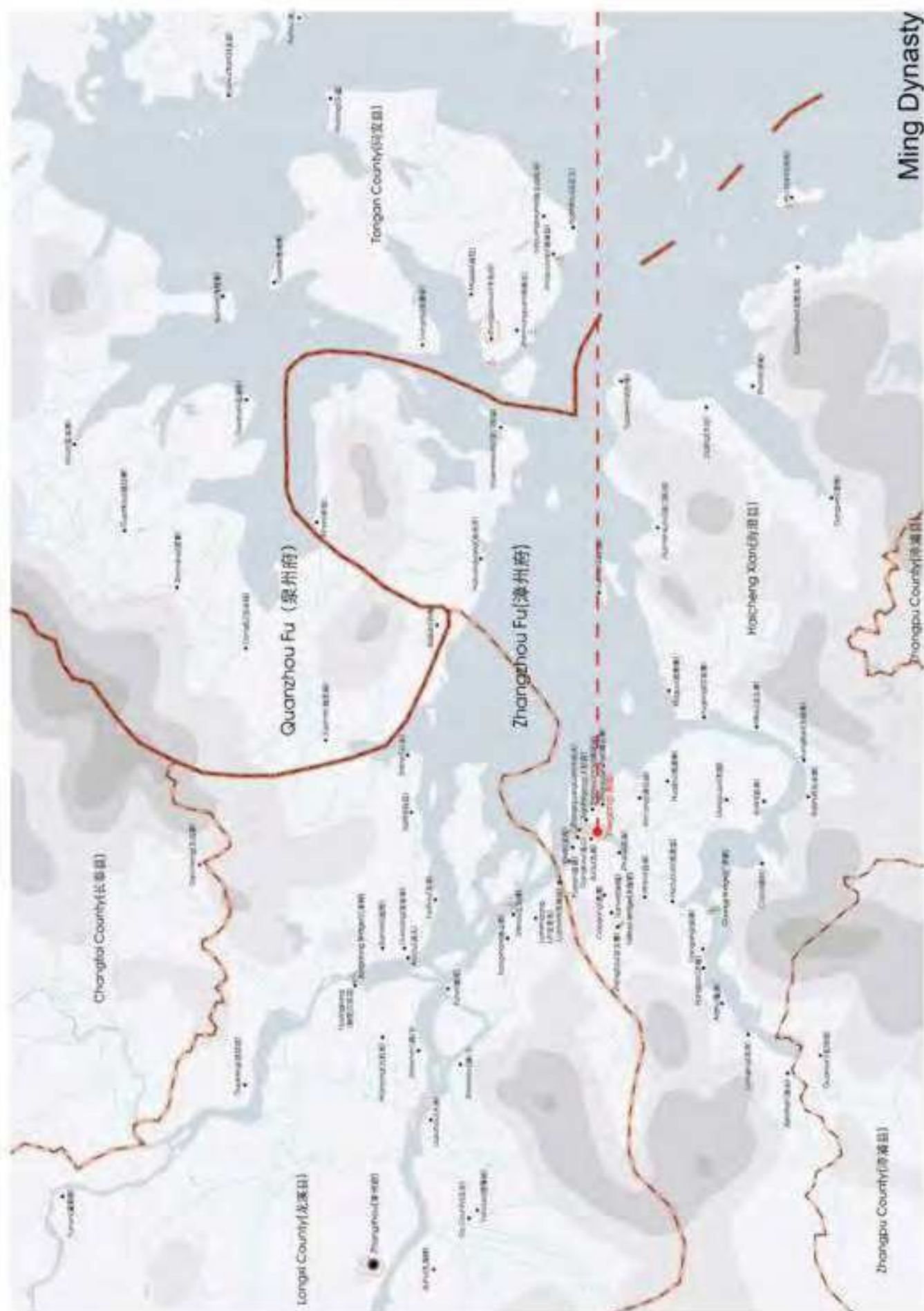


As one of the centers of Asian Mediterranean system, two main phases of Yuegang port in history must be remembered: the end of Ming dynasty (1550-1661) and second half of 19th century after the Opium War (1842-1943).

At the beginning of 16th century, Yuegang became the only officially licensed harbor admitted to international trade in Ming Dynasty, doing business with South East Asia, the New World and Europe. While in the early XVII, colonists from European capitalist countries came to Far

East, and Taiwan was occupied by Dutch colonists. International trade markets were officially closed by Emperor Chongzhen in 1633 and Yuegang was soon abandoned. Although Taiwan was recaptured by Zheng Chenggong in 1661, a great migration from Southeast China to Asian Mediterranean was provoked during the age of turbulence.

It was until 18405, when Fuzhou and Xiamen was opened as treaty ports after the Opium War, that the Jiulong Delta gained new poles of specialized commercial activities: a bigger port for international trade in the island of Amoy; international maritime post service in Liuchuan village in the north bank; a new custom port in Shima, today Longhai, located few kilometres westward of Yuegang, whose harbor gradually got covered because of alluvial actions of channels and Jiulong river (Huang, 1993).



Ming Dynasty



Introduction of Yuegang port

Located in southeastern Fujian. Zhengzhou, borders Xiamen to the east and Guangdong to the south and faces Taiwan across the Taiwan Strait.

The Jiulong River, the second largest river in Fujian Province, empties itself into the sea right from here.

Situated at Haicheng Town, Longhai City, Zhengzhou, the Yuegang Port was the only legal non-governmental port of departure for overseas trade on the "Maritime Silk Road" in the middle and late Ming Dynasty.

The port of Fuzhou in the Han and Tang dynasties, the port of Quanzhou in the Song and Yuan dynasties, the port of Xiamen in the Ming dynasty and the Yuegang Port are collectively called "the four commercial ports" in ancient Fujian. In the middle Ming Dynasty and the following more than 200 years, the Yuegang Port was always a maritime trade center linking China and the whole world.

It gets the name Yuegang (Moon Port) as it's surrounded by a crescent moon-shaped water area.

From the Ming Dynasty, land continued to expand, the sea and rivers were gradually silted in hundreds of years. Rivers and the estuary became narrow. The maritime trade development of Yuegang Port and its surrounding areas were in decline. Many ports, wharfs, historic towns and villages have disappeared or abandoned.





Introduction of Yuegang port

The major local fact

There are many mountains and little arable land in the coastal areas in southern Fujian. So people here always engaged in maritime trade for a living.



The development of commercial economy

In the beginning of Ming dynasty, the agriculture developed a lot. Agriculture had a significant feature of commercialization.

Handicraft industry especially Textile industry was developed. The shipbuilding and navigation skills improved.



Excellent geography condition

The place connected the external sea tides and the inner mountain streams. The river flows out into the sea of Xiamen over there. The river is a branch of the Jiulong River.





Changes



The History Process of Yuegang port



In order to defend the Japanese pirates, in the early period of Ming dynasty, the municipality put a ban on maritime trade.

1567 Government of Ming canceled the ban on maritime trade. Haicheng county formally opened the foreign market



1453 The fourth year of Jinglai period, the 5 non-government smuggling trade became popular.



1556, the forty-fifth year of Jiajing, the municipality set the Haicheng county



1573-1620 The maritime trade of Yuegang port reached to the unprecedented prosperity.



1621-1627 Due to the intervention of western colonists, the influence of maritime trade of Yuegang port decreased



1661 Haicheng was abandoned

1684 The government of Qing dynasty set the custom in Xiamen, replaced the status of Yuegang Port in overseas trade. Meanwhile, the center of inland river trade transferred from Yuegang port to Shima port.

After 1521, Zhengde period, the overseas trade of Yuegang Port already surpassed Fuzhou and Guangzhou.



1551, the municipality set the institution of Maritime Safety-Jinghai Guan and the local vice magistrate-Tongpan.



1465-1505, The Yuegang port grew to the metropolis of Minnan area



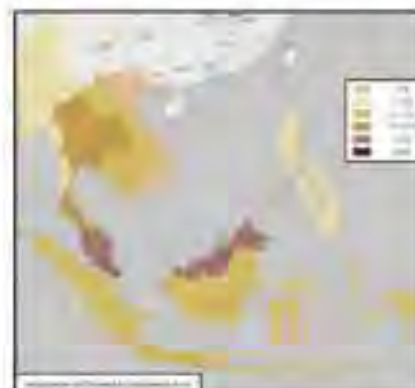
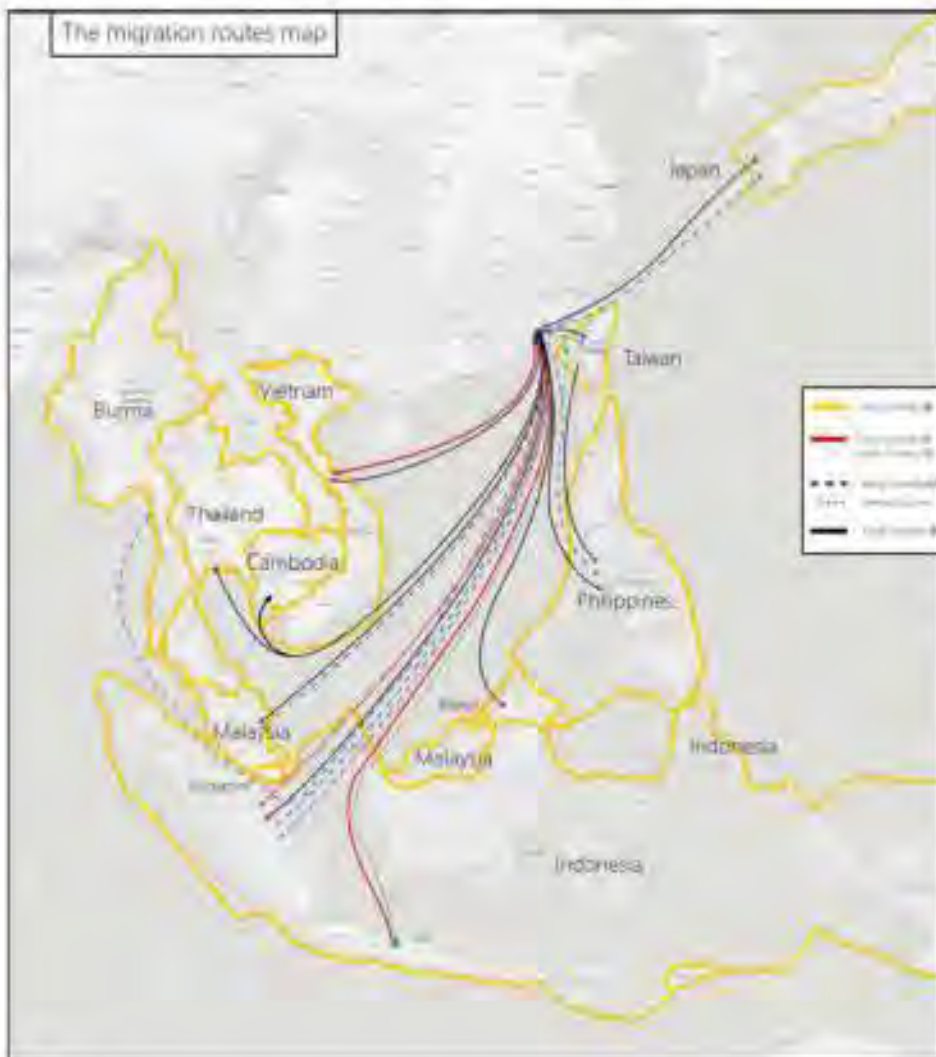
1646 The Haicheng became the core conflicting area between Zheng Chenggong and Qing dynasty the Yuegang port nearly stopped the maritime trade.



1656 The 13th year of Shunzhi. Ban on the maritime trade again.



The History Process of Yuegang port



Tang

During the Tang dynasty Minnan already had commercial activities with Sumatra.

Song Yuan

In the time of Song-Yuan war, many refugees escaped to Jawa, Sumatra and Vietnam.

Ming

Ater the prosperity of Moon Port many Minnan merchants emigrated to foreign countries like Philippines. Around 1622-1623, colonists from Netherlands occupied Penghu kidnapped and sold Minnan people to Jaws.

1661, Zheng Chenggong recovered Taiwan from Netherlands colonists- Since that Many Minnan people moved to Taiwan.

Qing

1683, military of Qing occupied Taiwan, many Minnan officers and soldiers from Ming escaped to Philippines. During the war between Zheng Chenggong and Qing, many Minnan refugees immigrated to south-east Asia, some ship owners and sailors. moved to Nagasaki and Kagoshima (Japan).

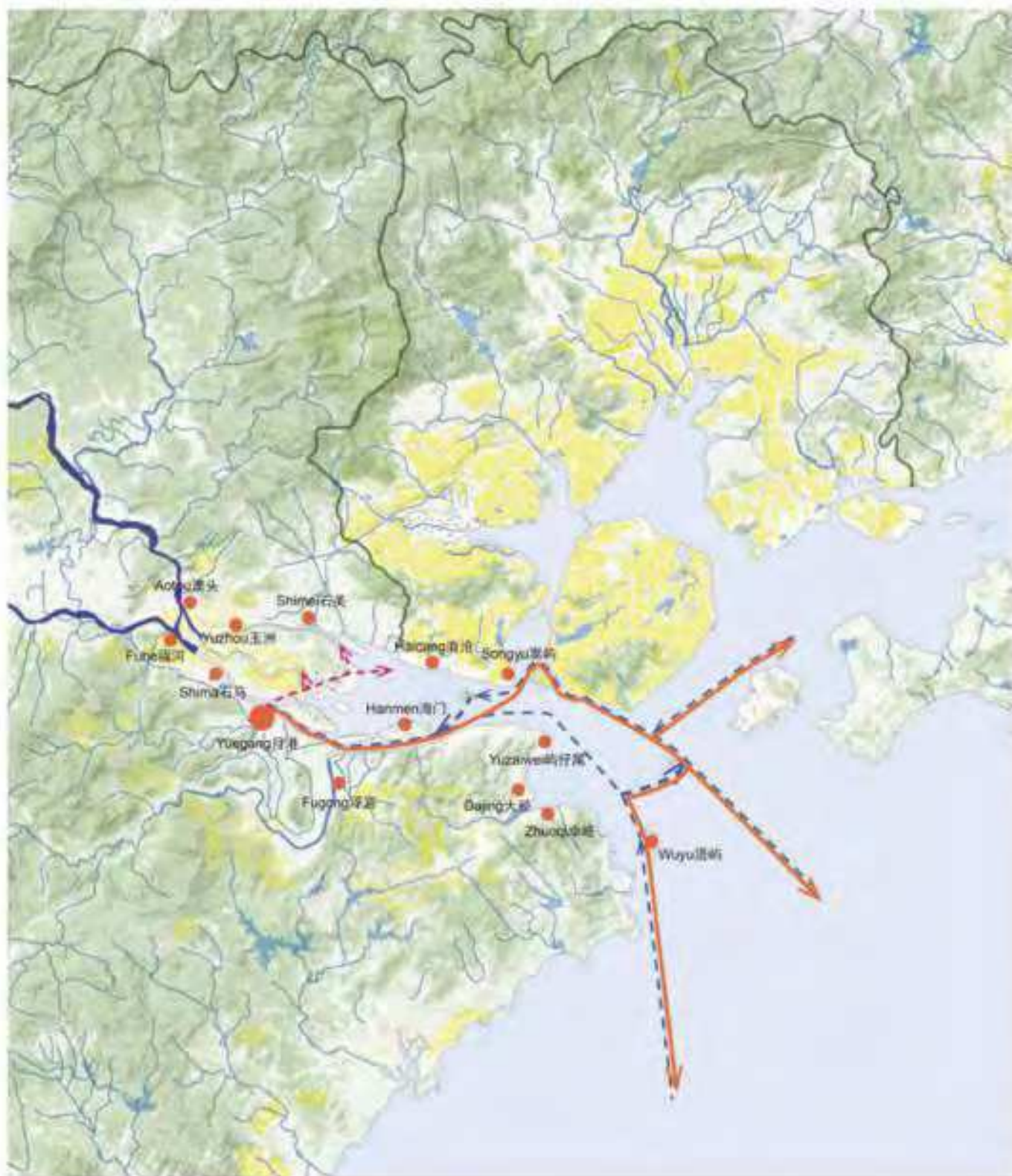
1683-1893 the immigrants from Minnan to Taiwan continued rising.

On the eve of first opium war (1840-1842), Minnan immigrants expanded in Indonesia Philippines and Malay peninsula.

After that, the immigration from Minnan to south-east Asia kept expanding, the destination include North Borneo, Thailand, Cambodia and Vietnam.



The History Process of Yuegang port





The History Process of Yuegang port

Inbound and outbound routes of Yuegang port

According to historical records, the Yuegang Port's channel stretched downstream toward the east from the Haicheng Port to Haimen Island, Guiyu island at the estuary of the Jiulong River and Xiamen Island and finally reached the open seas.

Part of the port in Yuegang dependency description

- 1453 became prosperous with Yuegang port
 - 1488 Set Jinjiang wharf
 - 1526 changed the name into Shima
- Shima port**
- 1709 the 48th year of Kangxi built the artificial beach Dagong wharf and temple
 - 1743 the 8th year of Qianlong set General Office of Shimai
 - 1865 the 4th year of Tongzhii set custom and became the most important port in Zhengzhou area
 - 1175 the southern song dynasty, setup as the official port.
 - During the Yuegang boom period, Shimei market is one of the biggest market in Longxi county.
- Shimei port**
- Qing Dynasty, government set Shuishixun the navy camp in Shimei to protect the port
From the End of Qing Dynasty to the Beginning of Republic of China, it became the port of public vessel connecting to the Xiamer port. The routh between Shima and Xiamen port was a important path for the Chinese border crossing.
A important river portIn Ming and Qing period, It was a major official port for transferring the goods from upper reaches of Nanxi river to the Sea port.
An independent port for the local town.
- Zhuoqi port**
- In the end of Ming, it was a important commercial port connecting to Taiwan
During the Qing dynasty, it expanded the local commercial route to Southeast Asia.





