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## Private developers face planning discrimination

■ NSW PLANNING LAWS FAVOUR GOVERNMENT DEVELOPERS

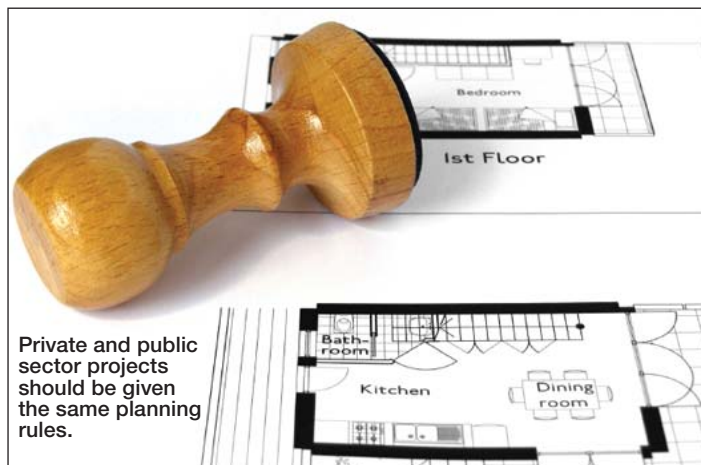
BY GEMMA BATTENBOUGH

Private sector developers are facing a brick wall with the new planning laws, claims the industry group **Urban Taskforce**. Property developers are alarmed at the new system, announced by the NSW government on Tuesday, claiming that it leaves private developers facing “legally sanctioned discrimination”, CEO Aaron Gadiel said.

The new rules will fast-track 6 per cent of new housing developed by government and not-for-profit agencies but leave the other 94 per cent to wallow in red tape.

The changes to the planning system include: extending the 10-day approval for public school gyms, halls and libraries; easing the rules for compact development within 800 metres of all Sydney train stations; enabling Housing NSW to self-assess development proposals under 8.5-metres high or with fewer than 20 dwellings on a single lot; and making home insulation exempt from planning approval.

However, the development industry is “deeply concerned” that the new rules only apply to non-profit



organisations and government developers, such as the **State Property Authority**. The new rules cover buildings for any purpose, including re-sale on the open market.

“The fast-track procedure is not limited to social housing or rental housing,” Gadiel said. “For the first time, a private business will face legally sanctioned discrimination.” Previously, the planning system had been blind to the identity of a development applicant.

The changes were important steps in delivering the government’s stimulus package, planning minister Kristina Keneally said. They represent a “massive investment” in

NSW. “[These changes] will allow new school and housing infrastructure to proceed within the deadlines that have been set,” she said.

In the 12 months to September 2008, the private sector developed 28,000 new homes in NSW, while the public sector developed only 1,600.

“Private sector projects are caught up in red tape,” Gadiel said. The industry group is calling for the state government to give both public and private housing developments the same support. The changes will discourage the private sector from being involved in the urban renewal of NSW, Gadiel said.

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## Sweatshop bags green award

BY LOUISE WALLACE

A FORMER Sydney sweatshop that has been transformed into an energy efficient home has picked up the 2009 AMX Best Projects Award for sustainability.

The residence uses a range of AMX control and integration technology to reduce power consumption and optimise efficiency.

The building features an automated roof that opens and closes with changing climatic conditions, an airconditioning system, which opens motorised panels to adjust temperature and re-distribute air efficiently.

The house is equipped with a 10,000L storm water tank and a system that monitors lighting levels and power consumption to minimise energy output.

“[The home] recognises the small things that people can do to save power and reduce their carbon footprint,” AVD Australia managing director, Sandy Howard, said.

The technology is now commercially available and is said to deliver immediate environment benefits and financial payback to customers within 10 years.

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POLEMIC? OUTRAGEOUS? JUSTIFIED? WE BRING YOU THE MOST OPINIONATED AND DEBATE-FUELLING QUOTES COUGHED-UP BY THE WORLD ARCHITECTURE PRESS.

