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JURY REPORT – September 21, 2007

Central Waterfront of Hong Kong International Urban Planning & Design Competition

1.1 FOCUS AND EXPECTATIONS OF THE COMPETITION

The Central Waterfront of Hong Kong International Urban Planning and Design Competition is intended to support the collective progress in the envisioning and planning of the Central Waterfront of Hong Kong. It is intended to further emphasize the special importance of this site by deepening our understanding of the site's development options and potential.

To date Government and non-government organizations have completed an array of schemes for the site and have created a wealth of urban design and planning analysis. This competition will run concurrent to the Hong Kong Planning Department's Central Reclamation Urban Design Study, and the application to amend the Central and Central Extension Outline Zoning Plans made by Designing Hong Kong. Through public forums and exhibitions, and by submitting winning entries, the competition will assist in determining the final plans for Hong Kong's Central Waterfront.

Participants have been asked to embrace the basic principles "**creation of vibrancy and diversity**", "**enjoyable public spaces**", and the "**creation of a green unifying edge to the Harbour and Central Business District**" as set out by the Government as the objective for the Central Design Refinement Study, as well as the various urban design and planning principles adopted by the community. Submissions should encapsulate "an end-state" vision for the Central Waterfront of Hong Kong which reflects an understanding of the underlying dynamics, uses, character and identity of the site.

The attainment of **good urban design is of crucial importance** to this important site both in terms of its waterfront location, and the aspiration to identify Hong Kong as a world-city. This needs to be inherent in the overall approach to conceptual development, planning layout, sense of place, urban and architectural design.

Competition submissions are expected to be **innovative, yet practical and feasible**. Therefore entries may challenge the existing broad land use and transport plans, however, aspects which divert from the Central and Central Extension Outline Zoning Plans must be duly justified. Failure to do so may deem a submission impractical.

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1.2 SITE DESCRIPTION AND DEMANDS

The competition discourse has been framed by the special needs and standards of the Central Waterfront site area. The competition engenders a full site exploration in design and planning to allow the site to achieve its potential. The site has acquired the following definitions.

1. The area serves as the **entry point and doorstep to Hong Kong** and should clearly reflect its identity and character;
2. The Central Waterfront is a **critical element of Hong Kong's skyline** which has become the renowned dominant international icon of the city;
3. The site is **immediately in front of the Central Business District**, home to the main offices of both the Hong Kong Government and leading companies from Hong Kong, Asia and around the world;
4. The site must **harmoniously merge** the expanding business district with the increasing demand for open spaces, leisure, entertainment, and cultural uses for residents and visitors along the harbour;
5. The site is the **key transport hub for Hong Kong Island**, and must efficiently integrate all the relevant modes of transport including airport rail, underground rail (MTR), ferries/fast boats, private yachts, the Central-Wanchai Bypass, various circulation roads, franchise and non-franchise buses and minibuses.

1.3 COMPETITION OBJECTIVE

The objective of the competition is to carry forward a range of innovative yet practical Central Waterfront visions and concepts to be considered by the Hong Kong community.

1.4 KEY END-POINTS

This competition seeks various design and planning solutions to the creation of a Central Waterfront defined by

- Vibrancy
- Vitality
- Visual corridors
- Accessibility
- 24 hour 7 day-a-week site utilization
- Sustainability

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1.5 COMPETITION SCHEDULE

Announcement Press Conference	May 29, 2007
Registration closed with 311 teams registered	June 30, 2007
82 qualified submissions received	September 1, 2007
Public exhibition of submission, Central Pier 8	September 8-28, 2007
Submissions on-line www.designinghongkong.com	September 8, 2007 onwards
Adjudication by jury, Central Pier 8	September 15, 2007
Professional institutes forum	September 22, 2007
Deadline for finalists to submit models	October 25, 2007
Model exhibition	October-November 2007
Final adjudication	Mid – November 2007
Submission to Government and relevant institutions	December 2007

1.6 SCREENING PROCESS / NON-COMPLIANCE REPORT

A screening process was undertaken to qualify/disqualify projects through identifying projects with fundamental design and planning conflicts and issues. Conflicts were defined by a failure to meet the basic competition requirements.

The non-compliance report outlines the conflicts and the qualification/disqualification status for each project under review by the jury. Projects were deemed conditionally qualified when the screening group agreed that conflicts were not detrimental and could be resolved.

