

Charged Infrastructures

Elaborations on the Hong Kong/Zhuhai/Macao Bridge

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"The proposed Hong Kong Zhuhai Macao Bridge (HKZMB), being situated at the waters of Lingdingyang of [the] Pearl River Estuary, is a large sea crossing linking the Hong Kong Special Administrative Region (HKSAR), Zhuhai City of Guangdong Province and Macao Special Administrative Region. The functions of the bridge are to meet the demand of passenger and freight land transport among Hong Kong, the Mainland (particularly the region of Pearl River West) and Macao, to establish a new land transport link between the east and west coasts of the Pearl River, and to enhance the economic and sustainable development in the three places."

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CHARGED INFRASTRUCTURES

The Hong Kong/Zhuhai/Macao Bridge is more than an infrastructural link; it is a *Charged Infrastructure*, an exemplary instance of a new kind of urban border zone that will transform the distinct cities it connects into a contiguous but varied metropolis. Linked by global and regional flows of culture and capital and embellished by local differences in the face of increasing homogenization, *Charged Infrastructures* belong neither to the fantasy of the global generic, nor to the particular identities of the nation state. Rather, in cases such as that of the HKZMB, they excite through their geographic certainty, their political ambiguity, and their economic potential.

Comprising both the physical fabric of roads and the regulatory framework of borders, *Charged Infrastructures* supersede their singular role as either a

CIDADES E FRONTEIRAS

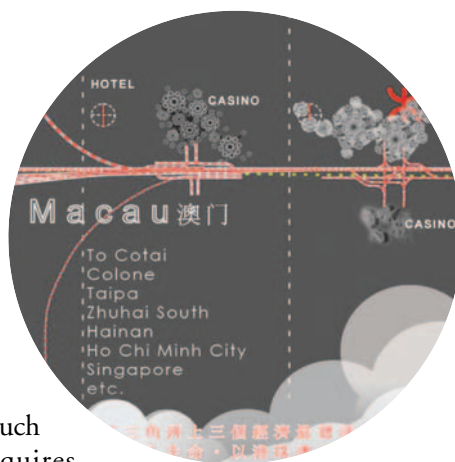
link between two points or a barrier between two areas to become a complex fabric capable of both joining and separating territories productively, and even of becoming territories themselves. The implications of such a fabric are evident from the scale of the HKZMB down to the scale of a city, a neighborhood, a building, or a room.

Charged Infrastructures take the need for both private development and for sustainable public amenity seriously and proposes radical ways in which these two conditions can overlap. The management of competition and connection, development and sovereignty, public use and private ownership, becomes the basis for a new kind of urbanism. We propose that the four municipalities of Hong Kong, Shenzhen, Macao and Zhuhai be connected by a fifth: a “Pearl River City” comprising the HKZMB and a network of new development

parcels atop it on elevated platforms and alongside it on artificial islands.

Naturally, such a conjecture requires wholly new developments at a grand scale as well as speculations into minor adjustments to existing plans would affect the larger whole, and to incorporate existing projects into ideas about a larger, linked system.

Charged Infrastructures is not simply a proposal for maximizing development. Rather it is a proposal for undertaking dense development concentrated along lines of infrastructures and for maximizing integration and communication within a contiguous region.



