SPATIAL FORMATION AND TRANSFORMATION OF SHOPHOUSE IN THE OLD CHINESE QUARTER OF PATANI, THAILAND

タイ・パタニの旧華人居住地のショップハウスの空間構成と変容

Nawit ONGSAVANGCHAI* and Shuji FUNO**
オングサンチャイ ナウィット, 布野 修 司

This paper is a part of research entitled “Formation and transformation of Shophouse in the Old Town Areas, Thailand”. The paper aims to clarify spatial formation and transformation of shophouse in the old Chinese quarter of Patani city, as a series of papers to discuss the formation of shophouse in Thailand. Chinese quarter in Patani is formed by the two basic road systems: roads running parallel with the river and roads running perpendicularly to the river, setting oblique gridiron pattern by eight blocks of irregular shape. According to the development of these road patterns, shophouses are built along the road-side and gradually expanded from the Chinese settlement to the present business center on the southeastern area of the quarter.

The paper begins with a brief summary of Patani early history down to 5th century but the main content is devoted to the history since 16th century, then explicates formation and topology of shophouse in the old living quarter of Chinese immigrant, formed in the first half of 19th century. The study aims to clarify the formation process of Patani focusing on the old Chinese settlement. It discusses the topology of shophouse and its relationship with the development and expansion of the city as well. Clarification of shophouse spatial organization and its transformation are also the main objectives of the research.

Keywords: Shophouse, Patani, Chinese quarter, Typology, Spatial organization, Transformation

1. Introduction and Objective of the Study

Our previous papers clarified formation and transformation of shophouse in Bangkok. This paper focuses on shophouse in Patani to clarify another type of shophouse in Thailand. Unlike Bangkok, a capital city, Patani was a major port town of Southeast Asian international trade from the 15th to 16th century. Its prosperous trade drawn foreign merchants to trade and settle in. Chinese is one of them who have continued their living until the present day. At the same time, Patani is located in the strategic point between Thailand and Western colonial states in the Malay Peninsula making it a melting pot of many cultures, which can be observed in the design of shophouse. These are the reasons why this paper selects Patani for making research. Prior to this study, research works on Patani shophouse are very small in number. None of them mentioned about shophouse formation process and spatial organization by considering it as a principal element in urban structure. Thus this study would like to clarify spatial characteristic of Patani old Chinese quarter and its shophouse from urban scale to building level by using data from old documents, previous research works and extensive field surveys. The research will clarify the formation of Patani old Chinese quarter and its shophouse, and analyze the factors that shaped its built form and spatial characteristic. At the last chapter, spatial organization of shophouse and its transformation are discussed as well. There have a numbers of research works about history of Patani and its architecture. Authors listed the major references in the end. For instance, Bouag (1990), proposes instructive information on formation and overview of Patani in the 17th century and Krongchai (1998) reveals the history of Patani trading role and political development. This study will refer to these prior research works and be based on authors’ field survey conducted in September 2003 and January 2004.

2. A Historical Background: From Langka Suka to Patani

By the 5th century B.C. there had an Indianized states named Langka Suka present Patani province. As its administrative center, rectangular city named Pawae were founded at a distance from the Patani River. When and why Langka Suka was shophouse in Patani is not clear but in the 15th century, Malay people from Malay Peninsular and Sumatra moved to settle a small coastal village in Langka Suka. This village gradually expanded at the expense of an inland Pawae and developed into a busy port town. Eventually, the ruler decided to move his palace from Pawae to this town which then was founded a new political center named Patani sometime between 1350 and 1450. Patani probably converted to Islamic state sometime during the middle or second half of the 15th century, while the King converted in 1470. After Portuguese occupied Malacca in 1511 and disrupted the flow of international trade in

