

间隙香港

INTERSTITIAL HONG KONG

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1. 干德道休憩花园场地剖面

1. Site section of Conduit Road Rest Garden

① 休憩处或休憩花园并非由政府统计，官方的统计信息尚未发布。已公开的可用数据在分类上亦不够明确。

2. 港岛地区休憩处分布图

2. Distribution of Sitting-out Areas on Hong Kong Island

摘要

“间隙空间”是那些跨越边界或使边界在此交错的中间地带。“间隙香港”项目关注香港的“休憩处”，即一种以超小尺度著称、通常置身于香港“犄角旮旯”之中的独特公共空间类型。休憩处并非优雅从容地“融入”城市：它们因分布广、面积小而鲜少被人关注，并通常以临时、投机的方式被转变为公共设施。事实上，休憩处是处于中间地带的、多余、模糊和残留的空间，它们反映着香港的文化、生态和地理环境。间隙香港项目对香港的这类小型景观空间进行批判性的空间分析，提取和传达此类景观所共有的空间、组织或过程特征。该项目从城市环境和生态环境两种尺度展开，并参考从使用者视角出发的构造元素组合类型，来分析休憩处的特征。在间隙香港项目中，休憩处不仅被视作一种物理实体，亦是一种概念性和过程性的设计策略。

关键词

间隙；香港；偶然性；共享空间

ABSTRACT

Interstitial spaces are in-between spaces situated within or bridging over the various built structures in the city's dense urban environment. The project Interstitial Hong Kong focuses on Hong Kong's Sitting-out Areas, a unique public space typology distinguished by their small size and incidence in the interstices of Hong Kong's physical structure. Often overseen in their high occurrence but small size, and opportunistically transformed into a public object with value, sitting-out areas don not "fit" in the city; they are in-between, redundant, vague, leftover spaces, and reflect the cultural, ecological, and geographical settings of Hong Kong. By developing a critical spatial analysis of small landscape spaces in Hong Kong, as well as collecting and communicating their unifying spatial, organizational or procedural attributes, Interstitial Hong Kong examines Sitting-out Areas at the scale of both immediate urban and ecological contexts, and the spatial assemblage in reference to the occupant. The project looks at Sitting-out Areas as not only a physical artifact, but also a conceptual and procedural design strategy.

KEY WORDS

Interstitial; Hong Kong; Contingency; Shared Space

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休憩+户外+区域：香港的公共空间

作为世界上土地价值最高、建筑密度最大的地区之一，香港的城市纹理之中缺乏充足的公共开放空间这一事实并不令人意外。对这里的城市公共空间的研究通常会挑战“公共性”和“开放性”的定义，而将模糊、非正式、混合、类似、游移或偶然等概念包含其中^{[1][2]}。尽管这样说难免偏于夸张和表象，但我们确实可以得出这样的观点：香港的大部分公共空间，是由其地理地质、政治经济以及物质生态这三种环境背景所直接塑造的空间性结果。由三者共同促生的最具代表性的空间，是一种被具体规划、向公众开放、平凡广布的户外休憩空间类型，它们被香港市政规划人员命名为“休憩处”。

这些休憩处（连同与其相似的“休憩花园”，以及一系列由香港民政事务总署建造却未被命名的公共设施）是香港正规开放空间设施网络中尺度最小的组成部分。遍布香港城市区域“犄角旮旯”中的休憩处，在粤语中有一个颇为粗俗但却形象的称谓——“三角屎坑”。事实上，香港特区政府除了维护管理60座正式的“公园”之外，还监管着多达500处的休憩处和休憩花园。尽管这些休憩处和休憩花园是香港公共空间“名录”的重要组成部分，却因其面积小、分布广而被忽视。^①

被隐于话语之外、视野之外的休憩处，并非优雅从容地“融入”城市，而是被见缝插针地“塞进”城市中那些价值较低、狭小而废弃的地块之上。这些地块通常是异形的、残余的空隙和缺口，或是因用地交叠而产生的错位空间。休憩处不属于任何一种常见的公共空间类型，也不同于广场、街道和花园。它们形成城市中独特的共享空间，是

基础设施与休闲场地的综合体（图2）。

每一个休憩处都游转于非凡与平凡之间。因其数量众多，休憩处的建设几近成为一种重复操作：大部分休憩处所呈现出的标准化模块和部件组合，正是政府对于建造和养护方面所需支出进行考量后所采取的权宜之计。事实上，正如其名称一样，休憩处仅配备了供人“坐下”并“休息”的简单设施。但从另一方面来看，休憩处又非同寻常。正因其被塞入城市的间隙之中，每一个休憩处都呈现出对场地特质的呼应，无论是毗邻关系、地形地势、微气候、交通流线、社区文化还是历史演进。因此，具有不可比拟的普遍性的休憩处，可被视作香港城市空间类型中最具代表性的一种。

裂缝：地质动力的填补者

香港这座城市的出现和演化，与其所依附的“地表”所承载的文化和技术变革息息相关^[3]。由大量混凝土加固斜坡和挡土墙所构成的网络，通过稳固地表并预防潜在山体滑坡，能够使房地产开发以及嵌入坡地的道路基础设施建设成为可能。这些数量巨大的混凝土结构，特别是其建造所依附的政府支出所具有的专项性、偶然性和跨辖区性等特征，使香港的地景上遍布着不完美的项目交接点。这些被排除在城市资本化空间之外，且通常充斥着维修通道、排水沟以及其他支持性结构的城市“剩余”空间，便成为休憩处偶然生发的场地。

例如，旭龢道休憩花园建在旭龢大厦的原址之上。1972年6月18日，旭龢大厦被香港历史上最严重自然灾害之一的旭龢道山体滑坡所摧毁。复杂的地形以及精巧的层叠而下的梯台空间，使得此处休憩花园尤其值得一去；叠水和阶梯将高差极大的旭龢道与下