分隔及差距又令城市們能各自保留獨有的個性特質。一句話說，就是地理上的阻隔、政治上的曖昧、經濟上的

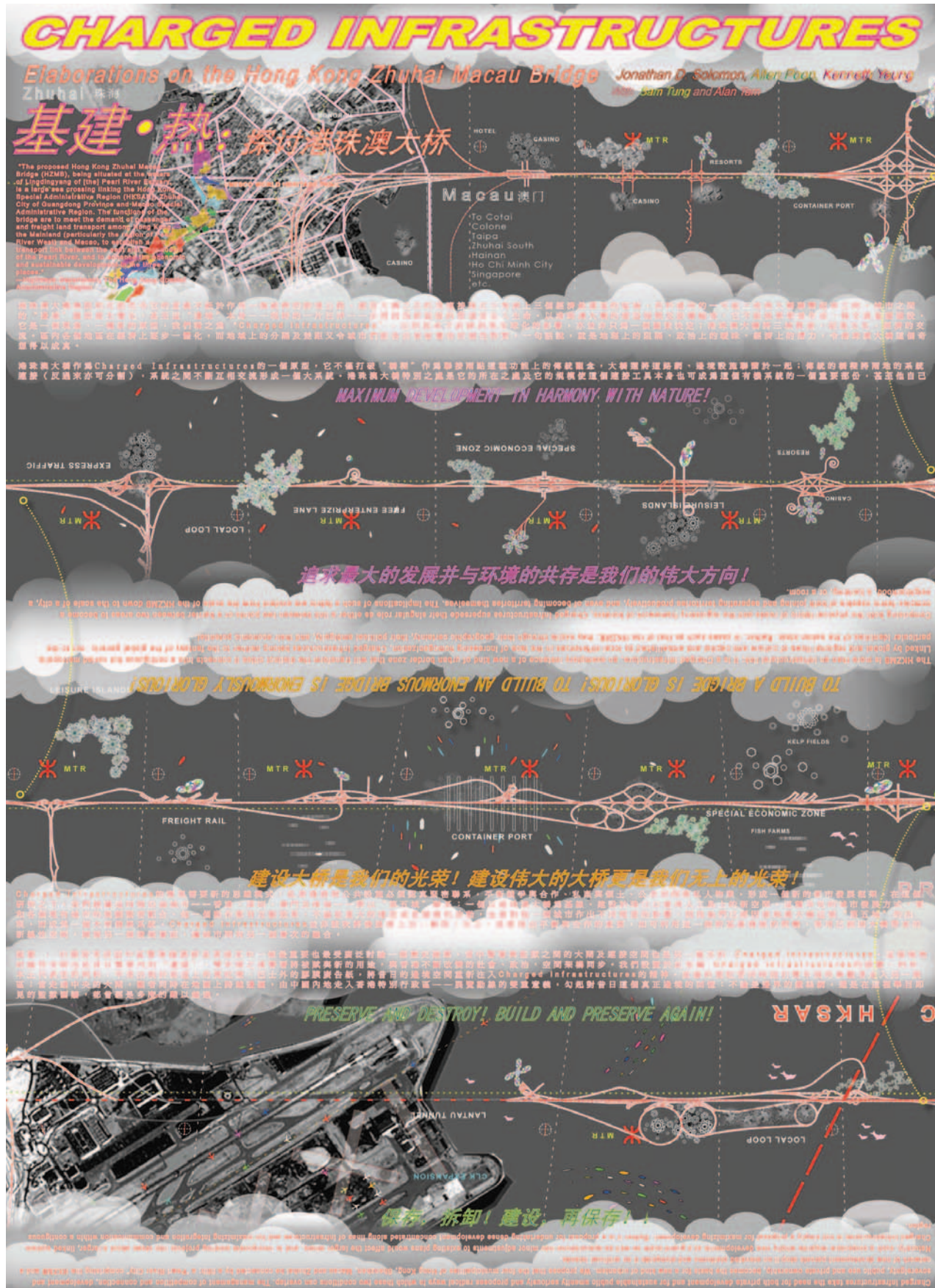
一個原型，它不僅打破“橋樑”作為聯接兩點這種功能上的傳統觀念，大橋還將道路網、邊境設施聯繫於一起，成一個大系統。港珠澳大橋特別之處是它的所在之處及它的規模使這個連接工具本身也可成為這個有機系統的

MAXIMUM DEVELOPMENT IN HARMONY WITH NATURE!