* Ph. D. Candidate, Graduate School of Architecture, Kyoto University, M. Eng.
** Prof., Graduate School of Environmental Science, University of Shiga Prefecture, Dr. Eng.
Southeast Asia, Muslim and Chinese merchants looked after new ports for their trading. At this period, Patani rose to one of Southeast Asian important trading hubs. Its role was attested by the advent of Western traders. The first Portuguese vessel from Malacca reached Patani port in 1516\(^1\). In 1602 Dutch navigated to Patani, followed by Spanish in 1605 and English in 1611\(^5\). Patani reached the peak of its flourish during the reign of Raja Ijau (1584-1616) and lasted approximately until the reign of Raja Kuning (1635-1688). After that Patani was on the decline due to many reasons\(^9\). Finally, Patani was united to Thai state in 1932.

**2.1 Formation of Patani**

Patani in the 17\(^\text{th} \) century was located 6km. east of present Patani (Fig.2). The city was bounded by a system of rivers and canals. Its citadel was a moated series of royal palace building laid out along a predominantly north south axis. The center of city proper was the square located opposite the citadel's main gate. Mosque and market may have been located on the western side and northern side of this square respectively. The harbor area and merchant quarters were located seaward and westward of the square. These quarters were divided into ethnic compounds know as *kampung*. Dutch and English warehouses were probably located in this area of the city proper on the west of citadel. A large Chinese settlement was located southeast of the citadel on the bank of Kali Besar. This Chinese quarter seem to have been a man-made island produced by cutting a shallow channel across a bend in the old river. Their market was also situated here in the north of the island\(^10\). In 1785, the city was completely destroyed by Siam and new city was founded on the present location\(^11\).

**2.2 Old Chinese Quarter of Patani: Forming of Chinese Settlement**

Chinese had navigated to Patani since Sukhothai Period (1238-15\(^\text{th} \) century)\(^12\) but it is not known for certain when they initially settled in Patani. In 1580, however one Chinese from Fujian named Lim Toh Khiam arrived Patani\(^13\). He then settled in Patani and had received a commission from the ruler to collect tariff from merchants in Patani Bay. In the reign of King Rama III (1824-1851), another Chinese merchant sailed from Amoi to Songkhla, who then was promoted local official, Luang Samrethikorn Chiangwang after he assisted Thai in attack Patani that attempted to rebel against Thai's rule. After subjugation of Patani, Thai appointed him Head of Chinese Immigrants in Patani and awarded him and his associates the lands for founding their settlement later called *Hua Talat* (main market) area\(^14\). Under the supervision of Luang Samrethikorn Chiangwang, Hua Talat, the area along the both sides of Arnorru Rd., became the origin spot of Chinese settlement in Patani. In 1881 Cameron visited Patani and recorded that; Patani city with a population of about 3,000-4,000 people were composed of Malay, Chinese and Siamese. Chinese quarter was in the favorable location than that of Malay. There had a road running from their shops and residences to the river. At the entrance from the river, there was a gate firmly constructed of stone, brick and cement. Straight going from it, there were Chinese residences where they also utilized for dealing business. These residences were well built of good materials\(^15\).

Cameron's record suggests that at least 30 years later since Chinese had received the land; their community was already well established. Its population was also big enough for casual distinction. Undoubtedly, the location where Cameron cited is Hua Talat, while the road running straight from the river to an inland area is Arnorru Rd. Only the gate is absent from the present scene. In 1884
when King Rama V visited Patani, one of his followers recorded that: The city was on the eastern bank of the river. There was a house of Captain China on the bank of the river. Not far from it, there were about 50 houses also built along the bank of the river. There were two roads in front of Captain China's house. At the northern end of the street, there was a Captain China's new house. It was built into two stories in Chinese style with three consecutive roofs. After walking through the (city) gate, there was a street with a width of approximately 4 wa (8 m). One-storied Chinese style buildings were situated alternating with structures built of nipa palm along both sides of this street. These Chinese buildings were opened for selling goods. At the opposite end of the street, there was a large Chinese building of Pun Tao Kong shrine. The area between this shrine and gate was called Thong Talat (market center).

