

[Layer 02. City]

#m0006

Competition brief





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ABSTRACT

As spatial practitioners, we are often presented with uncomfortable relationships, forcing us to choose sides and make decisions. We are constantly challenged to rethink how we embrace the dynamics between architecture, and external forces.

Ultimately, we envisage architecture as a tool to comment, critique, dismantle and reposition a condition. As it is secretly the dark fetish of a designer to wipe the slate clean, a *tabula rasa*, what if you were presented with a work-in-progress new city?

Hengqin Island is that city.

Hengqin was a sleepy, rural community on the other side of a narrow river across from the city turned world-class gambling Mecca after the local gaming license was liberalised. Located in Macau's Cotai Strip, its location, along with social and physical up-coming advancements makes it an ideal place for architectural experimentation and exploration.

The unprecedented Covid-19 pandemic has dealt a serious blow to the gaming industry, prompting the Macau SAR, Guangdong and Hengqin to seek new paths for economic diversification.

Beyond the '2022 Development plan', there are clearly physical and social gaps in its conception. Public infrastructures and the conveniences of life have forgotten; cast aside in favour of Layer 01: economic diversification.

Now that the Development Plan has settled, we ask that you, the designer: intervene to plug the gaps of the life it hasn't yet accounted for.

Layer 02.



HENGQIN ISLAND

THE GREEN ARCHIPELAGO

Physically, Hengqin's history as an archipelago-turned series of urban islands and micro-cities floating in a sea of reclaimed green space.

Crafted of 10 districts, the 2022 Development Plan categorises and compartmentalises the aspects of life it deemed necessary to exist:

A High-tech Industrial Zone, Science + Technology zone, Culture + Creativity, Leisure Resorts, Science University Campus, International Residential Community, CBD, Customs Services and Education.

The context of each individual "island" opened its own conception of a "city form", in which its inhabitants could claim a space for communitarian life from their own self-organisation.

While the islands were imagined as the city, the area in-between are intended to be a world in which any idea or form of the city was deliberately left to its dissolution

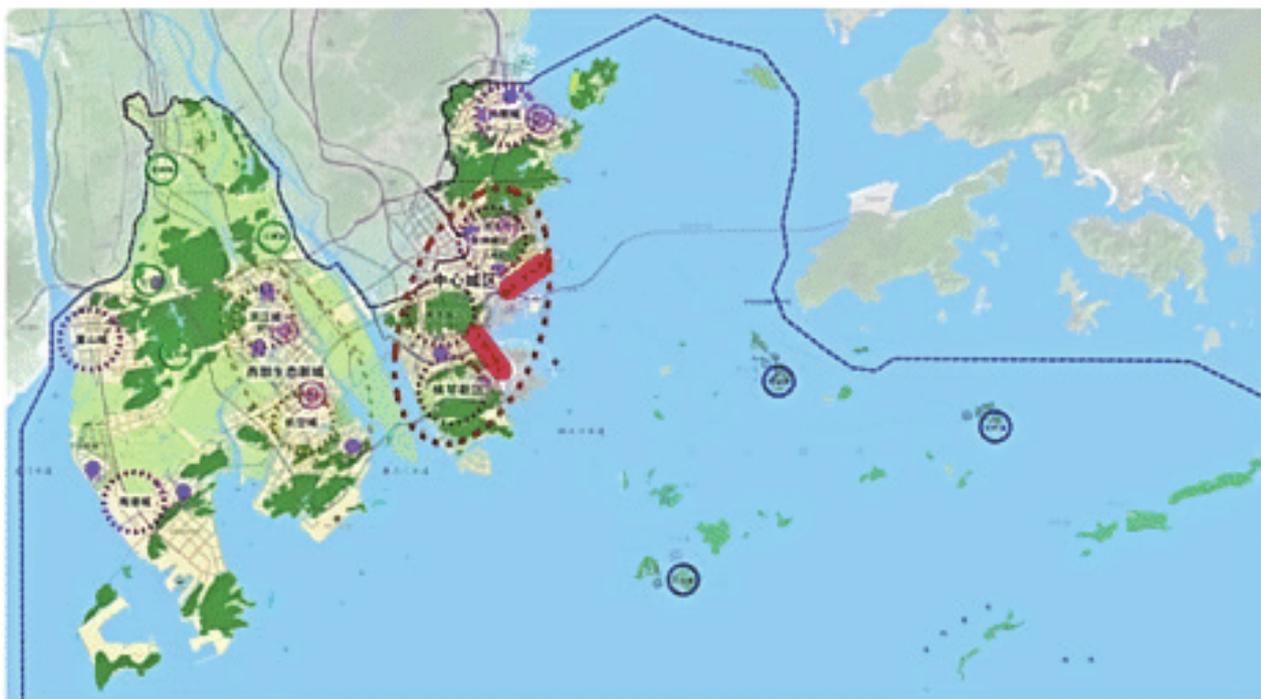
Described as a 'Green grid', the space in-between served as the antithesis of the "cityness" of the developments on the islands. Objectively, this nature grid did not become a tool for homogenisation amongst the islands but became a tool for the act of separation, consequently creating the enclave. A clear divide between the developed and the yet-to-be developed.

Taking a neutral stance to the enclave, the focus shifts towards the articulation of the systems and missing layers of infrastructure. Seemingly always alluded to but never defined, often referred to simply as "the space in-between".

How can a zone, such as the Science University Campus, be expected to thrive, if the conveniences of life do not exist?

