

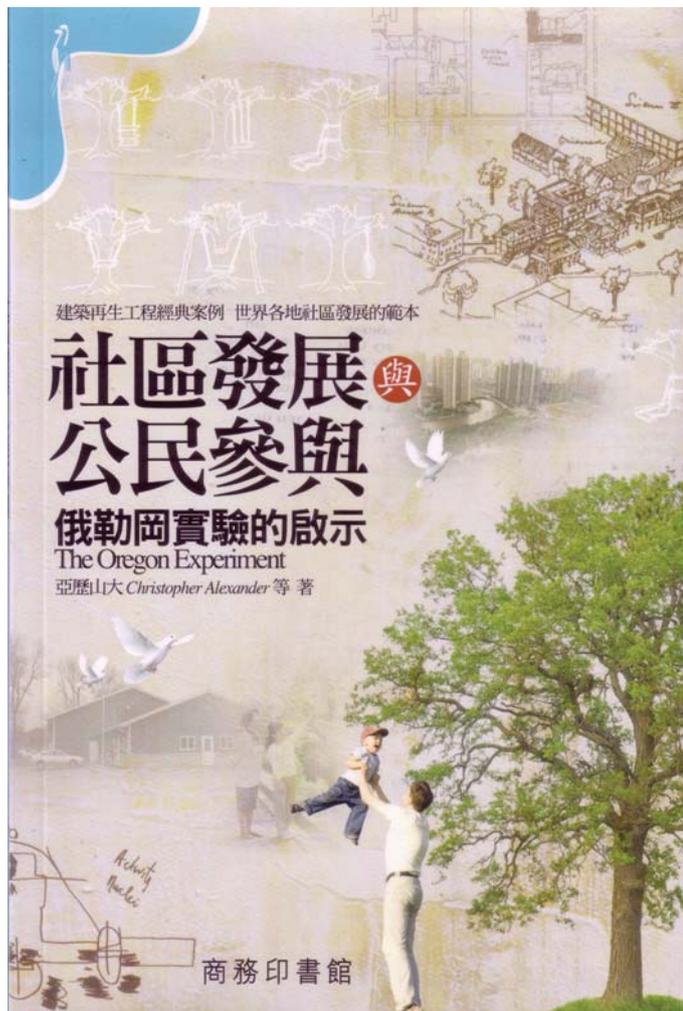
社區參與：俄勒岡實驗的啟示

羅慶鴻

近代「社區參與」在世界各地的城市規劃、都市設計和社會建設等項目中都是一個非常熱門的辭彙。廣義來說，社區參與涵蓋了公眾參與、地區參與和使用者參與的意思。現今的學者們認為祇有讓社區參與規劃才可以創造出完善的城市。在香港，近年的社區重建、歷史保育、舊區活化，以至大型建設項目的發展計劃，主政者也強調公眾參與。然而，社區參與究竟是什麼？誰來參與？他們又如何參與？這理念又怎樣實踐呢？是不是有了公眾參與，規劃便可以保證項目發展的完美目的？會不會因此而帶來混亂，導致主政者在財政預算和生產程序失控，最終妨礙了發展進程，與項目的原來目標和目的背道而馳，甚至令項目胎死腹中？

在芸芸「社區參與」的學術研究中，現今最具影響力者是前美國伯克萊大學教授、建築師、實驗者基士杜化·阿歷山大（Christopher Alexander）。在他的著作《建築的永恒之道》（*The Timeless Way of Building*）開宗明義地指出「工業社會前，千百年來世界上大多數美麗的城市都不是由人主觀意願規劃出來的」，意思是，歷史上最具有魅力的城市都是從各地不同的政治、經濟、地理、文化、社會等因素有機成長出來的。在另一本以一個社區參與項目發展規劃的實踐紀錄來撰寫的《俄勒岡實驗》（*The Oregon Experiment*）一書中，除了談及有機成長對項目規劃的重要性外，他更詳細解釋社區參與必須配合其他規劃理念才能發揮最大的作用。

其一，有機秩序（organic order）：有別於近代建築師（規劃師）普遍採用的「總體規劃」（例如有預設土地用途、使用功能、建築物高度等）佈局出來的「規劃秩序」，「有機秩序」是指項目策劃應以大自然為師，佈局要把整個項目拆分為眾多獨立小項目，各項



