

## 香港城市設計學會

香港城市設計學會的宗旨是促進優質的城市設計，成員包括城市設計、規劃、建築、園境、測量及工程等多類專長，會員均以其專業知識透過在教育、研究及業務方面實踐這理想。我們亦鼓勵市民和政府部門多認識城市設計的價值及其重要性。有鑑於這城市過往快速的發展追求經濟發展和以效率為首，往往忽略了優質生活空間和「地方營造」(place making) 的重要，因此我們除了因應政府在發展項目的公眾參與活動上提供城市設計的專業意見（好像今天這樣）以外，亦常常直接與地區人士交流，將城市設計的專業知識盡量普及各階層。大型基建項目往往帶來巨大的環境衝擊，目前的處理手法只是靠環評研究和緩解措施，這對城市設計師來說是遠遠不夠的。關於擬議的第三跑道，我們除了關注填海對海洋環境的影響之外（這問題需在環評的機制下處理），我們關注到機場大樓的影響和不應錯失的機遇。這並不止是以數字量化多少噪音和污染物的「環境」問題，我們固然支持設計應該以可持續發展原則和綠建築技術為綱領，亦想強調構建優質生活空間和「環境」的重要性，機場大樓是進入香港的大門，這場地的設計除應功能和美感並重之外，應涵蓋了人文尺度(human scale) 和人性化，以及融滙香港東西文化交集和本地的特色，切勿因僵化的操作方式，令致這應是香港的第一印象流於泛國際化地「千城一面」。機場島的規模有如一個小城市，在此工作和進出的人數眾多，所以亦應考慮建築物間和外部空間的相互關係，以及如何與北大嶼（東涌）新市鎮配合。因此，三跑與機場大樓及配套的設計實應以宏觀的角度加上城市設計想像，與東涌新市鎮和全港作全盤考慮，以創造優質的生活空間。

---

### **The Hong Kong Institute of Urban Design**

The HKIUD has an objective of promoting good urban design. Our members are armed with expertise in urban design, planning, architecture, landscape architecture, surveying and engineering, etc. They strive to apply their professional knowledge to achieve this objective through education, research and professional practice. We also encourage the community and Government departments to enhance their

appreciation for the value and significance of urban design. The rapid pace of development of this city in past years in pursuit for economic development and efficiency have often been achieved at the expense of the quality of our living space and “place making”. Thus, apart from participating and tendering our professional views in public engagement exercises of Government’s projects (like today), we have often communicated directly with the local communities, to propagate the urban design sense and knowledge as far as possible. We noticed that to address the potential impacts due to major infrastructure projects, currently the remedy is to carry out environmental impact studies and mitigation measures. However, to urban designers, this is not all. With regard to the proposed 3<sup>rd</sup> Runway project, apart from general concerns about the impacts of reclamations to the marine environment (which will have to be addressed in the EIA), we are concerned about the impacts and possible missed opportunities of the new terminal building. This is far more than an “environment” issue of measuring the noise level and “quantity” of pollutants. Whilst we would support the design of the terminal along the principles of sustainable development and application of green building techniques, we also wish to emphasise the importance of creating a “quality” living space and “environment”. The terminal is in effect the “front portal” to Hong Kong and thus justifiably demanding in terms of its functional capability and aesthetics in design. Its design should be people oriented and take into account human scale, as well as the special characteristics of Hong Kong as the confluence of the cultures of east and west. To create a befitting “first impression”, flexibility is also called for to avoid the commonly found, stereotyped “universal” look. The Airport Island is almost like a mini city in itself. Therefore, designers should duly consider the spatial relationships between buildings and the spaces amidst them, and how they relate to North Lantau (Tung Chung) New Town. In order to create a “quality” living space for all, the design of the 3<sup>rd</sup> Runway and the new terminal building(s) needs to adopt a macro view, in addition to urban design visions embracing Tung Chung and Hong Kong as a whole.

ENDS