"Sydney is a tart, while Melbourne is a lady; that Sydney is all about fleeting, physical fun, while Melbourne is culture and the life of the mind; that Sydney is pink, while Melbourne is a soothing shade of blue – but how useful are such distinctions these days, now that the "lady" is removing her spectacles with the wanton flourish of a librarian in a soft-porn movie, while the "tart" is boning up on contemporary art?"

*Sydney Morning Herald*

[FULL ARTICLE ...](#)

"The recovery package proposed by the US government is rightly focused around the refurbishment of existing buildings ... we, in the UK, should probably be considering a similar approach, focusing a little less on 'eco-bling' and a little more on the solutions that matter."

*Architects' Journal*

[FULL ARTICLE ...](#)

"After a decade in which a handful of leading architects became global stars – with Gehry leading the charge – and private and government clients alike were willing to finance jaw-dropping feats of architectural innovation, funding for new construction has suddenly vanished, as if overnight."

*LA Times*

[FULL ARTICLE ...](#)

Below: Gehry's Walt Disney Concert Hall.



An eye, shaded for better judgement, peers from the cave mouth and imagines four walls, a roof, windows and a door. The dream hardens and the door locks.

Another eye, perfectly used to daylight, swings the door wide open and imagines city blocks, a grid, work-lives and a home. The dream finishes and the lives begin.

Another eye, still occupied by the horizon, looks up straight at the sun and imagines pathways, a bridge, courtyards and a song. The sun sets and the song continues.

The things we build, by linking earth with air, all settle us to shape and share the world; where form meets function, beauty matches truth: our better selves take root and quicken there. 'Frozen Music' by Andrew Motion  
*Architects' Journal*

[FULL ARTICLE ...](#)

## FIGUREHUG

16

Number of years it took to design the Sydney Opera House, the designer of which, Jørn Utzon, is being commemorated later this month.

544%

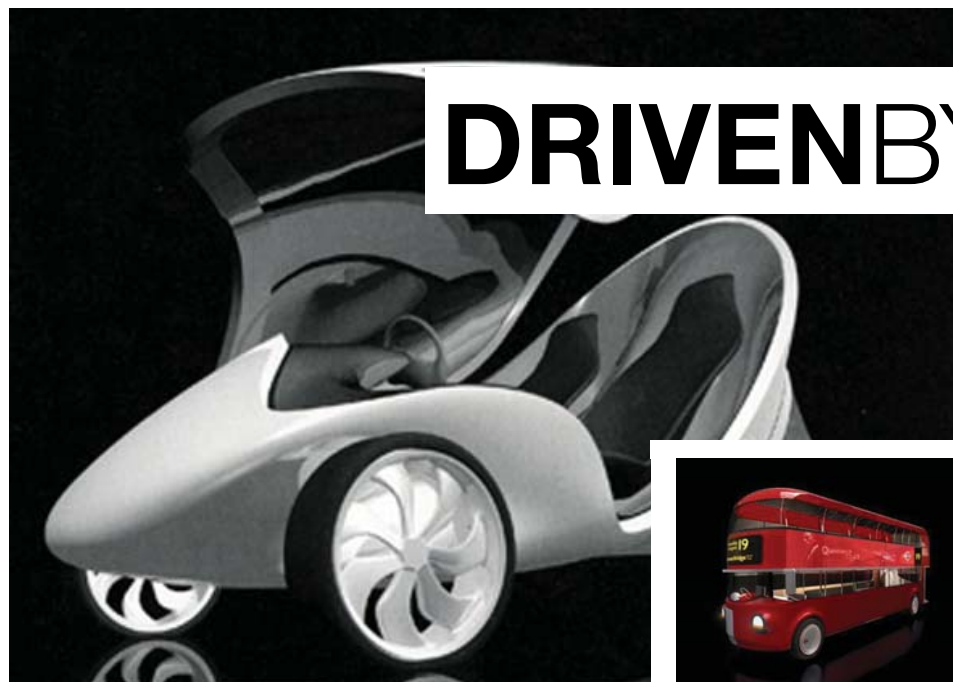
Rise in the number of UK architects claiming first-time jobseeker's allowance in the last quarter of 2008.