目之間要像自然界事物的成長過程一樣，漸漸發展為一個有共生關係、成果互依的「整體秩序」。

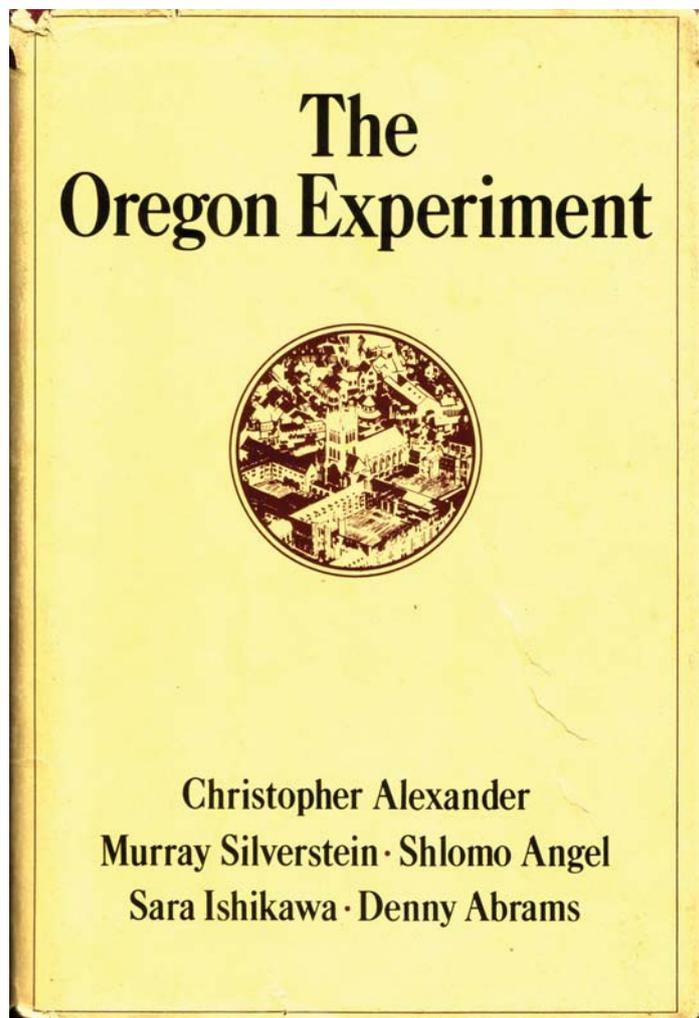
其二，零碎式成長（piecemeal growth）：該理念對創造有機秩序十分重要。他認為項目發展必須避免規模龐大和年期長久的計劃，也不應該集中（統一或一次過）撥款，因為在「總體規劃」下，項目越大越缺乏彈性，而且也沒有人能夠預知未來社會上的各種變化（例如目前的金融海嘯）；若此，有機秩序又從何而來？

其三，模式（patterns）：指由參與者帶動和使用者認同的一系列規劃原則。作者在同一系列的《模式語言》（*Pattern Language*）一書羅列了他綜合研究由大如獨立區域，小至戶內裝飾的細小事項等共253個基本規劃模式。在書中，他強調由於每個項目發展的時間、地點、政治、經濟、社會狀態、歷史傳

統、文化行為等因素不同，性質有別，這些基本模式祇能作參考用，建議參與者先要熟識這些模式，然後由使用者按當時、當地的條件和環境，不斷調整、深化，修訂後使用，才可達到項目最完美的規劃效果、最終社會目的。

其四，診斷（diagnosis）：上述的三個理念奠下了一個比「總體規劃方案」更為合理的设计基礎。可是，這個基礎的合理性會隨着時間和社會的各種轉變而改變，因此，診斷便是保障每個規劃部份都能夠「生機盎然」的最佳手法。診斷指項目由主政者和使用者每年（財政年度）共同參與，詳細檢查項目那些部份仍然保持在最佳狀態，那些部份需要調整，並一起制訂修改計劃。

其五，協調（co-ordination）：為了確保整個項目內的眾多小項目能夠漸漸發展成一個有機的整體，協調審批、撥款和資金發放的先



必須由使用者來帶動，並且要與其他規劃理念融為一體，才可以有效地進行，至於主政者和社區參與者之間的合作關係、操作程序等各方面的細節，在《俄勒岡實驗》（中文譯本由商務印書館出版，改名為《社區發展與公民參與——俄勒岡實驗的啟示》）一書有詳盡交代，在此不贅。

俄勒岡的實驗是在美國的政治、經濟、社會、文化下為俄勒岡大學未來二十年的發展度身訂造。在香港，雖然很多公共項目的主政者都經常強調社區參與，但是項目往往是由主政者策劃、設計和帶動，大型項目發展計劃如「西九」如此，市區重建及歷史建築保育如是，所謂社區參與祇不過是從殖民管治年代的選擇性而演進為較廣泛性（公眾或是區域）的諮詢而矣。目前成立的各種項目委員會成員也多是有義務而沒有權利，責任祇是提供意見供主政者選擇而不用負責項目成果。項目規劃方面，在功利文化的帶動下，無論任何發展項目，規模大小、年期長短，也脫離不了總體規劃方式；且由於社會上專業和學術界傳統上對實用和技術知識比理論性研究和創造性思維更重視，因此，遇到問題多以「借學外地方法」或是「湊合他人的經驗」來處理，諮詢祇是平衡問題矛盾的手段。這樣，就算問題應付了，往往也未能實際地全面切合使用者的需要或項目最終的目的。那麼，以目前的制度而言，什麼項目需要社區參與，如何把諮詢方式再演進為實質的參與，怎樣如基士杜化·亞歷山大所說，創造比沒有社區參與的「總體發展方案」更符合經濟原則的規劃程序呢？這些都是現今主政者是需要研究的課題。但無論如何，俄勒岡的實驗也會為香港帶來一些反思和啟示的作用。