横琴新区城市总体规划 (2014-2020)

The City Masterplan of Hengqin New Area (2014-2020)



《珠海城市总体规划 (2001-2020)》

2010年空间结构：“中心城区+横琴新区——新城——中心镇”的发展模式，集约组团式空间结构。
中心体系：3个市级中心、4个区级中心、14个城市组团级中心。



《珠海城市总体规划 (2001-2020)》

横琴新区是“一岛一城”下探索粤港澳合作新模式的主要地区，深化发展开放和创新的先行区和促进珠江口两岸地区产业合作发展的新平台。坚持新区制度创新优势，创新体制机制，努力探索制度创新高地、改革、粤港澳合作的新模式，形成支撑香港、澳门发展，促进珠海产业升级的区域合作发展，推进珠海不断实现国际化，高质量通过粤港澳区域建设，推进粤港澳大发展格局的一体化建设。



《横琴新区城市总体规划 (2014-2020)》

2014年横琴新区形成“一岛、两城、一环”的空间布局结构。
两城——以横琴本岛和珠海分属本岛为界，将横琴新区在空间形态上自然划分为北城和南城两个城市发展片区。
两环——包括东西向的珠海横琴线北列岛中心大道的城市中心功能圈层。
一环——以环岛公路形成连接珠海横琴的早期国际旅游休闲长廊、生态商务、购物、会议、娱乐、游艇、帆船等十个区域性节点。

■ ■ ■ POLITICAL APPARITIONS

1 TERRITORY 2 SYSTEMS

Macau has partially solved one of its biggest dilemmas: lack of space.

In September 2020, The Draft of Urban Master Plan for Macau SAR 2020-2040 (“the Plan”) was published. This is the first blueprint of Macau’s urban planning. According to estimates, Macau’s total land area will expand to 36.8 square km, and the city will accommodate 808,000 residents by 2040. The population density will rise to 21,957 people per square km, about 6.3% denser compared to 2019.

It proposes to divide Macau into 8 zones by land use and 18 planning districts, to facilitate the Detailed Zoning Plans and provide development parameters in the future.

However, under the existing redevelopment policy, it is mandatory to obtain 100% consent from respective households, which makes urban renewal works extremely difficult to proceed.

Since the Hengqin New Area was established in 2009, the development of land has mainly emphasized commercial fields such as tourism, financing, traditional Chinese medicine, advanced technology, scientific research and development. Therefore, whether the 2016 plan would weigh on residential housing attracts a great amount of attention.

The aim is to provide a new space to facilitate the life and employment of Macau residents; strengthening policy support, vigorously developing new technologies, new industries, new formats, and new models, by injecting new impetus into the long-term development of Macau.

Ultimately, it seeks to promote the in-depth integration of public services, provide more convenient conditions for Macau residents to study, find employment, start a business, and live in an environment that is convergent with Macau.