The population of Patani city may be off the real number due to roughly visual observation, but more or less, it signified that Chinese population had steadily increased and formed to be one of the main ethnic groups of the city. The above record also testifies that in 1884, growth of their population and lucrative business led to the expansion of their community from Arnorrud Rd. to Patanirom Rd. where above mentioned 50 houses were built along the bank of the Patani River. The old Captain China house is may be demolished, so that we can not identify its location, but the new Captain China's house has been maintained until this very day (Fig.6: No.14).

Undoubtedly, the area called Thong Talat refers to Hua Talat area, while Pun Tao Khong Shrine have confirmed the existence of nearby Chinese community.

3. Spatial Structure of the Old Chinese Quarter

The quarter was developed from the Chinese settlement on the eastern bank of the Patani River covering an area of 0.45km² (Fig.3). The tables of construction year of shophouse of the same group formation in Figure 4, 7 and 8 signify that construction of shophouse reveal the direction of development and formation of the quarter. The original area of Chinese settlement is in Hua Talat area, along Arnorrud Rd. where shophouses built between 1824 and 1851 cluster with Long Chu Kiang shrine as community center. As the oldest group of shophouses, shophouses in this area have distinct Chinese characteristics in their roof structure, form and decorative elements. The quarter developed and expanded from this Hua Talat area to Patanirom Rd. at the end of the 19th century and Ruedee Rd. in the early years of the 20th century. The design of
shophouse also corresponds to the direction of expansion of the quarter. Chinese features ordinarily found in shophouses along Arnorru Rd., were simplified and utilized with local structure and ornaments, in shophouses along Patanipiroim Rd. At the same time, Western design elements such as arch and stained glass were introduced into the buildings. After the turn of the century, Western design elements were the main architectural fashion widely used in shophouses along Ruedeep Rd., while Chinese design elements were hardly observed. Their distinct Western characteristics can be observed in consecutive arcade, post and lintel construction system and decoration above door and window. After the first quarter of the 20th century, Western style shophouses built with concrete had simpler facade and gradually lost their popularity, while Thai traditional wooden shophouses with local decoration around door, window and ventilating opening became popular. These wooden shophouses were widely built in the quarter along the roads cut in the following period such as Preeda Rd. and Na Grua Rd. In conclusion, the firstly constructed Arnorru Rd. plays a vital role in tying shrine, market, shop, residence, city gate and river together forming the business center of the city before the secondly built Patanipiroim Rd. was cut and then community expanded parallel with the river to the south. After the construction of Ruedeep Rd. and other roads, the quarter gradually expanded to an inland area toward southeastern direction.

3-1 Block Structure and Road System

Two types of roads, roads running parallel to the river and roads running perpendicularly to the river, form oblique gridiron pattern composed of eight blocks of irregular shape. The first road, Arnorru Rd. runs perpendicularly to the river linking an inland area with the river. It is the second road, Patanipiroim Rd., that runs parallel to the river linking the third Rd., Ruedeep Rd., constricted perpendicularly to the river. These three roads have width around 6-8 m. Then, with the same width, Preeda Rd. was constructed18. It could be observed that the quarter gradually expanded to the south toward an inland area by these new cut roads. In the past, Arnorru Nga canal also
served as a means of transportation to the southeastern area of the quarter. They encouraged an expansion of the quarter to this direction. With broader width, Udomvitih Rd, Na Grua Rd. and Pipit Rd. were constructed in the following period encouraging an expansion of business area. Due to these roads, the Amorrru Ngao canal was stopped in use, while markets were built on Na Grua Rd. and Pipit Rd. as new business centers.