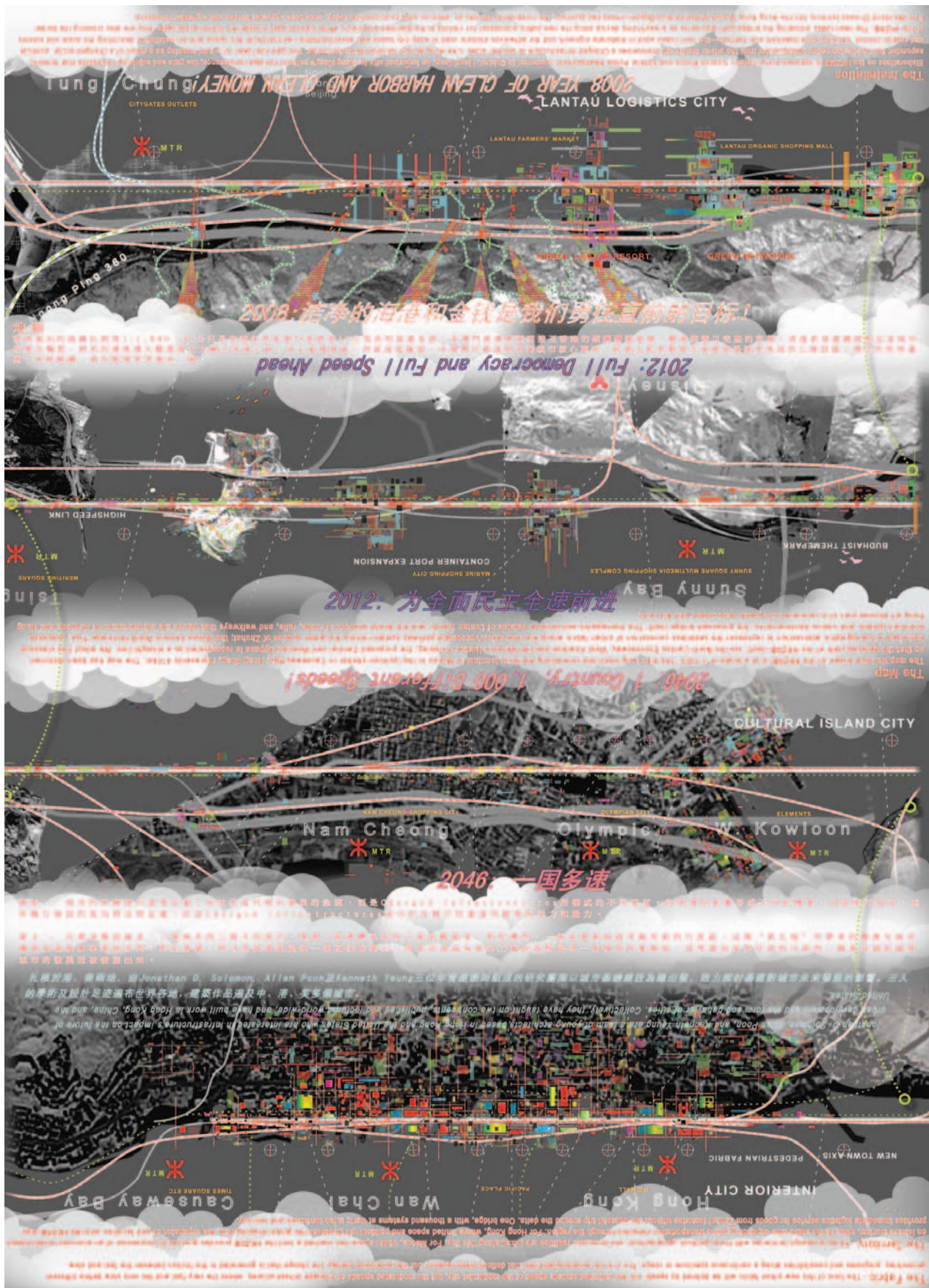


追求最大的发展并与环境的共存是我们的伟大方向!