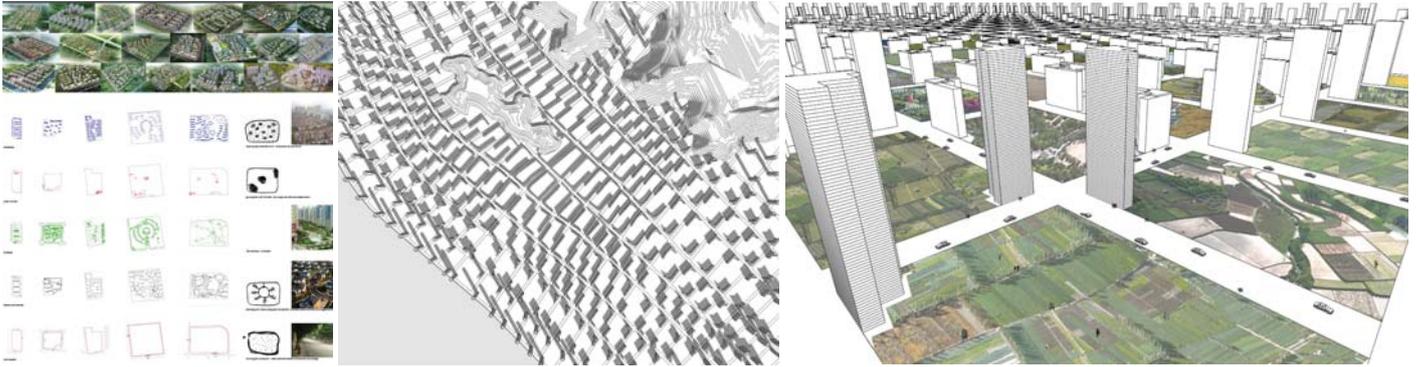
後次序非常重要，並且要公平、公正；因此，每個決定必須要在公開的會議下進行，若有爭議，項目提議者和主政者雙方須要向公眾解釋他們的計劃和建議，並讓公眾有機會發表他們的觀點和意見，然後由公眾（社區代表）表決。

其六，參與（participation）：如何確保在眾多社區參與者的意見中不會為主政者帶來混亂，作者在書中詳盡地描述了他為美國俄勒岡大學校園未來二十年的發展計劃之實踐過程中如何克服這問題。首先，他認為社區參與的項目計劃之基本理念是把項目的發展計劃視為一個發展「流程」，而不是傳統的整体發展「方案」；其次，成功的關鍵是如何建立一個簡單、有效、權利、義務和責任分明的工作架構。他建議整個項目由一個規劃理事會來策劃和推動，而初步方案設計則由每個小項目使用者組成的設計團體承擔（大

型項目按零碎式成長理念拆分為眾多獨立小項目），理事會全權負責項目統籌、監理和審核工作，由主政者組織，成員最佳人數約7-9人，其中包括一位規劃主管（沒有表決權），其餘是相當數量的使用者（代表）和主政者的管理人員；規劃主管下設工作組，協助規劃主管工作，並向使用者及設計團體提供一切規劃資料和技術支援，人數按項目的實際需要而定。設計團隊方面（不一定需要專業人士），人數上限也不應超過6-7人（作者的經驗認為人數太多，就不能保證每個成員都能真正發揮作用），由於團隊的能力未必達到規劃的要求，所以需要時可加入「暫邀成員」或「顧問成員」（對問題有認識者）。當涉及的問題在團隊中沒有人能代表其利益時，也可邀請相關人士加入，作為團隊的特別成員，完成的初步方案交予理事會及建築師負責一切有關的細緻設計和建造事宜。最後，作者再三強調社區參與的項目

Megablock Urbanism in China

Laurence Liauw



Megablock typical development plans Megablock Species Typological Variation, Chinese University of Hong Kong

In recent years of rapid urbanization of many Chinese cities, original scales and urban fabric have been gradually replaced by much larger plots accommodating higher density of buildings. This enlargement of urban plot size and density of development has led to the emergence of a new urban typology called the "Megablock", having huge effects of the morphology of cities and urban life. In major cities such as Beijing and Shanghai, plot size forming an urban block has increased from typically 50,600 sqm to 480,000 sqm. Typical built-up densities of Floor Area Ratio (FAR) have risen to above 2.5 for new residential developments compared with traditional residential fabric densities of FAR 0.6. Increased plot size is closely related to land acquisition and development patterns of urban residential and commercial types since 1998, when the introduction of private residential market was introduced in China, and commercial mixed use developments in major cities accelerated with sales of land-lease rights to private property developers. Development of land has shifted to private sector developers from previous State owned "Danwei" institutional developers. Liberalization of the property markets also brought with it imported development models (noticeably from Hong Kong along with its capital influx into the Mainland). Large scale private "gated communities" of monotype residential development replaced urban city streets and communities of diverse urban activity. Corresponding subdivision of city land by private developments needed new planning grids to support these large scale Megablock developments. Traditional narrow pedestrian

streets have been replaced by wider roads and elevated highways that accommodate more cars and faster forms of public transport. This has led to a change in patterns of urban planning in cities and the experience of cities, as local communities become fragmented and segregated by architectural type and wealth distribution. The programmatic diversity of each city block contents is also reduced with repetitive and identical urban fabric and lack of social services. Public space of traditional streets and community life is replaced by privatized space of commercial activity and enclosed parks in compounds. Strict division between public and private domains has been one of the effects of the Chinese Megablock planning that has drawn criticism from both local residents and international observers alike. Megablocks have become the undeniable characteristic of contemporary China in rapidly urbanizing or renovated cities, and for that deserve proper research and debate on how they can better address diverse urban needs of contemporary cities.

