



Review of DCS by MUDeNR

Reported by Ar. Chai Si Yong

The second lab session for the review of Development Control Standards (DCS) was held from 10th to 12th November 2021 in Sibul. This is a continuation of the discussion from the last lab session at the Pullman Hotel last October 2020. The topics for each group remained the same where PAMSC was represented as follows:

- Group 1 - Public Amenities (Ar. Chai SY)
- Group 2 - Infrastructure & Utilities
- Group 3 - Open Space & Swale Drainage (Ar. Stephen Liew)
- Group 4 - Road Standards & Cross Sections (Ar. Ivy Jong)
- Group 5 - Parking Standards Requirement (Ar. Peter Wong)
- Group 6 - Review on Current Rules regarding Fees

Deliberations between the local stakeholders (including the state & federal agencies) were carried out during the 3-day lab session. PAMSC raised the following points:

- Developments in Sarawak are in majority small and piecemeal. Public amenities requirements (landed) should be planned and allocated by MUDeNR with the proper studies on the local plan for a more suitable location and usage.
- Infrastructure & utility lines should be coordinated by a single agency, which will then properly plan and implement the installation more efficiently.
- Car parking proposal should be revisited to take into consideration Sarawak Government's initiative for encouraging the usage of public transport. The long term plan to reduce the emission of carbon footprint should be the blueprint for the car park requirements should stay in line with the global initiative on sustainable city design.

Reminder for your eQP renewal 2022

Reported by Ar. Chai Si Yong

A gentle reminder to all SPA Qualified Persons (QP) to submit their 2022 renewal application **BEFORE 15th December 2021** via eQP online platform. Upon approval of your renewal application, you are required to pay the renewal fee **BEFORE 31st January 2022**. Thank you.



3-day Lab Session on Review of DCS at Paramount Hotel, Sibul.

- Parking requirements (car, lorry or bus) for industrial buildings shall be subject to the actual usage of the purpose of the industrial buildings.
- Typical road section for half road shall be revisited to ensure that the road alignment for future roads at neighbouring lots are properly connected.

It is our privilege to be involved in the review of DCS; more committed efforts from PAMSC are required for the drafting and composing of the proposals. We hope can get more input from members on matters related to planning submission to formulate an inclusive and comprehensive DCS. You can reach us at info@pamsc.org.my.

Guidelines on Temporary Permit Application

Reported by Ar. Chai Si Yong

The Ministry of Local Government & Housing (MLGH) Sarawak has circulated the revised guidelines on the temporary permit application for building workers' quarters and temporary ancillary buildings within the construction site.

Download a copy of the guidelines [HERE](#).

PAMSC-MBKS Bus Stop Competition 2021

JURY STATEMENT

The PAMSC MBKS attracted over 100 entries in the Student Category and over 20 entries in the Graduate Architect Category. This level of enthusiasm and engagement from the graduates and architecture students bodes well for the future of the architecture profession in Sarawak.

With so many entries especially in the Student Category, the Jury had a mammoth task to sieve through and arrive at the shortlisted winners. This was compounded by the Pandemic which prevented jury members to meet and discuss physically. However with the help of online meetings, thankfully this was mostly ameliorated.

The Jury was especially impressed with the large number of exceptionally high quality entries submitted by the students. The entries demonstrated high levels of creativity, design and graphic skills, and ability in presenting the ideas clearly and convincingly. There are many good and original ideas, showing a diverse range of approaches and possibilities.

Many of the entries employed the modular concept which provide greater flexibility and adaptability to different sites and usage requirements - which are important considerations in a bus stop design. There was also a focus on sustainability - that was achieved through using renewable energy, recycled and up-cycled materials, and urban greening strategies to elevate the comfort and well-being of bus stop users.

Due to the large number of very good entries, the Jury decided to award 6 Honorary Mentions instead of 5. The Jury also decided that besides the 3 Top Prizes, a special Mayor's Prize be awarded to one of the shortlisted entries which demonstrated admirable thoughtfulness in the design especially in tackling the problem of construction waste.