CENTRAL & WESTERN 中西区

01. Mount Davis Sitting-out Area No. 3
02. Mount Davis Sitting-out Area No. 1
03. Mount Davis Sitting-out Area No. 2
04. Mount Davis Temporary Sitting-out Area
05. Mount Davis Service Reservoir Sitting-out Area
06. Kennedy Town Bus Terminus Sitting-out Area
07. Ka Wai Man Road Sitting-out Area
08. Ka Wai Man Road Garden
09. Pok Fu Lam Road Sitting-out Area
10. Pokfield Road Sitting-out Area
11. Smithfield Sitting-out Area
12. Rock Hill Street Sitting-out Area
13. Belcher's Street Sitting-out Area
14. Hill Road Rest Garden
15. Sitting-out Area under Flyover in Hill Road
16. Sitting-out Area under Flyover in Pok Fu Lam Road
17. Sitting-out Area under Flyover in Bonham Road
18. Sai On Lane Rest Garden
19. Fung Mat Road Sitting-out Area
20. Hatton Road Sitting-out Area
21. Kotewall Road Sitting-out Area
22. Kotewall Road Rest Garden
23. Conduit Road Rest Garden
24. Oaklands Avenue Sitting-out Area
25. Third Street Sitting-out Area
26. Sheung Fung Lane Sitting-out Area
27. Centre Street Sitting-out Area
28. Sai Yuen Lane Sitting-out Area
29. Mui Fong Street Sitting-out Area
30. Bonham Road Rest Garden
31. Robinson Road Sitting-out Area
32. Caine Road Sitting-out Area
33. Upper Station Street Sitting-out Area
34. Queen Street Rest Garden
35. Cleverly Street Sitting-out Area
36. Wing Lee Street Sitting-out Area
37. Wing Lee Street Rest Garden
38. Chung Wo Lane Sitting-out Area
39. Robinson Road/Seymour Road Sitting-out Area
40. Graham Street Sitting-out Area
41. Wa On Lane Sitting-out Area
42. Pier Road Sitting-out Area
43. Cochrane Street Sitting-out Area
44. Lok Hing Lane Temporary Sitting-out Area
45. Lan Kwai Fong Sitting-out Area
46. Mount Austin Road Rest Garden
47. Old Peak Road Rest Garden
48. Peel Rise Rest Garden
49. Guildford Road Rest Garden
50. Lower Albert Road Sitting-out Area
51. Chater Road Sitting-out Area
52. Chater Garden
53. Lambeth Walk Rest Garden

WAN CHAI 湾仔区

54. Queen's Road East/Hennessy Road Sitting-out Area
55. Monmouth Terrace Sitting-out Area
56. Bowen Road Temporary Sitting-out Area
57. Wan Chai Gap Road Sitting-out Area
58. Lun Fat Street Rest Garden
59. Lun Fat Street Rest Garden
60. Tai Wong Street East Sitting-out Area
61. Queen's Road East/Swatow Street Sitting-out Area
62. Amoy Street Sitting-out Area
63. Spring Garden Lane Sitting-out Area
64. Bullock Lane Sitting-out Area
65. Kennedy Street Sitting-out Area
66. Bowen Road Lovers' Stone Garden
67. Hennessy Road/Johnston Road Sitting-out Area
68. Wing Ning Street Sitting-out Area
69. Tunnel Approach Rest Garden
70. Canal Road Flyover Sitting-out Area
71. Wong Nai Chung Road Sitting-out Area
72. Wong Nai Chung Road Rest Garden
73. Stubbs Road Sitting-out Area
74. Wong Nai Chung Road Crescent Garden
75. Sing Woo Road Rest Garden
76. Blue Pool Road Sitting-out Area
77. Mount Butler Sitting-out Area
78. Green Lane Service Reservoir Sitting-out Area
79. Wong Nai Chung Gap Sitting-out Area
80. Tai Tam Reservoir Road Sitting-out Area
81. Perkin's Road Sitting-out Area
82. Broadwood Road Rest Garden
83. Eastern Hospital Road Sitting-out Area
84. Eastern Hospital Road Temporary Rest Garden
85. Gloucester Road/Cannon Street Sitting-out Area
86. Tung Lo Wan Road Sitting-out Area
87. Tai Hang Road Rest Garden
88. Tai Hang Drive Sitting-out Area
89. Lin Fa Kung Street East Sitting-out Area
90. Dragon Road Sitting-out Area
91. Lau Sin Street Temporary Sitting-out Area

EASTERN 东区

92. Whitfield Road Rest Garden
93. Electric Road Sitting-out Area
94. Watson Road Rest Garden
95. Comfort Terrace Rest Garden
96. Wharf Road Rest Garden
97. Ching Wah Street Sitting-out Area
98. North Point Salt Water Service Reservoir Sitting-out Area
99. Tin Hau Temple Road Garden No.2
100. Braemar Hill Road Sitting-out Area
101. Tin Hau Temple Road Sitting-out Area
102. Finnie Street Sitting-out Area
103. Quarry Bay Wilson Trail Sitting-out Area
104. Greig Road Sitting-out Area
105. Mount Park Road Sitting-out Area
106. Hong Cheung Street Sitting-out Area
107. Lei King Wan Sitting-out Area
108. Tai Lok Street Sitting-out Area
109. Hoi Ning Street Sitting-out Area
110. Yu Hing Street Sitting-out Area
111. Nam On Street/Sun Shing Street Sitting-out Area
112. Ngoi Man Street Sitting-out Area
113. Nam On Street Sitting-out Area
114. Church Street Sitting-out Area
115. Shau Kei Wan Road Sitting-out Area
116. Kam Wah Street Rest Garden
117. Shau Kei Wan Market Building Sitting-out Area
118. Mong Lung Street Sitting-out Area
119. Miu Tung Street Sitting-out Area
120. Chai Wan Road Temporary Rest Garden
121. Lok Man Road Sitting-out Area
122. Tai Man Street Sitting-out Area
123. Cheung Man Road Rest Garden
124. Law Uk Folk Museum Rest Garden
125. Yee Shing Lane Temporary Sitting-out Area
126. Yee Tai Street Sitting-out Area
127. Chai Wan Road Sitting-out Area No. 1
128. Chai Wan Road Sitting-out Area No. 2
129. Fei Tsui Road Sitting-out Area
130. San Ha Street Sitting-out Area
131. Fu Hong Street Sitting-out Area