Relevance to Hong Kong urbanism

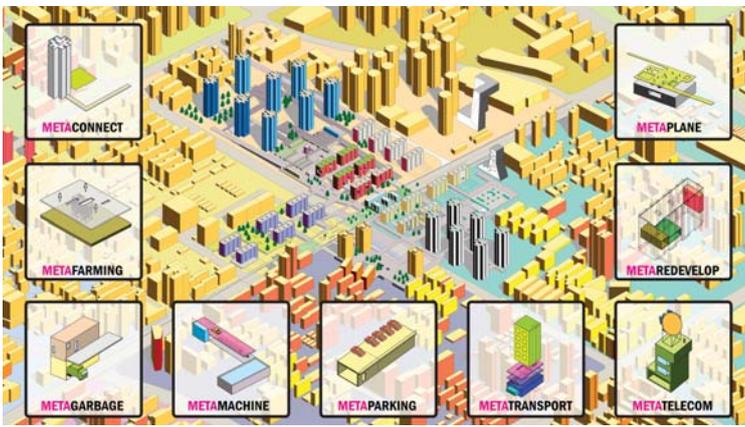
This Megablock development trend in China is relevant to Hong Kong's urbanism. Since the 1990s Hong Kong's urban planning has also been increasing plot size with even higher densities. Government approved 'Comprehensive Development Areas' (CDA's) in excess of 5Ha and 10Ha have mixed use planned communities built by a single consortium of property developers, very often integrated with podium shopping malls and mass transit systems. This now dominant

urban typology in Hong Kong relies on mass production of singular residential typologies secured within comprehensive development areas controlled by a few developer landlords. Repetitive residential typologies and lack of development competition leads to controlled urban lifestyles. Although Hong Kong's urban form and planning practice is different from most Chinese cities, its dominant real estate development pattern is beginning to influence such phenomenon as the Chinese Megablock model adopted by many first and second tier cities.

China Lab's Megablock Studies

The Chinese Megablock became an object of study by Columbia University's GSAPP China Lab (<http://www.china-lab.org/>) during 2008, when it developed related research at the AAC Summer School in Beijing by its research team led by Jeffrey Johnson, Tat Lam and Cressica Brezier. The "Metablock" counterproposal to the Megablock attempted to reformulate and mobilize the scale and potentials of superscaled and superfast developments in contemporary Beijing without denying the conditions that produce them. Previously Columbia's China Lab had launched an on-line Megablock Charette in April 2008 involving different academic institutions to challenge the Chinese Megablock design. Included was Chinese University of Hong Kong's proposal that proposed to reverse urban and rural densities with differentiated typological variations as a manifesto for urbanization in China.

Recently this Megablock theme was continued by China Lab hosting the Beijing Megablock



Metablock proposal by China Lab, @AAC 2008



China Lab Megablock Charette composite of all proposed designs



China Lab Megablock Symposium @ CAFA, Beijing 2008



Columbia GSAPP Designing & Development Symposium, Beijing 2008

Symposium at Central Academy of Fine Arts inviting a diverse panel of professionals, experts and critics to discuss the phenomenon and effects of Megablock development through various built projects and urban research. Both sessions generated intense debate between panelists and audiences. Urbanus Architects' Wang Hui outlined the historical acquisition of large plots in Beijing, and ironically called for the Megablock to be recognized as a "positive" urban force through opening of communities and plug-in type of ownership. This "right-wing" stance was immediately questioned by political scientist Lu Xiaobo, who compared Beijing's sense of the collective to extremes in neighbourhood hutongs and self-contained Danwei owned "Big Courtyards". Lu's assessment of new Chinese gated communities where interaction was forced within a defined boundary, differed from that of New York neighbourhoods rooted in the public domain of streets. Property developer Modern Group's Chen Yin questioned the running cost of accommodating "public space" in private developments (such as in their Link Hybrid development with its public programmed bridges and landscape), and acutely pointed out that "architecture is making use of land in the city" and "creating sustainable urban community is the new media face of every city in China". Cultural critic Shi Jian stepped in by introducing the concept of Beijing as a "floating city" in terms of its temporal land ownership, physicality and characteristic since 1949. Instead he argues for public "field space" typified in such areas as 798 Art District and Houhai. From the

perspective of the expert panels, remaining urban questions about the Megablock need to be pursued; such as the relation of city block scale to big size projects, Megablock as urban ideology, Megablock and urban type variation, planning policy over land rights ownership, and publicness at the scale of the city. Lu Xiaobo ended by noting that "in China, architecture is literally creating society", with this article's author responding that "the history of Megablock ideology could be closely traced to the dominant technocracy of Asian governments operating the city as a machine rather than a social construct."

Later that same week Columbia GSAPP hosted a parallel symposium titled "Designing & Development" at one of Beijing's newest Megablock developments "Link Hybrid" designed by Steven Holl. Columbia GSAPP's Dean Mark Wigley provocatively opened by stating a common "ignorance" about China's future as a point of departure for research. To understand what comes next in an unknown future requires thinking with China about its future in order to change it through experimenting and making mistakes to discover new ideas about urbanism. Wigley asserts that the past 10 years have seen that most mistakes being made in architecture are happening in China, with the architecture of "beautiful buildings" that does not require much "thinking", whereas architecture's relationship with rapid development actually requires new thinking within shifting paradigms for the contemporary city. Architects and Developers switched roles to present each

other's perspective on projects they worked on together. Projects shown at the symposium illustrated both the conflicts inherent between both sides and similar issues raised earlier about Megablock developments. Architects represented included the new generation of progressive Chinese architects including Li Hu, Ma Yansong, Ma Qingyun and Zhu Pei. Whilst some of China's most sophisticated developers were present to discuss critical issues, including Vanke, Modern Group, and Capital Land.