The History Process of Yuegang port





The History Process of Yuegang port



序号	目的地	距离
1	占碑	410
2	暹罗、安南、高棉、占碑、麻里巴剎、麻里巴剎	410
3	暹罗、高棉、麻里巴剎、占碑、麻里巴剎、占碑、麻里巴剎、占碑、麻里巴剎	410
4	占碑	410
5	占碑、麻里巴剎	410
6	占碑、麻里巴剎、占碑、麻里巴剎、占碑、麻里巴剎、占碑、麻里巴剎	410
7	占碑、麻里巴剎、占碑、麻里巴剎、占碑、麻里巴剎、占碑、麻里巴剎	410
8	占碑	410

According to the Research of the east and the west, the Yuegang Port was the port of departure of 18 sea routes in the Ming Dynasty.

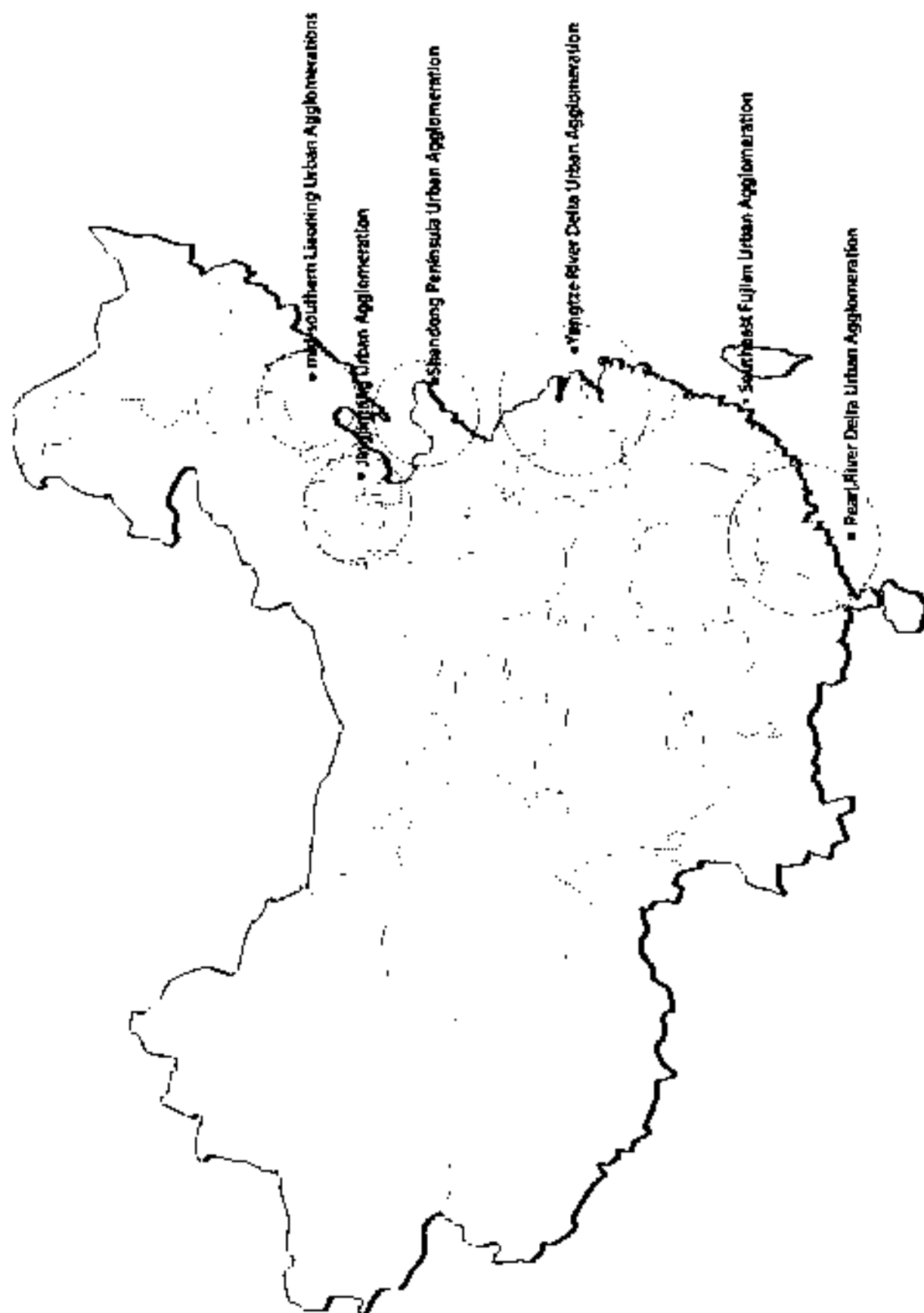
It was from here that Chinese merchants had direct trade contacts with foreign merchants from 47 countries and regions such as Southeast Asia South Asia and Northeast Asia, Each year, more than 300 merchant ships and 30000 people came and left this port.



Chinese merchants who went overseas from the Yuegang Port also took other places of the Philippine Islands and the South Sea Islands as intermediate stops and directly traded a wide range of commodities with merchants from European countries such as Spain, Portugal, the Netherlands and the UK.

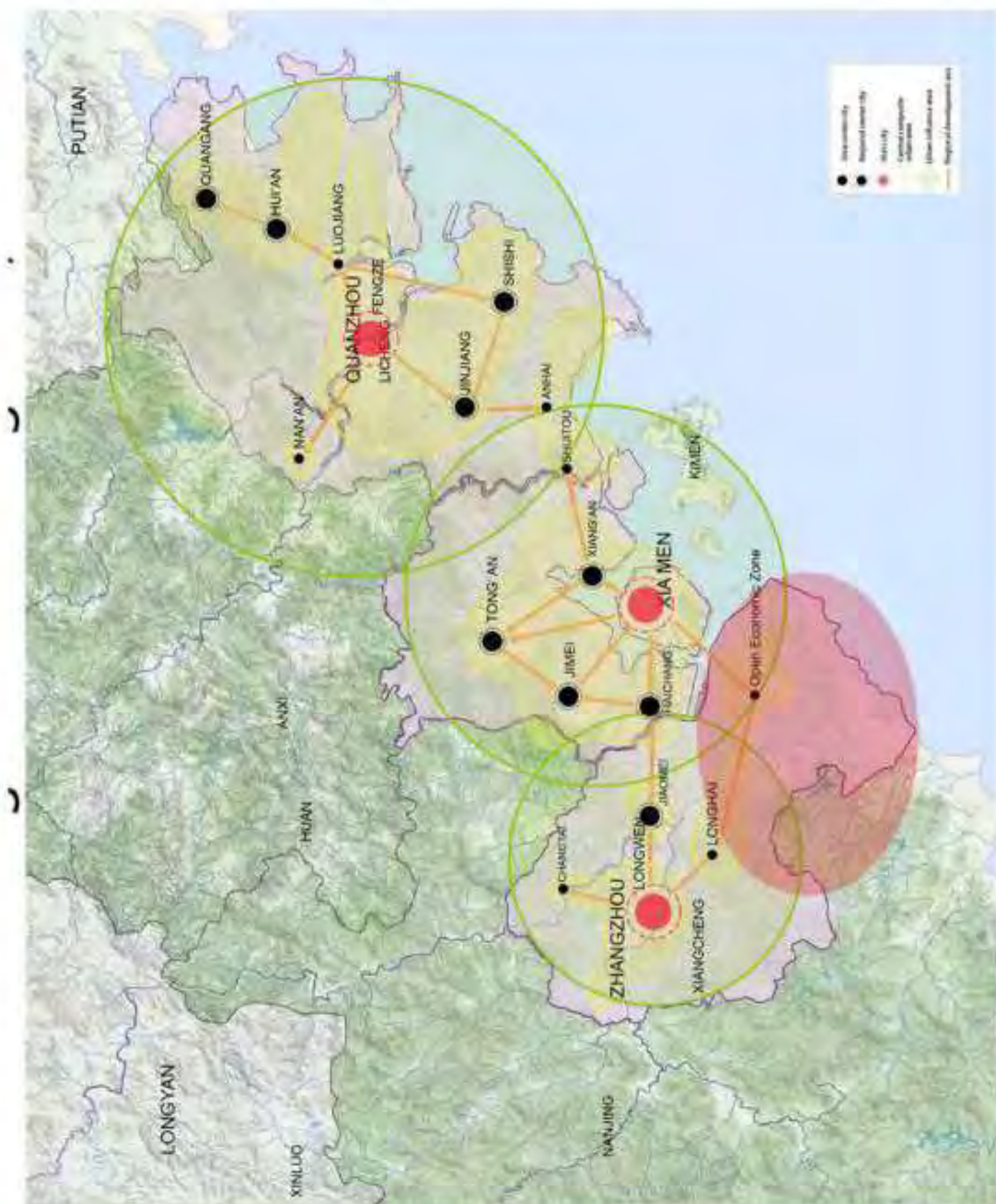
Their sea route connected to the route newly opened by European and American countries, forming the only global trade route in the world.