SOUTHERN 南区

132. Shek O Village Sitting-out Area
133. Shek O Beach Sitting-out Area
134. Stanley Link Road Sitting-out Area
135. Stanley Beach Road Sitting-out Area
136. Stanley New Street/Stanley Village Road Sitting-out Area
137. Stanley Market Road Sitting-out Area
138. Wong Ma Kok Road Temporary Sitting-out Area
139. Sun Pat Kan Sitting-out Area
140. South Bay Road Rest Garden
141. Nam Fung Road Rest Garden
142. Southern District San Wai Village Sitting-out Area
143. Yip Kan Street Sitting-out Area
144. Nam Long Shan Road Sitting-out Area
145. Heung Yip Road Sitting-out Area
146. Nam Long Shan Road Children's Playground and Rest Garden
147. Shum Wan Road Sitting-out Area
148. Wong Chuk Hang Service Reservoir Rest Garden
149. Nam Long Shan Road Rest Garden
150. Sitting-out Area at Aberdeen Main Road/Ap Lei Chau Bridge Flyover
151. Kwun Hoi Path Sitting-out Area
152. Aberdeen Reservoir Road Sitting-out Area
153. Aberdeen Reservoir Road Garden
154. Nam Ning Street Sitting-out Area
155. Old Main Street Rest Garden
156. Aberdeen Boulder's Corner Rest Garden
157. Hung Shing Street Rest Garden
158. San Shi Street Sitting-out Area
159. Ap Lei Chau Main Street Temporary Sitting-out Area
160. Yuk Kwai Shan Service Reservoir SOA
161. Lee Nam Road Sitting-out Area No. 1
162. Lee Nam Road Sitting-out Area No. 2
163. Aberdeen Praya Road Sitting-out Area
164. Upper Kai Lun Wan Temporary Sitting-out Area
165. Wah Lam Path Sitting-out Area
166. Wah Chui Street Sitting-out Area
167. Pok Fu Lam Village Sitting-out Area No. 2
168. Pok Fu Lam Village Sitting-out Area No. 1
169. Sassoon Road Sitting-out Area

- + Sitting-out Area (SOA)
休憩处
- 5-min Walking from SOA
距休憩处5分钟步行范围
- 10-min Walking from SOA
距休憩处10分钟步行范围
- ▨ Open Area
休憩用地
- Streets and Walkways
步道



层休憩区联系起来；花园中种植的柏树丛则是对在1972年山体滑坡中丧生的68个生命的纪念（图3）。

失配：基础设施的连结者

香港的公路及铁路基础设施具有层次繁复、结构坚固的特点，并与复杂的规划及资金运作紧密相关。然而，在获许建设与需求建设、表层与下层结构之间的区域，比如与城市中各式各样的高架路、天桥或步行桥的结构边缘平行或居于其下的地方，经常出现未加以利用的剩余空间。休憩处穿插于这些剩余地带，成为原本略显不足的人行步道网络中的重要连结点。

例如，乐活道休憩花园建于一个双向交叉的浅谷之上，位于乐活道高架路、乐活台以及比华利山住宅区之间的一处空白地带。该休憩处由4个独特的休息区域组成，即连接两个入口的平缓环路斜坡、一座阴凉的休憩“阳台”、一块开敞的平地，以及位于高架路下的野餐区域。这个休憩花园所配有的常见常绿树种、各类棕榈树和未被精心修剪的灌木，仿佛重现了这条曾经的溪流谷地在被开发前草木葱茏的景象。尽管被建筑群和高



架路所包围、遮挡，这片休憩区却成为供人们聚会或独处的灵活、实用的空间（图4）。

间隔：密度的解构者

在香港的房地产市场需求和规划政策灵活多变的情况下，休憩处成为这座不断更新与重建的繁华都市的重要规划手段。在多数情况下，休憩处或是占据被拆毁的唐楼^②旧址，或是填补新兴大型建筑群落之间的空隙。由于香港不断变化的建造密度标准与生活品质需求推动着城市纹理的变化，休憩处成为了“吸纳”那些剩余或难于匹配的细碎空间的方法。

例如，嘉咸街休憩处坐落于香港岛中环地区一个建筑密集的街区。这块被商铺和中高层住宅楼所环绕的休憩处所在的场地，曾是一座占地面积约100m²的唐楼。这个填补了建筑拆除后留下的矩形空间的休憩处面向将其环绕的楼群，并仅在嘉咸街上开有一条狭窄的通道。横坡上一系列梯台和种植池的设计，使该休憩处得以将嘉咸街与位于街区内部的一块更大的空地相连。休憩处种植的一排娇小的洋紫荆与香港的城市建筑尺度相得益彰，且为人行道及道旁的几条长椅提供了荫蔽（图5）。