So what lessons for Hong Kong could such debate in Beijing provide for our profession and policy makers? That the Megablock is here to stay in Chinese cities, but needs rethinking and better design propositions to introduce diversity back into the city. It is a testament to Beijing's post Olympic global city status that such an open formal platform could be created for productive exchange between architects and property developers, with critical advice coming from different disciplines. Hong Kong and its building industry could do with such self-reflection and thinking about how to manage its future course to stay competitive both at an urban and architectural level, given Asia's changing balance of power and current shifting economic scenario.

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The Urbanism of Shopping

Ivan Ip

In contemporary society, shopping has become an essential activity which is undertaken by almost everyone. It is also a very popular pastime for many people in Hong Kong, as witnessed by the crowds who flock to shopping centres or department stores at all times. However, despite this popularity, the buildings for shopping - i.e., the indoor shopping centres - have seemingly acquired a negative image as an urban element in some circles, and it is not uncommon nowadays to find resistance against the building of more shopping centres in Hong Kong, especially in locations such as heritage sites or along the harbour front. It is therefore worth considering why this is happening, and whether it may have something to do with how indoor shopping centres fit - or do not fit - into the fabric of our city.

Two modes of shopping

Traditionally, shopping in cities has been a street-based activity. According to Pevsner, shops were already located on either side of the entrance to a building in the days of Imperial Rome¹. The logic of this is obvious - by occupying the ground floors of buildings along a street, shops can gain maximum exposure to people who may be passing through the street for whatever reasons. This mode of shopping has a very close and direct relationship with the urban fabric, in the sense that the street - an important urban element which functions as a connector within the city - is incorporated as part of the shopping space, by acting as the passage which provides access to the shops. Therefore, the day-to-day activities and movement of people as

played out on the city streets are directly merged and intertwined with the activity of shopping (Fig. 1).

Today, much shopping is conducted within indoor shopping centres. The sizes of these shopping centres in Hong Kong range from small ones such as the youth fashion and accessory malls, to the much larger and multi-level ones which contain a vast assortment of shop types. More recently, shopping centres have been growing ever larger in size, and their designs have also become increasingly sophisticated. A comprehensive range of entertainment and catering facilities are provided alongside the shopping function, and the fully air-conditioned as well as spacious interior environment offers a relaxing and comfortable setting for shopping all year round.

Separation of shopping and urban life

Regardless of their sizes, one common characteristic of indoor shopping centres in Hong Kong is that they are almost exclusively housed within the podium blocks of high-rise office or residential development, and the most popular ones tend to be those which are located at major transport terminals. To visit one of these shopping centres would normally involve a trip by public transport directly to a terminal at the centre, or by private car. On arrival, shoppers would enter the centre directly from the terminal or car park. For those people who live or work in the high-rise towers above the shopping podium, it is often possible to descend directly into the centre via lifts.

This kind of access arrangement has contributed to another common feature of shopping centres in Hong Kong, which is their progressively introverted design, in the sense that the shopping space is mainly inward-looking and with little physical connection with the urban area in which the centre is located (Fig. 2). This isolation of the activity of shopping inside an introverted 'box' is the opposite of the traditional on-street mode of shopping, and has, in effect, turned shopping into a detached and independent activity, to the extent of excluding other aspects of urban life as encompassed by street shopping.

Moreover, the proliferation of the same types of chain stores in these complexes amplifies this detachment by evening out any differences which may exist between shopping centres, due to differences in the characters and cultures of their locations. Whether the shopping centre is located in Causeway Bay or Kowloon Bay would seem to have little effect on the shopping experience, and it is little wonder that most shopping centres tend to look very similar.

The result of these is that indoor shopping centres have today seemingly evolved into efficient machines dedicated solely to the propagation of consumerism. Through the isolation of shopping inside these complexes, the traditional closeness which exists between shopping and urban life has been greatly reduced, and this could perhaps be one reason why they have become somewhat unwelcomed as an urban element.



Fig.1 Street shopping along Nathan Road



Fig.2 Street level of a large-scale shopping centre

Re-uniting shopping and urbanism

It is not the aim here to discount the value of large indoor shopping centres; in the high-density city of Hong Kong, they may well be a necessary solution to provide a large number of shops within a limited area. However, precisely because of the high-density urban condition, the potential for shopping centres to be closely connected to the surrounding context ought to be better exploited. The point to be considered, therefore, is whether there is a need for all shopping centres in Hong Kong to become ever larger in size, and whether there can in fact be a middle ground between the introverted mode of indoor shopping, and the on-street shopping mode which is integrated with the daily and normal activities of people within a city district. By exploring this middle ground, it may perhaps be possible to re-unite shopping and urbanism, and hence reduce the impression of shopping as an overtly consumerist activity.