3-2 Attribute Characteristics of Townscape

Old shophouse mainly clusters around Amorrru Rd, Patanipirom Rd, and Rueede Rd. Each road has a particular feature due to the difference in shophouse styles, which could be classified into three types: Chinese, Western and Thai style. Each style could be separated into with and without arcade type (Fig.3). The unique features of Chinese style shophouses are thick wall and saddle shaped roof. They concentrate on Amorrru Rd. and Patanipirom Rd. Their arcades were built separately from the adjacent one, hence a lack of uniform facade. Western style shophouse is mostly founded on Rueede Rd. All is arcade type, except four units on Patanipirom Rd (Fig.7). If not simple, their facade are decorated with classic order. Different from those of Chinese style, Western style shophouses provide uniformity for townscapes by their consecutive arcades. Thai style wooden shophouses scatter around the quarter and those with arcades also provide a passable walkway along with their uniform facade. Lands along Maryor Rd, Udomvitih Rd, Na Grua rd. and Pipit Rd. are filled with modern concrete buildings, which most of them are new flat roof shophouses. Whatever the style, old shophouses shared some features such as the direction of roof ridge running parallel to the front road (Hira-iri). Chinese style shophouses on Amorrru Rd. and Patanipirom Rd. are very much Chinese in style and seem to be merely modeled after those in their native country, and less influenced by contemporary shophouse built in the the Malay Peninsula. Thus these shophouses have irregular facade and unconnected arcade, even they were built after 1822, when in Singapore, T.S. Raffles enacted second town plan for regulating uniformity in townscapes by arcade construction. However, Western style shophouses with their uniform arcade along Rueede Rd. may be influenced by those in the Malay Peninsula.

3-3 Distribution of Old Shophouse and Its Usage

Old shophouses are mainly concentrated in the northwestern part of the quarter. Generally, lands along the roads are used for both old and new shophouses, while inner areas of the block are used for dwelling, school, and market, if not left unused. The ground floors of shophouses are generally used for dealing business, while the upper floors are kept for living purpose: nevertheless residential shophouses are also found frequently, especially on Amorrru Rd. There are two types of shophouses with peculiar functions. They are shophouse that the ground floor is used for entrance of boat pier, while the upper floor is usually left unused (Fig.7: No.29 and 38) and shophouse used as birdhouse for collecting bird nest. Birdhouse is altered to completely close building in order to control bird comfort living condition.

4. Spatial Organization of Shophouse and Its Typology

The width of shophouses frontage is undoubtedly narrow but the depth is longer than those of Ratanakosin. Their sizes range from 3.75m to 10m in width and from 14.31m to 54m in depth. All of them possess strip-like land but different spatial organization could be observed: consequently, from a total of 296 units of old shophouses in the quarter, 83 units of 75 households are selected as the objects of study in order to investigate some regulations of their spatial planning.

4-1 Typology of Shophouse by Spatial Organization in Depth

In shophouse, residential space is raised to the upper floor leaving space below for shop, and space behind the shop for service functions (dining, storing, bathing, and cooking). This minimum spatial organization became the standard type of shophouse, usually found in those with short depth (Fig.9: type i). It could be assumed that another two elaborate types of shophouse are developed from this standard type. The first type is shophouse that an extension of two-storied structure is added in the middle (Fig.9: type ii). Another type is shophouse that similar structure of standard type is added to the rear of standard type (Fig.9: type iii). Type i, the standard type, is the most prevalent type covering 54.21% of samples (Fig.10). It has a simple composition but space arrangement of rear part may differ
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They are type A (one bay), type B (two bay) and type C (three bay). Each type can be split further into three types, for example according to the length of depth. Rooms may be arranged on either side of party wall, for example shop-living & dining rm., storage-kitchen-bathroom (No.76), however, in general, area of rear part is not so big, therefore dining space, kitchen and storage may be combined into one space. Only bathroom is independent (Ex: No.5). Type ii occupies 33.73% of samples. Its functional pattern is similar to type i, except two storied extension used as shop (Ex: No.66 and 71), or living purpose (Ex: No.1 and 67). Due to the reason that upper floor is commonly used for living: stairs is generally equipped in two-storied extension (Ex: No.1, 25 and 72), instead of in the front shop as usually found in type i. Type iii covers only 12% of samples. Its unique feature is an open space between two-storied structures. Initially, it was an inner court but now all was roofed over and converted into an open well space, except No.14. In addition to inner court, rear court is equipped in many shophouses as well (No.14, 17, 18, 19, 20, 24, 25, 26, 27, 28, 33, 35, 36, 39, 43, 44, 45, 46, 53, 55, 59 and 73). These rear courts are the derivative of left space, when the rear parts of shophouses were altered, or when behind plots were subsequently bought to the original site, but most of rear courts in shophouses along the river-side of Patanipiram Rd. originated from the extension of space into the river, therefore some of them are raised on platform above the water. Only a small number of them are the original elements.