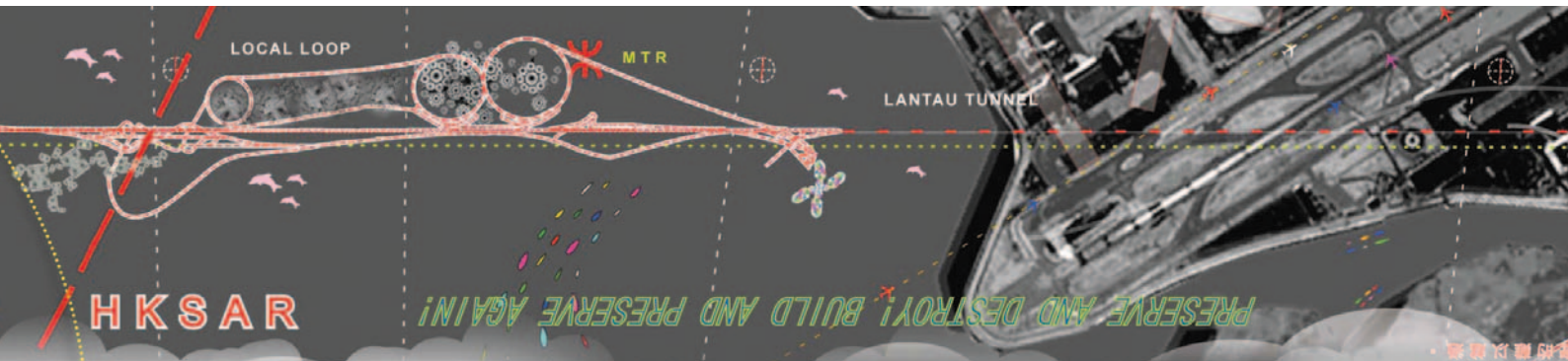
of roads and the regulatory framework of borders. Charged Infrastructures supersede their singular role as either a link between two territories or a barrier between two areas. Rather, in cases such as that of the HKZMB, they excite through their geographic ambiguity, their political ambiguity, and their cultural and capital and embellished by local differences in the face of increasing homogenization. Charged Infrastructures become a complex fabric capable of both joining and separating territories productively, and even of becoming territories themselves. The implications of such a fabric are evident from the scale of the HKZMB down to the scale of a city, a neighborhood, a building, or a room.



CIDADES E FRONTEIRAS



CITIES AND BORDERS



THE MAP

The map we have drawn of the HKZMB is at a scale of 1:2000. The 40m long neon line on the map connecting the ferry terminal in Macao to the typhoon shelter in Causeway Bay, Hong Kong, represents 80km. The map has been distorted so that the weaving path of the HKZMB itself, via the North Lantau Expressway, West Kowloon and the Western Harbor Crossing, the proposed Central and Wanchai Bypass is represented as a straight line. We adopt this classical technique of cartographic abstraction to represent the seamless connection of urban fabric along this new axis. A proposed parkway system linking the green spaces of Zhuhai; the Macao Unesco World Heritage Trail, proposed monorail system, and casino developments; the proposed bridge itself; the theme parks and enclave estates of Lantau Island, and the dense network of roads, rails, and walkways that weave the infrastructure of Kowloon and Hong Kong all become part of a continuum of spaces associated with this line.

THE INSTALLATION

Elaborations on the HKZMB was installed at the historic Victoria Prison and Central Police Headquarters compound in Central, Hong Kong. An important site for Hong Kong's cultural heritage renaissance, the gate and adjoining courtyards that formerly separated the functioning police headquarters from the prison facility are themselves a Charged Infrastructure at another scale. Like Hong Kong's national territorial border, this gate has taken on a new meaning as a result of a changed social, political and spatial context. Utilizing local materials and methods—the neon tubes used in elaborate signwork and the adhesives stickers used to wrap city busses with advertisements—we transform this space with an installation describing the scale and extents of the HKZMB. The neon tubes indicating the bridge path also serve as a wayfinding device along the new

public procession for visitors to the Biennale Exhibition. When visitors pass through the former prison gate, they are also crossing the border from Mainland Chinese territory into the Hong Kong Special Administrative Region—these two journeys, the installation reminds us, while so easy to accomplish today, once bore a greater burden and a greater resonance. **RC**

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Elaborations on the Hong Kong/Zhuhai/Macao Bridge
 Design Installation

Hong Kong Bi-City Biennale of Architecture and Urbanism 2008
 “Re-Fabricating the City”

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