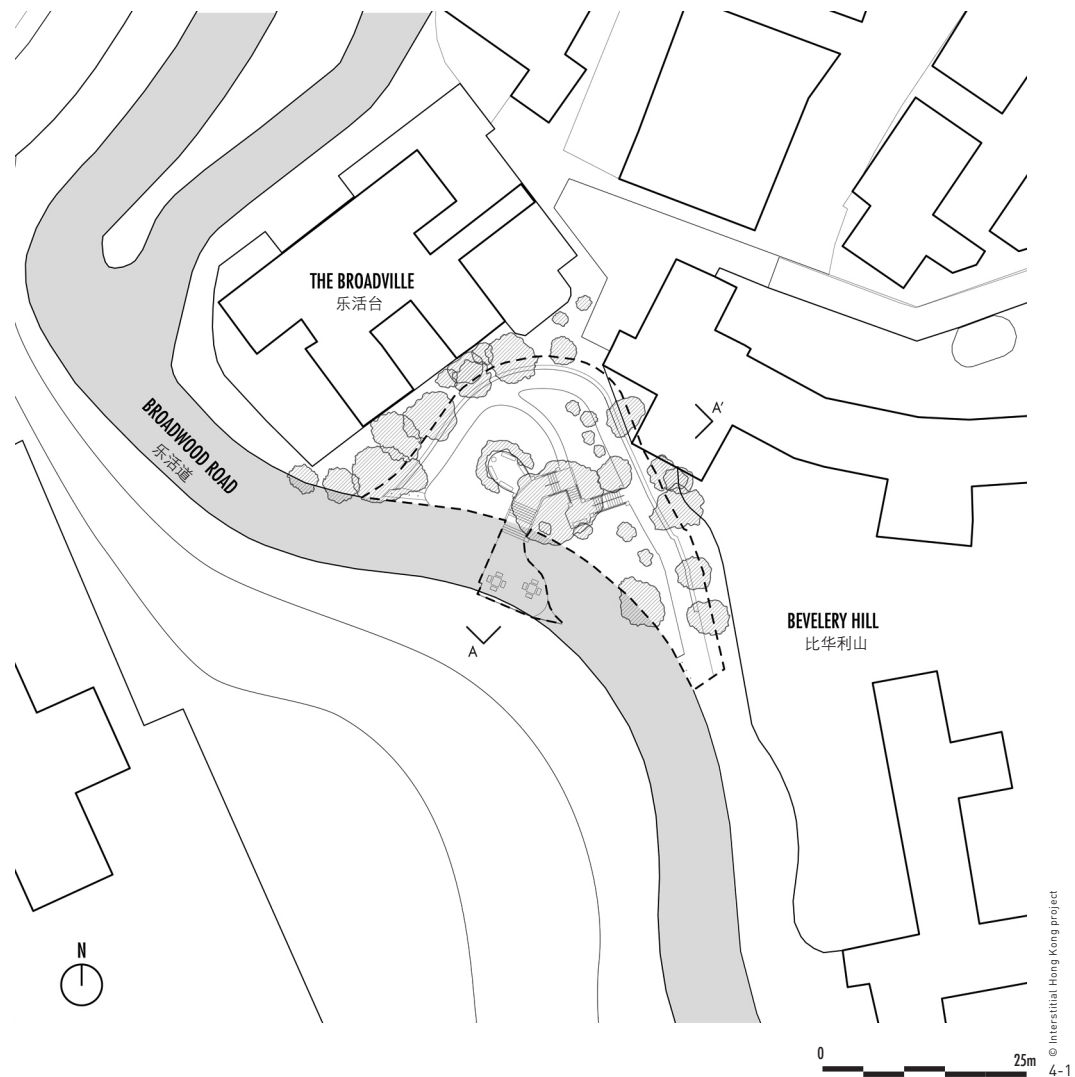
流逝：遗迹的标示者

除了具有提供休闲空间的功能外，许多休憩处还反映着其所在社区曾经历的空间演变与历史事件。有些休憩处占据着“遗址”的一小部分，其上通常设立有彰显其遗迹价值的永久性纪念标识，或小规模的历史遗物。而另一些休憩处则采取了一种更为静默的纪念方式：展示其所保存的场地自身变迁的痕迹；在这里，场地从城市兴建的一处“地方”转变为城市中所剩余的一个“间隙”。

例如，坚尼地城巴士总站休憩处的形成即源于场地曾经历的至少三大变革事件：20世纪40年代末东华痘局的拆除，60至70年代的填海造陆工程，以及最近的公交巴士终点站的建造。尽管未附任何具体的解说性介绍，该休憩处本身却成为对场地变迁痕迹

② 唐楼是一种起源于19世纪的商住两用建筑形式，常见于广东和福建两省，其反应了当地建筑的材料、建造方式和风格，以及居住传统。

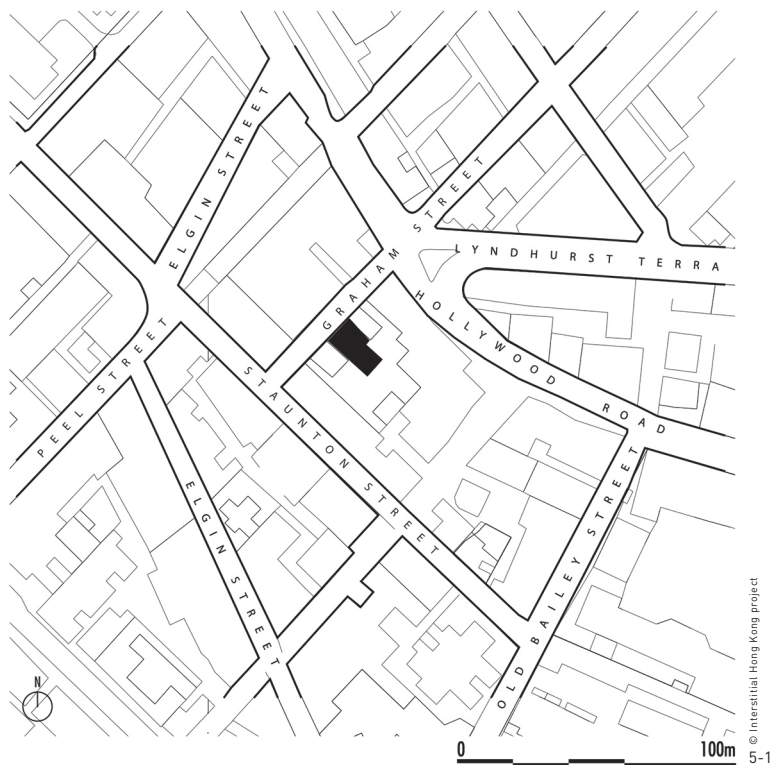
- 3-1. 1972年旭龢道山体滑坡
- 3-2. 旭龢道休憩花园轴测图
- 4-1. 乐活道休憩花园平面图
- 4-2. 乐活道休憩花园剖面图