4-2 Typology of Shophouse by Spatial Organization in Width

The frontage of shophouses in the quarter is not only one bay type but also two bay and three bay type (Fig.10: type A, type B and type C respectively). Needless to say, one bay type is the basic type of shophouse accounting for 80.7% of samples. Nearly two-thirds of its number have arcade. Two bay type is mostly found on Arnuoru Rd. covering 14.5% of samples. This number includes those transformed from the original three bay type (No.15, 16, 19 and 20). In spite of two bay, there is no partition wall in the middle due to the same unit, except those four units transformed from three bay type. These four units each has two front rooms laid perpendicularly to the front verandah. Besides them, only No.22 has arcade. Owing to wider frontage, planning of rear space is more flexible than those in one bay type.

Each function gains its independent space, for example shop-living & dining rm.-kitchen-bathroom-storage-garden (No.19). No.39 is a good example for a more elaborate planning of residential shophouse. Three bay type are found only four units. Two of them have front arcade (No.18 and 55). No.55 also has front balcony on the upper floor. A unique feature of three bay type is that width of middle bay is wider than those of its both sides (No.18 and 55), and originally, courtyard is usually placed in the middle bay behind the front room. Its trace could be observed in shophouse No.14, 18 and 53.

4-3 Transformation of Shophouse

Figure 11 illustrates the variation in composition of form and space of shophouse from three basic types according to the width as in Figure 10. They are type A (one bay), type B (two bay) and type C (three bay). Each type can be split further into three types, for example
those of type A can be divided into A-i, A-ii, and A-iii following the characteristics of spatial organization in depth (type i, ii and iii) in Figure 9-10. At the first stage, shophouses can be divided into eight types according to their spatial organization in width and depth (A-i ~ A-iii, B-i ~ B-iii and C-i ~ C-ii: C-iii is not found.) At this step, there are no striking transformations. Shophouses still maintain their original spatial organization, or if any alterations were done, they were built into similar patterns of their original design. The next step of transformation is described by using a-a"" characters added to the codes of the previous step, for example A-ii'a". At this step we can see that the rear spaces of shophouses are heavily transformed, while the main structures in the front part of the buildings (two-storied structures) are hardly touched by any alterations. It could be conceived that position of stairs ordinarily equipped in the two-storied structure makes alterations difficult because moving of original stairs will effect the entire circulation of the buildings, both in horizontal and vertical plane. Changing of stairs' position also makes an impact on the spatial arrangement of service area in the rear part where in most cases new stairs are constructed. Transformation in this step can be generally classified into three features: ① Demolition of rear structure or merging a building site with a new piece of land behind for rear court (A-ii'a, C-ii'a) ② Building vertical extension at the rear part into two-storied structure (A-ii'a", A-ii'a" and B-ii'a) ③ Building extension or making alteration at the rear part into different form from the original design (the rest codes in this step). New extensions are usually built parallel further to the original direction of main roof ridge. Only rear structures of shophouses of A-i'a"(No.59), A-i'a""(No.8, 9 and 24A), A-iii'a"(No.3Aa and 38B), C-iii'a"(No.14) are constructed perpendicularly to the original direction of main roof ridge. It is because a unit of shophouse is commonly built in row that extensions/alterations built perpendicularly to the main roof are more difficult to construct than those built parallel to it. The next step of transformation is applied by using b character in the last row. At this step of transformation, alteration/extension in the rear part of the buildings for broader space in the horizontal direction, and vertical extension, are two major transformations of shophouses.

