H-city — Urban Landscapes of Communication and Exchange
H- 都市—溝通與交流的都市地景

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The H-city is an urban project on a national scale. The main framework of the project is connected to the concept of the H-city. H-city has been in the making since the sixties, with the planning of the motorway system parallel to the main railwaylines. It has been an issue in all general development schemes in Denmark ever since. Often with a focus on how it to deal with the distorted map of Denmark that pops up as a consequence. However the real potential in the concept became clear to everybody in 1998, with the opening of the Great Belt-Bridge. This 18 km.s of infrastructure more than doubled the amount of traffic travelling from East to West-Denmark, from 2.8 to 6.5 million cars. The "H" includes the 5 biggest cities in Denmark.

Around the "H" lives 2/3s of the countrys population and the relative proportion is still growing. Now with the new bridge to Sweden (2000) the H-city is closely connected to what is fastly becoming the second biggest city in Sweden, Malmo. The absurdity in the continuing "good intentions" about taking measures preventing the further "distortion of the map" is becoming still more evident.

Since the sixties the relative size of population, income, commercial and cultural developement has been growing in the "H" compared to the rest of the country in spite of all the measures taken from the Welfare State trying to contain this developement. The European perspective is most likely to intensify this overall bias; tendencies it is increasingly necessary to find a way to come to terms with. This project starts from a pragmatic acceptance of the built environment and the massive changes initiated by major infrastructural projects in Denmark during the recent years (primarily the new bridges). The project mixes analytic work with "imagineering" and actual architectonic proposals. This crosscultural and mixed media approach relies heavily on digital tools. Technologies like Photoshop and Illustrator allows for sampling, superimposition and scaling of the percieved reality to new not yet realised realities. These tools, rather than Maya and AutoCAD, admit for an architecture formulated as an active interplay between the built and the cultural landscape. An interplay that underscores the continuing existence of the well known images of the danish landscape with minor adjustments of the built : the new windmills, high voltage lines, railroads and highways, new bridgemonuments together with old churchtowers. This is possible through an architecture that doesn't start with obvious problems, but tries to take advantage of the existing cultural and architectural values in relation to that cultural landscape we have chosen to label nature. An architecture that recognizes that construction of images of reality is reality and reality is construction.

Infrastructure is the point of departure of the H-city, a city of movement and time rather than space. This implies building along the main arteries of infrastructure instead of building and repairing on an old urban concept inherited in the latest version from the city of industrialism, hereby focusing on collaboration between different parts of the city and a better exploitation of ressources. The future urban diversity thougth as a whole: all urban areas should not necessarily have a little of everything but something substantial of different things. H-city bases its existence on this fact, not as a problem, but as a potential.

Its specific quality lies in the programmatic variation it is capable of sustaining, and on its introduction of landscape as an element within the city, restating the old fact that landscape and the city are two sides of the same coin. It is therefore

H-市是國際尺度的都市計劃。提案的骨幹與此都市的概念聯繫。H- 市從 60 年代就開始建造了，高速公路與主要鐵路並行規劃。這是丹麥一直以來所有普遍的發展方案的議題。經常集中討論如何處理丹麥歪曲的地圖。但此概念真正的潛力在 1998 變得清楚，因為 Great Belt 橋的啓用。這18公里的設施增加了東西丹麥間的交通量不只兩倍，約 28 萬到 65 萬之間車次。H 包括了丹麥 5 個最大的都市。環繞 H 住了國家 2/3 的人口，而且正在增加中。現在有通往瑞典的新橋，H-市緊緊的連接將成為瑞典第二大城的 Malmo 市。

防止更進一步 " 版圖的歪斜 " 所採取善意的荒誕手段越來越明顯。從 60 年代以來，H- 市人口收入商業與文化發展的相對大小都大於國家的其他區域，而不管福利部門為維持此發展所採取的措施。歐洲的遠景很有可能加強此全面的偏見，越來越必要找尋達成協議的方法。

此案由計劃性地接受已建環境與主要設施大規模轉變起始(主要是新建的橋樑)。它混合了分析的作業與想像和真實建築提案。此跨文化與混合媒體的方向依賴數位工具。像是 Photoshop 或 Illistrator 的技術讓感知的現實測試、附加與度量未發表的現實成為可行。這些工具容許建築系統化地闡述為已建的與文化景觀之間動態的互動。一個在熟悉的丹麥景觀在只有微小更動現況下強調其延續的存在：新的風車、高壓電纜典鐵路與高速公路，新的紀念物與舊的教堂高塔。這透過非經由明確問題
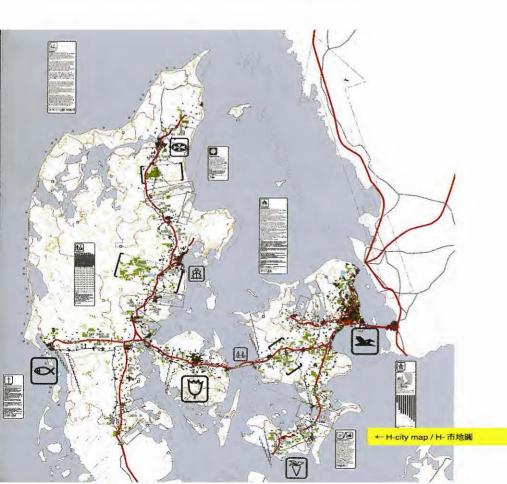
able to incorporate the many unpredictable forces and mechanisms in contemporary urban development, and has the ability to deal with the many unknown futures. It is the city as a "loose fit", rather than a fixed form.

H-city remembers the fact that all cities are based on the principle of accessibility, not as proximity and space as in the historical town or city, but as movement and information. This project on the H-city opens up for the fact that differentiated measures has to be taken if new development should be possible as in:

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←H-city map / H-市地圖

的建築而成為可能，而試著利用現存的文化與建築價值與文化景觀的關係。是認知到建構現實的景象就是真實而現實就是建構。

H-市是一個動態運動與時間而非空間的都市。這意味著沿設施的主要幹道建構而非建構與修補於舊的都市概念之上，在此著重都市不同部分的合作以及資源較佳的開發。未來都市的多樣性雖是整體的：所有都市區域不必要擁有全部，而有多元的各項。H-市的生存基於這個論據，不視為問題，而為潛力。

這一特質存於它所能維持的綱要變異之中，以及將景觀引薦為都市元素的一部份，重新聲明景觀與都市一體兩面此一老掉牙的觀點。所以可以混合現代都市規劃中許多不可預知的力量與機制，並且有處理許多未知未來的能力。它是寬鬆的而非固定形式的。

H-市記得所有都市都基於可即性原則的事實，而非傳統城鎮或都市的鄰近性或空間本身，是關於活動與資訊。本案開啓了若是新發展要落，實則需要接受構成的差別：

在鄉下 LITE(TM)   在鄉下 LITE(TM)   藉由前工業時期與先進科技的混合，顯示了在後工業地景新的居住可能。基於碎石路，經濟上和生態上有力的架構，生態的水源，行動電話與"依需求"的公車環繞分離的現代住屋單元，其中可能有小量的專業農作。

在鄉間 LITE(TM) 與鄉間 CLASSIC(TM) 透過對於環境更深的連接以及與環繞地景較理性的關係而有所區別，透過種植森林，能源的景觀，休閒的景觀等等。[翻譯 蔡詠嵐]

← Great Belt-Bridge / Great Belt 橋　→ Landscapes of leisure / 休閒的景觀

↓ ↑ Imagenary constructed landscape / 想像的地景