In fact, a very good example of such middle ground has existed for a long time - the traditional glass-roofed arcade. Essentially, by offering a weather-protected environment for shopping in comfort, the arcade may be considered as a rudimentary form of the present-day indoor shopping centres. However, unlike its counterpart today, the traditional arcades may be viewed as very much part of the urban fabric in which they are located, by virtue of their urban function as streets and passages which connect different parts of a city district. The arcades of London and Osaka (Fig. 3 and 4) are excellent illustrations of how they can combine the functions of shopping and urban connectors.

Besides arcades, there are many fine examples in Japan of small to medium-scale shopping centres which address this middle ground in a different way. In some cases, this

is achieved by opening up the building to the surrounding urban area, through the provision of a central, open space surrounded by shops on several levels, and served by open passages, staircases and bridges. A connection is thereby maintained between the urban environment and the shopping centre, through the open design of the development. Fig. 5 and 6 show two examples of this type, one in Osaka and one in Tokyo.

A more well-known example in Japan is the Time's development by the master architect Tadao Ando (Fig. 7). Located next to the Takase river in Kyoto, the Time's building consists of shop units linked by narrow passages and steps which run through inside and outside, and which provide a connection between two streets through the building. On the main facade, a series of open passages and a low-level deck create a close connection between the building and the river, and this



Fig.3 Burlington Arcade, London

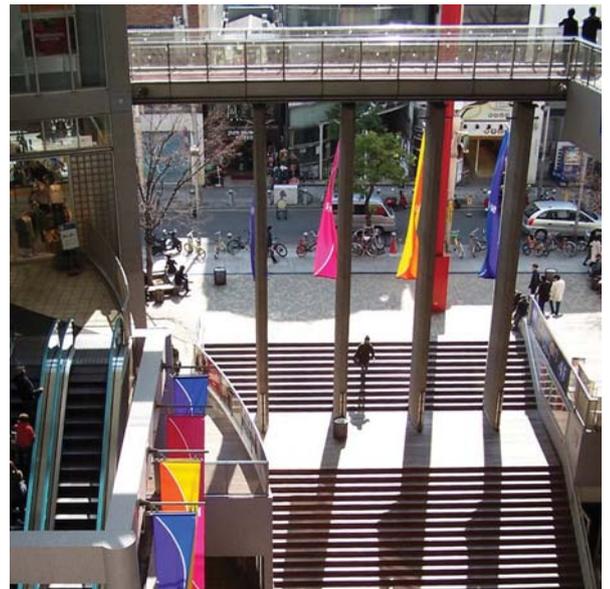


Fig.5 Urban shopping centre, Osaka



Fig.4 Shinsaibashi-suji arcade, Osaka



Fig.6 Urban shopping centre, Tokyo

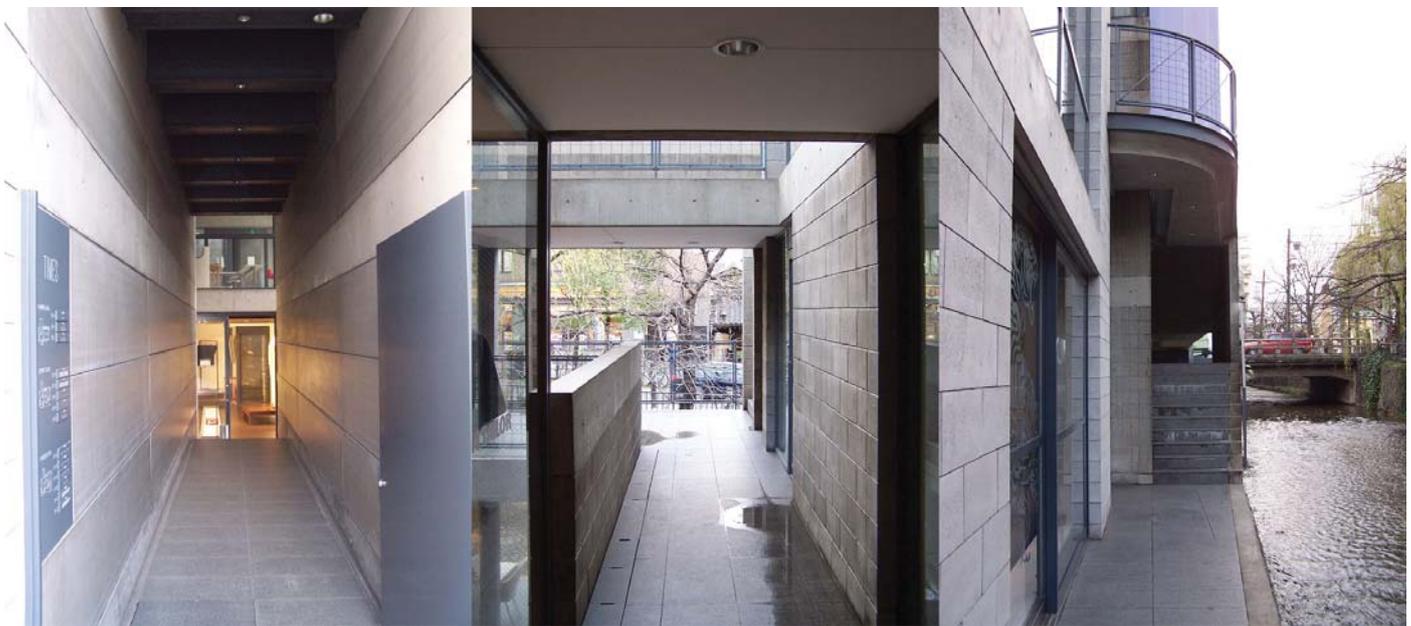


Fig8. Interior views of Time's

openness serves to establish a continuity between building and the cityscape. This concept is summed up succinctly as follows: 'Proceeding through the indirectly lit street-like spaces of "Times", the sense of release as one emerges onto the lower terrace or the balconies facing the river is impressive and dramatic. Here is all the drama of the city told by a small commercial structure on a canal'.² (Fig. 8)