Urban Integration in China



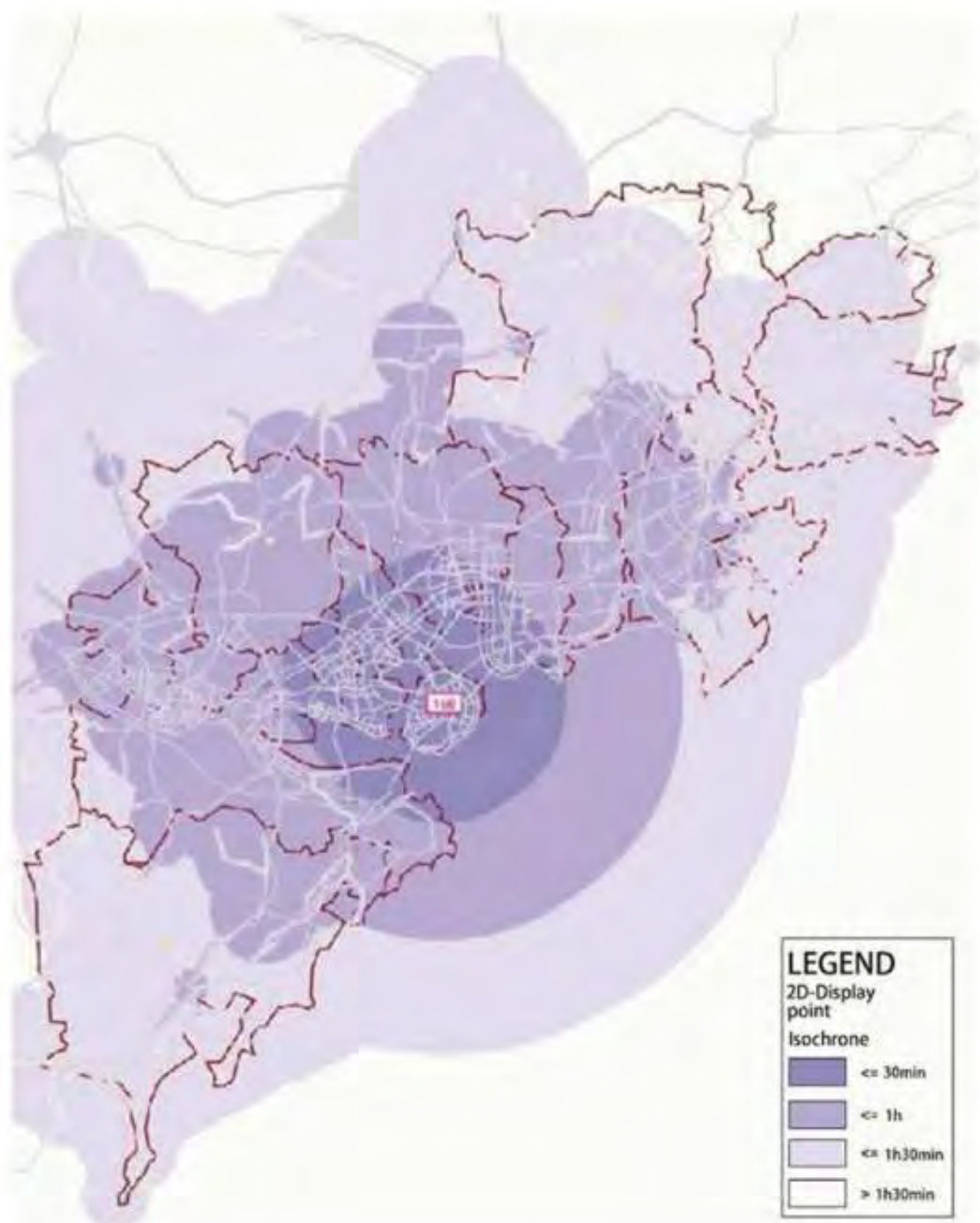


The Urban Integration - ZhangZhou, Xia Men and QuanZhou



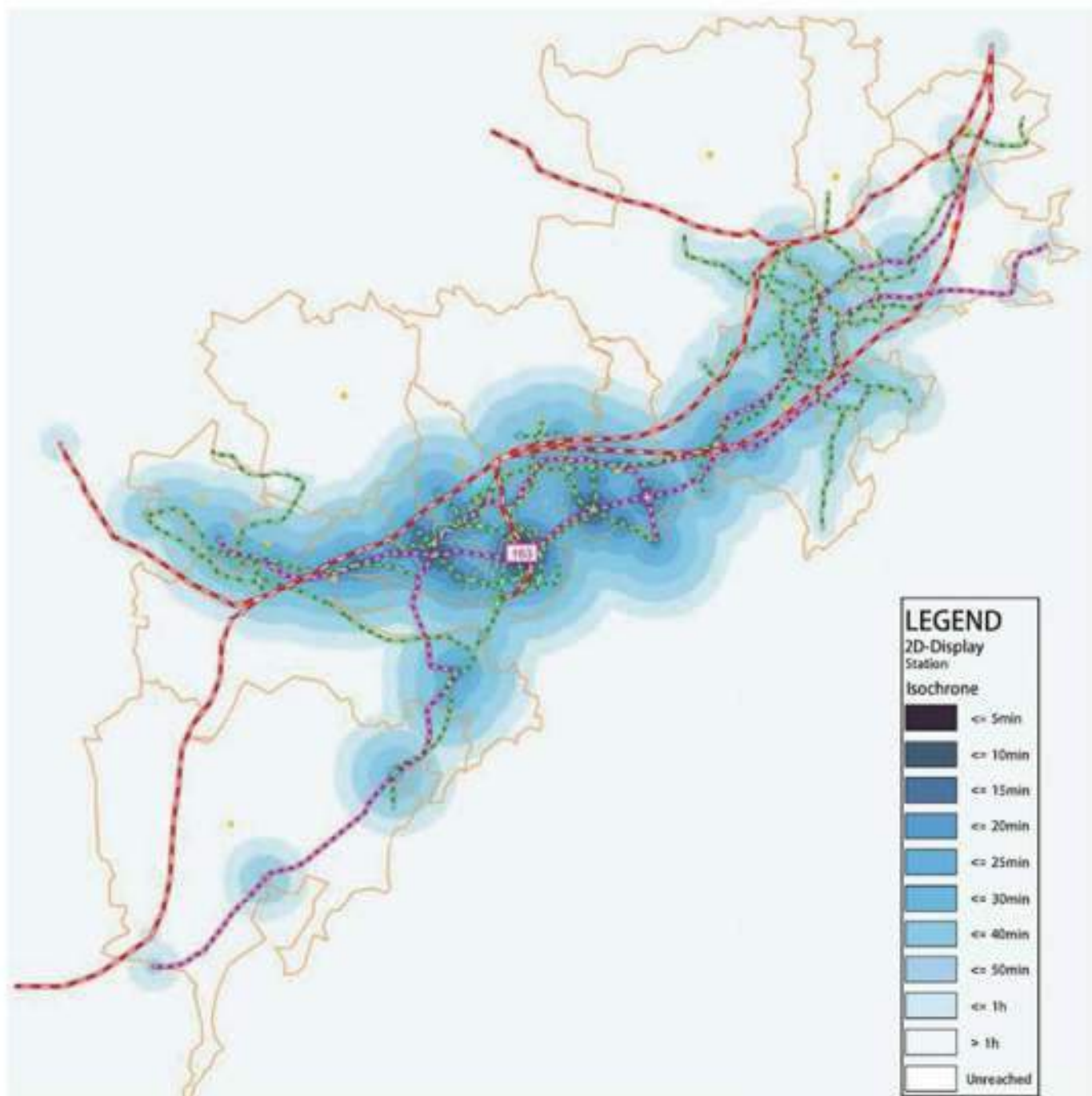


The Urban Integration - ZhangZhou, Xia Men and QuanZhou



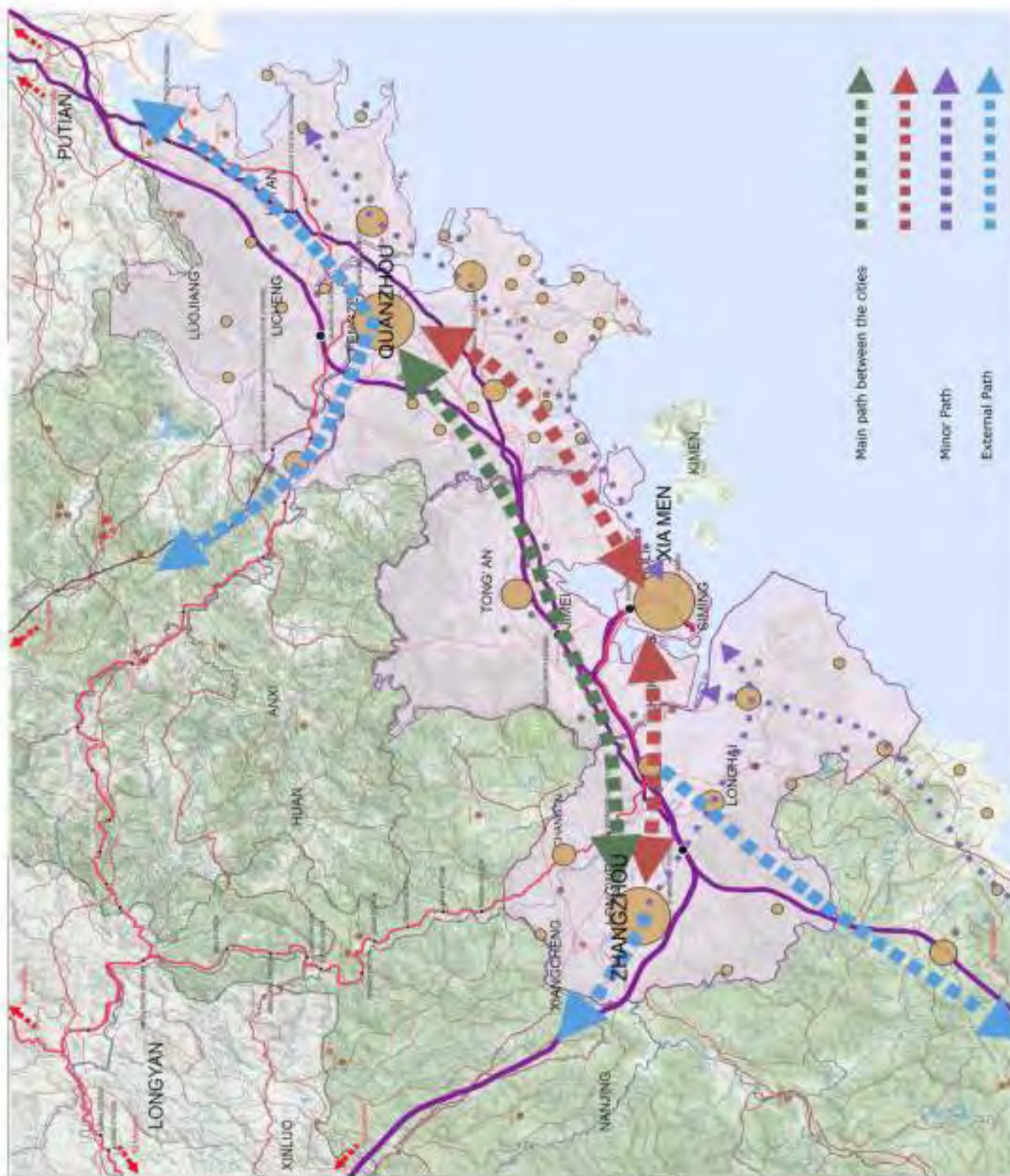


The Urban Integration - ZhangZhou, Xia Men and QuanZhou





The Urban Integration - ZhangZhou, Xia Men and QuanZhou





Urban Structure in Putian| Fujian China



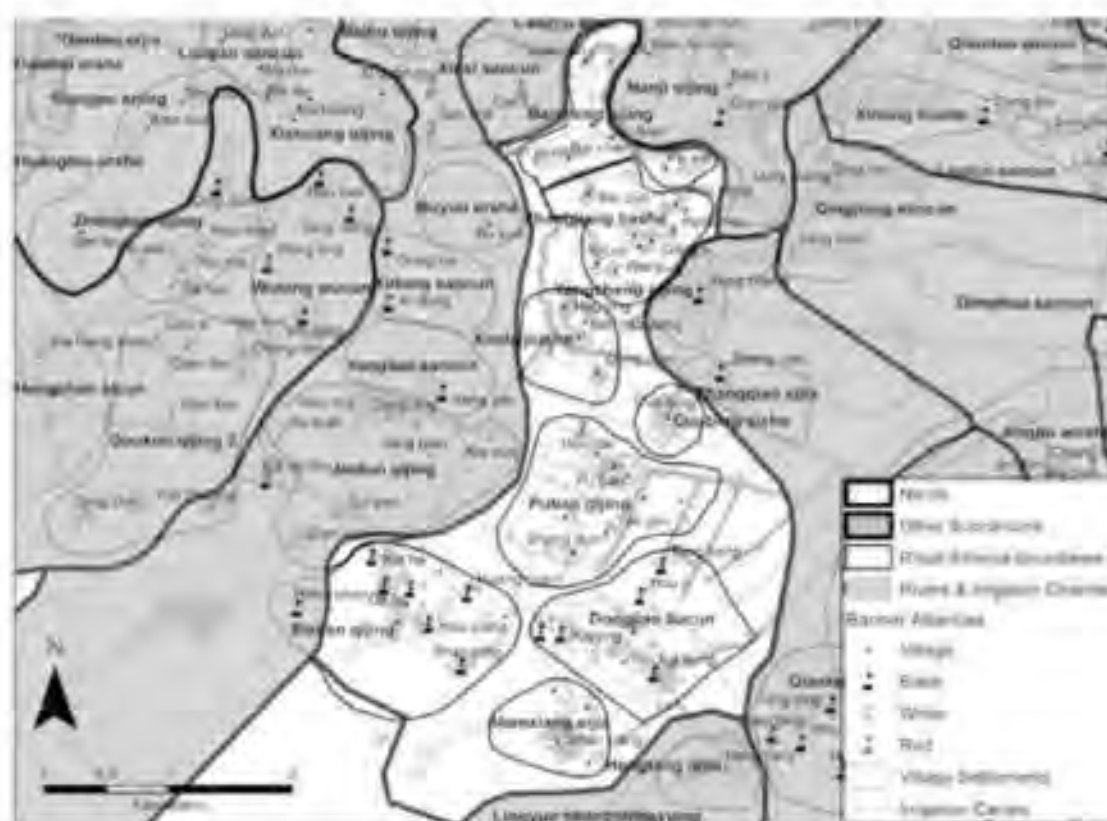
Map 2: Li Subcountons on the Putian Plain



Urban Structure in Putian/ Fujian China



Map 5: Pu Boundaries within the Li Subcantons on the Putian Plain



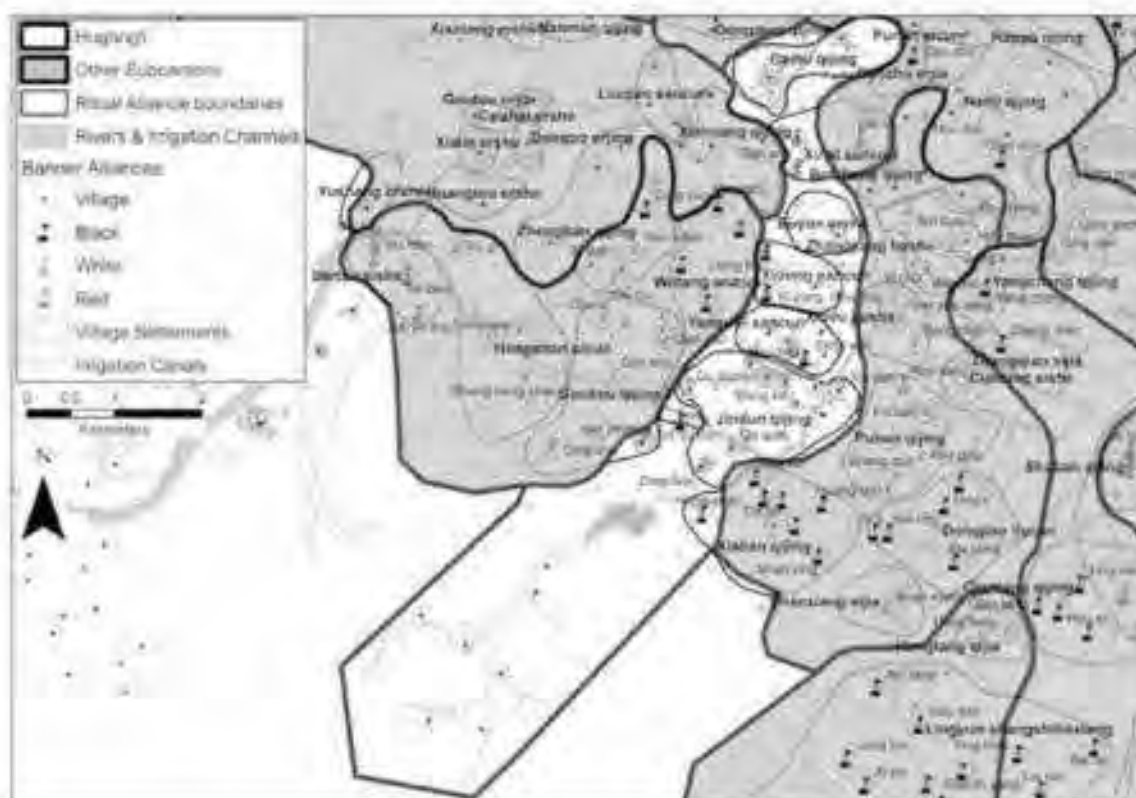
Map 1.3.4: Nandili sub-canton



Urban Structure in Putianl Fujian China



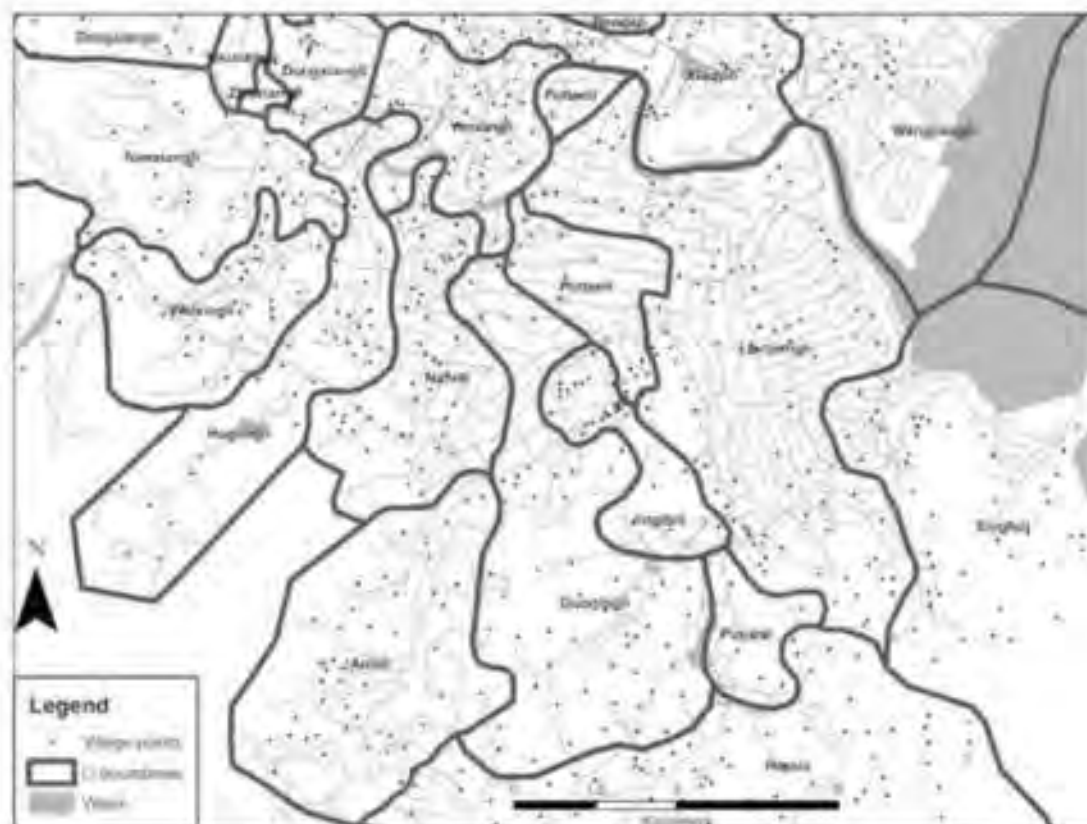
Map 7: Higher Order Ritual Alliances



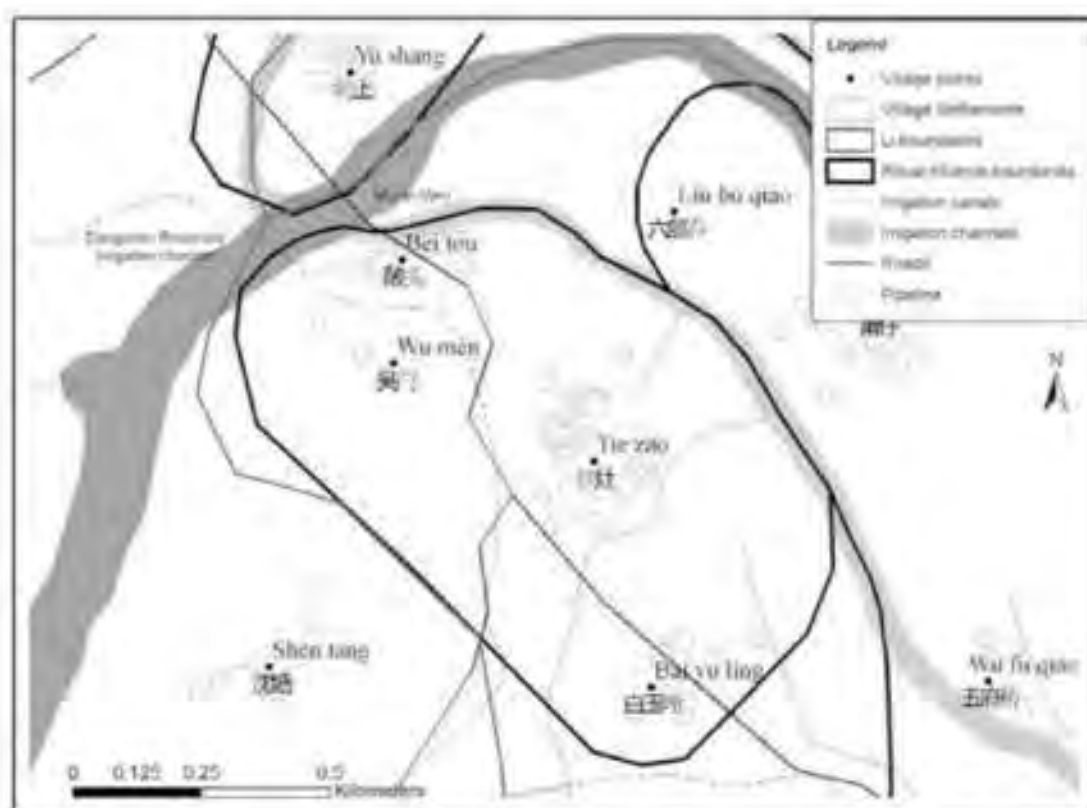
Map 1.3.5 Hugongli sub-canton



Urban Structure in Putian/ Fujian China



Map 1.3.1 The sub-cantons of the southern irrigated plain



A001 Beitou four she ritual alliance



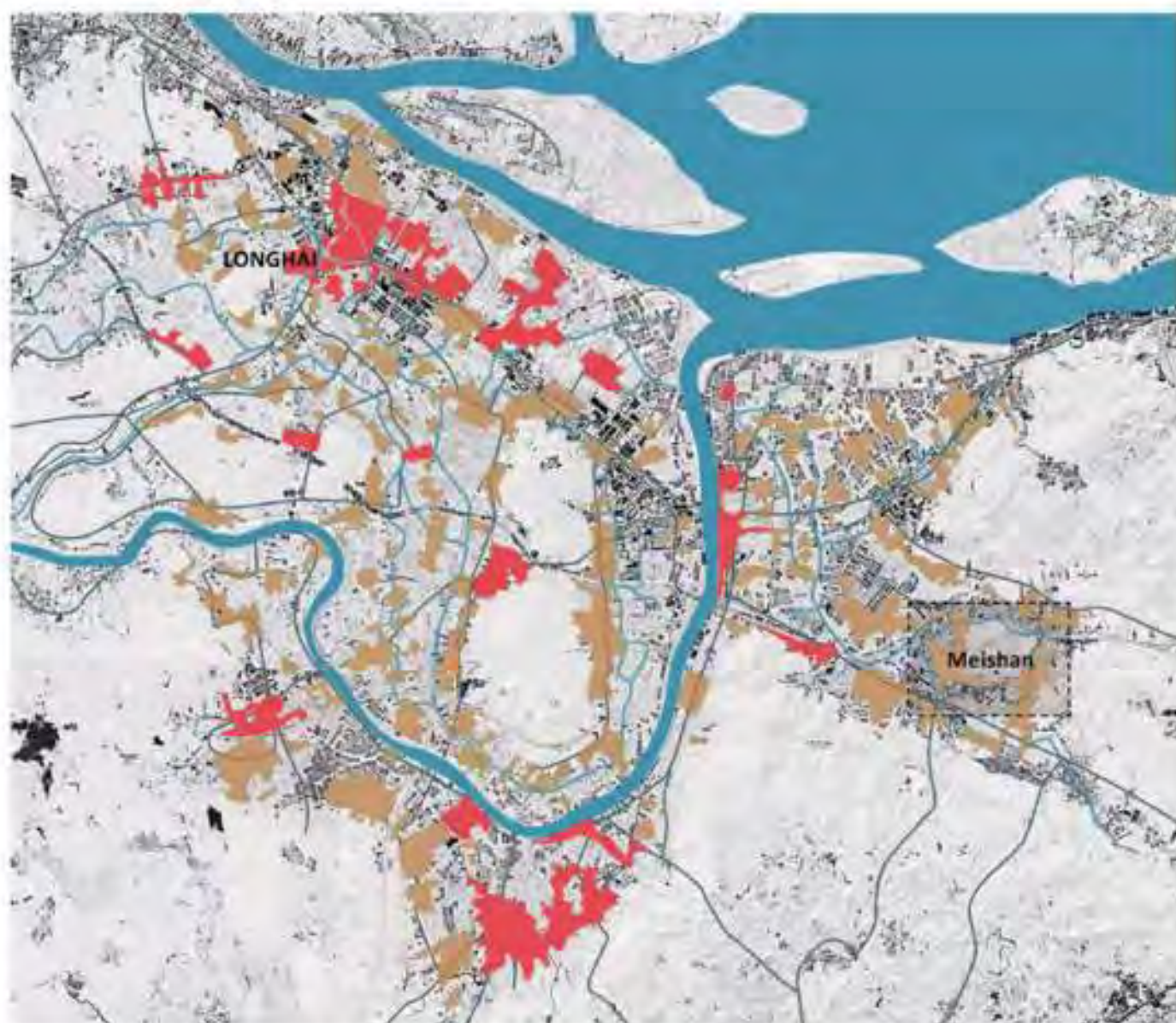
Urban Structure and Architecture in South Bank of Jiulong River Delta