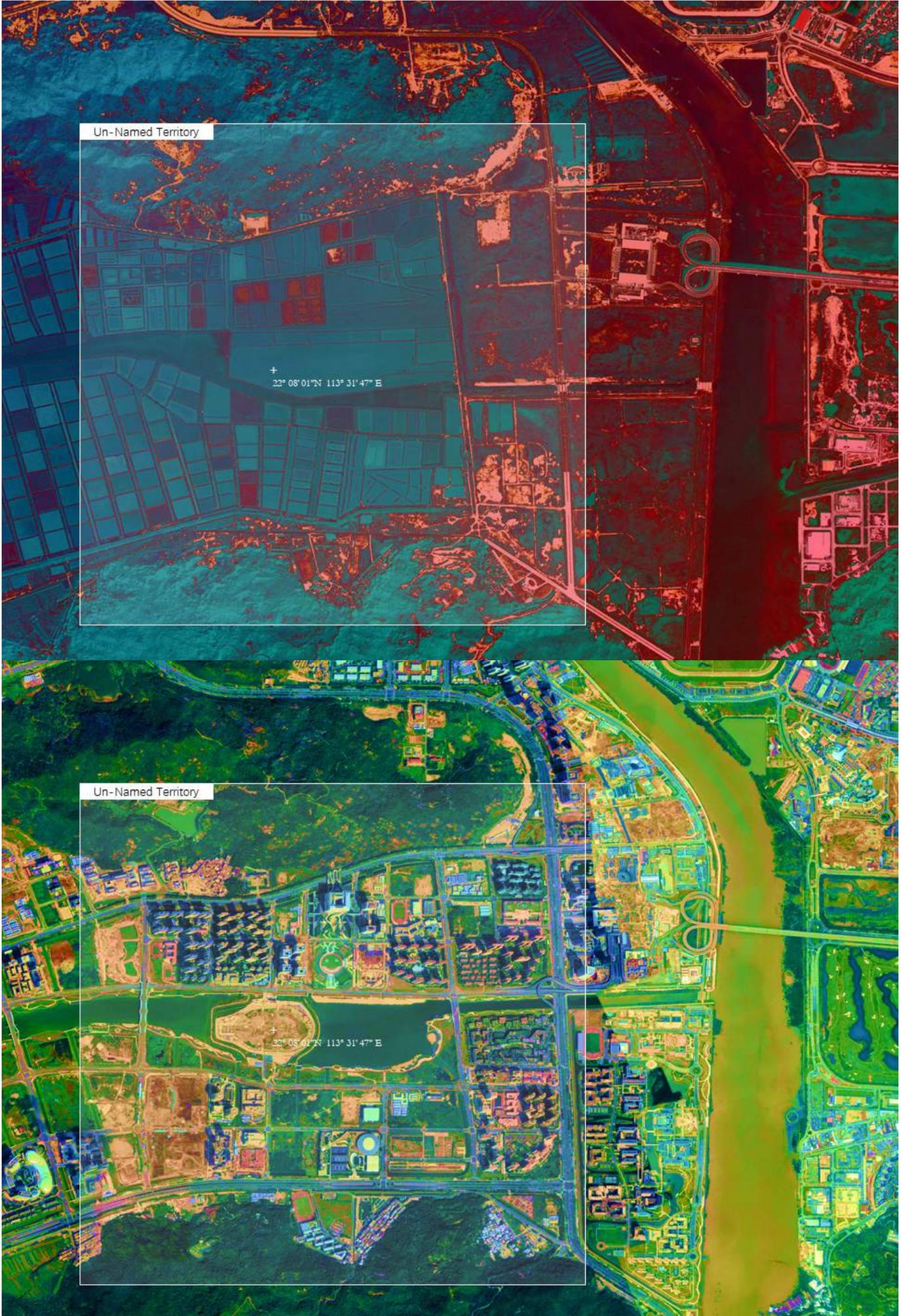
URBAN ASPIRATIONS

THE CITY (IN) GREEN

Hengqin was formerly made up of two islands, Xiaohengqin (小橫琴 | Dom João) and Dahengqin (大橫琴 | Montanha), which were recently connected as a result of land reclamation (96 km²).

Hengqin Island (橫琴島 | Ilha da Montanha) is being transformed into a special economic zone (SEZ) and is version 2.0 of Deng Xiaoping's original special economic zones – cities which pioneered economic reforms, within its own country's national borders, to increasing trade balance, employment, investment, job creation and effective administration in the following categories:

- Strategic Repositioning
- Innovative Systems
- New Financial & Taxation Policies
- Quality Living Environment
- Facilitate Cross Border Travel
- Facilitate Communication





HYBRID:EFFICIENCY:SCALE

LAYER 02. CITY

The 2022 Development Plan is in desperate need of a catalyst, a parasitic intervention that reclaims the public realm. Hijack the liminal space, challenge this space of the city, to revert its controlled framework, and to dilute the threshold of different regions.

Now, as the city is caught in a shorter life-cycle of birth-decay-death, collective experience has morphed into a thinly veiled version of itself: an impersonal attempt at a tailored experience – convenience.