Another building by Ando which explores a similar idea is the Collezione in the Aoyama district of Tokyo (Fig. 9). This is a larger building than Time's, and the main circulation route consists of a series of curved staircases which follow the cylindrical form of the main part of the building. Similar to Time's, the circulation passages run through inside and outside, and offer to the shoppers a similar experience as 'traversing the narrow lanes of a medieval town'.³ (Fig. 10)

Design possibilities

In this article, we have looked at how the on-street mode of shopping in which shopping

space and urban space are merged, has been transformed by the indoor shopping centre in which the two are separated, and we have also looked at some cases where the two have been re-united, in the form of small to medium-scale shopping centres which maintain a connection with the urban context through emphasising on continuity and openness in design. These typologies are represented diagrammatically in Fig. 11.

While it is very well to commend the urban qualities of the latter kind of shopping experience, some may argue that it is simply not commercially viable to develop such small, freestanding shopping buildings in the reality of Hong Kong. However, there is no lack of small shopping centres which are located in the podium blocks of single high-rise towers. Unfortunately, the design of these smaller centres tends to be rather uninspiring, consisting of tiny shop units served by narrow and enclosed circulation passages. If anything, the design of many of these small centres is even more introverted than the large complexes.

There seems to be little reason why these podium shopping centres cannot be designed with a more open relationship with the urban context. Environmentally, if this kind of shopping centre is acceptable in Japan - where the climate is similar to Hong Kong in summer and much colder in winter- it is difficult to see why it cannot be acceptable in Hong Kong. There may be some design limitations because of the core and structure of the high-rise tower above, but with some ingenuity it should not be so restrictive. An example of such an attempt is a URA project for Sai Yee Street in Mongkok; the images of which show an open design for a podium under a high-rise tower, containing open passages, terraces and escalators linking several shopping levels⁴.

Another area where this kind of shopping arrangement may be considered is in heritage projects. Many old buildings in Hong Kong are low-rise in nature, and if designed in the colonial style, would likely contain verandahs on the perimeter, which are very good features for adapting as semi-opened passages. The opportunity therefore exists for these buildings



Fig.7 Time's, Kyoto



Fig.9 Collezione, Tokyo



Fig.10 Interior views of Collezione

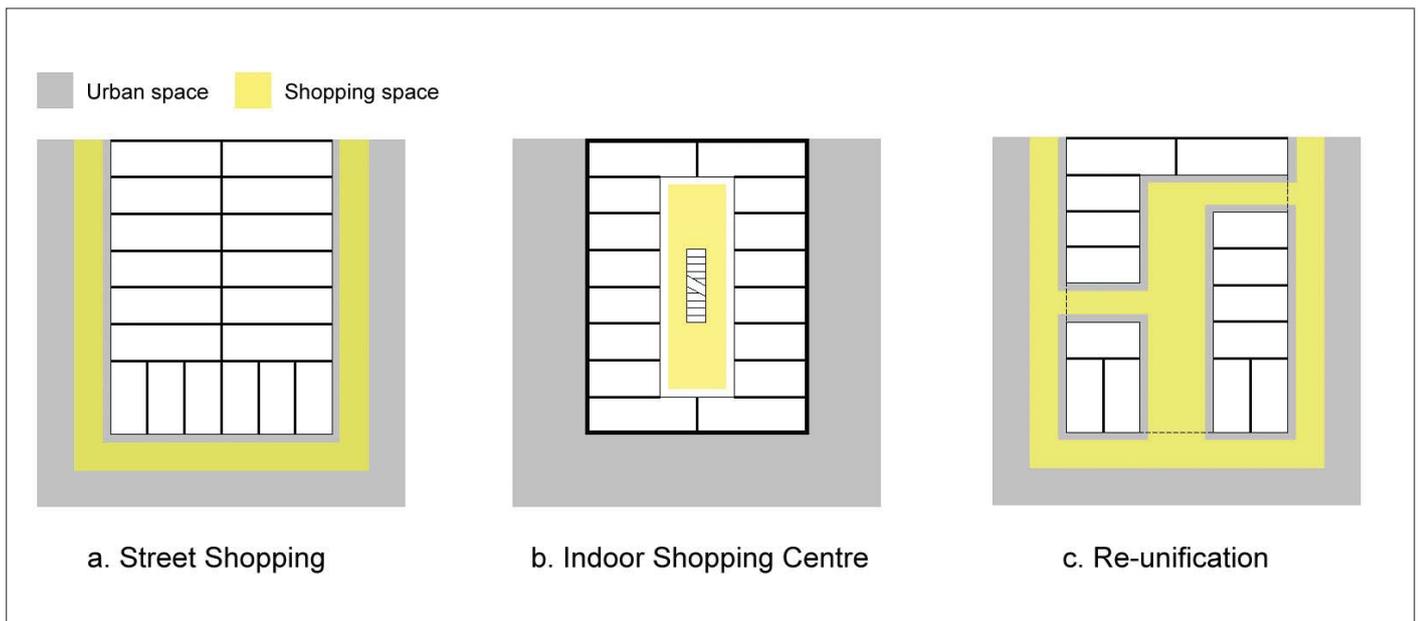


Fig.11 Three shopping typologies

to be transformed into unique shopping centres, in which an open relationship can be maintained with the urban environment and character of the district.