In the Graduate Architects Category, there were also many good entries and lots of creative ideas. In the end however, the Jury felt that there was not one scheme which had achieved the level of excellence expected of the top prize. Therefore for this category - only 2nd and 3rd Prizes were awarded. However the Honorary Mentions were increased from 5 to 7.

On the whole, the Jury felt that this competition was a great success in attracting so many high quality and accomplished entries, and congratulate all the winners on their great achievement, and also all the participants for their confidence and effort in submitting their entries.

Ar Ng Chee Wee
Jury Chair

PANEL OF JURIES

Ar. Ng Chee Wee (Jury Chair)
PAMSC Past Chairman (2007-2009)

Dato Wee Hong Seng
Mayor of Kuching City South

Ar. Chai Si Yong
PAMSC Chairman

Ar. John Lee Hok Kong
PAMSC Committee, MBKS ex-council secretary

Mr. Stephen Feng Sie Reng
Representative from MBKS

ORGANIZER

Tay Tze Yong & Lam Choi Suan

PRIZE MONEY

Graduate Architect Category

2nd Prize: RM 1,500

3rd Prize: RM 1,000

Honorary Mentioned (7): RM 500 each

Student Category

1st Prize: RM 1,500

2nd Prize: RM 1,000

3rd Prize: RM 500

Mayor's Prize: RM 500

Honorary Mentioned (6): RM 400 each

WINNERS

Graduate Architect Category

	CODE	NAME
1st	NIL	-
2nd	G066	Woo Jin Hwa
3rd	G072	Peh Ker Neng
Honorary Mentioned	G014	Chew Hung Nien, Jason
Honorary Mentioned	G161	Sim Shau Jiunn
Honorary Mentioned	G157	Mark Eng Shang
Honorary Mentioned	G007	Liaw Kheng Boon
Honorary Mentioned	G078	Tan Chee Huey
Honorary Mentioned	G019	Yeo Khee Liang
Honorary Mentioned	G109	Au Wei Jing

Student Category

	CODE	NAME
1st	114	Lim Chen Hee
2nd	106	Mohd Pirdaus bin Beddu
3rd	098	Lim Chen Hee
Mayor's Prize	081	Chen Zhe Rui
Honorary Mentioned	141	Kelven Tian Zi Hao
Honorary Mentioned	050	Yee Qiu Pang
Honorary Mentioned	140	Tey Jin Hong
Honorary Mentioned	151	Lim Chen Hee
Honorary Mentioned	120	Chor Zhao Gen
Honorary Mentioned	126	Lau Chi Ying, Jane

JURY'S COMMENTS ON WINNING ENTRIES

Graduate Architect Category



2ND PRIZE:
Woo Jin Hwa (G066)

The Jury felt that this entry has demonstrated a good understanding of the various components required for a good bus stop. It has looked at the existing bus stop typology and used it to create modules which can be configured in different ways - allowing a lot of flexibility and possibilities for customization to suit different sites and requirements.

It is a practical and buildable concept, and the graphical presentation explains the concept well.

THE (RE)ADAPTABLE BUS-STOP: A CATALOGUE OF CUSTOMIZABLE COMPONENTS, COMBINED

Sub-Urban Synergy

Area = 10-15acm

Suitability

- Commercial area
- Office area
- Possible site
- MBKS
- At-rus Commercial Centre
- Ana Cheng Ho Commercial Centre

Mapping The Typologies - (Re)discovery of Components & Characters

Synthesis of Components : Combining the elements ... the whole is greater than the sum of its parts.

A step-by-step analytical process

CONCEPT: To start, we build a simple model in order to understand the components or characters, and organizing all components in a grid. From there, we start identifying how different components can be combined to create a new typology.

COMPONENTS: The assembly of a bus stop is a complex task. It involves many different components, and each component has its own function. The components are organized into a grid, and each component is designed to be flexible and adaptable to different sites and requirements.

DESIGN: The design of the bus stop is a complex task. It involves many different components, and each component has its own function. The components are organized into a grid, and each component is designed to be flexible and adaptable to different sites and requirements.