Conflicts/grounds for disqualification or conditional qualification were:

1. Late submission
2. Display of name or firm
3. Incomplete – Submissions lack two A1 boards and one A3 index map
4. Inferior – Quality of submission is inappropriate
5. Conflict with existing or planned infrastructure including
 - Central-Wanchai Bypass Tunnel
 - P1 circulation road (alternative alignments are acceptable)
 - P2 circulation road (alternative alignments are acceptable)
 - Water edge of the reclamation as designed on the Central Extension Outline Zoning Plan (excluding floating or supported structures including piers)
 - Airport Railway Express Extension and Northern Island Line
 - Culverts (also referred to as draining reserves)
 - Pumping stations
 - Ferry Piers
6. Conflict with any existing or confirmed developments
 - Tamar Government Offices (in progress)
 - Jardine House
 - City Hall
 - Academy of Performing Arts
 - HK Convention & Exhibition Centre
 - HSBC Building and height restrictions in front

The screening review was conducted on the 8th of September by Christine Bruckner, Competition Advisor, AIA HK Chapter; Alex White, Program Manager, Designing Hong Kong; Paul Zimmerman, Convenor, Designing Hong Kong; Chapman Lam, Associate Director, MVA HK Limited; and Hung Wing-tat, Associate Professor, Hong Kong Polytechnic University

The non-compliance report was presented to the jury on the 15th of September for their consideration. For more information see appendix “Non-Compliance Report”.

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1.7 ADJUDICATION SCHEDULE – September 15, 2007

The adjudication of the 82 Central Waterfront proposals was conducted in the offices of Mallesons Stephen Jaques and at Central Pier 8, the exhibition of the submissions. A full schedule of the event is as follows:

8:45 – 9:00 A.M.	Refreshments and welcoming	
9:00 – 9:30 A.M.	Election of Jury Chair Adjudication/ Criteria	Jury / AIA HK – Christine Bruckner PhD
9:30 – 10:10 A.M.	Competition introduction - Non-compliance report - Submissions overview	Paul Zimmerman
10:15 – 10:30 A.M.	Go to exhibition at Pier 8	All
10:30 – 11:30 A.M.	Project review - Score sheet marking	Jury
11:30 – 11:45 A.M.	First short-list - Consolidate score sheet - Place flags	Alex White
11:45 – 12:30	Jury round table - Elimination	Jury
12:30	Sandwich Buffet	
12:30 - 12:45 P.M.	Second short-listing - Eliminate flags - Consolidate score sheet	Alex White
12:45 – 14:00	Tour of short listed projects - Score sheet marking	Jury
14:00	Return to conference room	
14:30 - 17:00 P.M.	Jury round table (elimination)	Jury
17:00 – 17:30	- Decisions - Questions/clarifications	Jury
17:30 P.M.	Determination of four finalists and one honorable mention - Individual/project statements - Responses to questions	Jury

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1.8 JURY MEMBERS

The jury consisted of eleven people and was accompanied by a technical team which offered advice regarding the engineering and transport feasibility of project entries. The group consisted of:

Technical Panel

- Chapman Lam, Transport Engineer, Associate Director at MVA HK Ltd.
- Hung Wing-tat, Transport Engineer and Associate Professor of the Hong Kong Polytechnic University
- Andrew Thomson, CEO of the Business Environment Council and Member of the Harbour-front Enhancement Committee

Jury Members

- Peter Cookson-Smith, Planner, Author and Director of Urbis Ltd.;
- Leslie Lu, Architect, and Associate Professor and Head, Department of Architecture, The University of Hong Kong;
- Essy Baniassad, HKIA, FAIA (HON), Professor, Department of Architecture, Chinese University of Hong Kong;
- Raymond Fung, Artist and Architect, Vice Chairman of Hong Kong Designers Association;
- Vincent Ng, Architect, and Convenor of Citizen Envisioning @ Harbour, member of the Harbour-front Enhancement Committee (2004-2007);
- Nicholas Brooke, Surveyor, and Chairman of Professional Property Services Ltd., member of the Harbour-front Enhancement Committee;
- Patrick Lau, Architect and Member of the Legislative Council;
- Barry Cheung, Businessman and Chairman of the Urban Renewal Authority;
- John Herbert, Consultant and Chairperson of the Hong Kong Sustainable Development Forum;
- Xu Xi, Author (including 'The Unwalled City', 'Hong Kong Rose', and 'Overleaf Hong Kong'), Prose Faculty at Vermont College, Masters of Fine Arts in Writing; part-time writing professor at SPACE and the Department of English, University of Hong Kong.

Jury Chair

Essy Baniassad and Leslie Lu were elected Co-Chairman.

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1.9 JUDGING CONSIDERATIONS

The jury considerations reflect a broad range of objectives and aspirations for the design, planning and development of the site area. They are based on principles and guidelines developed by various institutions and organizations in Hong Kong as made available on the competition web site to the competitors.