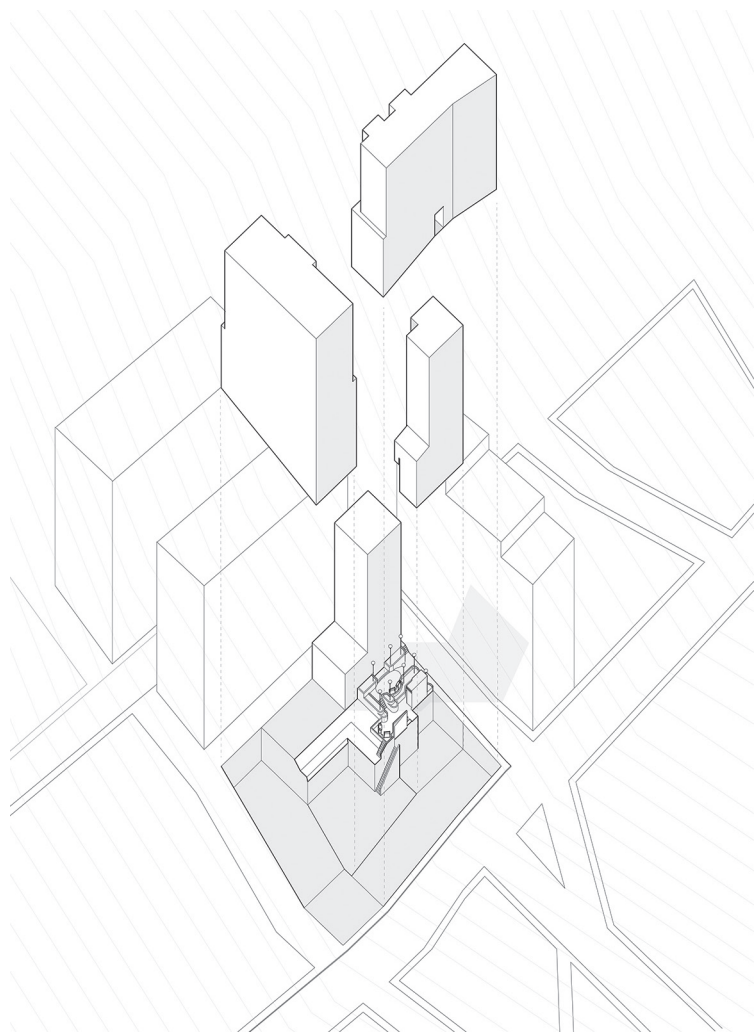
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4-1



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4-2



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的拼贴展示。场地上两棵巨大的榕树标记着旧时海岸线的位置；在一个半径10m的汽车转弯回路以及一座小型公共厕所之间的剩余空间上，被拆毁的东华医院的残迹被重新置放，围合出一个木棉树冠形状的小型露天剧场（图6）。

空隙：生态环境的加强者

一些较大的休憩处通常被称为休憩花园，其中种类繁多的植物物种让人印象尤为深刻。与较小型的休憩处相比，这些更类似于一般概念上“公园”的休憩花园中的硬质景观大幅减少，取而代之的是遍地丛生的灌木和蕨类植物。尽管在尺度上难与城市中的大型公园或郊野公园相比，但这些小花园在展现香港丰富的本土及外来植物群落方面却毫不逊色。

例如，坐落在一条繁忙街道旁的干德道休憩花园，从街对面看去几乎隐而不见。这一背临太平山顶、植被相对丰富的休憩处的面积达1 400m²，是这片以私人住宅为主的区域中难得的公共休息区。一条狭窄的小径在场地边界内形成一条单一的椭圆形环路，其两侧安置着座椅、灯杆和垃圾桶。这一除了步行小径之外没有设置任何精巧功能的休憩处，以一种难辨自然或人工的方式，混种着繁茂丰盛的蕨类、棕榈、蒲葵和榕树。这座生机盎然的花园与其他镶嵌在楼群之中的花园、行道树及郊野公园紧密相连，嵌入香港的城市生态链中（图1，7）。

从公共到公共：城市空间的潜力

在书写香港的空间历史时，阿克巴尔·阿巴斯将这座城市称为“一个‘非平衡发展’的空间……一个经由不同时间和速度穿越的空间。在其中，变化并不呈现出明确的方向，而是在一系列预展与残留的激撞中体现。”^[4]我们认为，由阿巴斯所提及的空间异质性带来的结果之一，便是那些渗入城市肌理之中的断连空间、失配空间和间隔空间。作为一种简单却普遍的共享空间，对城市间隙加以利用的休憩处，超越了一般意义

上“众人可享”的“公共”概念。休憩处通过有效地容纳和协调在间隙之地上交叠的地形、生态、建造密度及基础设施等条件，成为一种可为地景上异质片层所共享的“公共”空间。

休憩处汇集了一系列截然不同的空间体验，而未遵循某种特定的秩序。这些中小型的空间干预，在城市中原本“无人认领”的细碎之地展开，在那里，具形与空无相互交汇。休憩处准确诠释了“间隙”一词的涵义，并使人联想到法国哲学家安妮·考克林对“场地”特征的描述：“场地处在地点与空间的交点，它并非纯粹地属于前者或后者，而是二者的一种混合。”^[5]透过景观设计学的视角，我们对休憩处的理解将超越实体结构：它们是一种承载着运动、传播、源发和自治的“场”，一种生活在时间和空间维度的永恒延展。

有关“城市权利”的讨论，在香港最受瞩目的公共领域得以淋漓尽致；而“城市权利”的实践，则于城市幽伏隐匿的夹缝之中孕育生发。日常城市主义^[6]依存于城市中随处可见的形式，而休憩处正是香港随处可见的场所中重要的组成部分。在对香港的空间构成要素（比如购物商场、控温空间及分隔大门）进行批判性审视之外，我们通过“间隙香港”项目还看到了一种小型、可达、受到公共维护且得到公平分布的空间类型。我们认为，该空间类型具有展现香港兼具独特性和公平性的公共品质的潜力。此外，在香港面临着受快速资本化驱动的同质空间扩张，以及公共性受到普遍侵蚀等困境的情况下，该空间类型或许可成为这座失衡城市的一剂良药。“间隙香港”项目的最终目的，是挖掘这些小型空间在香港城市形态的社会和生态状况不断演变中所能扮演的角色。**LAF**

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在香港大学园境建筑学部的支持下，有关香港休憩处的初期研究由该学部2016~2017级硕士研究生展开。自2017年年初以来，该项目的进一步深入开展得到了香港信言设计大使的支持。我们还要特别感谢庄毓麟、陈豪和黄晓昕对本文相关分析及图绘的贡献。若要了解“间隙香港”项目的更多信息，请见：<http://designtrust.hk/grant-recipients/interstitial-hong-kong/>。

① As Sitting Out Areas or Rest Gardens are not specifically counted by government, official counts are not published, while publically available data is ambiguous on the classifications.