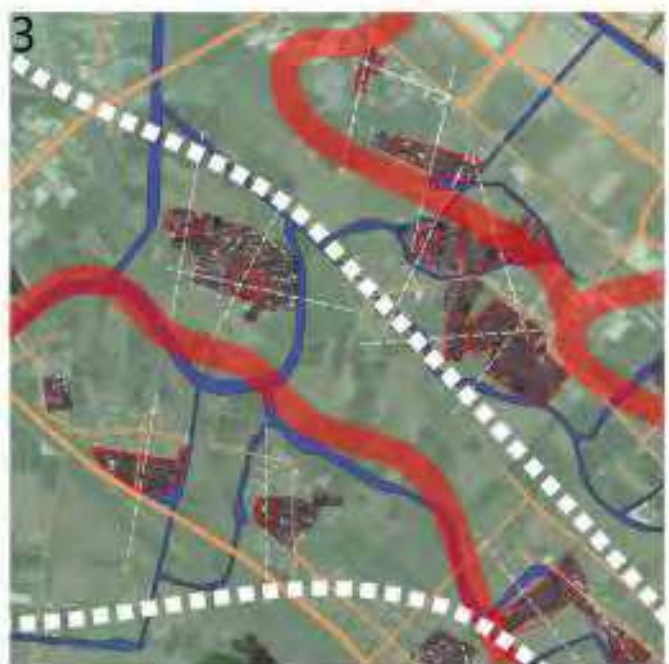
Li Sub Cantons in South Bank

Historical Geography





Li Sub Cantons in South Bank





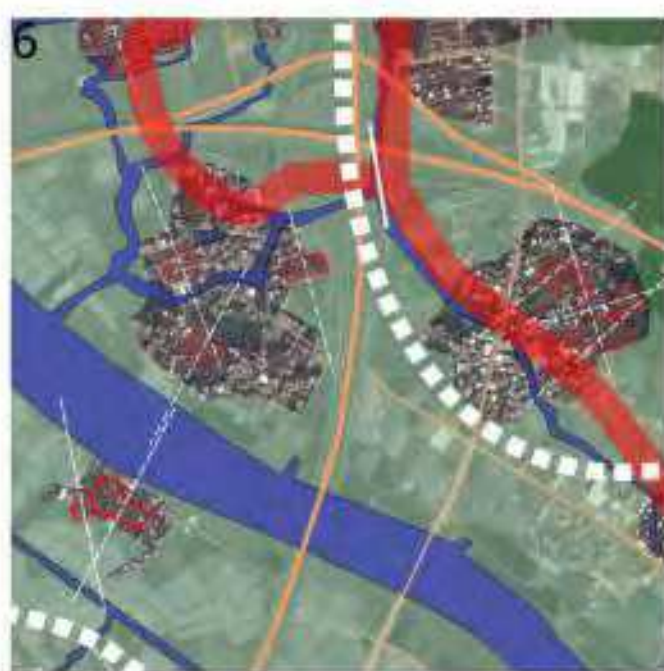
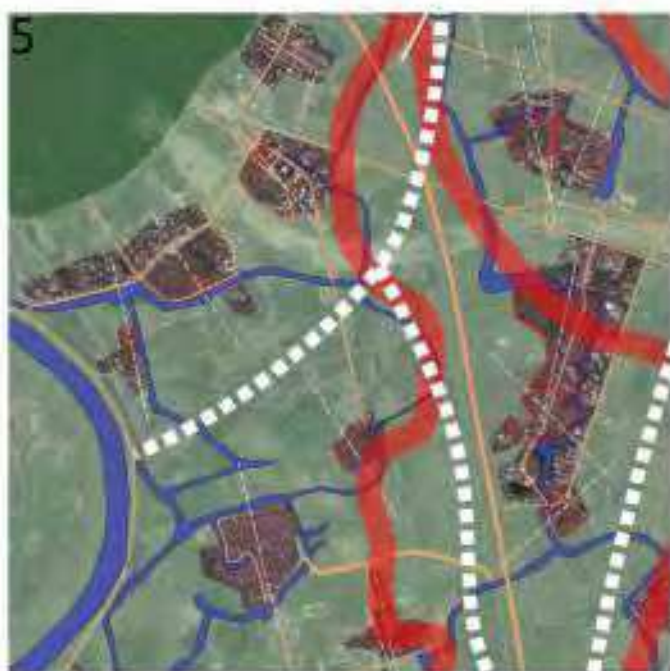
Li Sub Cantons in South Bank

Urbanization and Heritage



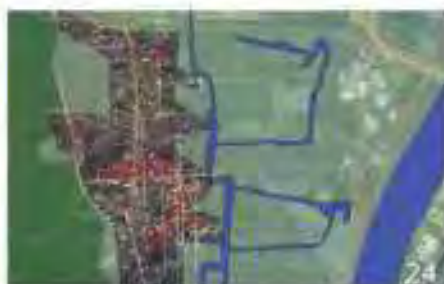


Li Sub Cantons in South Bank





Urban Structure Based on Channel System





Urban Structure Based on Channel System





Urban Structure Based on Channel System





Urban Structure Based on Channel System





Urban Structure Based on Channel System





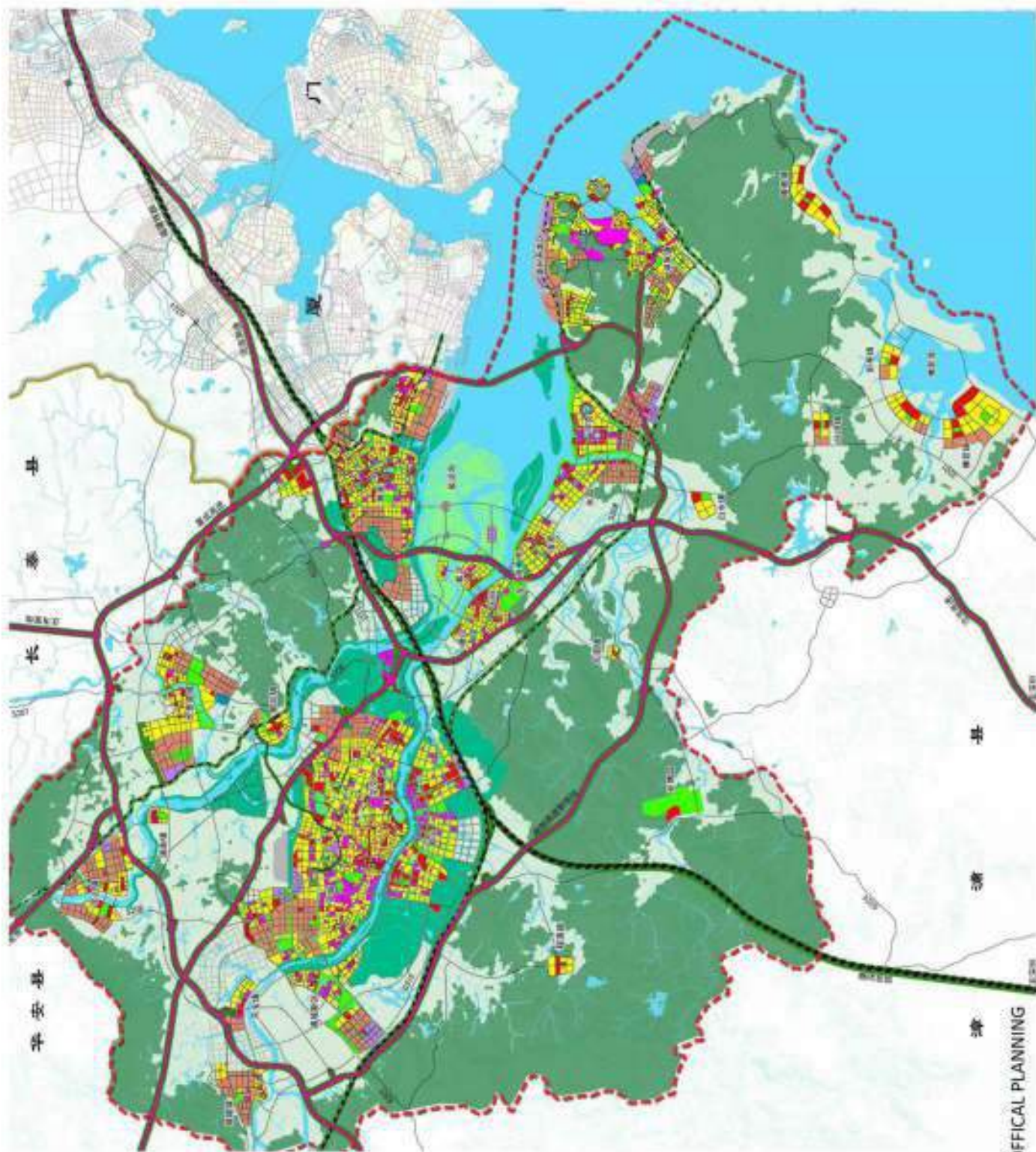
(...) urbanization must be conceptualized as structural transformation along, and intensified interaction between, every point of an urban-rural continuum.

In (...) case-study of southern China, the countryside is urbanizing in situ as well as generating epochal migrations. 'Villages become more like market and xiang towns, and county towns and small cities become more like large cities.'

The result in China and much of Southeast Asia is a hermaphroditic landscape, a partially urbanized countryside that (...) may be 'a significant new path of human settlement and development . . . a form neither rural nor urban but a blending of the two where in a dense web of transactions ties large urban cores to their surrounding regions.

ARCHITECTURE has become a channel for investment. Building construction has become such a profit-making tool that a building's primary function is no longer to serve human needs. The traditional concepts associated with architecture such as aesthetics, comfortable environment, advanced building technology, and human occupancy have been suppressed to emphasize quantitative measures like construction volume, capital investment, construction time, cost, and profit return.

(...) The real estate "exchange" is the architectural casino where investors gamble for high returns. The index indicates how many investors have placed their "bets", or down payments.





MEISHAN



SHIMEI



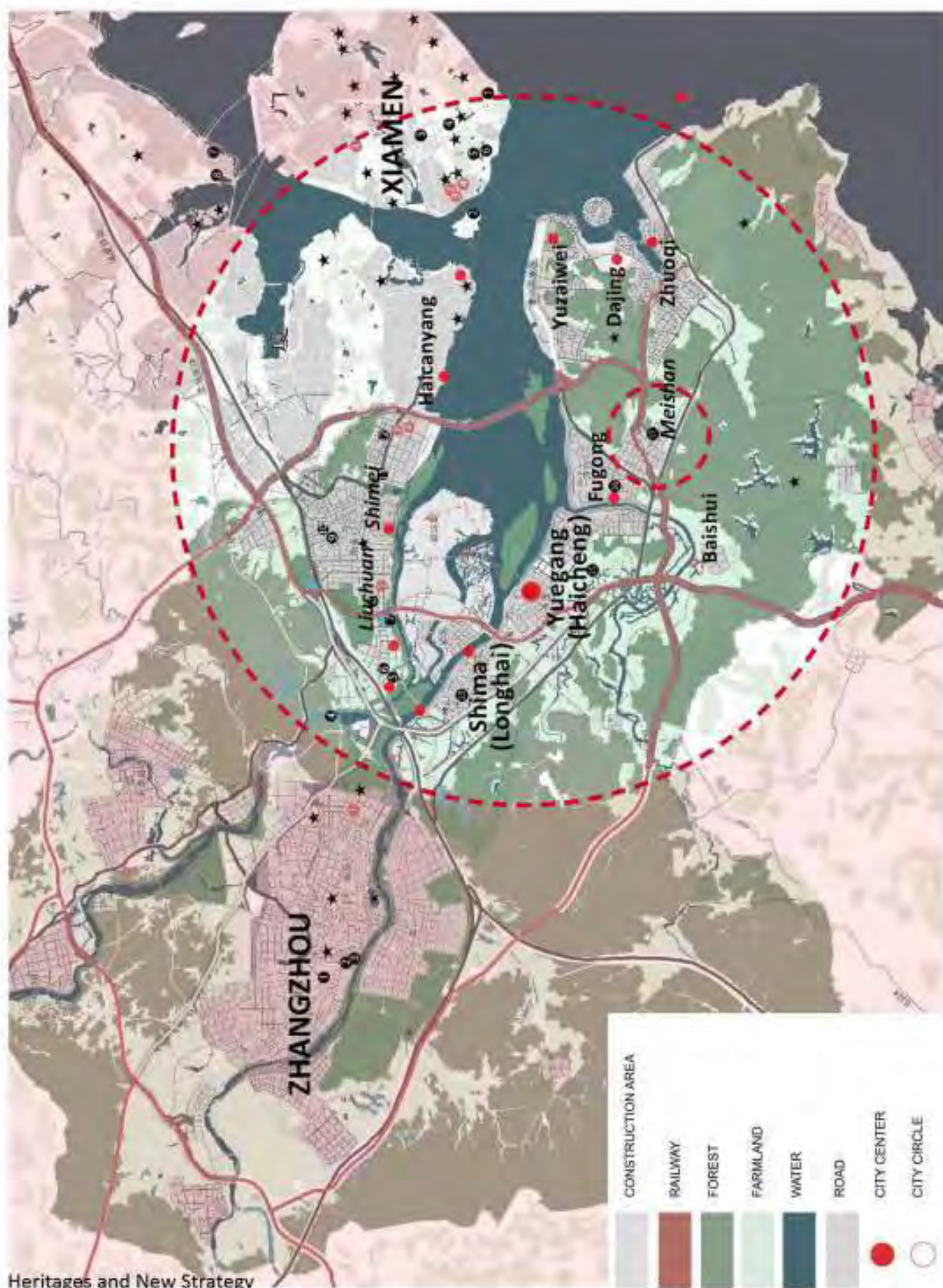
LUICHUNA





In China- officially, 43 percent urban in 1993 - the number of official "cities" has soared from 193 to 640 since 1978, but the great metropolises, despite extraordinary growth, have actually declined in relative share of urban population. It is, instead, the small- to medium-sized cities and recently "city-ized" towns that have absorbed the majority of the rural labor-power made redundant by post-1979 market reforms.

20 In part, this is the result of conscious planning: since the 1970s the Chinese state has embraced policies designed to promote a more balanced urban hierarchy of industrial investment and population.

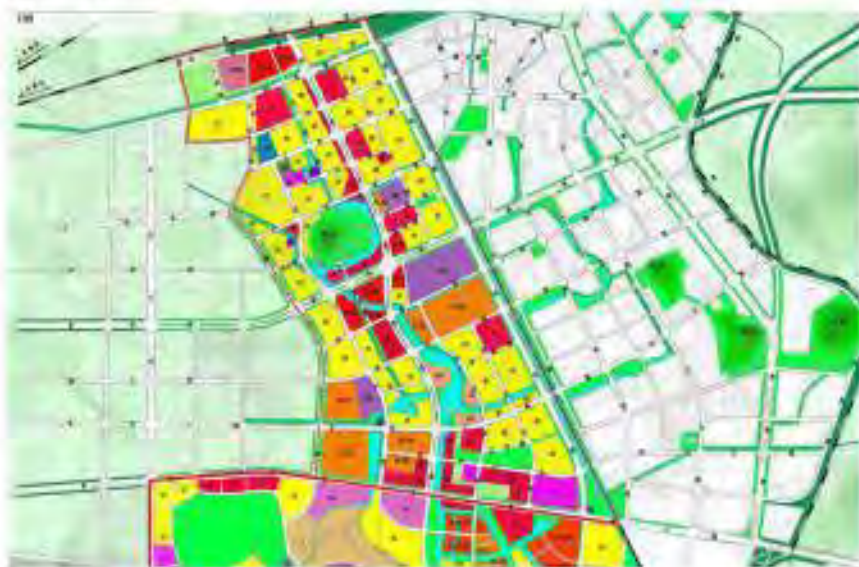




MEISHAN



SHIMEI



LUICHUAN





Research

Architectural Typology and Morphology Study



During centuries of prosperities and decays, typology and morphology of architecture in Jiulong delta area had survived, based on function, social structure, family structure, fortune etc.

By mapping and summarizing all heritages in south bank of Jiulong delta, we came up with a list of architecture typology and morphology. Although there is a rich variety of plans and methods to organize “cuo” houses- a typical residential courtyard typology of Minnan architecture, they all share the same units and logic.

There are normally 3 basic types of architecture units: “O” type, which is usually a rectangular house with a courtyard in the middle for lighting and ventilation; “C” type, which is built with one horizontal house and two side houses, or it can be regarded as “O” type without front side; “I” type, which is a simple linear house perpendicular to the axis. Besides the 3 basic types, there are 2 secondary units usually attached to basic types: “protection cuo”, which is built on beside basic types or main houses, as an extensional part; “back cuo”, which is usually built in the back of basic types or the main part. All houses in south bank can be disassembled to 3 basic types and 2 secondary types with 3 ways of organization: horizontal repetition, vertical repetition and simple extension.

The organization of each house and village varies from one to another, but sharing 2 same logics. First is the Confucian concept of level system, on which the most theories are based. For example, the location and scale of each family and their “cuo” are related with their social position and wealth, which means administrators and rich people are more likely to live in the center and owning bigger houses. In a big family, master of the family, men and the elder are always living in the middle or central houses, while women, servants and those with lower family status are normally living in side houses or protection “cuo”.

The second logic is the Chinese traditional Fengshui theory. Not only in Fujian province but also in any other city influenced by Han nationality culture and Taoism, people were building villages and houses following Fengshui theory even until today. The main logic is quite simple: back to mountain and face water. In the old time, people believed that mountain in the back provided a strong sense of safety and water means money. Today, the old logic is explained in a scientific way: mountain can stop cold wind from north in winter, and water can help cooling hot wind from south in summer time. In Jiulong delta, water has another role of transportation, which is more important to people living in this area.