Perhaps, by its very nature, shopping centres will always carry with them a consumerist label in the overtly commercialised city of Hong Kong. Nonetheless, by considering design approaches which aim at re-uniting shopping and urbanism, shopping centres may be able to regain some of the flavours

of street shopping, and hence cast off their image as decorated containers for a purely consumerist activity.

Notes:

1. Pevsner, N., A History of Building Types, Thames and Hudson, 1976, p257.
2. Matsuba, K., Ando Architect, Kodansha International, 1998, p141.
3. *ibid.*, p208.
4. <http://www.ura.org.hk/html/c800000e35e.html>

Ivan Ip

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fig.1

只有交通而沒有海岸的城市 - 香港

黃昭南



fig.2

若想知道香港這個海港城市過往的城市規劃，我想你或許可從以往這個城市的海岸設計及主要街道的佈局去略知一二。

要數到香港的主要街道，又怎能不提彌敦道？彌敦道是九龍半島最早開發的一條道路，由南端的維港至北端的界限街貫通整個九龍，無可否認彌敦道是香港其中一條大動脈。但若細心研究我們現時彌敦道的近況你便不能不驚訝，因原來實際上彌敦道其實早已和維港斷絕了關係了。

彌敦道的南端被一條梳士巴利道斬斷了所有的人流，而尖沙咀大部份的人流到了北京道，便會止步，到了半島酒店和喜來登酒店旁的彌敦道的人流更是少之有少。若細心一想，遊人要在香港去親一親維港，是否是一件很輕鬆的事呢？

撇開人流通道和方便度不談了，視點又怎樣？若由北京道和彌敦道交界沿着彌敦道望過去，竟然是看不見維港的？能看得見的只是一幢看似完全沒考慮到彌敦道軸線的香港藝術館，從任一角度去看也不能找出香港藝術館的佈置有考慮到彌敦道的存在 (fig.1-從彌敦道



fig.3

望看維港方向)。就連館前的梳士巴利公園也是如此。公園的牌坊也是面向着喜來登酒店的一角。真是百思不得其解，但可能設計者另有動機，那就有代解說。但是總括來說，若沒有任何建築物阻隔，從彌敦道望過去維港，彌敦道其實是和灣仔香港會議展覽中心新翼連成一直線的 (fig.2-從彌敦道望看維港方向，假設香港藝術館變了透明)。這樣的軸線與視點的關係在外國的城市之中已是很普遍，可惜在香港這樣少見的安排卻未受到重視。

香港三面還海，但從城市中去接觸海，竟然是一件十分困難的事。試想想從尖沙咀走去海旁，你能否可以很輕鬆的從地面走過去？你或許可以從天星碼頭避過巴士總站走過去，但這竟然是整個尖沙咀唯一的地面通道！？我們盼望天星碼頭巴士總站搬遷後能有所改善。但銅鑼灣又怎樣？北角又怎樣？油麻地又怎樣？我們在這個沿海的城市能接觸到海的麼？為什麼只有高速公路才能享受到美麗的海景？

東區走廊一刀便切斷了港島東的海面 (fig.3-從尖沙咀望看港島東的海面)，交通問題用最

簡單直接的方法解決了，但就白白斷送了人民享受環境的權利。觀塘繞道如是，西九龍快速公路亦如是。環觀世界各地的沿海城市，香港的城市規劃對海的觀念和考慮真是個異數。遠的西方城市就不用說，近的新加坡對海灣的規劃和綠化城市方面就已經比香港走先了很多。香港要成為國際之都實不只是單憑經濟和宣傳便能做到的，而是應從多方面去考慮，包括環境規劃、文化修養和教育等。

總括而言，香港城市和景觀規劃過往給人的感覺都是以車為本，凡事都以交通考慮優先，道路規劃好之後，才把餘下的空間按報告所要求的面積填滿，只要該區各類形用途的面積要求達標，便可以完事。又或者你大可以說跟著交通和人口調查數字去修修補補便是過去香港的總體規劃方向。但這又是否可以做到將人和環境溶入一起的理想目標呢？舉例，單是在香港如果你能在市區不用走過天橋或隧道而能達到海邊，我想你必是一位無懼橫越五六條高速公路的高手。

好的城市規劃是要求各方面的配合討論，期望建築師學會能夠在日後能帶動行內及行外

多些討論和關注。亦期待尖沙咀美化工程、中環海濱長廊及即將作諮詢的西九龍文化藝術區能為香港城市景觀帶來一個新景象。

人改變空間，空間改變人。在香港，四五百呎的空間住了四五個人。這樣的狹小空間便養出了這樣思考的香港人。

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No More"