Sitting + Out + Area: Hong Kong's Common Space

With some of the most valuable land in the world, built-out to some of the highest densities in the world, it is not surprising that Hong Kong's urban fabric lacks a respectable amount of public open space. Studies on the city's urban public space often contort definitions of publicness and openness to include the ambiguous, the informal, the hybrid, the quazi-, the fleeting, or the accidental^{[1][2]}. Hyperbole and phenomena notwithstanding, it is also possible to see much of the city's public realm as the straightforward spatial consequence of three circumstances of Hong Kong: its geology, its political economy, and its material ecology. The confluence of these drivers is best explored in the tangibly planned, clearly open, and exceedingly commonplace set of spaces known, in the parlance of Hong Kong's municipal planners, as "Sitting-out Areas."

These Sitting-out Areas (along with the allied "Rest Gardens" and the micro public-realm interventions of the Home Affairs Department) form the smallest features in the city's formal network of public open space amenities. Commonly called *saam kok see hang* ("three-cornered shit pit") in Cantonese, Sitting-out Areas are located throughout the territory's urbanized areas. While the Hong Kong Special Administrative Region government maintains about 60 "parks," it oversees more than 500 Sitting-out Areas and Rest Gardens that account for a significant proportion of its public open space "portfolio." In their ubiquity, they are all the more invisible.^①

As invisible space, Sitting-out Areas do not "fit" in the city and are relegated to the scraps of urban space with lesser value: the anomalies, gaps, interstices and mismatches. Nor to these spaces fit into a common typology of public space; they fall distinct from the square, street, and garden. Sitting-out Areas form a unique type of



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5-1. 嘉咸街休憩处平面图
5-2. 嘉咸街休憩处轴测图
5-3. 嘉咸街休憩处

5-1. Context plan of
Graham Street
Sitting-out Area
5-2. Context axon of
Graham Street
Sitting-out Area
5-3. Graham Street
Sitting-out Area

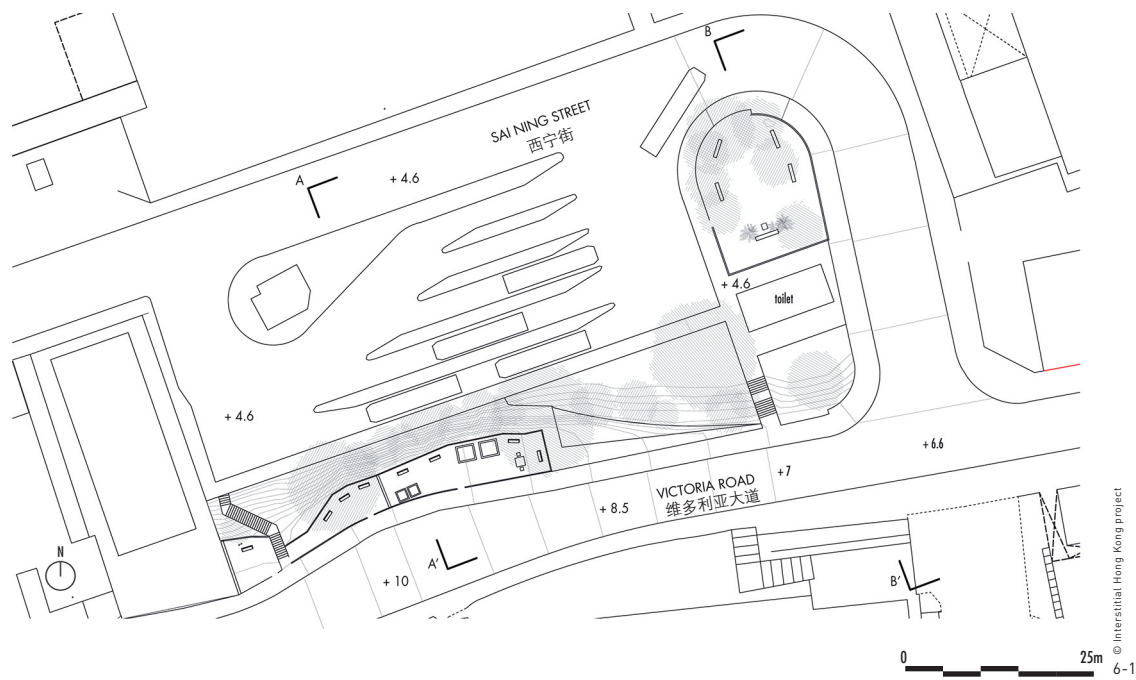
shared space in the city and a synthesis of engineered infrastructure and leisure terrain (Fig. 2).

Each Sitting-out Area oscillates between the exceptional and the mundane. In their abundance, the Sitting-out Areas are an exercise in repetition: the government has opted for expediency of implementation and maintenance through the reproduction of boilerplate assemblies and standardized details. Most feature little more program than, eponymously, a

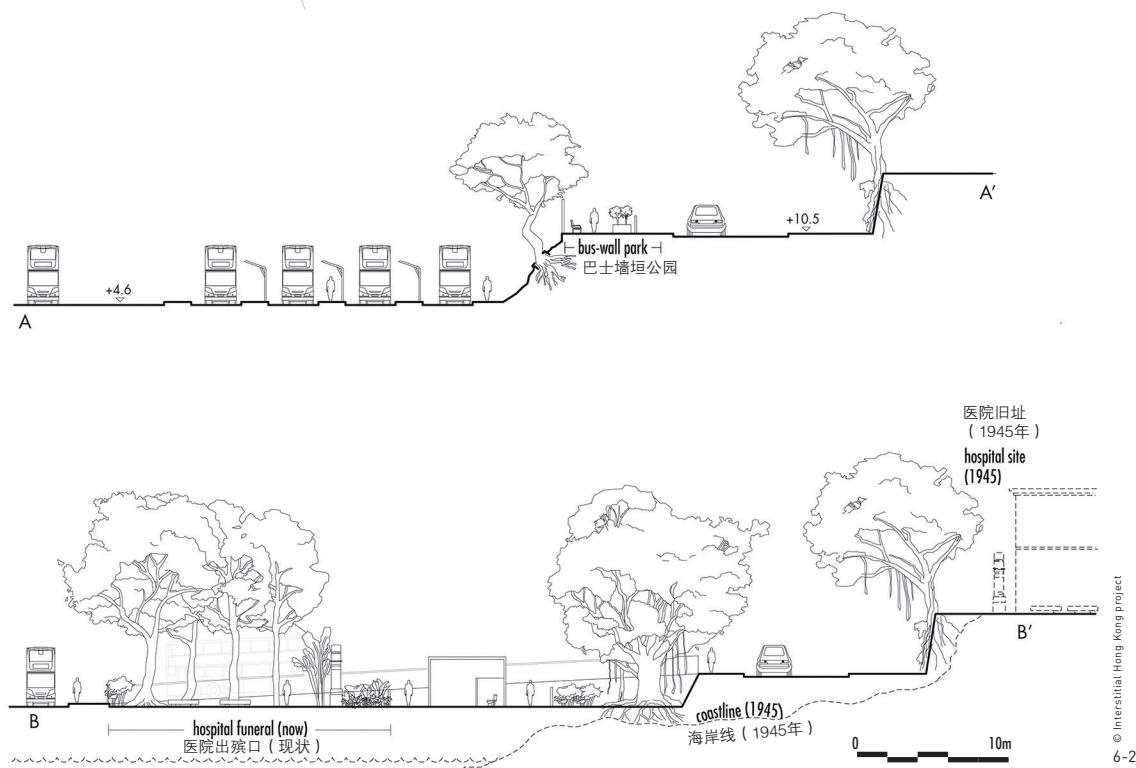
place to sit and rest. At the same time, each Sitting-out Area fills a particular *interstice* in the city; each reflecting a unique solution to a specific adjacency, topography, microclimate, circulation, community, and history. Uniquely generic, the Sitting-out Area is the quintessential Hong Kong urban typology.