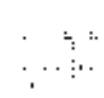
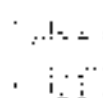
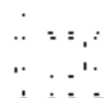
TYPOLOGIES AND TRADITIONAL BUILDING METHODOLOGY

	1	2	3	4	5
EXTENSION					
VERTICAL REPETITION					
HORIZONTAL REPETITION					
BACK CUD					
PROTECTION CUD					
BASIC					

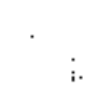
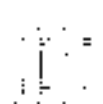
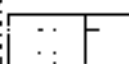


TYPOLOGIES AND TRADITIONAL BUILDING METHODOLOGY

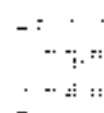
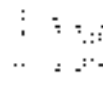
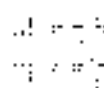
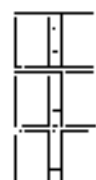
EXTENSION



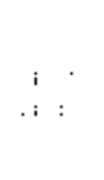
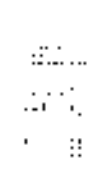
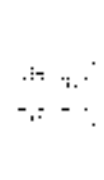
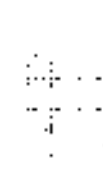
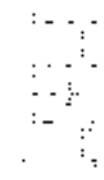
VERTICAL
REPETITION



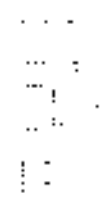
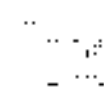
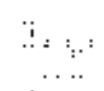
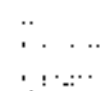
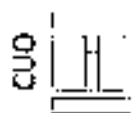
HORIZONTAL
REPETITION



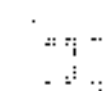
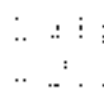
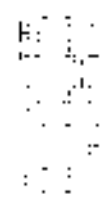
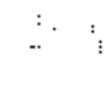
BACK CUD



PROTECTION
CUO



BASIC





TYPOLOGIES AND TRADITIONAL BUILDING METHODOLOGY

	BASIC	PROTECTION CUO	BACK CUO	HORIZONTAL REPETITION	VERTICAL REPETITION	EXTENSION	
1							
2							
3							
4							
5							
6							
7							
8							



Landscape Units in Fugong Plain



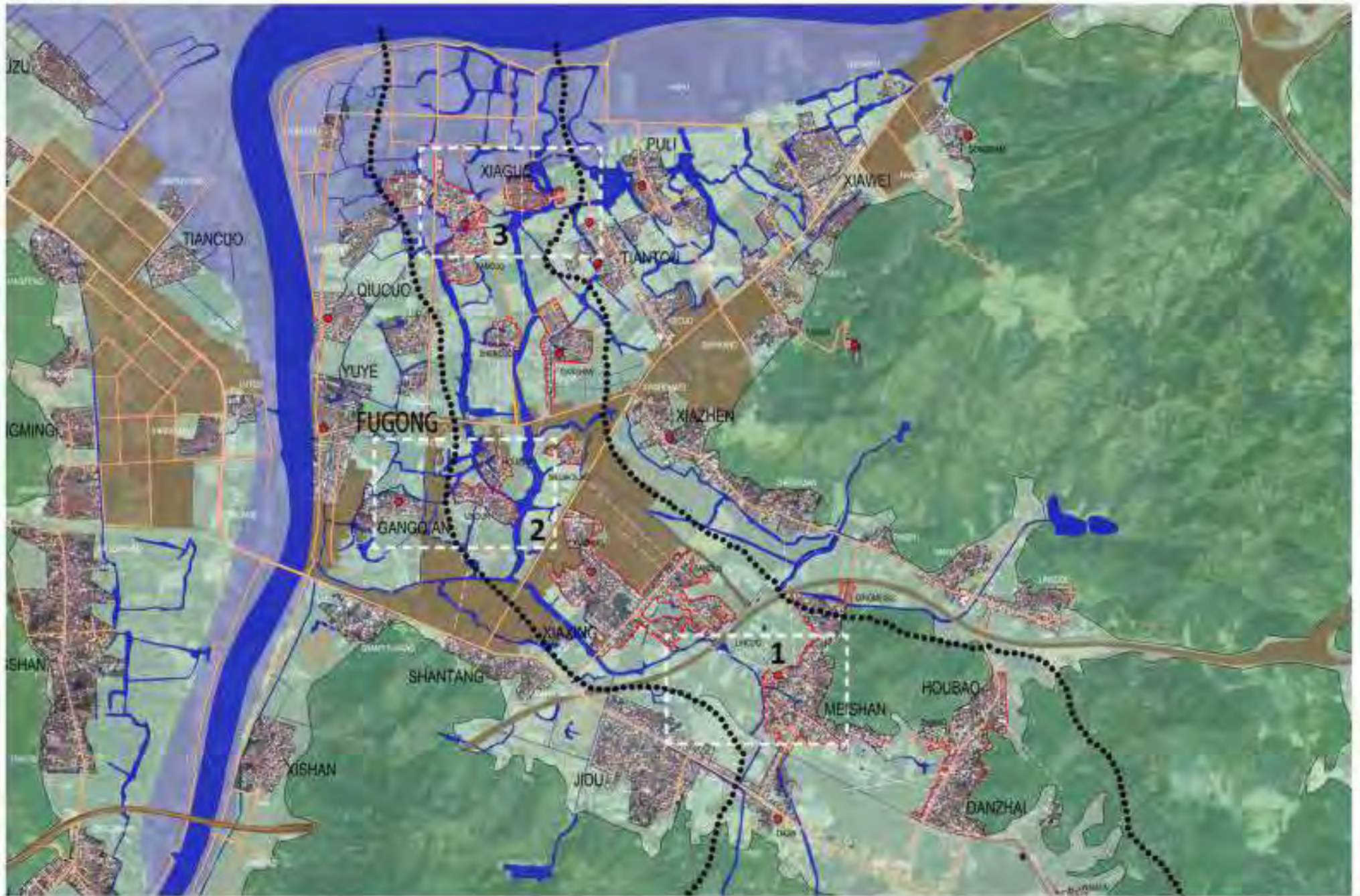
Although Yuegang port was abandoned in XVI century, landscape of Fugong and Meishan was not destroyed. And thanks to the return of local emigrants and their reconstruction, today we can still see the original shape of channels, islands, architectural heritages and the geographical relationship among them.

Fugong is located on the east bank of Nanxi river and south bank of Jilulong river. From mountain (west and south) to water (east and north), there scattered 3 types of Village morphology: type 1- "hill type", with the core positioned at the feet of hills and mountains and linked through a port settlement in a lower position; type 2- "peninsula type", with built up area partially surrounded by water; type 3- "island type", with built up area surrounded by water in all sides. Meishan has the characteristics of both type 2 and type 3.

The shape of Villages of the island type have a shape almost rectangular, due to the composition of building blocks in parallel terraces made of the repetition of "cuo" houses.

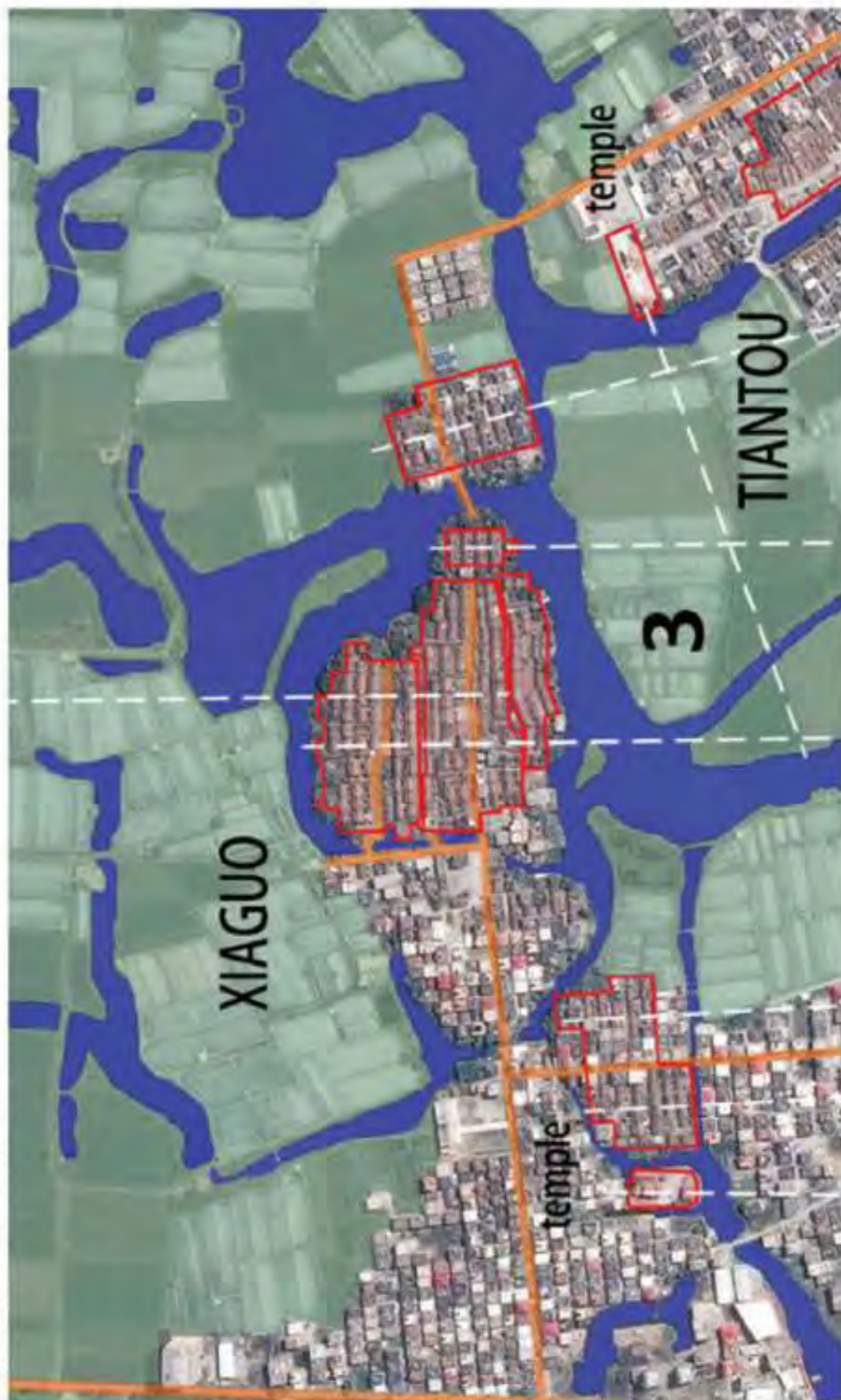
The orientation of groups of "cuo" in each Village is respecting the basic Fengshui rules-back to mountain and face water-which is kind of Tao cult. The organization of "cuo" house groups is showing the social structures of this society- the lineage (Freedman, 1966; Faure, 1986).