A. Innovative yet Practical & Feasible

- Competition submissions are expected to be innovative, yet practical and feasible. Therefore entries may challenge the existing broad land use and transport plans, however, aspects which divert from the Central and Central Extension Outline Zoning Plans must be duly justified.

B. Core Project Principles and Objectives

- Creation of vibrancy and diversity
- Provision of enjoyable public spaces
- Creation of a green unifying edge to the Harbour and Central Business District
- Accessible 24/7 and active around the clock
- Provision of visual corridors to waterfront

C. Planning Concepts

- Reflect site identity as the entry point and doorstep to Hong Kong
- Reflect the identity and character of Hong Kong
- Entices and lures people to the waterfront
- Brings the harbour to the people
- Merges business district with leisure, cultural, and entertainment uses

D. Activities and Land Uses (place making)

- Diversity in uses and users
- Vibrancy through mix of uses and ambiance
- Accessible and active at all different hours of day and night
- Land uses compatible with the harbour-front
- Uses and activities conserve and sustain cultural heritage
- Marine supporting and water dependent activities
- Ferry piers/landings and supporting retail/dining facilities Integrated into waterfront
- Dining and retail/market to activate/support public spaces
- Leisure/recreation activities where practical
- Promenade and open spaces
- Tourism uses
- Cultural uses
- Diverse commercial uses

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E. Urban Design, Land and Streetscape

- Visual permeability from Central to Harbour and vice versa
- Open space in the inland is linked to the harbourfront for visual and physical permeability and connectivity
- Parks connect destinations; not destinations themselves but rather connective tissue
- Traffic does not penetrate public areas and automobile disruption to the continuity of public realm is minimized
- Opportunity to interact with water (harbour or otherwise water feature)
- Active streetscape design and lighting
- Comfortable shaded areas for sitting
- Plants and trees accompany developments
- Focal features in open space and public realm
- Areas with protection from inclement weather

F. Architecture

- Iconic buildings serve multiple purposes for multiple users
- Innovative building design
- Diversity in building height
- Human scale developments with small footprints
- Buildings engage public space by combining commercial and public spaces
- Non-podium buildings if practical

G. Access/Physical linkages to from and along the waterfront

- Seamless pedestrian corridors and effective/innovative connections to Central at ground, subway and elevated levels
- Continuity and connectivity between activities and public spaces
- Easy access to public transport and marine transport
- Continuous promenade for as long as is practical

H. Transport

- Multiple modes of transportation to access site and circulate within
- Site efficiently integrates airport rail, underground rail (MTR), ferry/fast boats, private yachts, the Central-Wanchai bypass, circulation roads, buses and mini-buses
- Vehicular access minimized to allow continuous pedestrian at grade access and seamless pedestrian movement
- Circulation, service entrances, car parking sites carefully chosen to minimize impact to public realm
- Land utilized for transport infrastructure and utility installations minimized

I. Sustainability

- Green building principles implemented to conserve energy and resources
- Sustainable features (example: rainwater runoff recycling)
- Greening on roofs
- Economic, social, environmental and energy sustainability

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2.0 JURY CRITERIA

The criteria were proposed by Peter Cookson Smith and accepted by the jury.

How best do competition entries deal with and/or resolve the following:

- Generation of an interesting water-edge profile that can accommodate a range of diverse use, activities and experiences.
- The integration of pedestrian connectivity between existing adjoining areas and the waterfront, and between activity nodes within the competition area.
- The designed amelioration of likely impact from surface road corridors.
- The creation of distinctive new urban 'places' as interesting destination points with an individual identity.
- The resolution of a coherent interface between existing development, committed development (e.g. the government complex), preserved features (e.g. Star Ferry Clock and Queen's Pier) and new development.
- Linkage and continuity between development sites in a way that defines spaces and streets as essential components of urbanism.
- The way in which proposals work in spatial terms as well as on plan.
- Resolution of issues relating to innovation and viability in terms of implementation.
- Clarity of intentions and presentations of ideas
- The history and heritage of the harbour, its image, and its evolving role in relation to the city.

2.1 JURY SUMMARIES FOR FINALISTS

Submission 77 "Hong Kong Waterfront" by Edward Yung, Chris Hillyard, Kipp Eddick, USA

The jury felt that submission #77 "dealt successfully with the issue of connectivity". The strength of the design was seen as "the way in which it addressed the connection between the harbor and the older part of Hong Kong, thereby giving an opportunity for the vitality of the interior of the city to be brought to the waterfront." The use of courtyards was recognized by the jury as being both a dynamic design concept as well as a good way to introduce needed ventilation. As this submission goes forward to the next stage of the competition, the jurors would like the designers to address several issues including: geometry, materials, lower level daylight penetration, tower massing resolution and the potential introduction of a more vegetative approach including the incorporation of trees on the raised green areas where possible.

