

Harbour-front Enhancement Committee

Modus Operandi

PURPOSE

This paper seeks Members' agreement on the modus operandi for the current term of the Harbour-front Enhancement Committee (HEC).

MODUS OPERANDI

2. The current term of HEC commenced on 1 September 2007 for two years to 31 August 2009. The terms of reference (TOR) are at Annex A. The proposed modus operandi of HEC is detailed below.

Frequency of meetings

3. During the previous term, HEC meetings were scheduled on a bi-monthly basis. Meetings were however cancelled on a few occasions due to a lack of substantive agenda items or deferred as a result of difficulties in scheduling meeting dates that could suit most members. We therefore propose that four to six meetings be held annually. We would announce the date of each meeting as early as possible.

Quorum

4. Following the practice of the last term, we suggest that the quorum for any HEC meeting should be no less than half of the membership, one of whom must be the Chairman or the Member Presiding¹.

¹ If the Chairman cannot attend a meeting or part of a meeting, Members present shall elect among themselves a Member to preside at the meeting.

PR arrangements

5. We recommend that the arrangement to open the meetings of HEC and its Sub-committee to the public and the press should continue. Under such an arrangement, the press is free to observe the conduct of HEC or Sub-committee meetings and report on issues of interest to them afterwards. Therefore, there is no need to arrange press briefing or issue press release after the HEC or Sub-committee meetings.

6. HEC has its own website. The papers, minutes, information on activities, etc of HEC and its sub-committees have been uploaded onto its website. To maintain the openness and transparency of HEC, we recommend that this arrangement be continued.

Briefings

7. The purpose of HEC briefings is to provide HEC with an opportunity to hear and provide their views on the submissions on harbour-front enhancements from project proponents other than HEC Members and government bureaux/departments. There was no need for the HEC to form a consensus view on the presentations. The deliberations were included in the minutes of the briefings and uploaded onto the HEC website.

8. During the last term of HEC, HEC briefings were arranged basically on a quarterly basis. The arrangement for HEC briefings was outlined in HEC Paper No. 9/2006 which can be downloaded from HEC's website². As some of proposals fell under the Sub-committees' purview, they were referred to the respective Sub-committee for consideration/follow-up. Hence, some scheduled HEC briefings were cancelled as there were no other proposals that required hearing by the HEC.

9. In order to increase the efficiency in meeting/briefing arrangement, we suggest incorporating HEC briefing as a standing agenda item for each HEC meeting, say after confirmation of minutes of last meeting. The purpose and arrangements of the briefings can follow those in the last term as outlined above.

10. HEC and various District Councils (DCs) had exchanged views

² The paper was discussed at the HEC meeting on 27 April 2006. The link of the paper is: http://www.harbourfront.org.hk/eng/content_page/doc/agenda060427/agenda6.pdf.

on various harbourfront enhancement issues and projects in the past few years. Examples include meetings between HEC and the four DCs on Hong Kong Islands in November 2004 to discuss harbourfront related issues, and HEC Sub-committees' participation in consulting the DCs concerned on Kai Tak Planning Review, Harbour Planning Principles and Guidelines, Harbour-front Enhancement Review - Wan Chai, Causeway Bay and Adjoining Areas (HER). Given the established relationship with the DCs, we can further promote the relationship and HEC briefings by extending such briefings to the nine DCs along harbour-front, i.e. Tsuen Wan DC, Kwai Tsing DC, Sham Shui Po DC, Yau Tsim Mong DC, Kowloon City DC, Kwun Tong DC, Eastern DC, Wan Chai DC and Central and Western DC. The Chairman and Members may take turn to brief the DCs concerned on the work of HEC with the respective District Planning Officers of the Planning Department. Other relevant works departments may also be invited as some waterfront proposals of district concern may be works related. Thereafter, they will report these briefings at HEC meetings.

OTHER ISSUES FOR CONSIDERATION

Terms of Reference

11. A Member suggested that the TOR and how the HEC should prioritize and fulfill the aims and objectives expected of the Committee should be considered, with a view to having a productive discussion on what Members consider should be the goals in the short, medium and long-term. In view of the TOR, we propose setting up the following Sub-committee and task groups to assist the work of HEC.