Regardless of construction year and original spatial organization of the buildings, shophouses have the same tendency to have transformation in the rear part. Alteration in the front part is hardly done because it is the main structure of the building. Another reason is that it is easy to observe from outside, while most of alteration was done illegally without permission from a local government office. Roof of the main structure in the front part built parallel to the front road also encourages the possibility of alteration because it properly conceals alteration in the rear part. Its height makes rear alteration can not be seen form outside.

Roof pattern and structure of the rear part are altered following new space arrangements which are altered or extended in order to allot space to each function to be an independent room. As mentioned above, the rear space of shophouse is normally used as service area for business dealing (working space and storage) or living (dining space, kitchen, toilet and washing area). Alteration of rear part provides independent rooms for these functions according to the affordable and extendable space. Shophouse No.73B is a good instance where shop-storage-vacant space-toilet-vacant space-small backyard is orderly arranged from the front to the rear of shophouse. The building once was utilized for a full-scale shop. Since that time, the front vacant space was used for living and dining, while the rear vacant space was used for kitchen. Backyard was also used for washing and clothes drying area. Generally, transformed
space regulates structure and span of the roof. A main function is usually arranged under one roof; therefore, space arrangement could be grasped by observing roof pattern. In the aspect of extension, shophouses on the river side of Pataniprom Rd. are the most flexible group because they can extend their space into above the river. This is the reason why they have longer depth than those of other locations. There are also the cases that bedroom is placed on the ground floor, if space could be afforded (Ex: No.27, 30, 31, 32, 39 and 63).

When there is no room for horizontal expansion, dwellers begin to build a vertical extension in the rear part of shophouse. There are already 19 shophouses of samples with vertical extension. All of them are the extensions of the second floor except shophouse No.63 extended further to the third floor. The left side of Figure 11 shows transformation of shophouse unit which could be classified into two types, unification and separation. Unification can be found only in one bay type shophouse. It takes place when two units of shophouses (No.7, 24, 38, 69, 71 and 73) or three units of shophouses (No.74) are combined together forming a building for one household. After unification, partition wall will be demolished at the front for broader shop space (No.7, 71 and 73) or at the rear part (No.24, 38, 69 and 74). Separation of shophouse is found in three bay type shophouse. It could be divided into two types, separation into two units and three units. An Outcome of separation into two units is 1 bay+2 bay (No.53) or 1.5 bay+1.5 bay (No.15, 16, 19 and 20), while the result of separation into three units is 1 bay+1 bay + 1 bay (No.36). There are also vertical separation between the ground floor and the upper floor in shophouses No.34 and 40, where the upper floors occupied by the adjacent shophouses, can not access from their floors.

5. Conclusion

From the study, it could be concluded that 1) The distribution of shophouses in the old Chinese quarter signifies the direction of city development which expands from Hua Talat area in the northwestern part of the quarter toward the southeastern area where business center is located now. 2) Shophouse of two stories with one storied rear part (type i) is the basic type of shophouse's spatial organization, which can be extended to another two types. They are shophouse that another two storied structure is added in the middle of basic type (type ii), and shophouse that similar structure of basic type is added to the rear of basic type (type iii). 3) Transformation of shophouse can be explained as variants of the above mentioned three types. Regardless of original design, style and period of construction, most of transformation was done for shophouse, behind the main two-storied structure. Moreover, there are transformation in shophouse by unification with adjacent units, and separation to several smaller units as well. 4) Form and spatial organization of shophouse in Patani is more similar to shophouse in Malay Peninsula than those in Bangkok.

