

Research on the Development Mode of Yangtze River Delta Region under the Background of Urban-Rural Integration---From the Perspective of Suzhou

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Abstract: With the implementation of China's Yangtze River Delta integration strategy, the comprehensive strength of the Yangtze River Delta region has been continuously improved, but it is also facing increasingly severe challenges. Under the background of accelerating development, increasing contradictions and imbalance, it is particularly important to solve the problems of adapting urban and rural development modes to each other, narrowing the regional gap in various aspects and speeding up the integration process of the Yangtze River Delta. Taking the Yangtze River Delta region as the research object, this paper discusses the current mode of urban and rural development in China, and analyzes the important measures that Suzhou city should take for urban and rural development under the background of integrated development.

Keywords: Yangtze River Delta Integration; The Separate Urban-Rural Structures; Suzhou

1. Introduction

With the continuous development of civilization and history, China has gradually formed two completely different forms of human settlement, namely city and country. A city is a densely populated place that undertakes various economic and social functions and is the center of a regional system. Cities make use of the manpower and material supply of the countryside, forming a more prosperous scene than the countryside, which has great attraction to the rural surplus labor force. Rural area is a place with relatively scattered population, mainly agricultural land, and most residents are engaged in agricultural planting and breeding (Alexander, 2010). Rural areas carry out the simplest material production and life, generally located at the edge of the regional system, and continuously provide blood supply to central cities, which is the main source of irreplaceable human and material resources for cities (Beard, 2018).

2. The contradiction and bad result of binary division development

The huge difference in the way of life and production between urban and rural areas has gradually widened the gap in the level of development between them. In the early stage, China was in a long-term state of urban-rural dual structure governance and construction, and there were also some problems in urban planning. The planning aims at the rational development of individual cities and ignores the development prospects of rural marginal areas. The vision of planning is extremely narrow, and regional studies of urban development are often ignored (Wang and Zhou, 1999). With the continuous development of the separation of urban and rural construction, the contradiction between urban and rural areas is becoming increasingly prominent. For example, when cities need to expand the scale of land use, rural land will be invaded, and agricultural land will be forced to continuously convert to urban land, resulting in a sharp decline in rural productivity and lagging rural development. In serious cases, permanent basic farmland may even be violated, directly affecting national food security (Ottensmann, 2016). Then when the city grows to a certain size, the villages attached to it will no longer be able to meet the city's supply. At this time, backward villages will in turn restrict the development of cities, forming a vicious circle in which both cities and villages cannot get corresponding progress.

3. Analysis of the advantages of integrated development

3.1 Overall planning, regional first

Urban and rural integration development model can solve urban and rural development problems at the regional level, considering a more comprehensive range. In the integration model, urban-rural development contradictions are regarded as regional contradictions (Ruijgrok, 2006). Using the idea of urban feedback to the countryside and rural supply to the city can gradually solve the contradictions in the region. The overall plan also better reflects the public interest and better interprets the city's purpose of serving its residents. Urban and rural areas are not only the geographical scope of regional social and economic development and the establishment of a new economic order, but also the basic unit to adhere to green environmental protection and sustainable development. To achieve green ecological environmental protection and sustainable development, we also need to seek solutions at the urban and rural levels.

3.2 Resources integration, orderly development

The integration of urban and rural development is conducive to the local government's macro grasp of regional resources and advantages, and is conducive to the systematic sorting and integration of resources. Urban and rural development is not only related to the development stage, but also to the current regional economic aggregate and comprehensive strength. Development should not be blindly divorced from reality, nor should development be restricted by falling behind the status quo. The integration of urban and rural development is conducive to the orderly investment of regional capital. Generally, traffic facilities are built first, and then corresponding commercial facilities are built to introduce people and consumption. In order to meet the needs of urban and rural development, it is necessary to consider the integration of urban and rural areas in the long run and ensure the planning and construction of infrastructure, the timing of project development and the step-by-step investment of capital.

3.3 Transportation links, green development

The level and prospect of urban and rural development are closely related to the quantity and quality of regional resources. To realize the healthy and sustainable development of urban and rural areas, we must consider the allocation and utilization of resources. The integrated development mode of urban and rural areas makes the connection between urban and rural areas closer, and the flow of goods and personnel between urban and rural areas is also more intensive, which plays a positive role in the development of transportation between urban and rural areas. To realize the exchange of people and material between urban and rural areas, priority must be given to the development of transportation. It is necessary to implement a green transportation form dominated by TOD mode. Urbanization leads to the centralized development of cities, while excessive urbanization leads to the single regional ecological structure and the fragile stability of the ecosystem. Through the integration of urban and rural development, regions can achieve the best results with the least material consumption.

4. How should Suzhou integrate into development under the background of Yangtze River Delta integration

4.1 Transportation and information technology speed up development, for integration of support conditions

Suzhou is adjacent to Zhejiang and Shanghai, so its economic activities are naturally influenced by neighboring provinces and cities. In order to narrow the gap with developed areas, Suzhou should take the initiative to open regional

transportation links and establish a platform for fast commuting and information exchange and sharing (Hasan, 2008). By opening the base and platform and introducing technical talents, Suzhou can attract capital investment and build a complete and efficient three-dimensional transportation system.

4.2 Break the isolation of administration and promote the reconstruction of urban division of labor system

With the continuous follow-up of the Yangtze River Delta integration strategy, there will be more and more inter-provincial and inter-regional projects such as greenway interconnection. It is more necessary for all administrative departments to strengthen consultations, improve and unify relevant standards, and promote contact and cooperation in relevant fields. Shanghai should give full play to its leading role, while Jiangsu, Zhejiang and Anhui should give full play to their comparative advantages and strengthen cooperation. Suzhou should vigorously build a modern new city, create new sectors of competitive industries, and create a new highland of openness and innovation. Continue to carry forward the regional advantages of developed manufacturing and rich resources, focus on the development of local competitive industries, and do a good job in regional industrial division (Ryberg-Webster and Kinahan, 2014). Suzhou also needs to implement cross-regional cooperation mechanism, break the restriction of separate administrative boundaries, clarify its development direction, clarify its position and responsibility in the urban division of labor system, and promote the reconstruction of the new urban division of labor system.

4.3 Step up joint efforts to ensure ecological and environmental protection, and promote joint construction and sharing of social service facilities

At present, the environmental problems in the central cities of Yangtze River Delta are not optimistic. In view of the phenomenon that there are different environmental pollution problems in different regions at different levels of development, it is necessary to speed up the research and formulation of unified environmental protection standards and establish cross-administrative environmental remediation teams. We will take special measures tailored to local conditions to improve the environment in areas severely polluted by over-development and straw burning, and actively promote the development of low-carbon city clusters. Suzhou should actively learn from the standards of social service facilities provided by Zhejiang and Shanghai, encourage inter-provincial and city-level higher education cooperation within the region, integrate medical resources within the region, improve equity, and gradually realize consistent rules and equal services.

5. Conclusion

The integration of Yangtze River Delta is an eternal research topic, and regional coordinated development is a major problem facing the world today. Although experts in various fields are committed to the study of this urban development process, the coordinated development of urban agglomeration integration is not a problem that can be solved in a short time. Development problems often reflect the contradictions between cities and urban residents. Only through continuous dynamic planning adjustment, can we minimize a series of negative effects, such as slow development, heavy burden on central city and hollowing out of marginal city, brought about by unbalanced urban development.

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