CONCEPT: The idea of creating a bus stop that is both functional and aesthetically pleasing is a challenge. The design of the bus stop is a complex task. It involves many different components, and each component has its own function. The components are organized into a grid, and each component is designed to be flexible and adaptable to different sites and requirements.

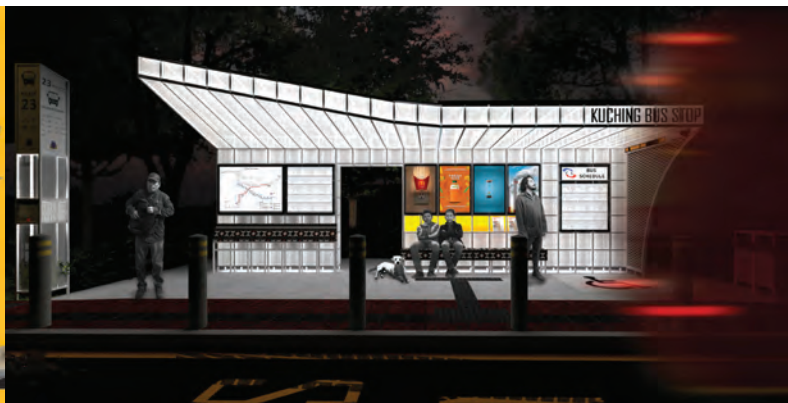
DESIGN: The design of the bus stop is a complex task. It involves many different components, and each component has its own function. The components are organized into a grid, and each component is designed to be flexible and adaptable to different sites and requirements.

Plan scale 1:75

Elevation scale 1:75

Section A-A scale 1:75

Section B-B scale 1:75



3RD PRIZE:
Peh Ker Neng (G072)

This is another modular concept which makes use of different components that can be configured for different sites and usage. The simple yet appealing design is augmented with a strong light-box design. However the Jury felt that Malay House inspiration for the roof form was not well explained and explored - but commends the designer for trying to connect the design with local culture and context.

design development

strategy mapping

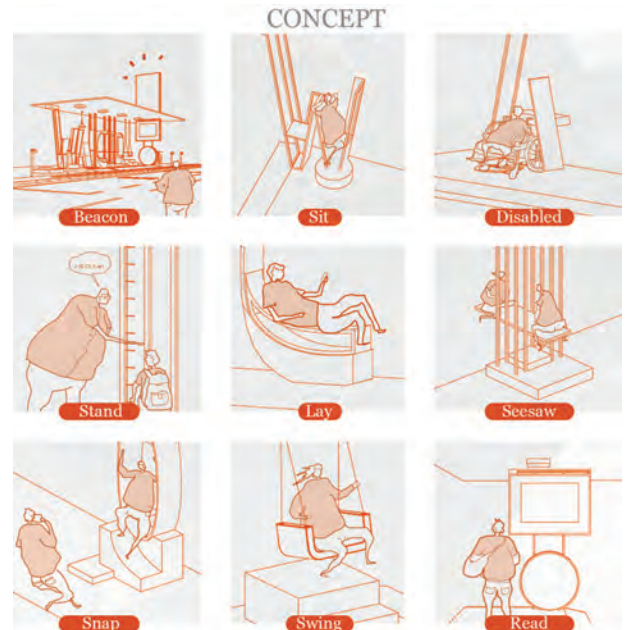
proposed design

modules

potential modules arrangement

JURY'S COMMENTS ON WINNING ENTRIES

Student Category

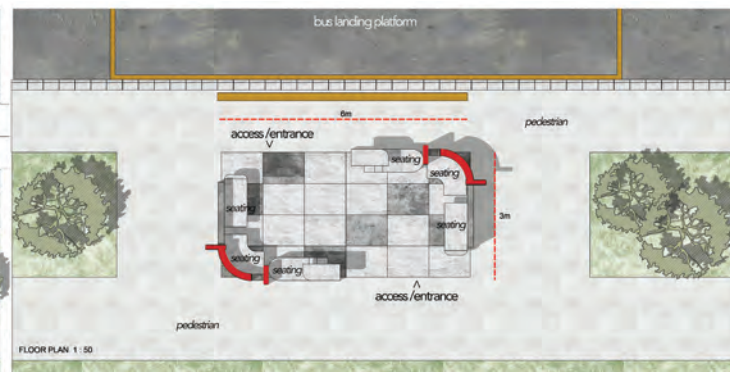


1ST PRIZE:

Lim Chen Hee (114)

This scheme had a very bold and modern concept, coupled with a strong visual presentation which commands attention. It has undeniable visual presence which showcase the creativity and skill of the designer.