Transformation of shophouse spatial organization that looks chaotic in the beginning can be understood as multiple levels of ever transfiguring process of urban dwelling. For the next step, authors aim to do research on shophouse in market towns along the waterways in the Central Plains of Thailand.

Endnotes:


2. Shophouse is two-storied building utilized for doing commercial activities on the ground floor and living on the upper floor. Old shophouse is shophouse built between the 18th century and the first half of the 20th century before it was built into plain design due to the influence of modern architecture and economic slowdown, while new shophouse means those built after that period. In this research, old shophouse, an object of study, is generally written into "shophouse" in short.

3. The name "Lungku Saka" is first mentioned in the History of Luang Dynasty (505-556 A.D.) as quoted in Bougac, 1990, p. 114.

4. Pronunciation is a regional dialect. This local name is assumed that it is a corruption of Pra-wong or Pan-ra-wong (Pra-wong), and it is known as Kita-Muli by ancient Malay language. Remains of Pra-wong city is now in Yarang District, Pathum Province. For more detail, see Sa-ngub, 1999, p. 4469.

5. Prayoon, op. cit., p. 20-22. This chapter of the book was written by Vichit Kansarasuk, a descendant of Luang Sam Ketkumchang. He was born in 1912.


7. Panurangsinwongwong, 1967, pp. 63-67. The record was written in 1967 when the writer followed King Bhumibol V to Patani but it was firstly published by Kurnoon in 1961. It is the third publishing year; Poon Tung Khao in the record should be Chi So Kang shir, who in 1864 was restored by Luang Sam Ketkumchang Changwong. Later an image of Chi So Kang was taken to be enshrined here before a replica of Lin Kun Yew (Chaisai Lin Kun Niao), Lin Khoo's younger sister, was taken here in 1906. The shrine was then renamed "Leng Chu Kiang." For more detail about the shrine, see Prayoon, op. cit., pp. 75-77.


10. Chen Voan Fis, 1998, Chronology page. During the second half of the 19th century, there is a mass migration of Chinese to the Malay Peninsula and shophouses become a common type of urban dwelling for their townships, which then in 1884, formal building codes were enforced, including the provision of arcade in shophouses is introduced to Malaysia by Frank Swettenham.

11. Navit Ongsangvanchai & Shujii Funo, 2004. The study revealed that Bangkok shophouses have fairly small proportions with frontage around 2-4 m., less than 20 m. in depth. In contrast, Patani shophouses are not shophouses. Each household of No.7, 24, 38, 69, 71 and 73 occupies two units of shophouse, while a household of shophouse No.74 occupies three units of these. These are the reasons why samples came from 83 units of 75 households.

References:


8. Panurangsinwongwong, 1967, Chinnarat, Kurnoon, (In Thai)

9. Prayoon, Chaisai Lin Kun Niao, (In Thai)


和文要約

本稿はタイにおけるショップハウスの成立と変容に関する一連の研究の一環である。これまで、バンコクのラタナコシン地区におけるショップハウスの導入とその変容過程、また類型について全容を明らかにしてきた。バンコクのショップハウスはシンガポールのモデルを導入したのであるが、タイには他にいくつかの類型が存在する。そのひとつが華人（チャイニーズ）が直接移民したケースである。古くからの港町であるバタニを調査対象としたのは別の類型を明らかにする目的からである。バタニについて旧華人地区をターゲットとして実地調査を行い、83軒についてデータを得ることができた。それをもとにショップハウスの類型とその変容過程について考察したのが本稿である。ファサードの意匠について、中華風、西洋風、タイ風と三つに分かれるが、平面形式はそれとは無関係にほぼ規模に従って三つに類型化される。そして、その形式はバンコクのケースと全く異なり、細長い敷地をとる例えばマラッカのものに近い。そして、増改築のパターンもバンコクものとは異なっている。

本稿に続いて、タイの運河沿いの市場町にあってもうひとつショップハウスの類型を明らかにしたい。

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