The Modernist conundrum of perfecting efficiency has masqueraded itself around the city as the “solution” to our increasingly mobile lifestyle, especially in the post-state of transition away from our primary mode of transportation - a personal vehicle, moving toward sustainable modes of walking, cycling and swimming.

In the era of reconvening the convenience of public infrastructure, pulling them out of the shadows and pushing them into the liminal space, how might architects evolve Layer 02. of Hengqin?

Focusing on Central Ditch area in the University Campus, the liminal spaces in these spaces, town centres, suburbs, streets, stations, museums, hospitals, schools, public transport are called into question, shaped by the mechanisms and spaces of convenience.

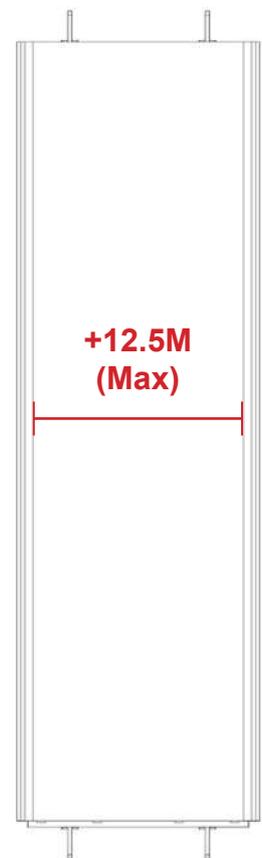
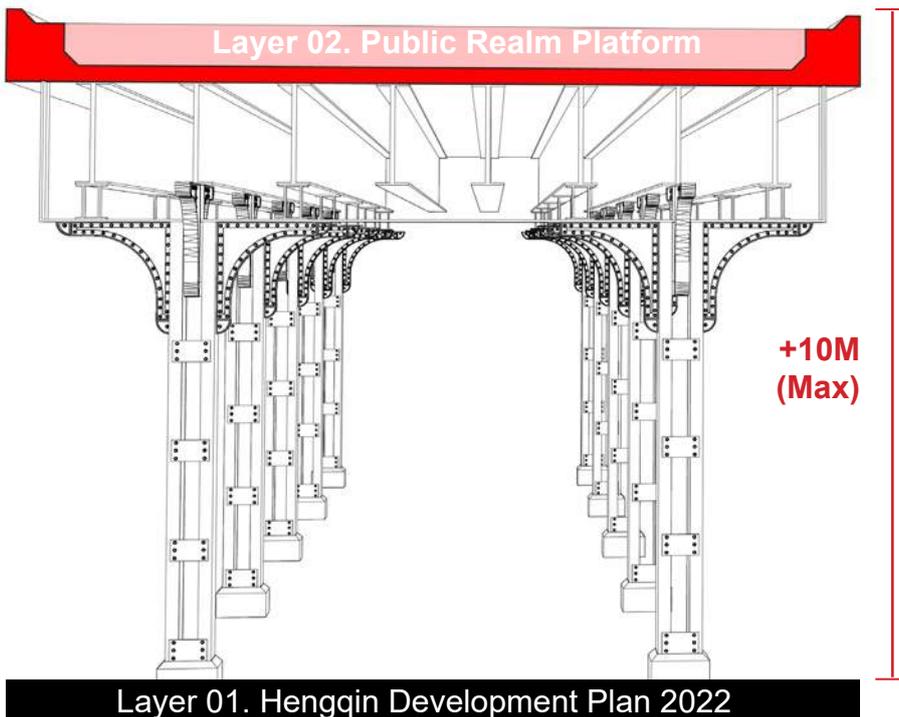
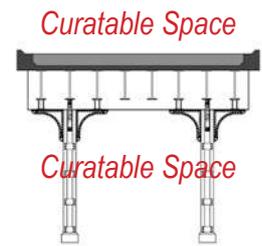
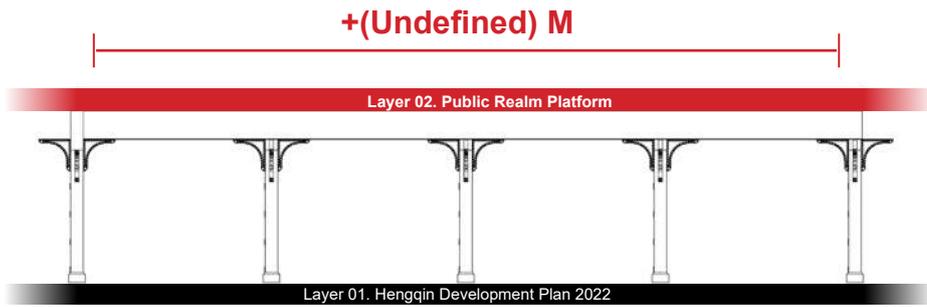
It is with Art as it is with Architecture, exists Horror Vacui, or ‘void phobia’; an intense and irrational fear of empty, wide open spaces. Through a battery of increasingly predatory forms, convenience has colonized, and even replaced, almost every aspect of urban life in.