Sub-committees

12. In the previous term, three sub-committees were set up, namely, Sub-committee on South East Kowloon Development (SEKD) Review, Sub-committee on Wan Chai Development Phase II (WDII) Review, and Sub-committee on Harbour Plan Review (HPR Sub-com). Their TORs are at Annex B1-3 respectively. While the first two Sub-committees had very focused tasks, the HPR Sub-com's scope of work was much wider.

13. In view of the completion of the Kai Tak Planning Review and the Recommended Outline Development Plan for the Wan Chai North under the WDII Review, the SEKD Review and the WDII Review have been taken out from the specific tasks of HEC's TOR. Any issues

related to the SEKD and WDII Reviews can be discussed at the main Committee as and when necessary. The two Sub-committees are no longer necessary.

14. The HPR Sub-com was tasked to formulate an integrated harbour plan and identify, give advice on and monitor the improvement projects along the existing and new harbourfront. We recommend that this Sub-committee should continue. Following past practice, we suggest that any HEC Members who are interested in the work of this Sub-committee are welcome to register and the Chairman of the Sub-committee will be elected among the registered Members. The Sub-committee shall report the progress of its work to HEC regularly. The Planning Department will continue to provide secretariat services to this Sub-committee.

Task Groups

15. Apart from the three Sub-committees, the previous HEC set up several task groups/force, such as Task Group on Harbour Planning Principles and Task Force on HER, to deal with specific or short-term tasks. We propose the following new Task Groups for Members's consideration.

Task Group on Urban Design Study for the New Central Harbourfront

16. A new specific task relating to the Urban Design Study (UDS) for the New Central Harbourfront has been included in the TOR (under item (a)) of the current HEC. The UDS was discussed at HEC in July 2006. HEC agreed that the HPR Sub-com should provide comments on this Study to the Planning Department.

17. As the UDS is time-limited (scheduled to be completed in around July/August 2008), instead of being taken care of by the HPR Sub-com or a new sub-committee, it is more appropriate to set up a dedicated task group on the subject. Similar to the Sub-committee's set up, Members who are interested in the UDS are welcome to register and the Convenor of this task group will be elected among the registered Members. Planning Department will provide secretariat support to this task group.

18. The DesigningHongKong has requested that a Jury Report and the outcomes of its "Central Waterfront of Hong Kong – International Urban Planning & Design Competition" be heard by HEC (Annex C). Subject to Members' agreement to setting up the proposed Task Group on

UDS, DesigningHongKong's request is more appropriate to be considered by this task group. However, if Members consider that such request should be heard by the main Committee, we will arrange a briefing in accordance with the recommendation set out in paragraph 9 above.

Task Group on Management Model for the Harbourfront

19. Given specific task (d) of HEC's TOR, we propose to set up a Task Group on Management Model for the Harbourfront to explore a sustainable framework to manage the harbourfront area and come up with a practicable proposal for Government's consideration. The task group may conduct research and pay visit to overseas countries, if necessary, in formulating its proposal. The Development Bureau will provide necessary funding support in accordance with Government resource allocation arrangement. Members who are interested in the work of this task group are welcome to register and the Convenor of this task group will be elected among the registered Members. The Development Bureau will also provide secretariat support to this task group.

20. The above two task groups shall report the progress of their work to HEC regularly.

Temporary Uses of Government Land and Quick-win projects at Waterfront

21. The HEC passed a motion in February 2006 on "Temporary Land Use and Quick-Win Enhancement Strategies" requesting the Government to lead and implement temporary harbourfront land use and quick-win enhancement strategies. The motion and a background paper can be downloaded from HEC's website³.

22. As a short term measure to return the harbour for public enjoyment, HEC steered two quick-win projects, namely the West Kowloon Waterfront Promenade and the Wan Chai Waterfront Promenade which were opened in September 2005 and April 2007 respectively. The Development Bureau will invite relevant bureaux/departments to suggest quick-win proposals for the temporary uses of Government land along the harbourfront, notably at the Kai Tak and West Kowloon sites. We will invite project proponents to present the proposals to HEC if such proposals are received.

³ The motion was endorsed by HEC on 16 February 2006. The link of the motion and a background paper is: http://www.harbourfront.org.hk/eng/content_page/doc/agenda060216/agenda4.pdf.