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Submission 145 “Amphibian Carpet” by - Lewis Chui, Bart Chui, Hins Cheung, Selah Au, USA

The jury found submission #145 to be “a very strong concept which made a good overall impact”. The “green carpet” was seen as “a provocative idea” which was “well integrated with the existing buildings”. Some members supported the idea of an open, green ‘park on the water’s edge’ - a place for residents to come and relax. Other jurors remarked that the Hong Kong residents had significant access to large areas of country park and urban parkland, and what was essentially missing was new waterfront open space in the form of promenades and connected ‘places’. This visionary green scheme was selected as a finalist for further development. The jurors would like to see some ‘diversity of environments, diversity of nature, diversity of uses’ and a balance between a park at the waterfront and Hong Kong’s urban identity. They would also like to know more about how this ‘large green canopy is structured and ventilated’, ‘how the program criteria are put underground’, and how the ‘program elements like P2 are resolved below with respect to daylight, ventilation, harbour views and technical feasibility’.

Submission 230 “Sky for Dragon, Earth for People” by Jack Sidener, USA

The jury found this submission to offer a “simple and clear idea and acknowledge the fundamentals of urbanism”. They saw it as “nostalgic” - harking back to old Hong Kong. The scheme was seen as a means of creating a sense of urbanity on this important site, through a series of continuous streets and ‘places’, both in scale with the waterfront context and redolent of traditional street fabric’. The jurors recognized the designer’s clear intention to create vibrancy and diversity and were encouraged by the scheme’s potential. The jurors would like to see further development of this strong basic idea and some would like to reduce the percentage of built site coverage in favor of somewhat larger activity spaces associated with the waterfront. The jury saw the potential for this human scale, urban fabric to create an active waterfront community. They look forward to its further resolution.

Submission 247 The “Golden Crescent” – Envisioning a Grand Promenade Along Hong Kong’s Central Waterfront” by RTKL/Urban Design & Planning Consultants Ltd., China, Hong Kong

The jurors felt this scheme “met the criteria very well” and created a potentially “vibrant & diversified waterfront for Hong Kong”. The design was seen as being a “very serious attempt to meet a vast number of critical considerations”. Jurors considered that the scheme represented an attractive and workable urban structure with an appropriate scale and form, that was responsive to the design opportunities and constraints set by the site. It provided good connections and linkages, with waterfront and other spaces that were defined by carefully placed building elements. Some felt that “the more you looked at the scheme, the more you could see the realistic quality and great potential within”. Many members of the jury appreciated that in this scheme, “the Queen’s Pier had been placed in its proper location with water on the correct side” toward the harbor. Some jurors wondered if site coverage could be reduced, others thought it was appropriate. This submission was seen as being at the right scale for Hong Kong with an interesting esplanade and inviting waterfront.

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2.2 JURY SUMMARIES FOR HONORABLE MENTION

Submission 120 “Coastal Play – An intervention between city and waterfront” by Jan Lai Kwok-yin, Kenny Koo Gin, Jim Chan Tsin-ching, Grace Ng Ming-shan, Hong Kong

The jury found submission #120 to describe “a very interesting experience of the waterfront promenade”. They described the scheme as having “a nice integration of different spaces with diverse sizes and characters”. They also commented that the links to central Hong Kong were good and that there was a “poetic focus on Tamar which allowed spaces to flow in to each other nicely”. The jury felt the submission needed more development and resolution, but recognized the submission by awarding it an Honorable Mention.

2.3 SIGNIFICANCE OF FIRST ROUND OF COMPETITION

Four projects each with a different concept and approach to creating vibrancy and dynamism along the waterfront were selected for further shaping and development. These projects have all achieved the “innovative yet feasible” requirement and have succeeded in bringing forward ideas and solutions to be strongly considered and reviewed further by the Hong Kong community.

These four “innovative yet feasible” driving concepts are

- Subterranean development with extensive parkland cover
- Ground floor courtyards and building spaces with permeable roof top gardens and public spaces
- Fine scale and active mixed use development
- Large gardens with mixed development incorporating diverse community aspirations

2.4 SECOND ROUND OF COMPETITION

The finalists are required to produce a 1:1,000 model and supporting materials to arrive in Hong Kong on 25 October 2007 for the second round of the competition. The competing teams are given the non-compliance and jury report, and further guidance with respect to feasibility (minimizing conflicts with existing and committed developments and infrastructure) and the need for sustainability in social, economic, environmental terms including air ventilation and energy consumption.