The velocity by which convenience has taken the public, has made it one of the principal modes by which we experience the city. Perhaps the beginning of the 21st century will be remembered as the point where the urban could no longer be understood without convenience.



DESIGN CONSTRAINTS

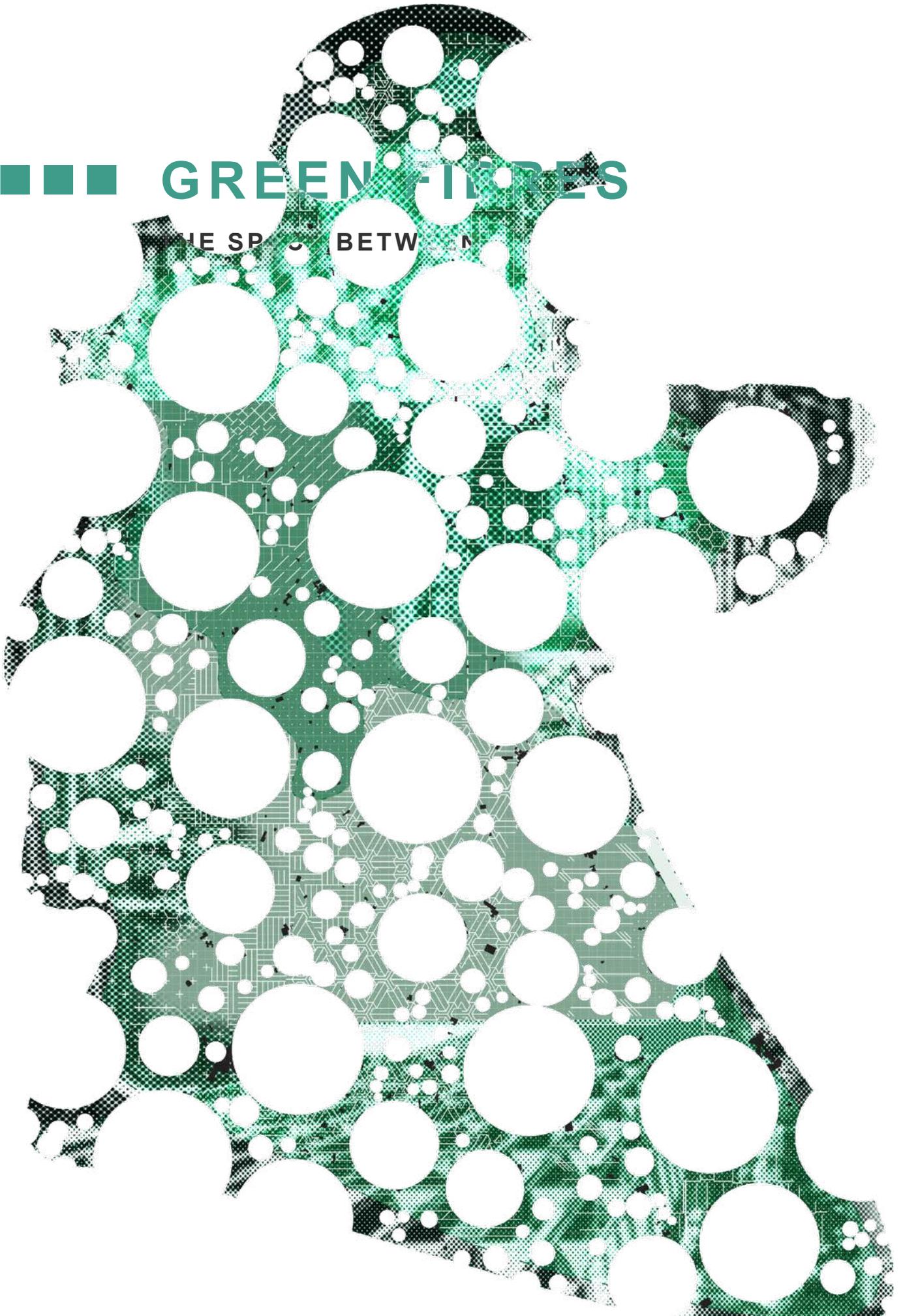
LAYER 02. CITY





GREEN FIBRES

THE SPACE BETWEEN



■■■ CONVENIENCE CULTURE

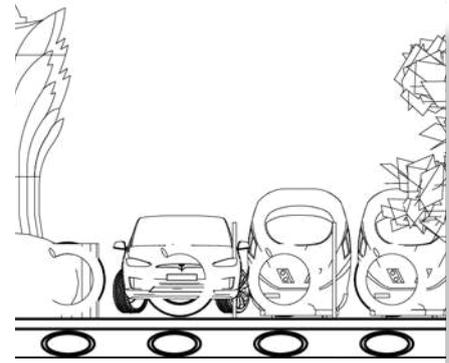
THE CITY'S MACHINE

Conceptually, convenience as a phenomenon can be best characterised as architecture's duty, for better or for worse, to experiment with, and integrate ever new technologies. Self-integrating in the form of experimental materials, techniques, processes and forms, convenience presents itself as the embodiment of a modernist mode of thinking. The futile, relentless, endless endeavour to perfect flow.

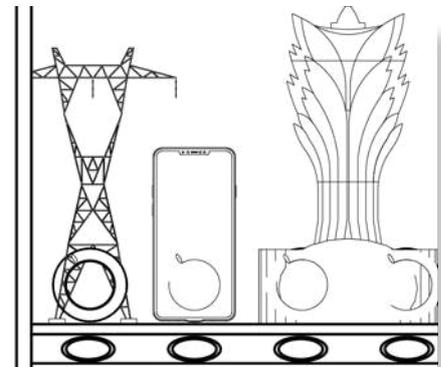
In its first instance 'convenience' constitutes of total design in space; the embodiment of designed space, it is the organisational plan which dictates the program, where it goes and why.

In its second constituent, it is the output of technological modernisation inserted into the traditional elements that make up architecture; it is the water pipes in the floor, the air-conditioning and ducts in the roof, and wire work in the walls to name but a few. Finally, it is the act of spreading beyond its containers; the movement of what was meant strictly for the interior now having a profound effect on the exterior world.

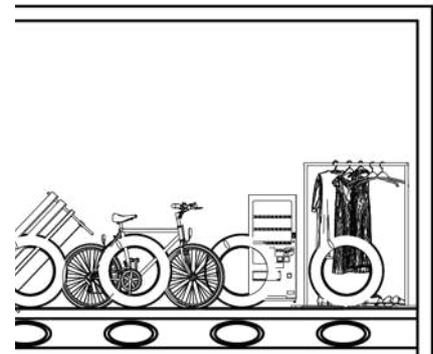
Convenience has managed to survive post-modernism by operating under the radar, it now thrives; inserting itself in the form of modern technological elements: once mute and deaf elements have now become responsive to social interaction, and in turn social interaction responds to it.