The whimsical eye-catching design however also contains many thoughtful elements which serves the function of a bus stop. The jury felt that this would make a welcome and refreshing addition to the urban landscape.

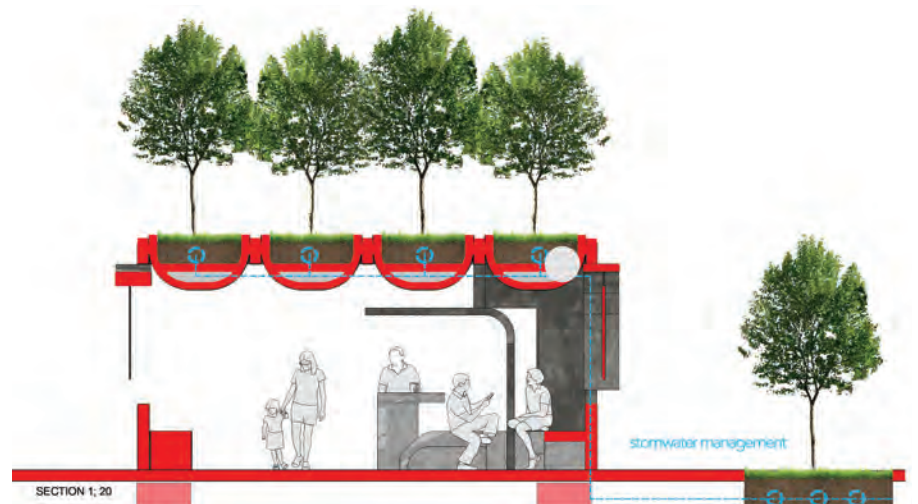


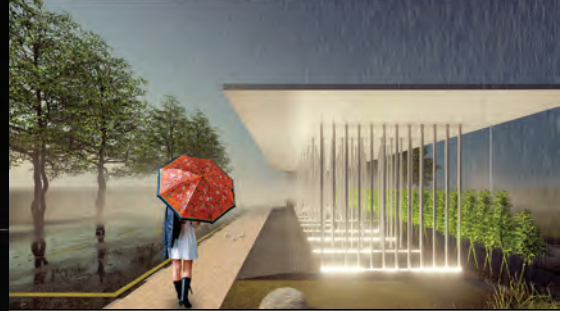
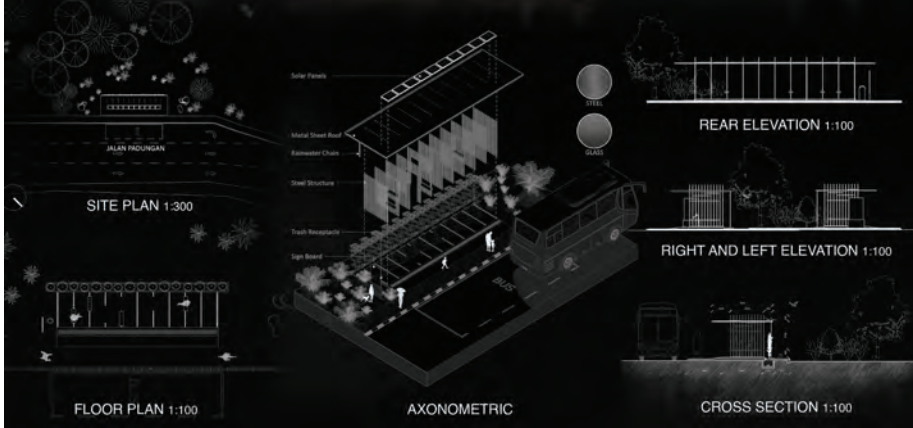
2ND PRIZE:

Mohd Pirdaus bin Beddu (106)

This scheme had a very bold and modern concept, coupled with a strong visual presentation which commands attention. It has undeniable visual presence which showcase the creativity and skill of the designer.