Rift: Geo-dynamic Filler

The city emerged through the cultural and technical reformulation of its "ground"^[3].



- 6-1. 坚尼地城巴士总站休憩处平面图
 6-2. 坚尼地城巴士总站休憩处剖面图
 6-3. 作为“遗迹标示者”的坚尼地城巴士总站休憩处
- 6-1. Context plan of Kennedy Town Bus Terminus Sitting-out Area
 6-2. Site sections of Kennedy Town Bus Terminus Sitting-out Area
 6-3. Kennedy Town Bus Terminus Sitting-out Area as a heritage signifier



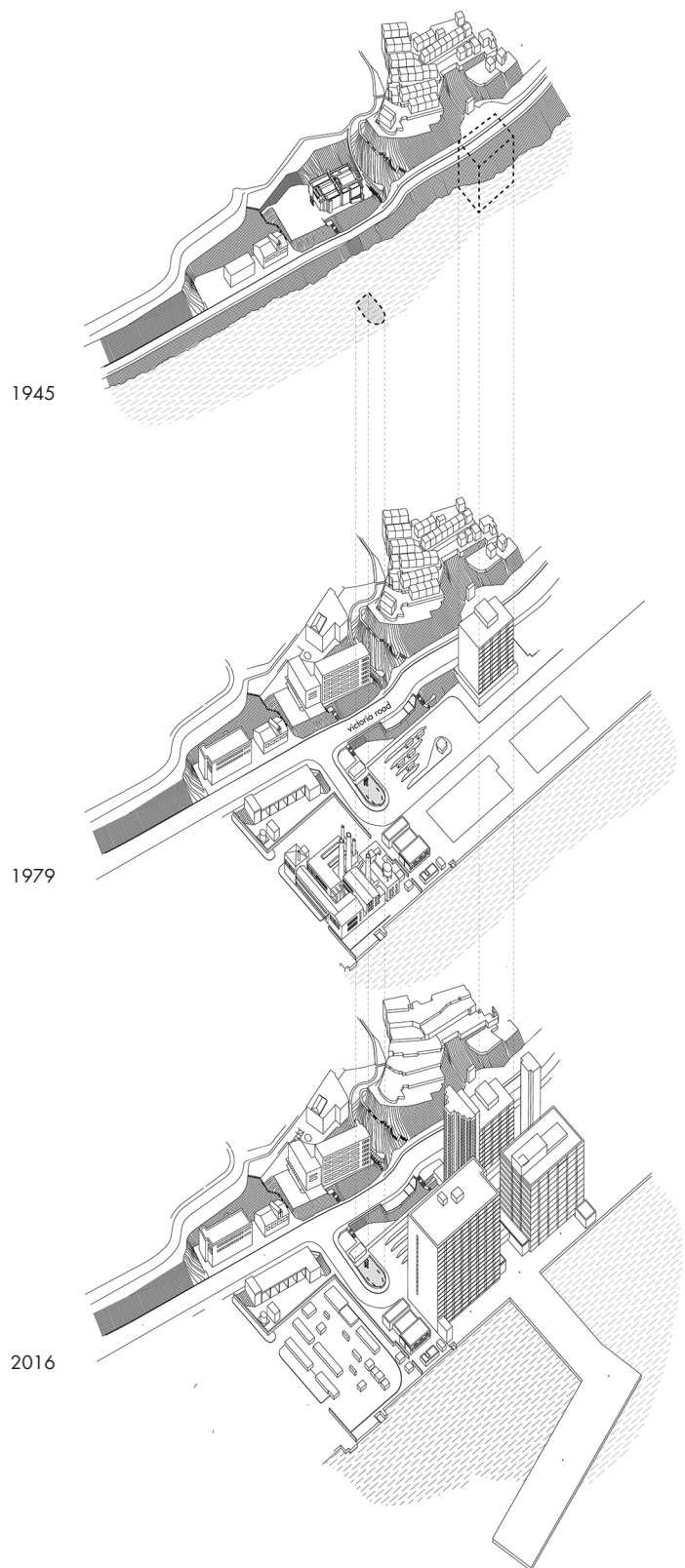
A network of concrete-reinforced slopes and retaining walls stabilize this ground and preempt future slippages, permitting the real-estate development and road infrastructure that is etched into the city's terrain. The abundance of concrete, along with the ad-hoc, contingent, and cross-jurisdictional nature of its outlay has created a profusion of imperfect joints in the surface of the terrain. Excluded from the capitalized space of the city and dominated by maintenance access-ways, drainage channels, and structure, these interstitial fragments are occasionally exploited as sites for Sitting-out Areas.

The Kotewall Road Rest Garden occupies the site of the former Kotewall Court building, which was destroyed by a large landslide on June 18th, 1972. The delicate topography and detailed design with discrete layering invites exploration of this miniature space. Waterfalls and staged stairs mediate the elevation change from Kotewall Road to the sitting areas at the lower level. Cypress trees are planted on site as an evergreen memorial to the lives of 68 people claimed by the landslide (Fig. 3).