Fugong Plain





ISLAND TYPE





PENINSULA TYPE







Woodlands and fruit trees



Farmlands



Settlement
after the Reform age



Main channel basin limits



Reclaimed land
after Ming dynasty



Temples

FUGONG

Town level

DANZHAI

Village level



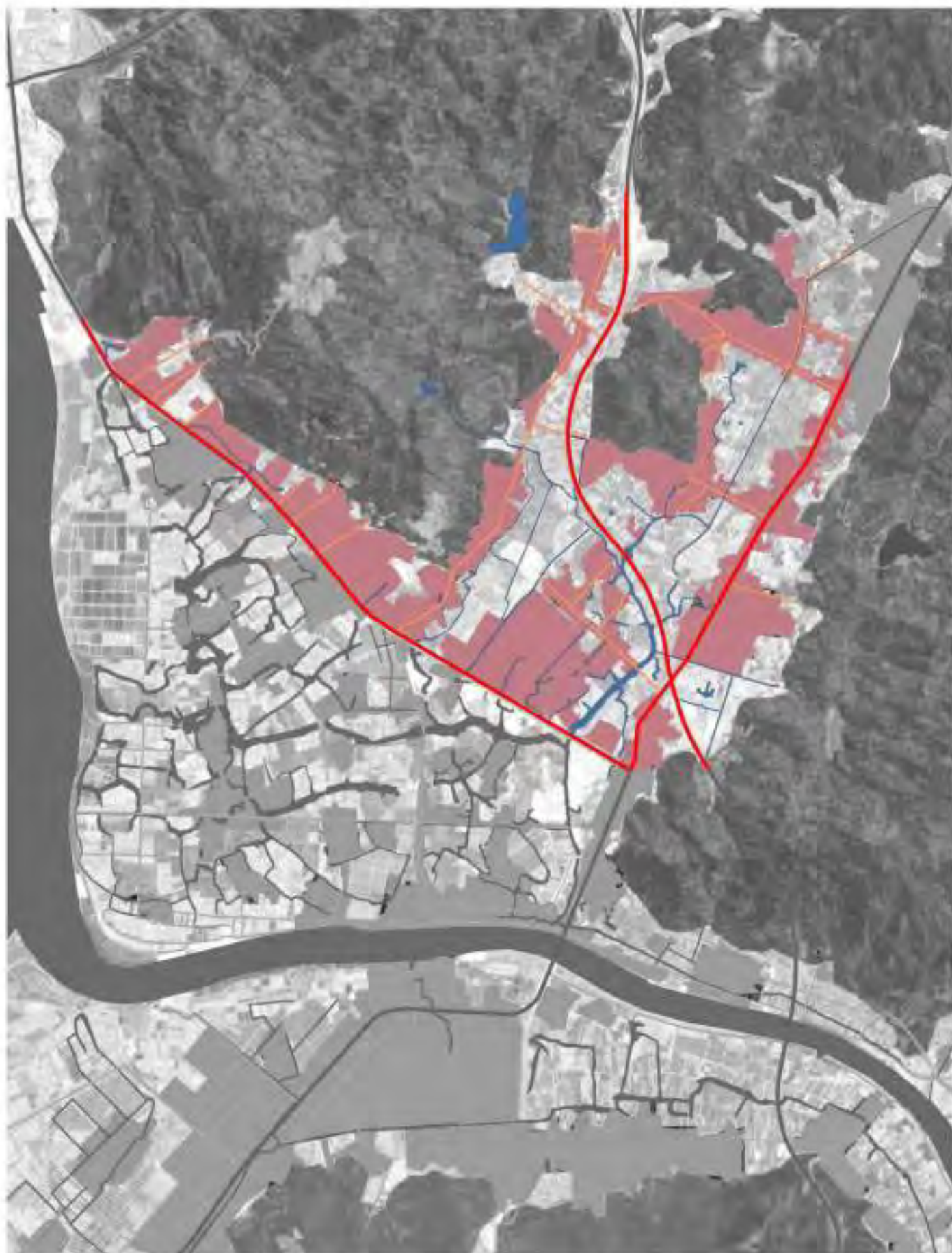
Settlement
until the Reform age

XIDONG

Sub village level

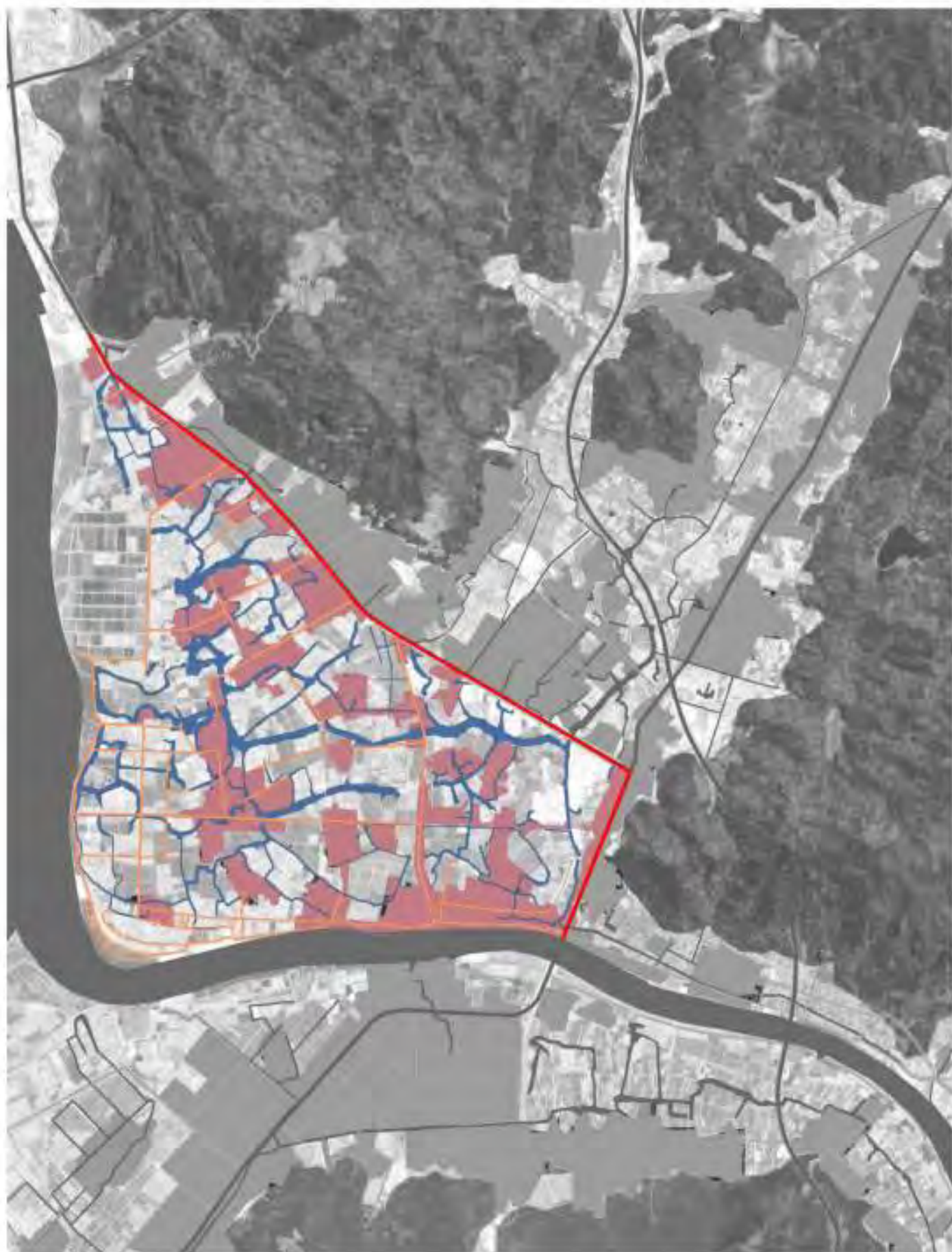


HILL TYPE





ISLAND & PENINSULA TYPE





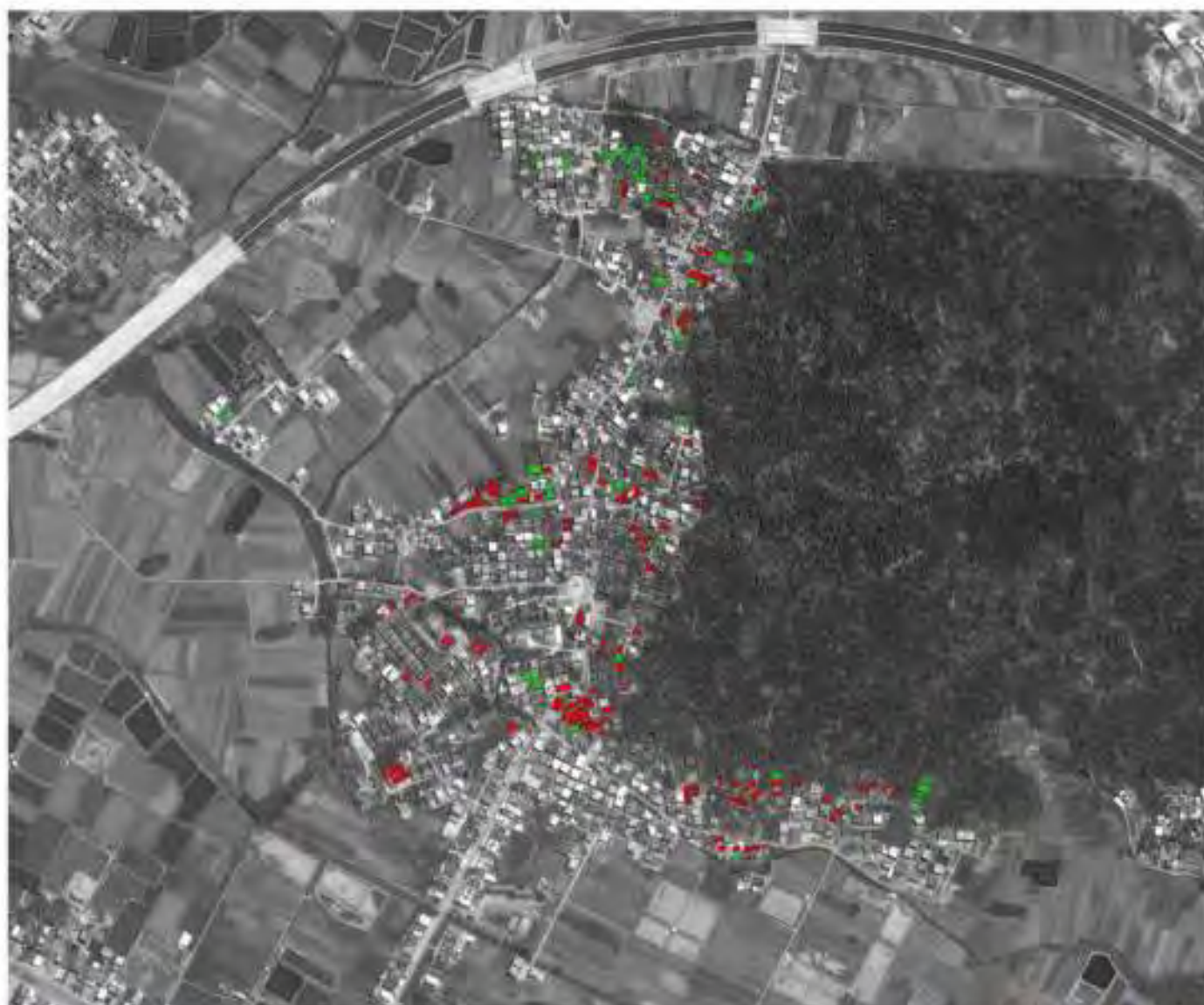
Research

Architecture and Context in Meishan Village



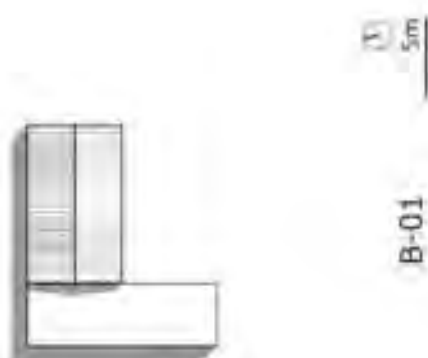
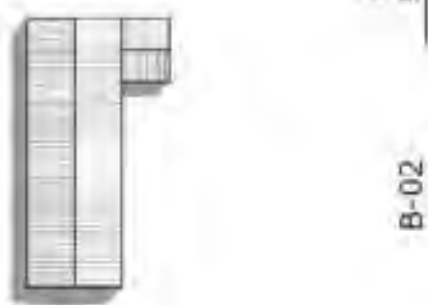
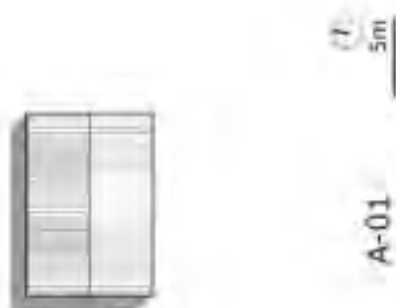


TYPE A & TYPE B



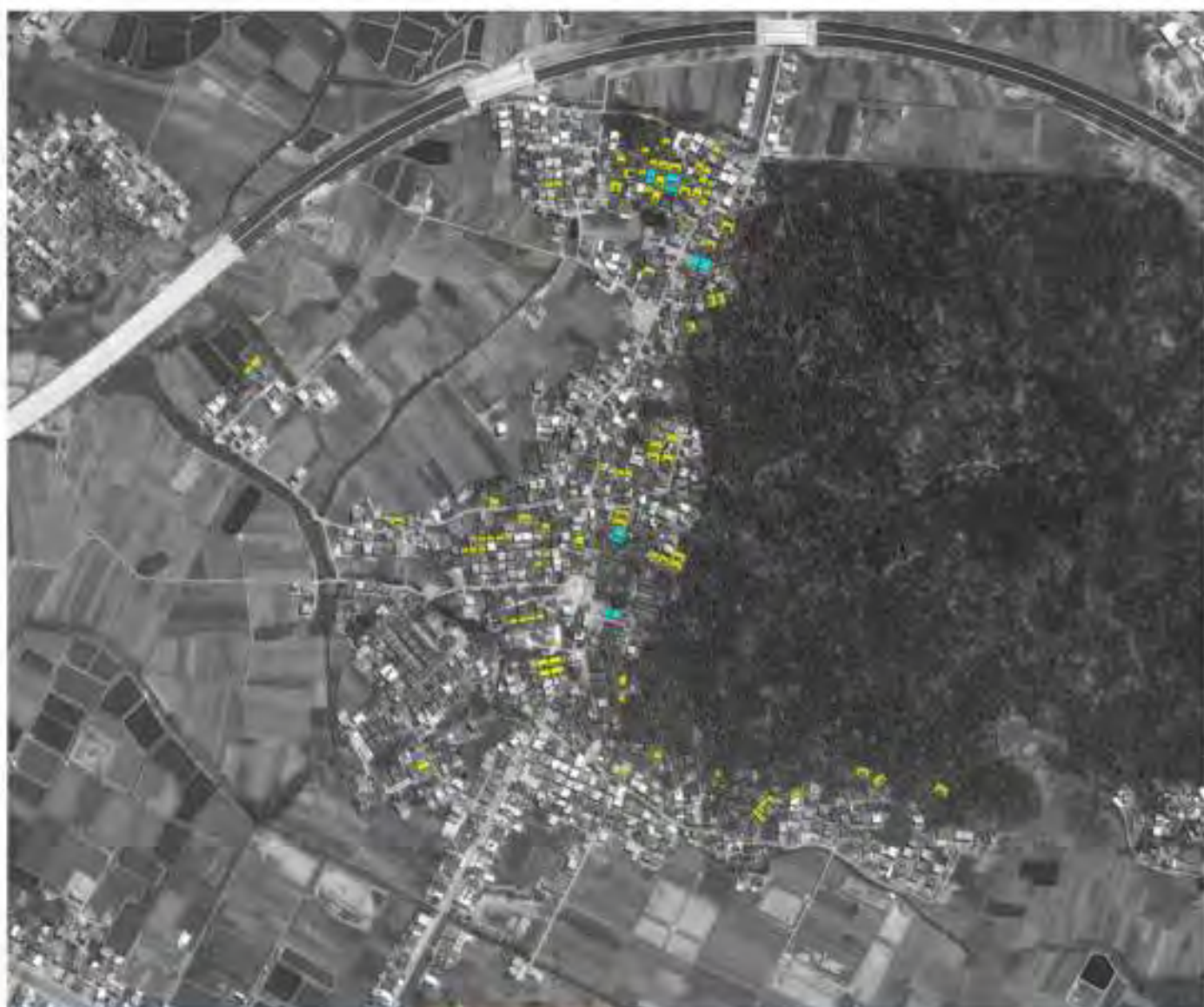


TYPE A & TYPE B





TYPE C & TYPE D

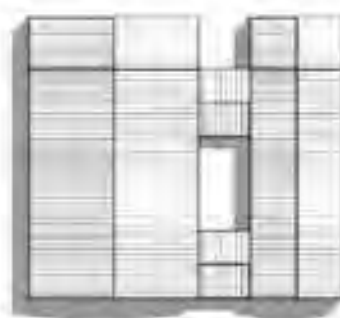




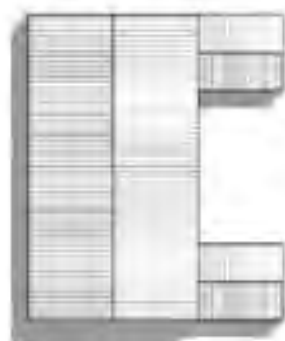
TYPE C & TYPE D



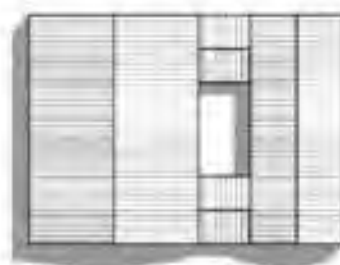
C-02



D-02



C-01



D-01



TYPE E

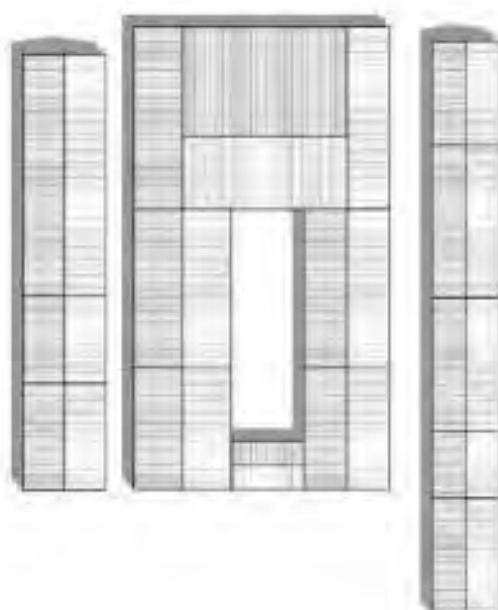




TYPE E



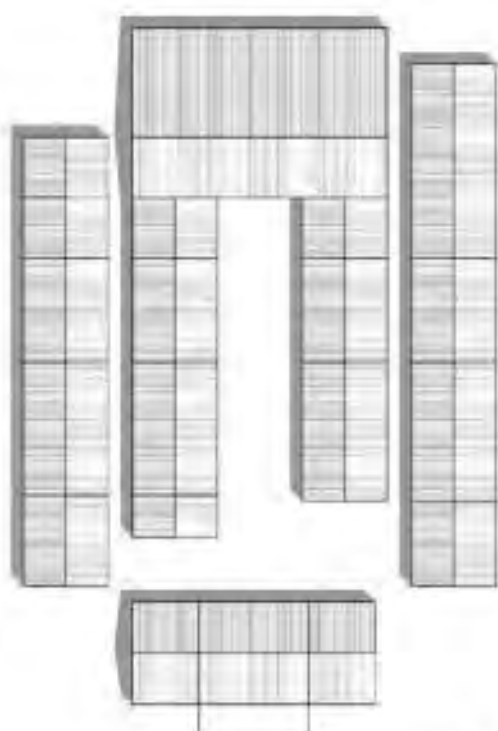
E-01



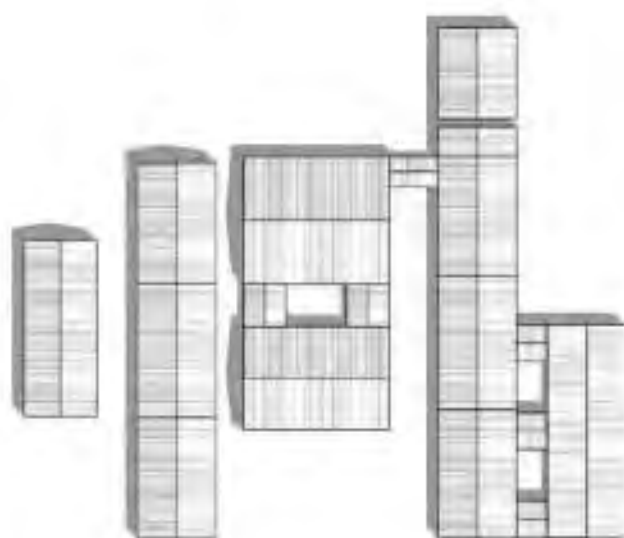
E-03



E-02

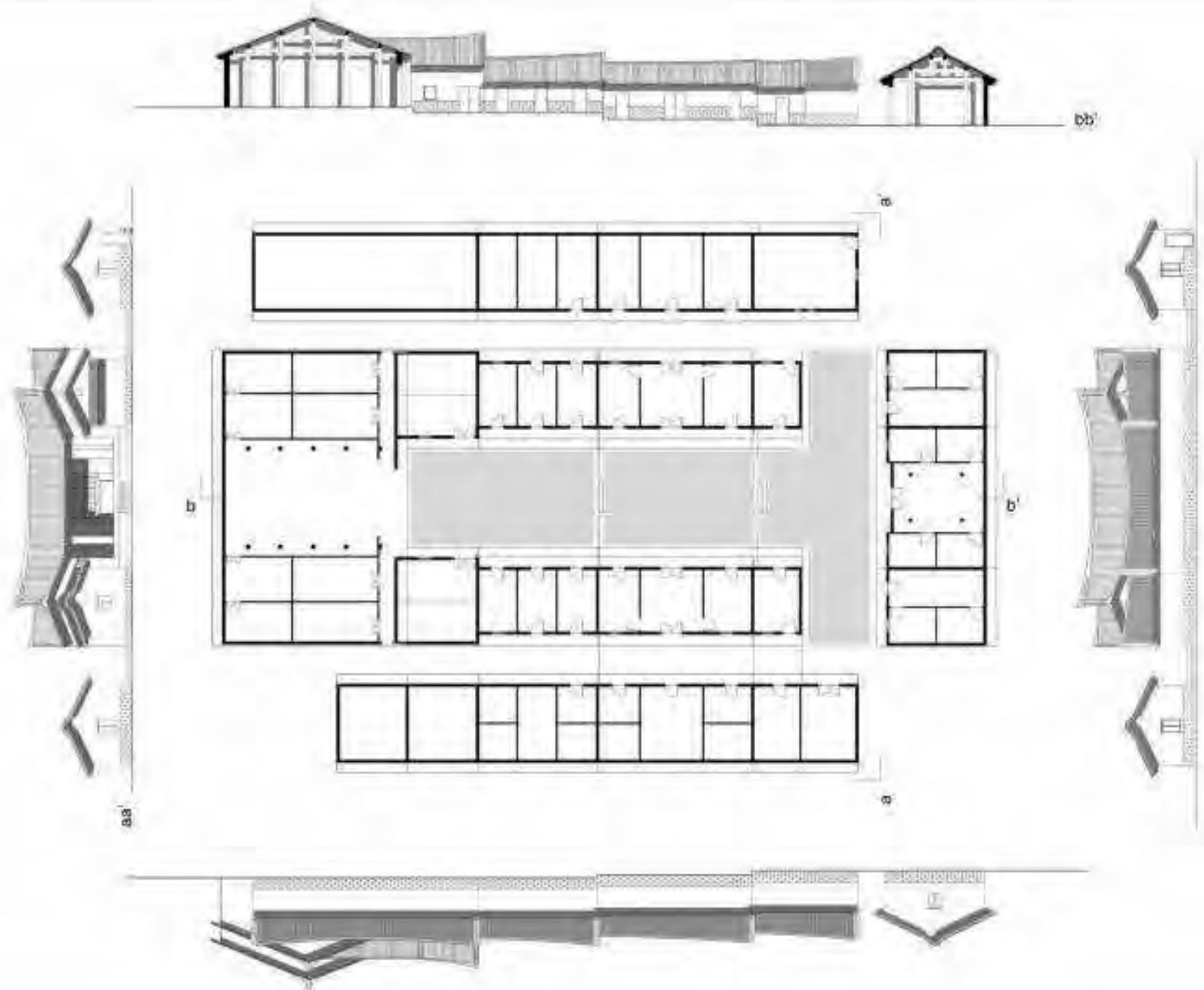


E-04



E-05





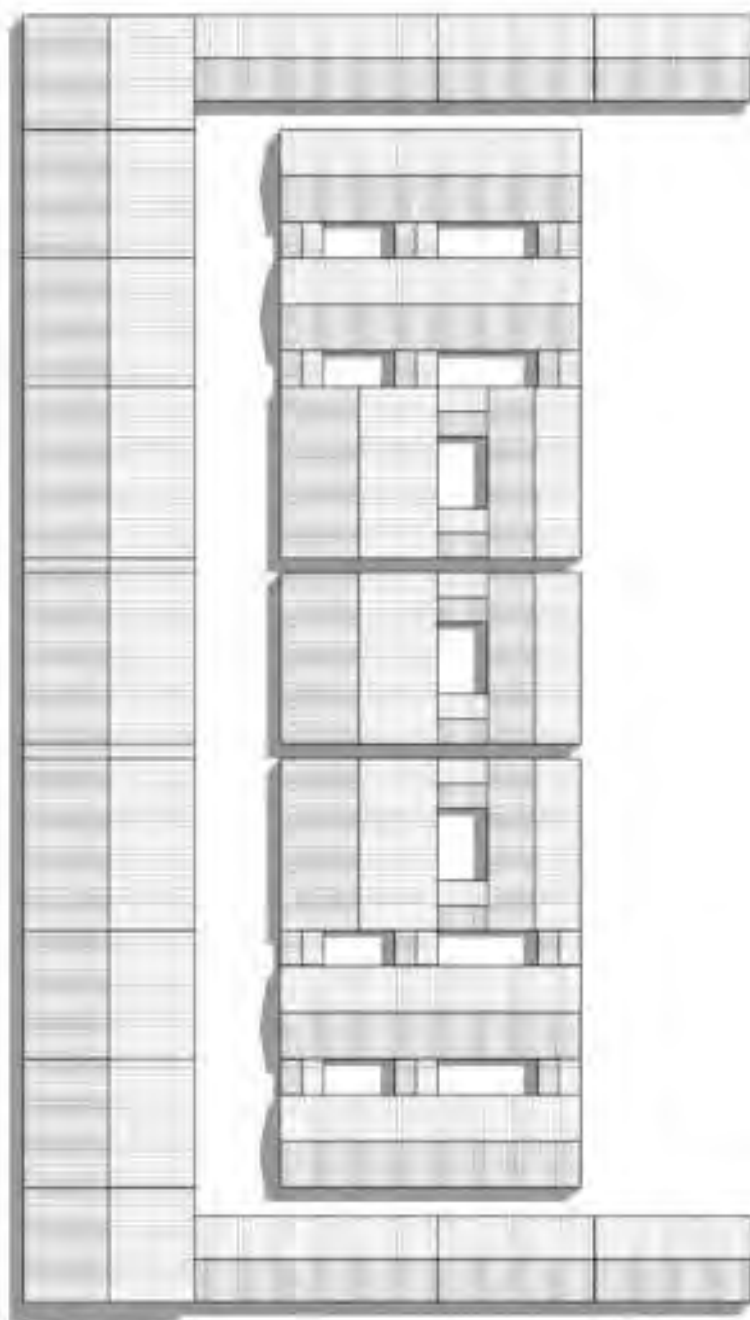


TYPE F Zheng's Residence





TYPE F Zheng's Residence



5m

F-01











Project

The Site in Meishan Village





The existing urban structure is of simple "hill type", with the axis from one of three parts of its morphology located at the base of Fengji hill, to another part which is the great residence of Zheng Yongchang and the river behind, with four sites on the map.