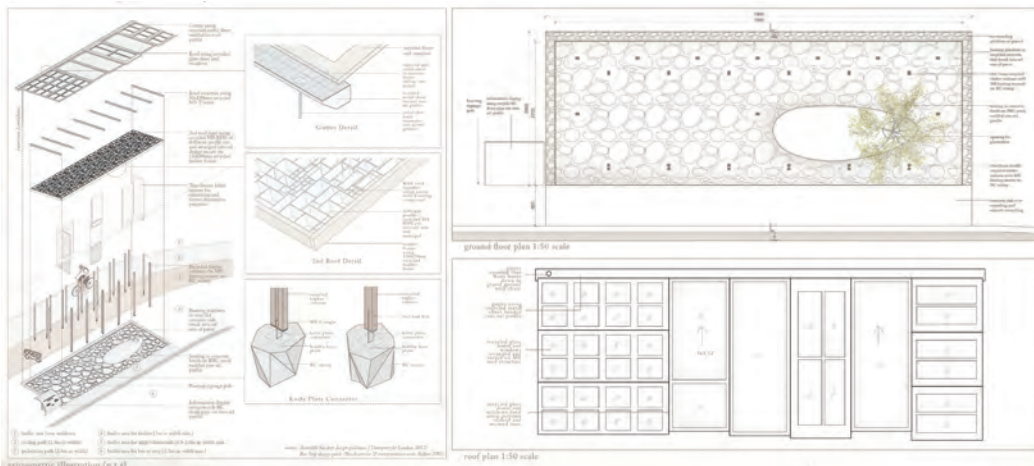
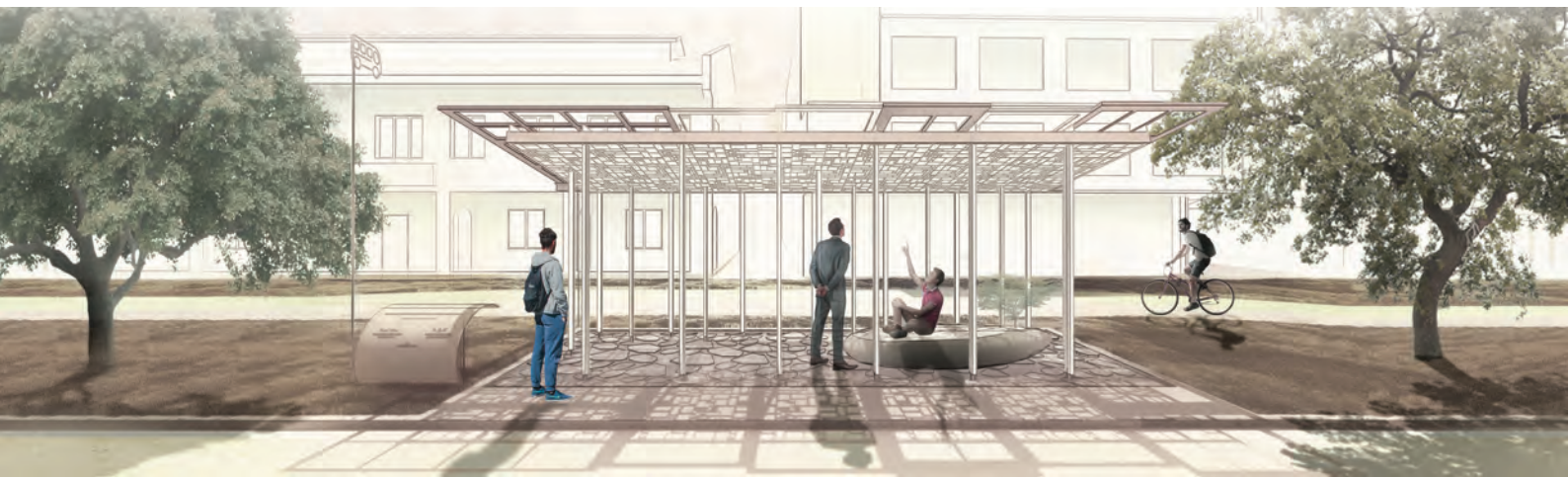
The whimsical eye-catching design however also contains many thoughtful elements which serves the function of a bus stop. The jury felt that this would make a welcome and refreshing addition to the urban landscape.