PORTABILITY



SERVICES



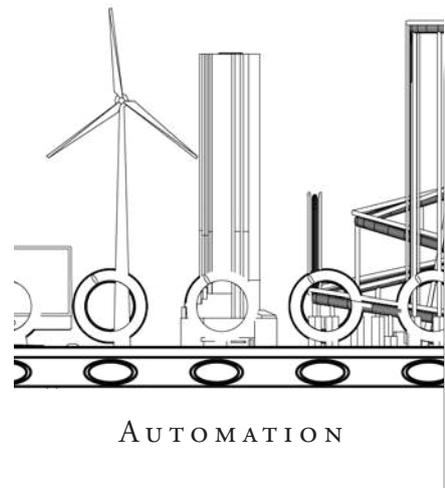
USABILITY

■■■ CONVENIENCE CULTURE

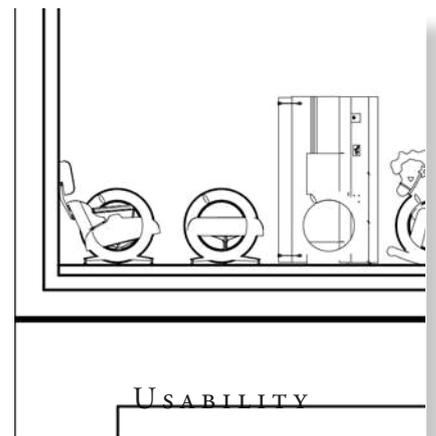
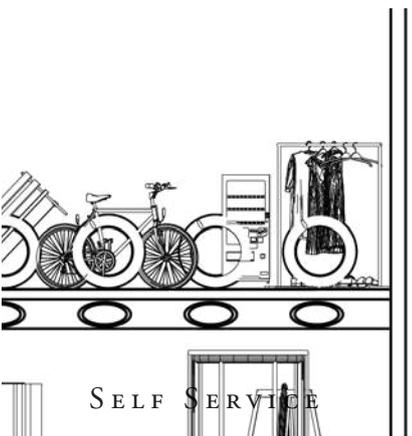
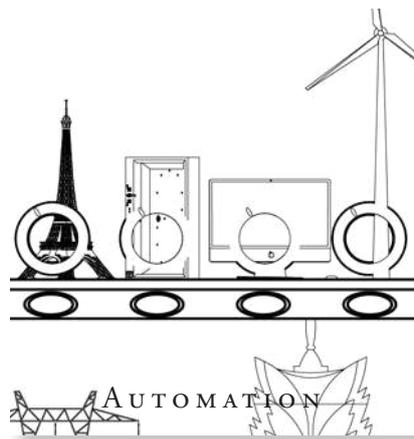
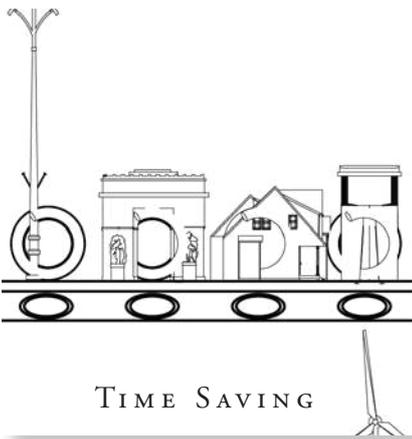
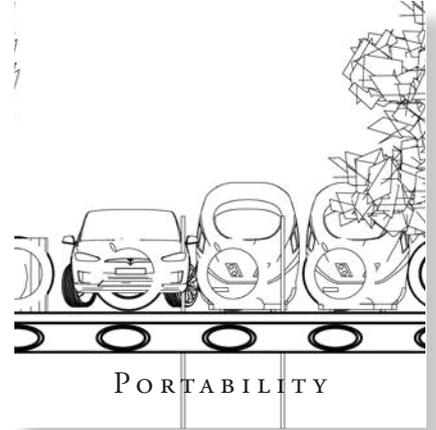
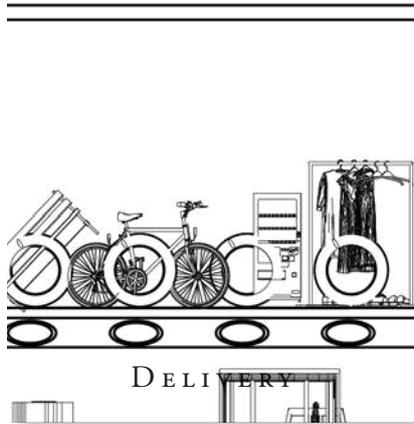
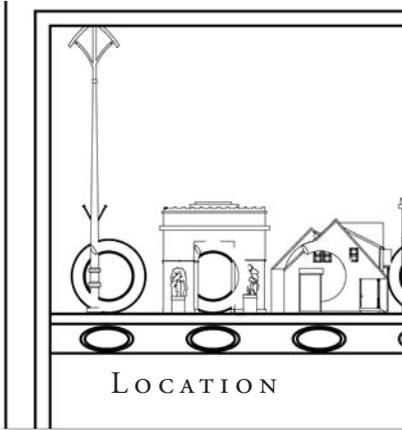
THE CITY'S MACHINE

We built the city.
 We built the machines that built the city.
 We built the programmes, that built the machines, that built the city.

Building convenience is not the same as functional comfort, it does not directly impact the performance of work by the individual or work-group, but convenience issues arise repeatedly when occupants provide a feedback loop about their buildings, because when these elements of the physical environment do not work, they create a real sense of inconvenience.



Often with no singular mast plan, cities have become the creation of mass small-scale operations, which together collage an image for the city. With progress at the forefront of architectural consciousness, and convenience in the background of its subconscious, architecture has come to transmit through space-time a representation of a consumerist society. Convenience, in its ability to proliferate across a web of interconnected objects has become manifestations of our thinking, attached to objects, harbouring the ability for change at a planetary scale physically, which, constantly unfolding, is the sum of its footprint.



■■■ OPEN CALL

LAYER 02. CITY

Hengqin is also planning to expand its cooperation with Hong Kong and Macao to jointly develop logistics, tourism, finance, leisure, and cross-border e-commerce industries. To achieve the goal, the zone has promised to further improve Hengqin investment environment in the years to come.

