

PARA.SITE: BEIJING CAR CITY

POROSITY STUDIO
PROFESSOR RICHARD GOODWIN
SESSION 2 2005 BEIJING

INTRODUCTION

The uniqueness of The Porosity Studio lies in the way Professor Richard Goodwin combines disciplines in Public Art, Architecture, Performance, Design, Theoretical Research and Virtual or Simulated Works.

In *The Porosity Studio*, The artist is equal to the architect. Public space becomes as important as private space. Existing boundaries are not seen as limits. Architecture is understood as an adaptable resource. In other words the city is always in a state of becoming...

The Beijing Porosity Studio continues to produce challenging solutions to problems of the city. It will be structured and conducted by Professor Richard Goodwin with the assistance of several Sydney based practitioners and chosen Beijing lecturers, including Xu Fang. Students working with *The Porosity Studio*, should see this studio as an opportunity to engage in critical thinking and practice which challenges their existing notions of art and architecture in the city.

THE AIMS

The Aims and Objectives of running a combined studio in Beijing, between CAFA and COFA under the title of The Porosity Studio are

1. To combine fine arts students (primarily sculpture students) and students of Architecture, Design, Planning and Landscape Architecture, in a collective workshop interrogating public space within Beijing.
2. To attend lectures and seminars during the program evenings given by key lectures from Beijing and Australia relating to issues surrounding public space.
3. To use existing architecture within Beijing as a site for new attached structures which improve those buildings and further facilitate public space.
4. To use the massive problems associated with The Car as a catalyst for ideas relating to Public Space.

DESIGN AND LAYOUT BY MAKE.SHIFT STUDIO

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THE PROJECT: PARASITE CAR

THE PROBLEM

Architecture continues to try to accommodate the needs of cars. When will cars start to accommodate and become architecture? How can the architecture of roads improve? Public mass transit systems aside, cars need better architectural integration at both ends of their journey. They are a type of architecture. Can they become parts of the architectural fabric, which move and reconnect?

HYPOTHESIS

Artists and designers are well placed to interrogate the current situation and provide strategies and ideas for solutions to the problem.

OBJECTIVES

The objectives of this studio revolve around the realisation that if we do not solve problems in the city associated with cars, then not only will our public spaces suffer but also the city will not survive. Cars in themselves are very sophisticated designs. However their placement within the city is relatively crude. The architecture of roads dominates our public spaces but has only recently been embraced by architects as a possible source of design beyond engineering and planning solutions. Lines of cars are in fact moving buildings without adequate social connections.

The Parasite Car studio wants to attack and understand this problem on a wide range of scales. From rethinking car design itself to the integration of roads and buildings.

Using a specific site, students can generate ideas for a model within the city. These ideas will not be restricted to this site. Visions for the entire city will be discussed in conjunction with ideas for car architecture and technologies. Students will pick the scale at which they wish to work.

Ultimately the studio will seek to highlight the problems associated with the car as a way of rethinking public space. The combined exhibition of these works will alert artists, designers and authorities to an exciting new range of possibilities to dangerous problems.

THE SITE

CHAO YANG STREET within the PAN CBD.

The site comprises a 1 km street, with two major intersections which include a future freeway. Surrounding building types include the full range from commercial to residential high-rise and Hotels.

Alternatively the students can choose to work in an abstract or generalised space.

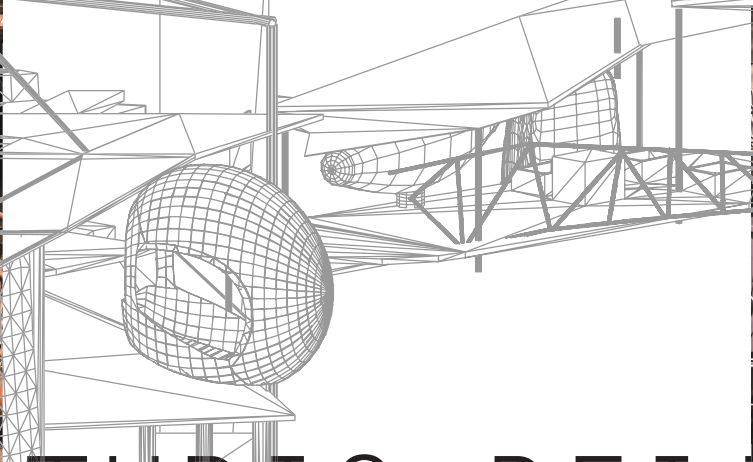
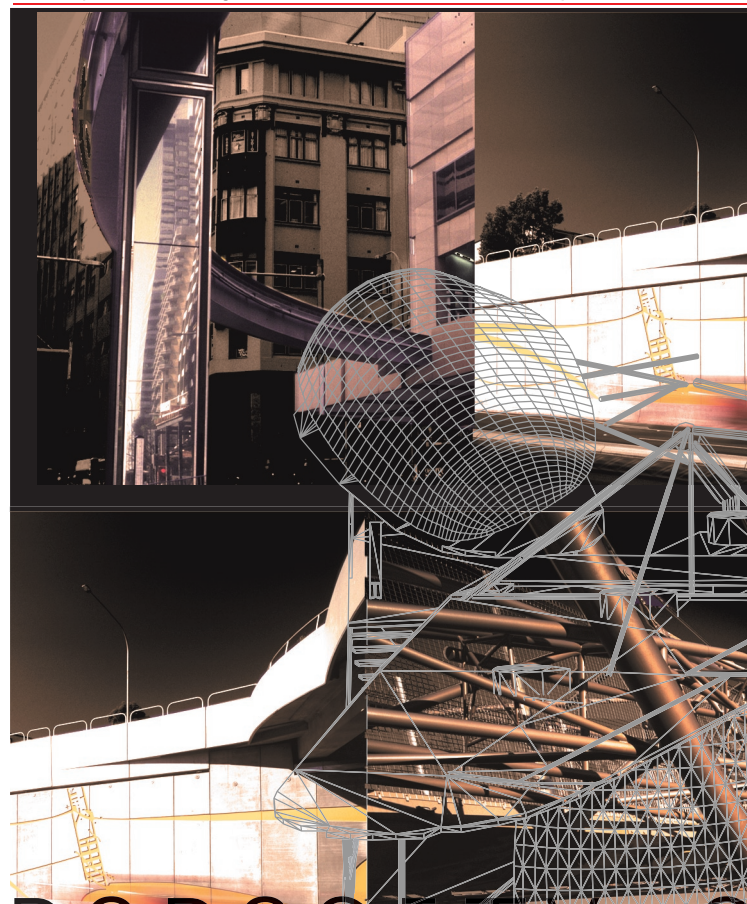
TIME FRAME AND EVENT PROGRAM

The studio will commence at CAFA on Monday September 12th and conclude Friday September 23rd 2005. Each day students will attend lectures, tutorials and workshops between 9am and 1pm.

The afternoons will be set-aside for site visits and individual studio development. The evening program will feature lectures from a range of practitioners and theorists from COFA and from CAFA and the Beijing professional community.

It is envisaged that the 2-week Porosity Program will take on a festival atmosphere. In addition to the 50 participants within the studio, others can pay to attend parts of or the full calendar of events and talks staged each evening. Panel discussions will also engage the participating public and build anticipation about the results of the studio which will form a concluding exhibition and publication.

COFA will also run a web linkage and participation program through Rick Bennet. This facility will enable interaction directly from Australia and other parts of Asia.



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