3RD PRIZE:
Lim Chen Hee (098)

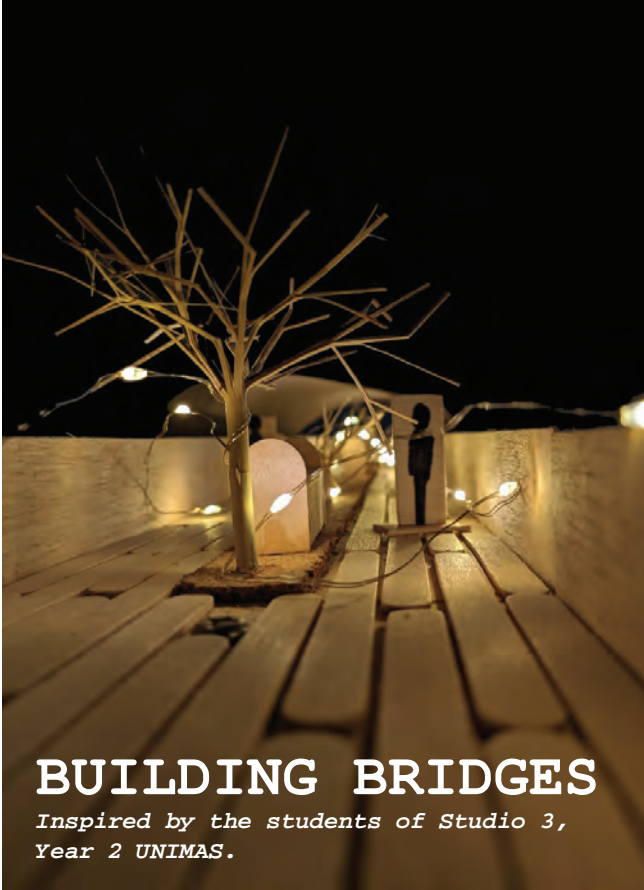
Another visually striking submission, this scheme is visually very poetic and managed to pull off the minimalist aesthetics very well. The clever layering of simple elements effectively create a rich tapestry effect. This scheme also has the best lighting concept among the entries.



MAYOR'S PRIZE:
Chen Zhe Rui (081)

This entry was among the shortlisted submissions. The Jury felt that it deserved a special prize as it is one of the most thoughtful schemes which really looked into the idea and process of sustainability.