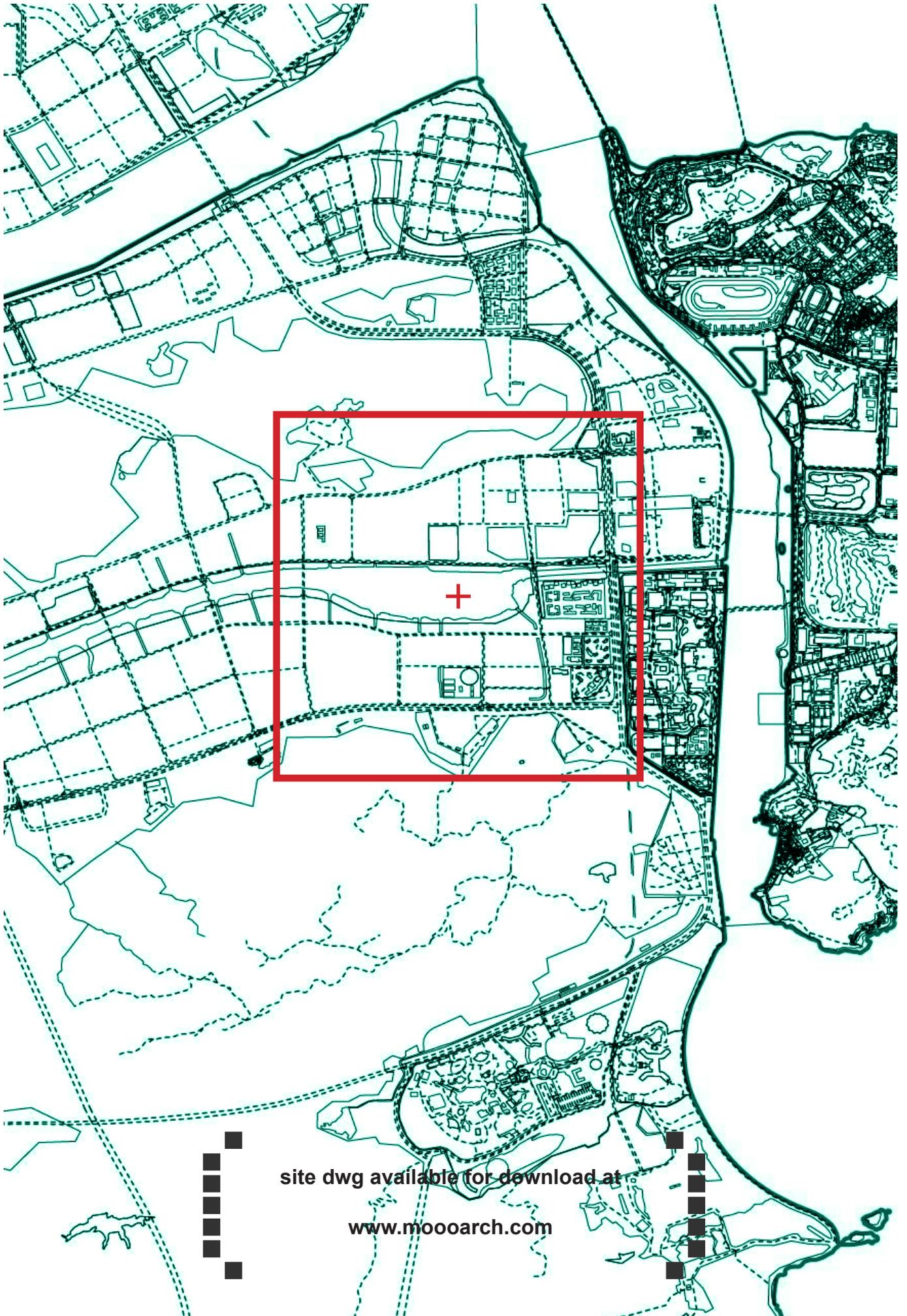
Hengqin Island used to be known for one thing, and one thing only: oysters. But today, its many oyster shacks and fish farms are being demolished to make way for highways and skyscrapers, and a new underground railway station, linking Hengqin to the Guangzhou-Zhuhai inter-city railway line, will start service next year, connecting Hengqin with the national train network.

As modern insertions embedded into city can be seen as impermanent, caught in a shorter life cycle of constant change, the city can be viewed as placing strain on its collected historical anchors in favour of an architecture which responds to only its immediate economic and environmental needs, dismantles, and creates again.

As these object forms nested in the permutations of city's field conditions, the city is capable of unifying diverse and seemingly disparate elements while still respecting the identity of each.

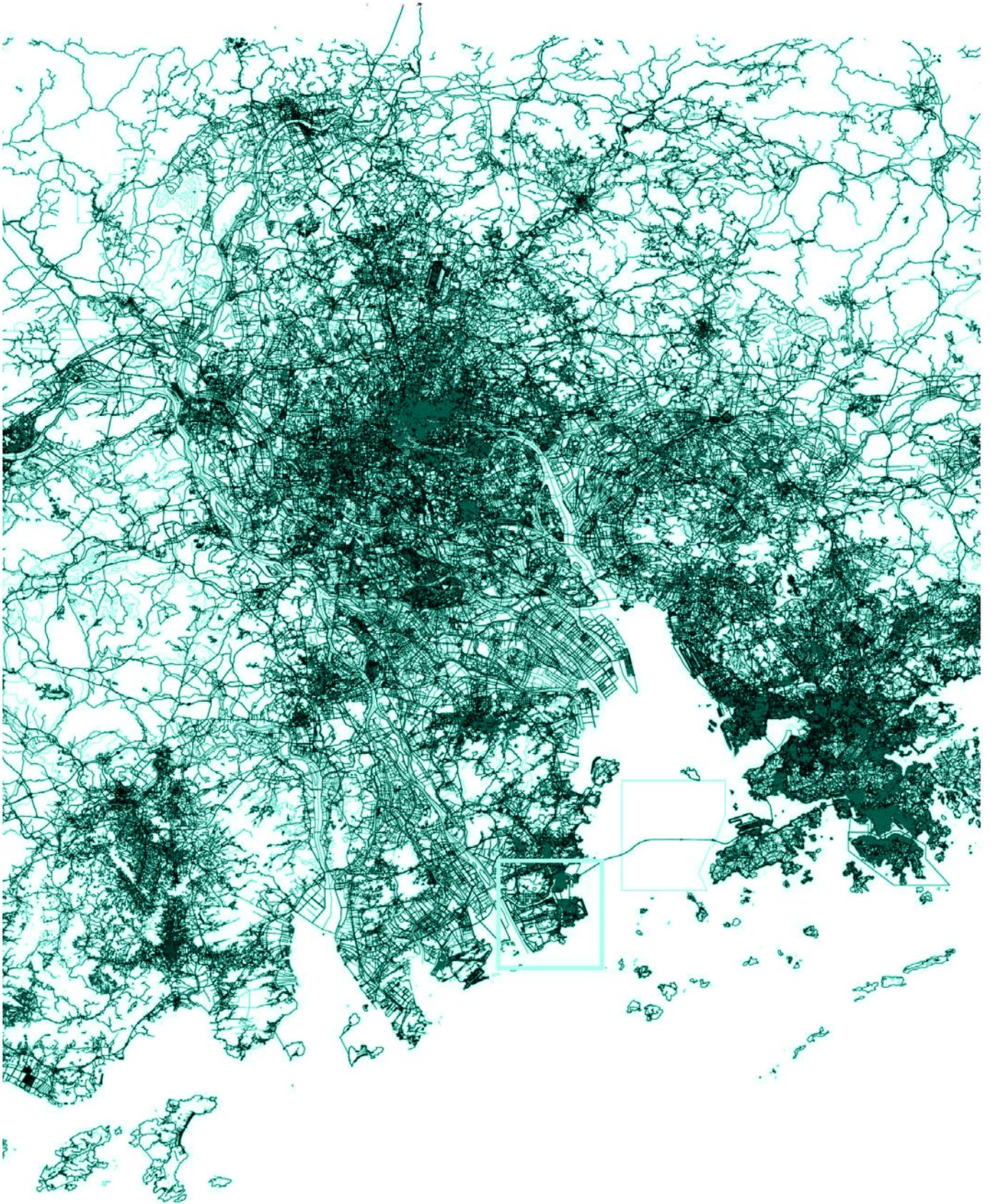
The swampy chaos of the "sea" with its inhabitants: **parks, pop-up events, spill outs, and bits of small urbanization**, collectively reside in the infrastructure, namely streets, roads and rail.