Misfit: Infrastructural Spanner

Hong Kong's road and rail infrastructure is multilayered, robustly engineered, and linked to sophisticated planning and financing operations. Yet the gap between allowed and required, between surface and grade, leaves unused spaces in-between, along, or beneath the flyovers, viaducts, and footbridges that cross the city. Sitting-out Areas intervene in these left-over spaces, often providing important nodes of connection in the landscape and pedestrian networks so compromised by these large infrastructural projects.

The Broadwood Road Rest Garden is located in a void between the Broadwood Road flyover, the Broadville and the



② *Tong Lau* is a generic shop house typology widely spread in 19th century Southern Chinese urban centers, particularly in Guangdong and Fujian provinces. It reflects living traditions as well as materials and construction techniques used in the area.

Beverly Hill residential estates, and a cross-sloping shallow valley. The space consists of four distinctive seating areas: the sloped ramp linking the two entrances, a shady “balcony,” an open court, and a picnic-area under the road. An assorted mix of common evergreen trees, various palms and un-manicured shrubs recall what must have been a verdant riparian ravine before development. Despite being surrounded by buildings and looming infrastructure, this Sitting-out Area has become a flexible and well-used space for both groups and loners (Fig. 4).

Gap: Density Deconstructor

As a consequence of shifting planning guidelines and building regulations, the Sitting-out Areas has emerged as an important planning device for a city that is perpetually rebuilding. Sitting-out Areas occupy the sites of demolished *tong lau*^② or fill the irregular setback gaps between large, new complexes. As density targets and lifestyle expectations change the fabric of the city, the Sitting-out Area absorbs the resulting spatial incongruities.

The Graham Street Sitting-out Area is located in a dense neighborhood in Hong Kong’s Central district. Surrounded by shops and mid-rise residential buildings the Sitting-out Area occupies a 100 square meter site of a former *tong lau*. With a narrow opening to the Graham Street, the Sitting-out Area fills the rectangular void with a series of subtle terraces and planters stacked along the slope and connects to the larger internal mid-block void. A row of slight orchid trees recalls the domestic building scale and shades the pathway and a few freestanding benches (Fig. 5).

Lapse: Heritage Signifier

Some Sitting-out Areas recall historical spaces or events from a

neighborhood’s past in addition to fulfilling an area’s passive recreation space targets. These small memorials occupy minor heritage sites and often include permanent signage, or small artifact, denoting its heritage value. Other sites are more taciturn, revealing their histories in the particularities of the site itself as it evolved from a *place* in the city to an *interstice* in the city.

The Kennedy Town Bus Terminus Sitting-out Area was shaped by at least three major transformations: the demolition of Tung Wah Smallpox Hospital in the late 1940s, the reclamation of land from the ocean in the 1960s and 70s, and the recent construction of a bus terminus. This is a heritage of leftovers rather than any didactic narrative. Two massive banyan trees mark the location of the old coastline, while remnants of site furniture from the demolished Tung Wah Hospital forms a Kapok-shaded mini-amphitheater scaled to accommodate the 10-meter turning radius and a small public toilet (Fig. 6).

Lacuna: Ecological Amplifier

Some of the larger Sitting-out Areas, often called Rest Gardens (RG), impress with a variety of plant species. The more park-like gardens show significantly less hard landscaping - often the ground is overgrown by shrubs and ferns. Even in their small size compared to the larger parks or country parks in the city, they evidence the diversity of Hong Kong’s native and introduced flora.

The Conduit Road Rest Garden opened directly onto a busy road is nearly invisible from the opposite sidewalk. Situated in an area of relatively abundant green and backing onto Victoria peak, the 1,400-square-meter site is a rare public rest space in an area otherwise dominated by private residential estates. A narrow path — lined with a few seats, light poles,



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and trash-bins — completes a single oval loop within the boundary of the site. Though lacking in programmatic ingenuity, the space is planted with an exuberant, if unnatural, mix of ferns, palms, palmettos and ficus that links with the enclave gardens, street trees, and country park surrounding it (Fig. 1, 7).

From Common to Commons: The Potential for Space in the City

Ackbar Abbas, in writing of the spatial histories of Hong Kong, declares the city is “a space of ‘uneven development’... a space traversed by different times and speeds, where change has no clear direction but is experienced as a series of anticipations and residues that jostle each other for position.”^[4] One of the outcomes of this spatial heterogeneity, we have found, is the incorporation of the discontinuities, the misfits, the gaps into an urban form. The Sitting-out Area exploits these interstices, effectively binding terrain, ecology, density and infrastructure through a thin but pervasive shared space; These small spaces are the “commons” for the territory.

The Sitting-out Areas accumulate disparate spatial experiences without regard for a determinate order. These small to medium interventions in the city’s otherwise unsettled spaces exist where form and void coincide. They are manifestations of the interstitial, which recalls the nature of “site” itself as described by French philosopher Anne Cauquelin: “A site finds itself at the intersection of place and space, it is neither the one nor the other, but a kind of hybrid.”^[5] Moreover, through a lens of landscape architecture, the Sitting-out Areas can be understood beyond their physical structure to recognize them as fields of movement, passage, genesis, autonomy; a perpetual unfolding of life in

time and space.

Discourse on the “right to the city” plays out in the Hong Kong’s conspicuous public realm; but the practice of the “right to the city” is nurtured in the hidden folds of the city. Everyday urbanism^[6] is enabled by *everywhere forms* and Sitting-out Areas are a crucial part of Hong Kong’s everywhere. Outside of cynical readings of the city’s spatial composition (shopping malls, air-con, and gates), we see the typology of small, accessible, publically maintained and fairly distributed spaces as harboring untapped potential in manifesting the city’s unique and just public identity and a countermeasure against the homogenizing tendencies of the rapid capitalization and general erosion of public-ness in the contemporary city. This project ultimately aims to speculate on new roles for these small spaces in the continuous social and ecological evolution of the urban form of Hong Kong. **LAF**

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- 7-1. 干德道休憩花园
- 7-2. 干德道休憩花园分层轴测图

- 7-1. Conduit Road Rest Garden
- 7-2. Exploded context axon of Conduit Road Rest Garden