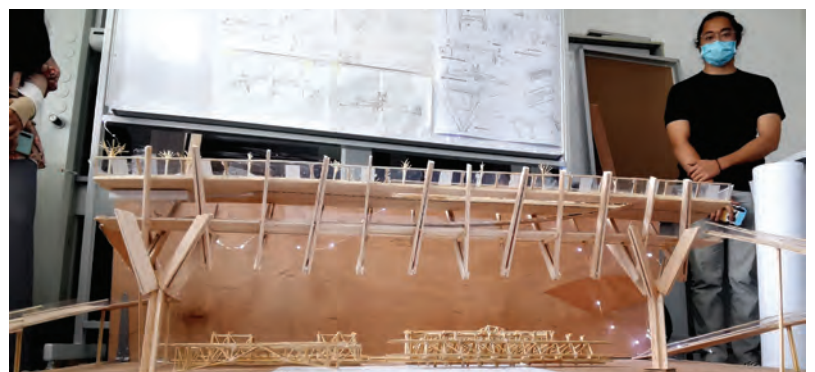
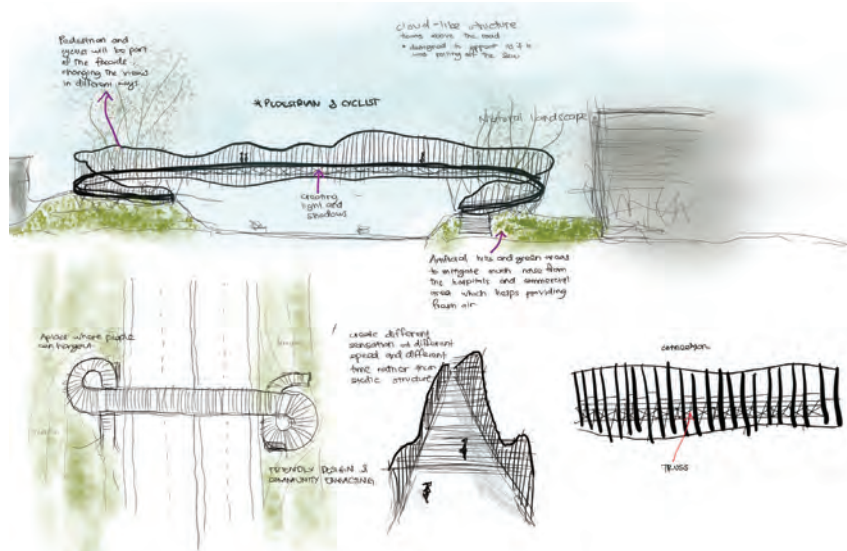
The scheme focused on the recycling of construction waste and how the Council can play a role in this process. It made very innovative use of recycled and up-cycled materials in a visually compelling and appealing way.

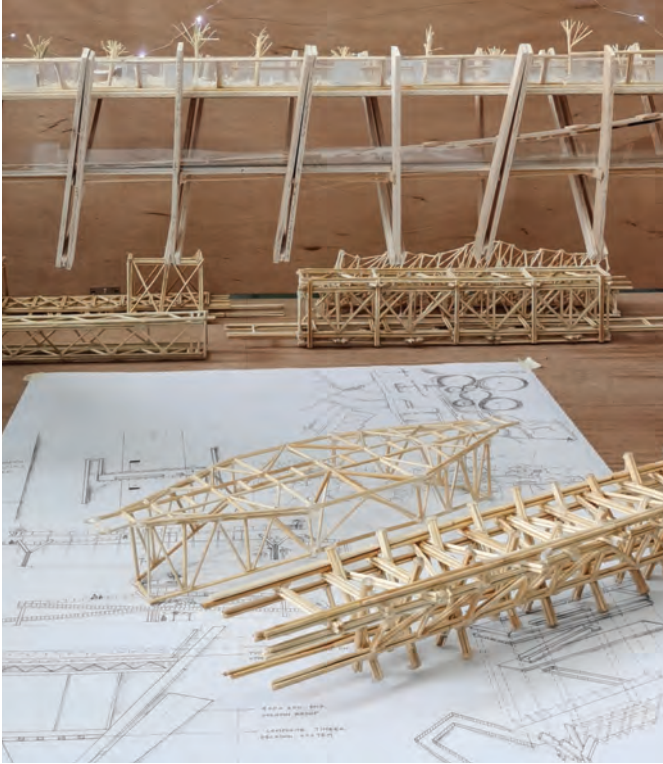


BUILDING BRIDGES

Inspired by the students of Studio 3,
Year 2 UNIMAS.

This semester we were required to design a bridge, we were given a brief which stipulated the materials we could use to construct a model of our bridge, and a list of criteria that our scheme had to fulfil: span, load capacity, and so forth. We made our designs out of the prescribed 'building materials' and tested them, progressively loading them until columns started to buckle and trusses began to distort. 20kg, 22kg, 25kg, some withstood up to 44kg - usually these designs resembled enlargements of structural systems; a box truss, a bow-arch rather than a piece of architecture.