ADVICE SOUGHT

23. Members' views on the recommendations set out in this paper, which are recapitulated below, are invited –

- (a) HEC should hold four to six meetings annually (para 3);
- (b) quorum for any HEC meeting should be no less than half of the membership, one of whom must be the Chairman or the Member Presiding (para 4);
- (c) HEC and Sub-committee meetings should be open to the public and the press and there is no need to arrange press briefing or issue press release after meetings (para 5);
- (d) papers, minutes, information on activities, etc of HEC and Sub-committee should be uploaded onto HEC website (para 6);
- (e) HEC briefing should be incorporated as a standing agenda item for each HEC meeting (para 9);
- (f) the DCs concerned should be briefed on the work of HEC (para 10);
- (g) the HPR Sub-com should continue (para 14);
- (h) two new Task Groups should be set up, i.e. the Task Group on UDS and the Task Group on Management Model for the Harbourfront (paras 17 and 19 respectively);
- (i) DesigningHongKong's presentation should be heard by the Task Group on UDS or alternatively by HEC (para 18); and
- (j) quick-wins projects should be identified (para 22).

**Harbour-front Enhancement Committee
Terms of Reference
(with effect from 1 September 2007)**

To advise the Government through the Secretary for Development on planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour, with a view to protecting the Harbour; improving the accessibility, utilization and vibrancy of the harbour-front areas; and safeguarding public enjoyment of the Harbour through a balanced, effective and public participation approach, in line with the principle of sustainable development.

Specifically, the Committee will —

- (a) Provide input to the Urban Design Study for the New Central Harbourfront;
- (b) Advise on the planning, design and development issues including land use, transport and infrastructure, landscaping and other matters relating to the existing and new harbour-front and the adjoining areas;
- (c) Advise on means to enlist greater public involvement in the planning and design of the harbour-front areas; and
- (d) Explore a sustainable framework to manage the harbour-front areas, including public-private partnership.

**South East Kowloon Development Review Sub-committee
Terms of Reference**

To assist HEC in monitoring and giving advice on the Planning and Engineering Review of South East Kowloon Development (the Review).

Specifically, the Sub-committee will —

- (a) Provide comments on and monitor the planning, design and development issues including land use, transport and infrastructure, landscaping and other matters relating to the implementation proposals under the Review;
- (b) Advise on the public involvement strategy at various stages of the Review; and
- (c) Report to HEC on its findings and recommendations on a regular basis.

**Wan Chai Development Phase II Review Sub-committee
Terms of Reference**

To assist HEC in monitoring and giving advice on the Planning and Engineering Review of Wan Chai Development Phase II (the Review) taking into account the implications on the associated areas along the harbour-front.

Specifically, the Sub-committee will —

- (a) Provide comments on and monitor the planning, design and development issues including land use, transport and infrastructure, landscaping and other matters relating to the implementation proposals under the Review;
- (b) Advise on the public involvement strategy at various stages of the Review; and
- (c) Report to HEC on its findings and recommendations on a regular basis.

**Harbour Plan Review Sub-committee
Terms of Reference**

To assist HEC to formulate an integrated harbour plan and to identify, give advice on and monitor the improvement projects along the existing and new harbour-fronts.

Specifically, the Sub-committee will —

- (a) Advise on the review of the harbour plan with a view to formulating an integrated harbour plan to guide future use of the harbour-front areas;
- (b) Identify priority improvement projects along the harbour-fronts, and provide comments on and monitor the planning, design and development issues including land use, transport and infrastructure, landscaping and other matters relating to the proposals;
- (c) Advise on the public involvement strategy and the optimal mechanism (including public-private partnership) for taking forward the proposed improvement projects; and
- (d) Report to HEC on its findings and recommendations on a regular basis.

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Hong Kong, 28 September 2007

Chair and Members of the Harbour-front Enhancement Committee (HEC)
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Central Waterfront of Hong Kong - International Urban Planning & Design Competition

Honorable Chair and Members,

With great pleasure we hereby submit a copy of the Jury Report of the first round of the captioned competition for your consideration.

DesigningHongKong herewith seeks an opportunity to be heard by the Harbour-front Enhancement Committee on the jury report and outcomes of the competition, as well as our analyses of the key issues in the various plans and ideas submitted.

We look forward to hearing from you.

Yours sincerely



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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.