Project

Concept and Strategy



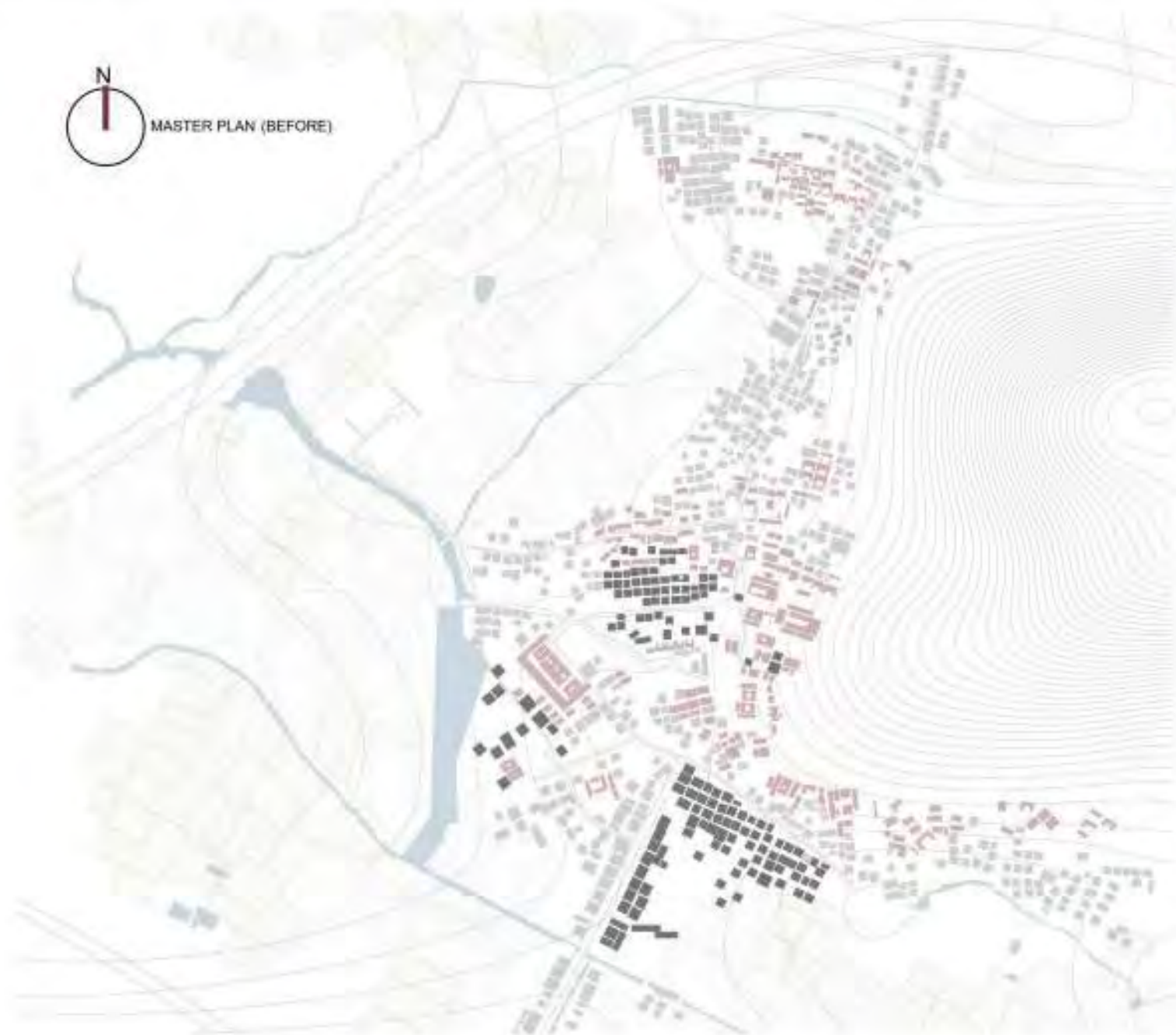


Based on the research above, we have come up with an urban design project and 4 architectural design projects in Meishan Village. By designing this Village as a campus, the aim is to reproduce the traditional image of Meishan Village, provide more jobs for local people, and make this Village alive again.



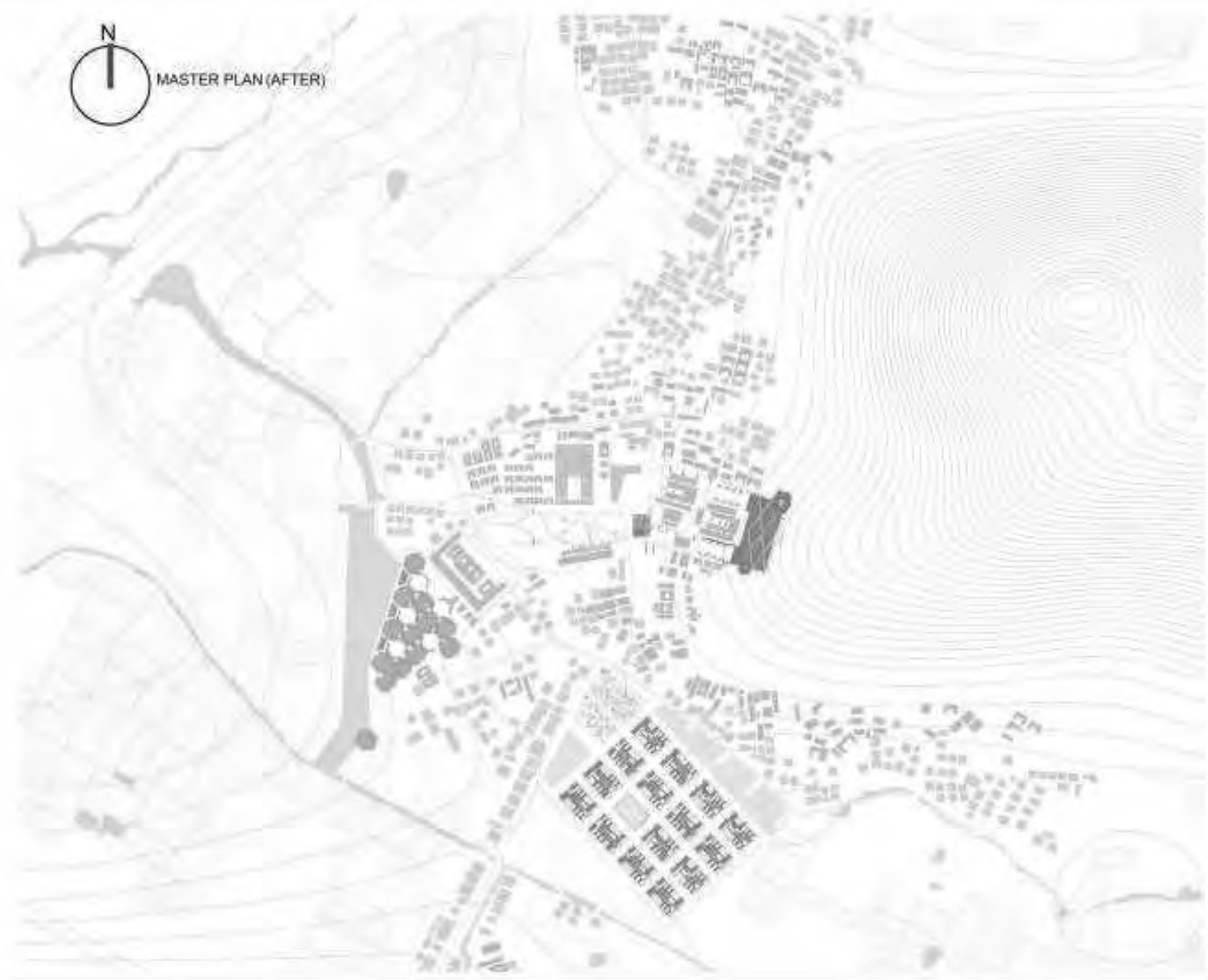
MASTER PLAN (BEFORE)