At this point of the assignment, we were grouped into teams of 5 and asked to select a scheme to take into full production - a 1:40 scale model in plywood. We were allowed to modify/combine our designs which was good since structural performance is only one aspect of a successful project. We extracted the best bits of each other's designs to come up with the final design, such as:

1. Relationship with the site - where is the launching point of the bridge? Where does one disembark? We saw the walk across our pedestrian bridge as a journey/ a voyage. We read about Renzo Piano and Richard Rogers and learned about injecting poetry and delight into the utilitarian.
2. The programme - can a bridge do more than getting you from Point A to Point B? Can it be part of the urban spaces it sought to connect? (across a busy Samarahan highway) We looked at the Hi-line, and MRDV's bridge in Korea and learned about infusing subtle programmes into the everyday.
3. Assembly - how is the bridge put together? How do we select one material over another? Steel for its slenderness or concrete for its fluidity, or vice versa? We made sketch models and learned about prototyping.
4. Concepts - perhaps the hardest task, which was to sensibly combine the various strengths of our individual designs - which to discard, which to modify and improve. We learned about speaking our minds calmly, expressing our ideas clearly, and making use of individual strengths towards a common goal.

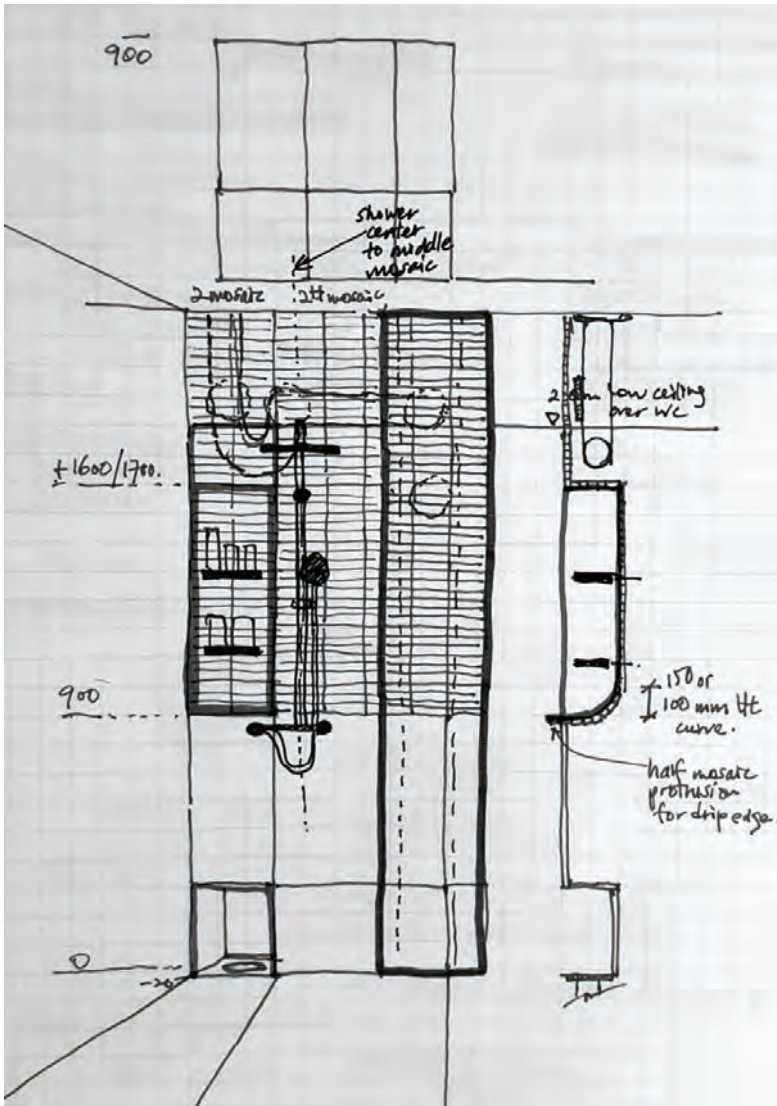


It was a relatively short assignment - 4 weeks but one that would stay long in our collective memories, we will most likely forget the design we built, and remember the experience instead - that journey across the bridge.

END

#talkingdrawings

Architects and designers sketches drawn on scraps of paper, cardboard and back of envelopes with the primary intention of conveying an idea to a colleague or a builder.



"Bathroom of my first ever home." #lineweightisimportant

Wong Zi Tao, Kampar-Singapore
- believes in value of doing hands on work.



PARTNERS



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