20,000

Number of social housing dwellings to be built by the Australian government by 2010.

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## DRIVEN BY DESIGN

WHY ARE ARCHITECTS DRIVEN TO DESIGN ON FOUR WHEELS? IS IT A DESIRE TO MAKE MOVEABLE BUILDINGS OR A WISH TO TRANPOSE ARCHITECTURAL TECHNIQUES? **GEMMA BATTENBOUGH** INVESTIGATES.



Above, from left: Zara Hadid's Z Car; Foster's Routemaster bus; the Audi A'KIMONO LS2.0.

**D**esign industries have often inspired each other and no two have been more linked than contemporary building design and car design.

From panelization to materials, from forming techniques to body paint, automotive design often tips its cap to architecture.

Take the Audi A'KIMONO LS2.0 for example. The concept uses the exterior surfaces to house an artificial lighting system that makes the car's silhouette stand out at night.

Making use of hidden lighting, this type of light follows the relief and the shape of the surfaces. It is often used for the lighting of interiors, monuments, architectural buildings and sports facilities.

This year has already seen Norman Foster devise a possible successor to London's iconic red double decker (pictured above). The unusual design, complete with glass 'ceiling', is one of several entrants to a competition held by Mayor Boris Johnson to find a replacement for the famous bus.

The design, by **Foster + Partners**, features a see-through roof that curves over the top deck of the hop-on, hop-off bus to give passengers an uninterrupted view as they move through the city. A side panel allows disabled passengers and people with prams to get aboard, and the driver and conductor would communicate with

wireless headsets.

If Foster's design goes ahead, it will be the first time an architect has successfully designed a motor vehicle, despite the long-running relationship between the two disciplines.

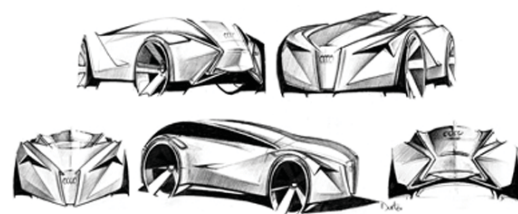
When it comes to designing cars, the efforts of architects are "usually flawed, or just plain laughable," says the *Guardian's* Steve Rose.

When **Zaha Hadid** designed the (non-working) prototype Z Car a few years ago she was not thinking about driving it down the M1. Missing headlights, windscreen wipers, bumpers and mud guards, the concept was a detail-free flight of design fancy.

"Perhaps architects are secretly jealous of automobiles," says Rose. "Cars reduce architecture to mere background. Buildings will never mimic their mobility and their freedom. All they can do is stand still and watch."

Architects are forever trying to capture movement in buildings. **Frank Gehry's** free-flowing forms seem to billow and writhe, questioning the limits of a fixed space.

However, architects are experimenting with moving buildings. Beyond Dubai's rotating Dynamic Tower, architects are attempting to make buildings walk.



**“FROM PANELIZATION TO MATERIALS, FROM FORMING TECHNIQUES TO BODY PAINT, AUTOMOTIVE DESIGN OFTEN TIPS ITS CAP TO ARCHITECTURE”**

Walking Building, by **Angeli Dakis**, is a hybrid 'hyper-building' based on the concept of an existing 1950s factory that converts into the National Museum of Contemporary Art.

"The factory communicates ideas about contemporary art that are rooted in the 1970s, while the city around it communicates with mobile phones," Dakis says.

View the motion here: [www.angelidakis.com/\\_PAGES/Animated.htm](http://www.angelidakis.com/_PAGES/Animated.htm)

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