-  NEW CONSTRUCTION
-  HISTORICAL BUILDINGS
-  DEMOLISHED BUILDINGS
-  RIVER
-  CONTOUR LINE
-  FARM LAND











Project

Campus Community in Meishan



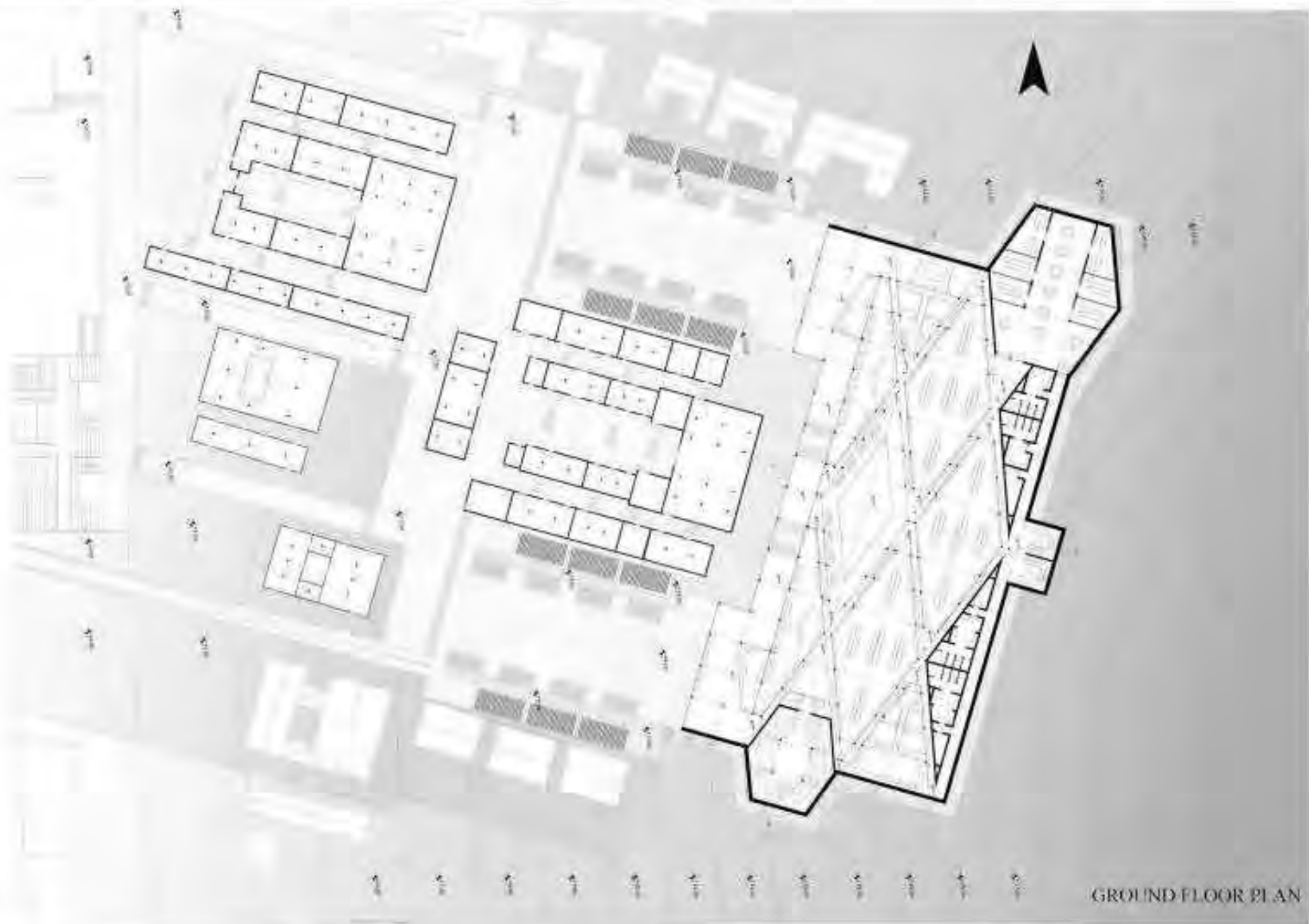






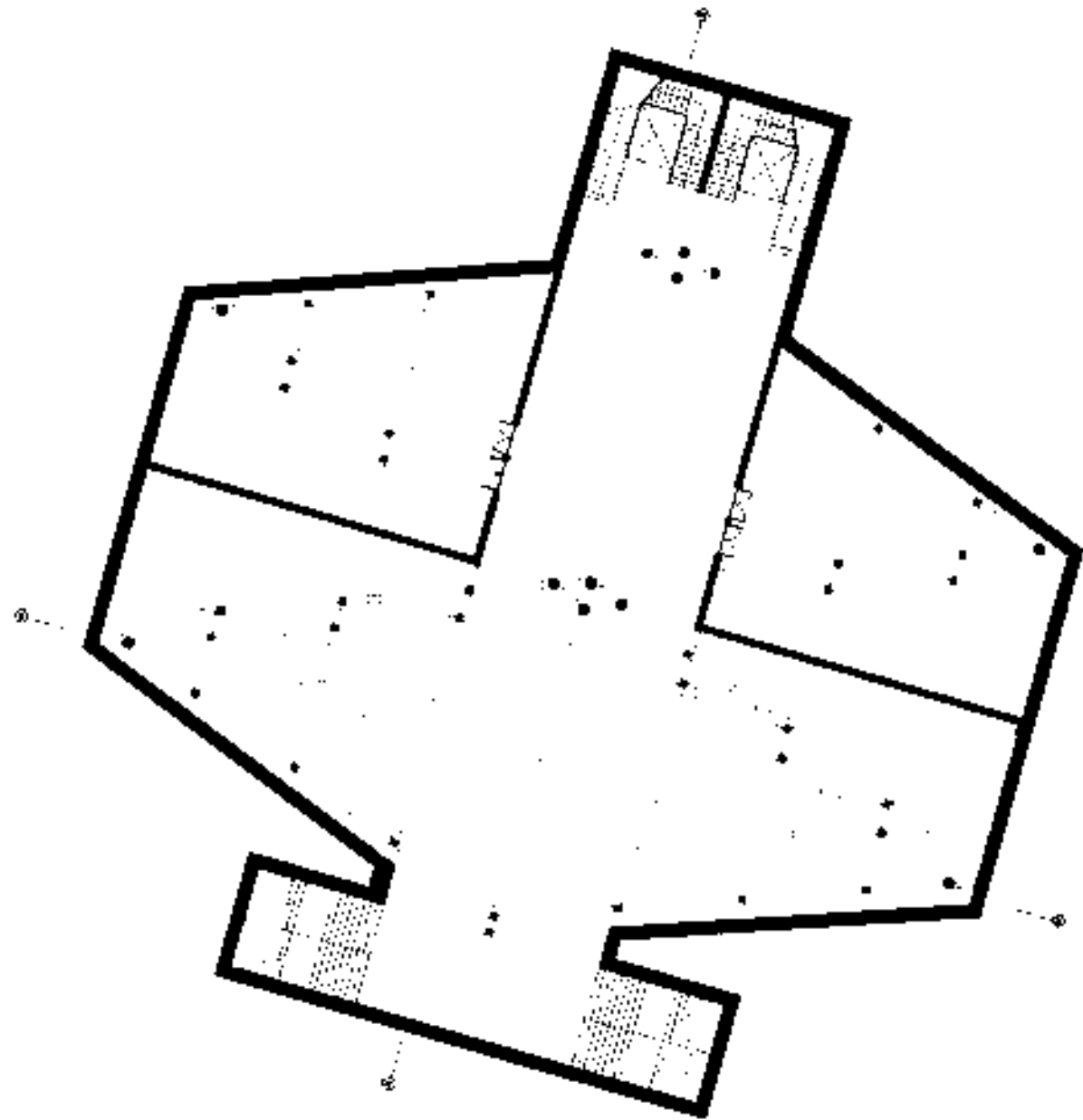


MASTER PLAN

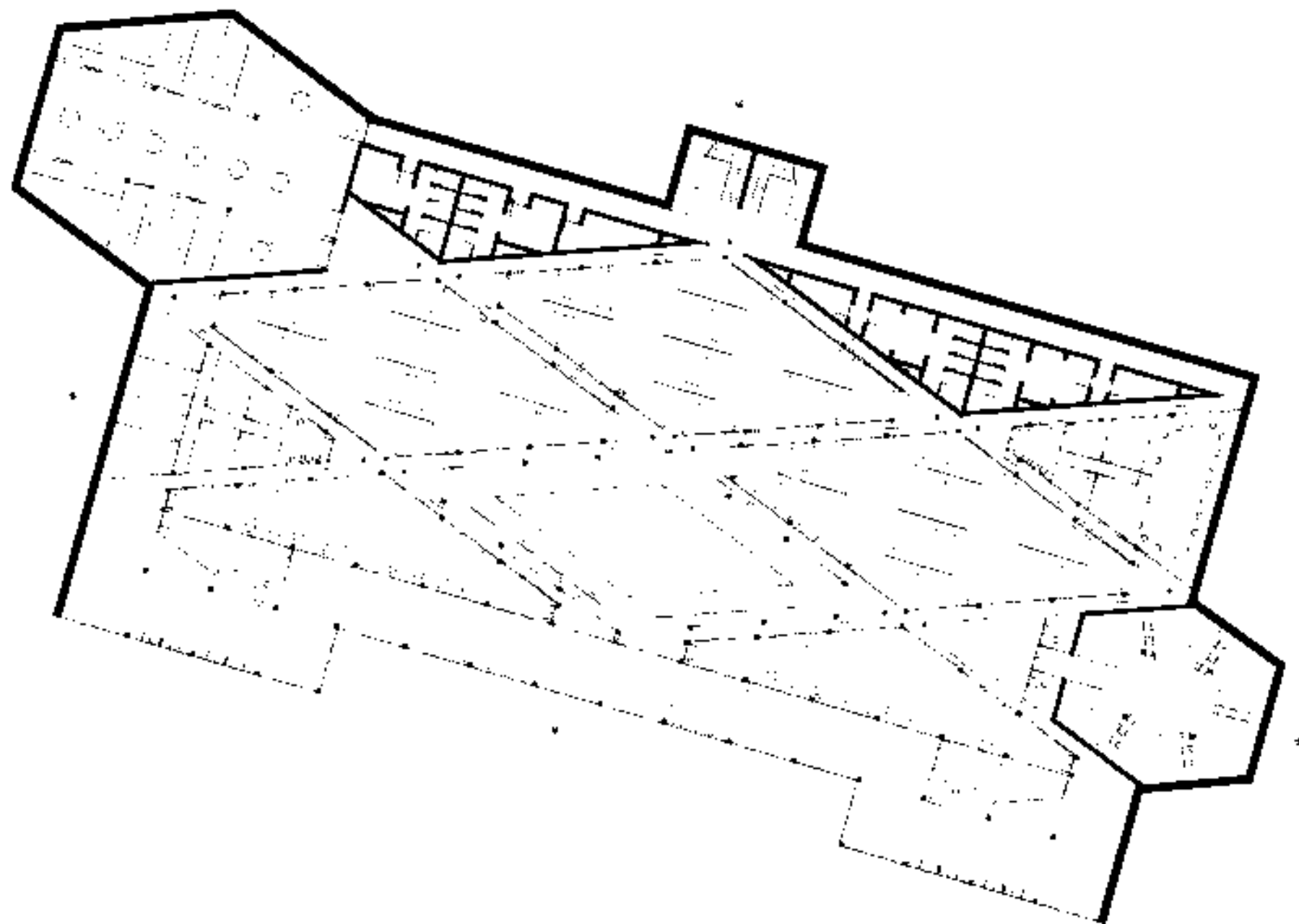


GROUND FLOOR PLAN

NO.	DESCRIZIONE	UNITA'	Q.TA.
1	LABORATORIO	M ²	100
2	LABORATORIO	M ²	100
3	LABORATORIO	M ²	100
4	LABORATORIO	M ²	100
5	LABORATORIO	M ²	100
6	LABORATORIO	M ²	100
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100	LABORATORIO	M ²	100



-1 FLOOR PLAN



GROUND FLOOR PLAN



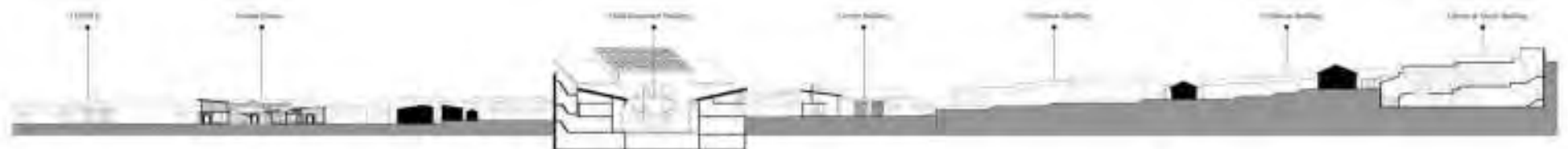
SECTION A-A

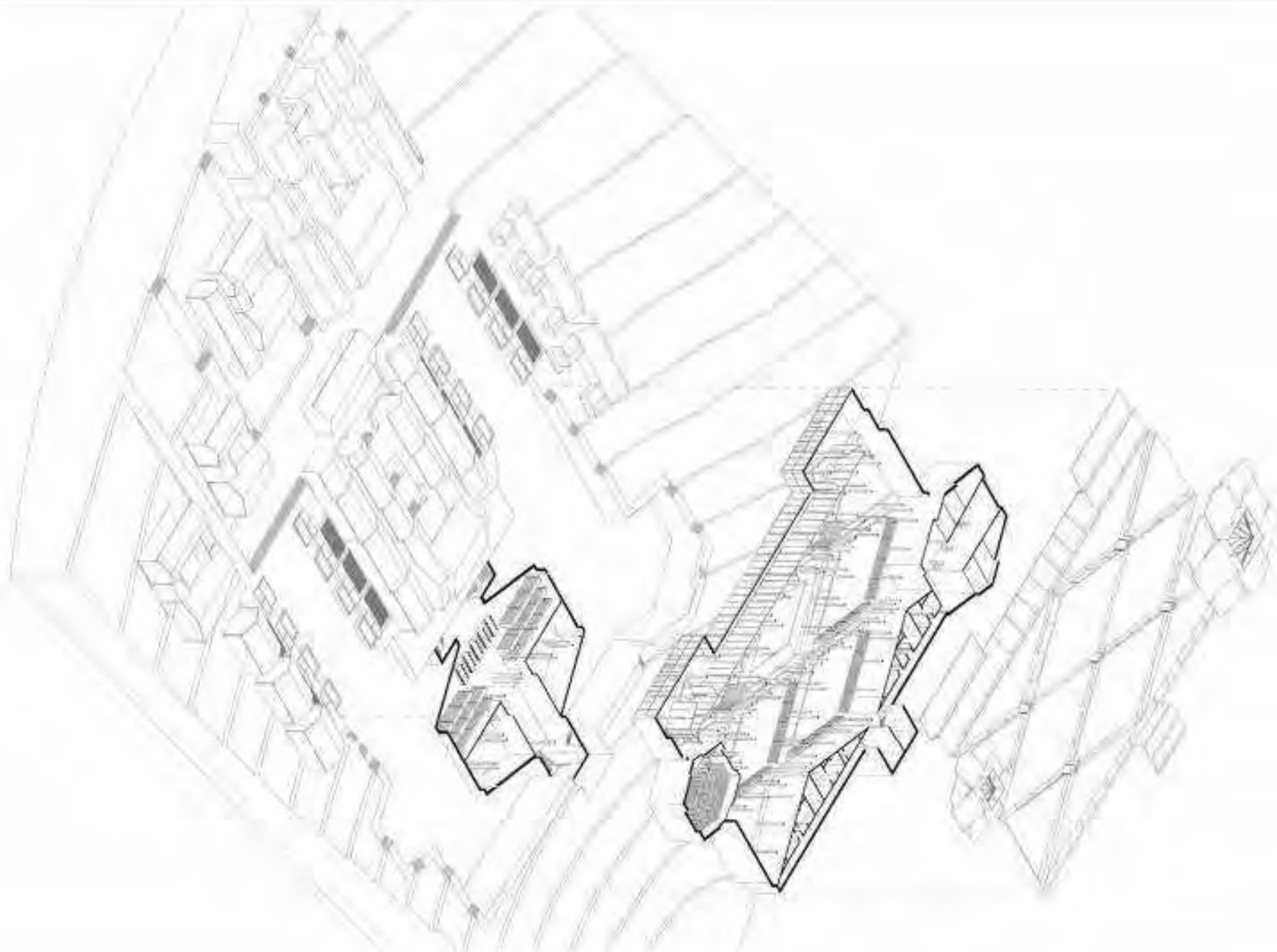


SECTION B-B

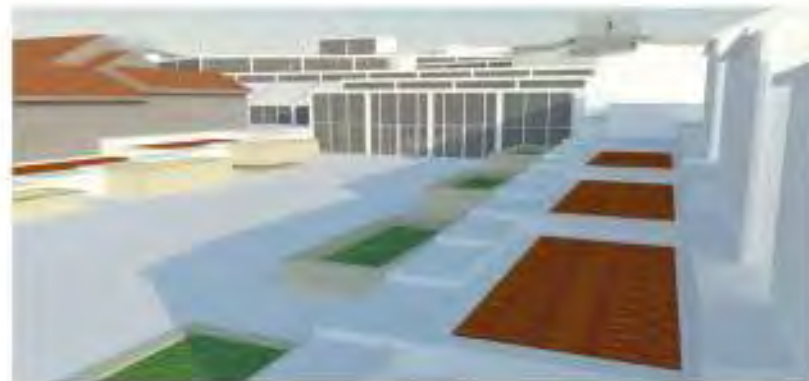
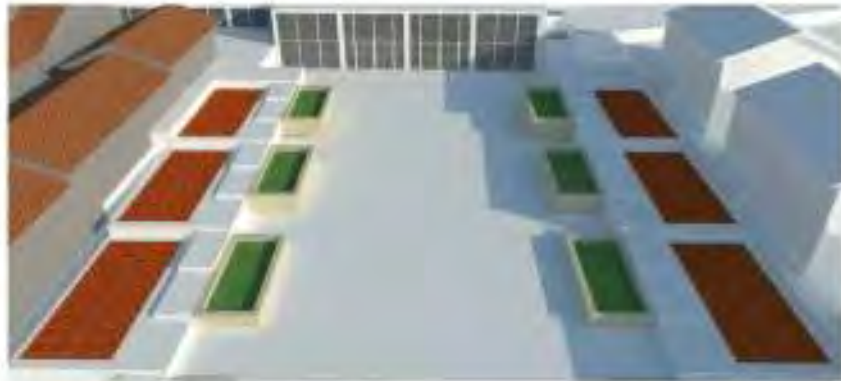


ELEVATION FRONT

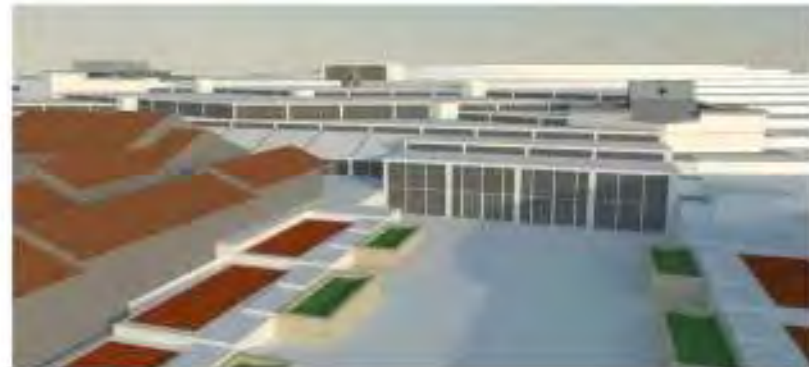


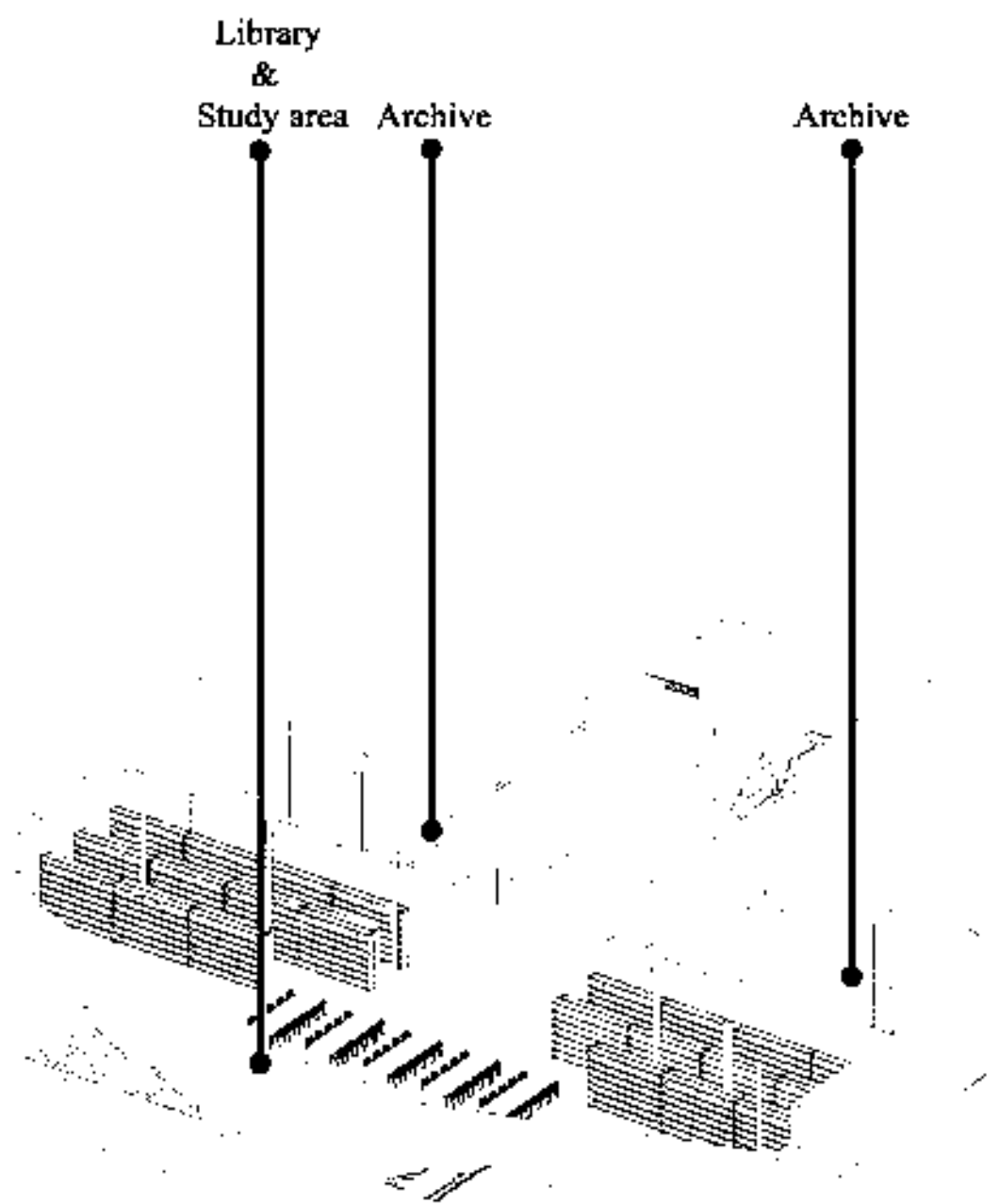


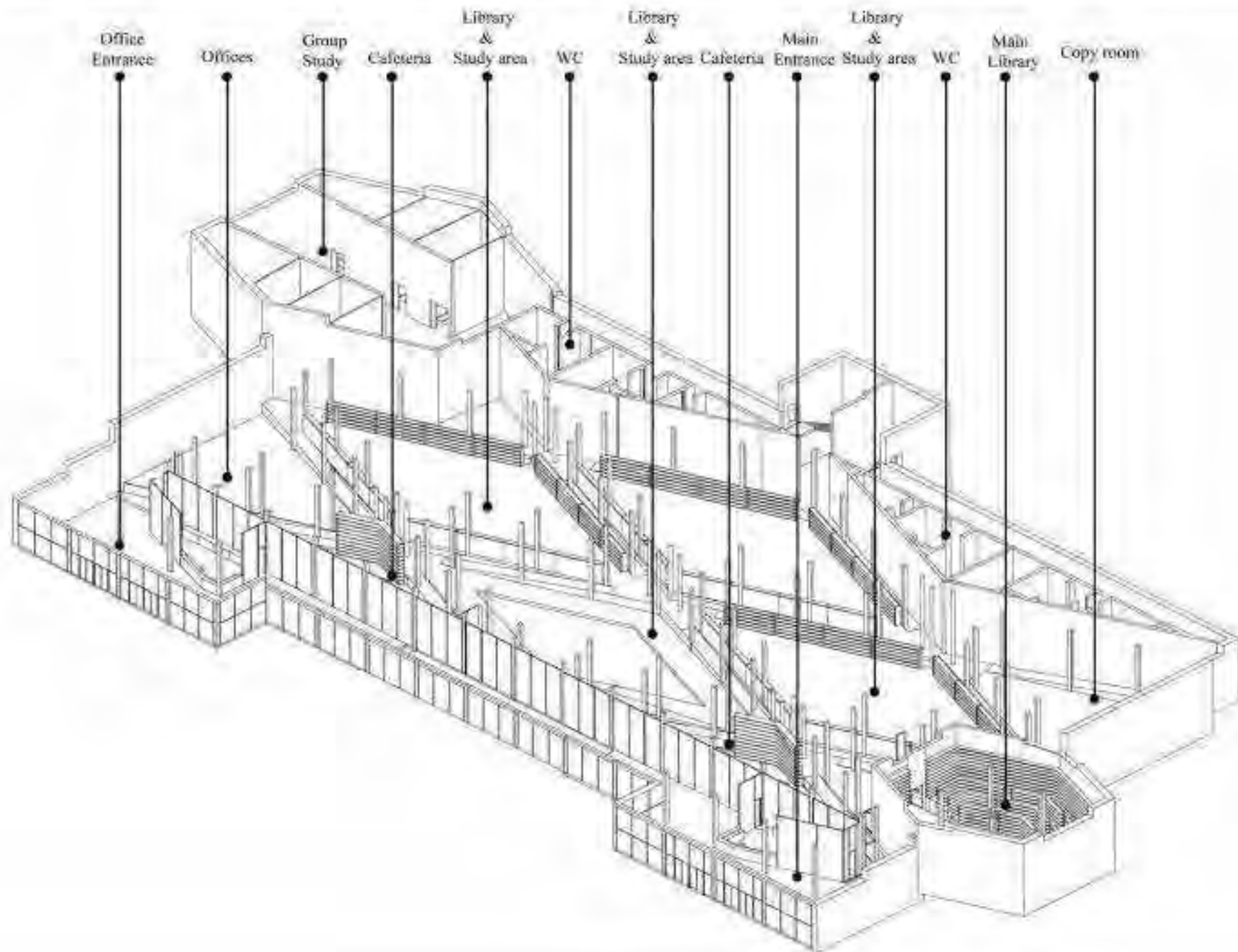
Fengzhou



Suzhou Museum





















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