Seemingly made up of nothingness, of pure space, often alluded to but never defined, closer inspection reveals a collection of objects and urban scenarios which give identity to moments of place within the circulating swampy chaos space of the city.



site dwg available for download at

www.mooarch.com



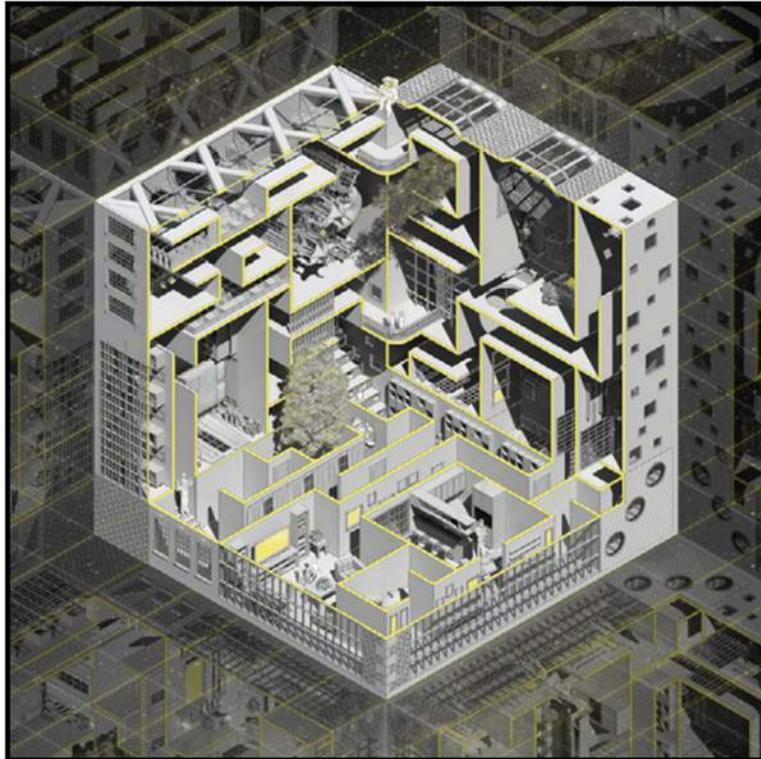
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SUBMISSION GUIDELINE



FILE : / #m_____

+500 words

- Submit **six** drawings
 - ↳ Isometric drawings of different scales x 2
- Drawings of your choice x 3
- Render of the best perspective x 1
- 1-minute fly-through animation (it's optional)
- Approximately **500 Words in word/pdf/txt text file**
explaining your **design concept with a title** for the design
- **Use entry numbers #m_ _ _ _** we provide instead of your real names in all submission files

TOP 36 AWARDS & PUBLICATIONS



x 6

6 x WINNER

[PUBLICATIONS + SPECIAL GIFTS]



x 9

9 x FINALIST

[PUBLICATIONS]



honourable
mention

x 24

24 x HONOURABLE MENTION

[PUBLICATIONS]

- The best overall project: 1500 euro
- The best research: 200 euro
- The best technical design: 200 euro
- The best animation: 200 euro
- The best ISO: 100 euro
- The best render: 100 euro

6 Winners

Certificate of Excellence + Special Gifts + Publications

9 Finalists

Certificate of Excellence + Publications

24 Honourable Mentions

Certificate of Excellence + Publications

TOP 24 Entries will be all scheduled for publications & featured on multiple architecture media websites. All entrants will receive a big thank you and a **SPECIAL MENTION** from m000 for contributing to the society and saving lives as proud architectural designers!



SCHEDULE

Brief Launch	Early April 2022
Entry Deadline	18th September 2022
Submission Deadline	18th September 2022
Public Vote	Early October 2022
Announcement of Winners	Early November 2022

Refer to our website for a detailed schedule
<https://mooarch.com/competitions/layer02city/>



COMPETITION ENTRY

This open call poetically seeks to raise the awareness of the need of a socio-spatial connectivity development in Hengqin by introducing the Layer 02 on the existing framework. It also wishes to encourage the authority to ponder the future development as an opportunity to prioritize the integration of convenience culture and 15 minutes radius city to strive for a more socially sustainable city.



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