

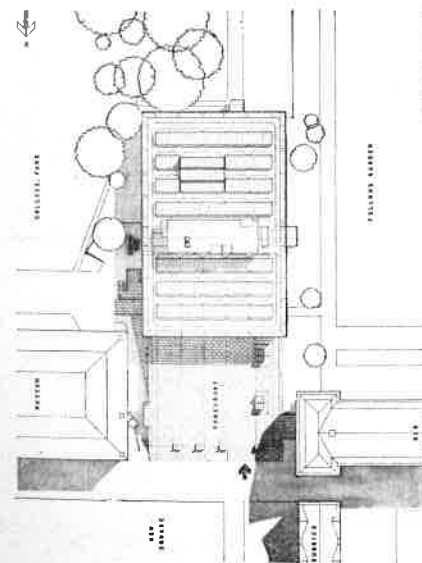
**SELECTION
OF
ARCHITECTURAL
WORKS**

**AHREND
BURTON
KORALEK**

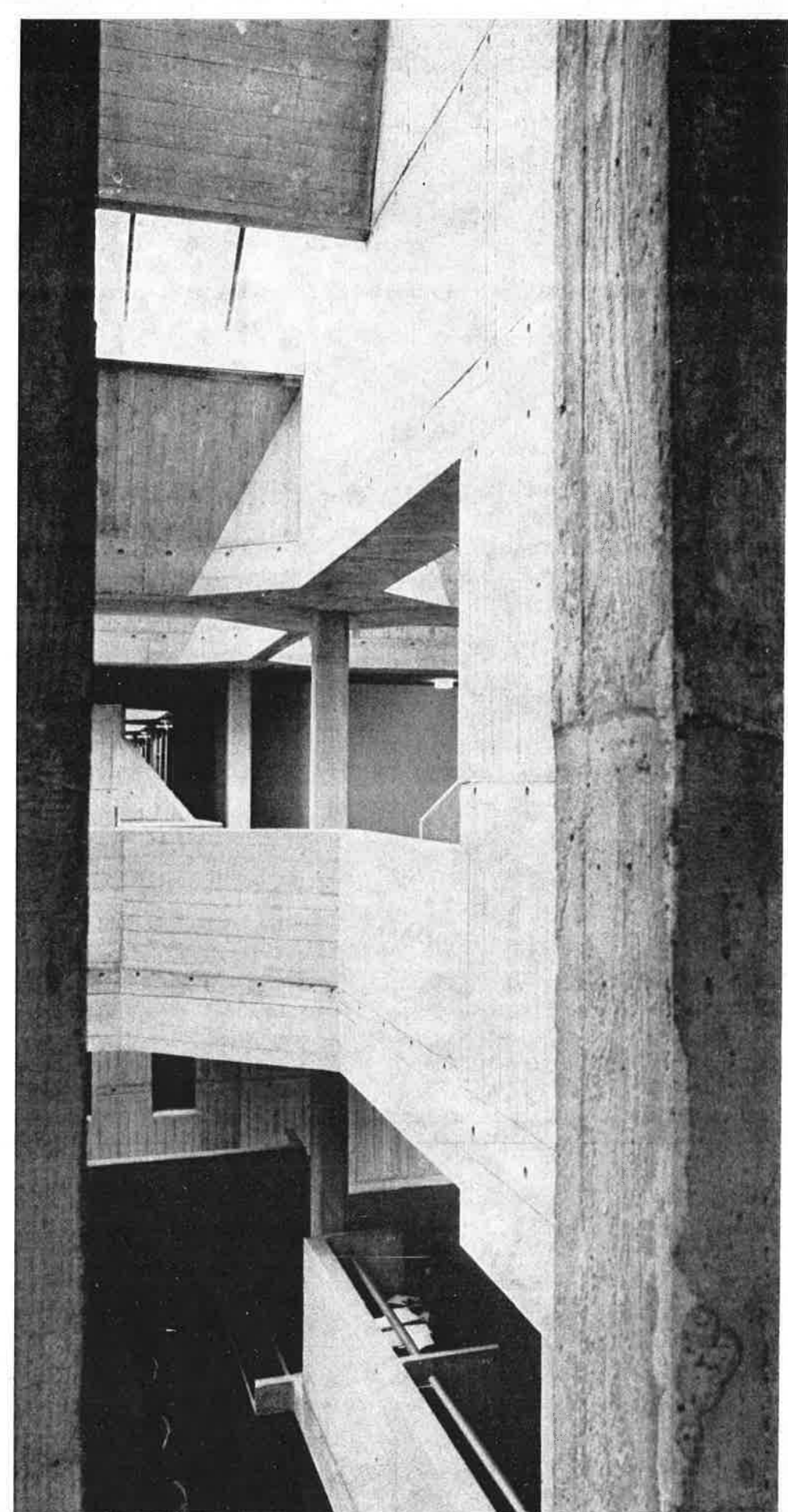
**TRINITY COLLEGE, DUBLIN
NEW LIBRARY 1967**

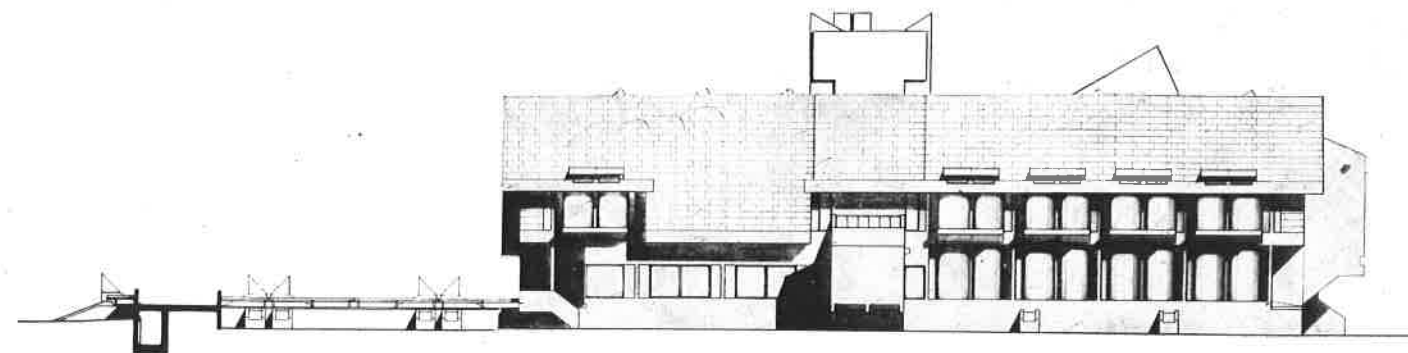
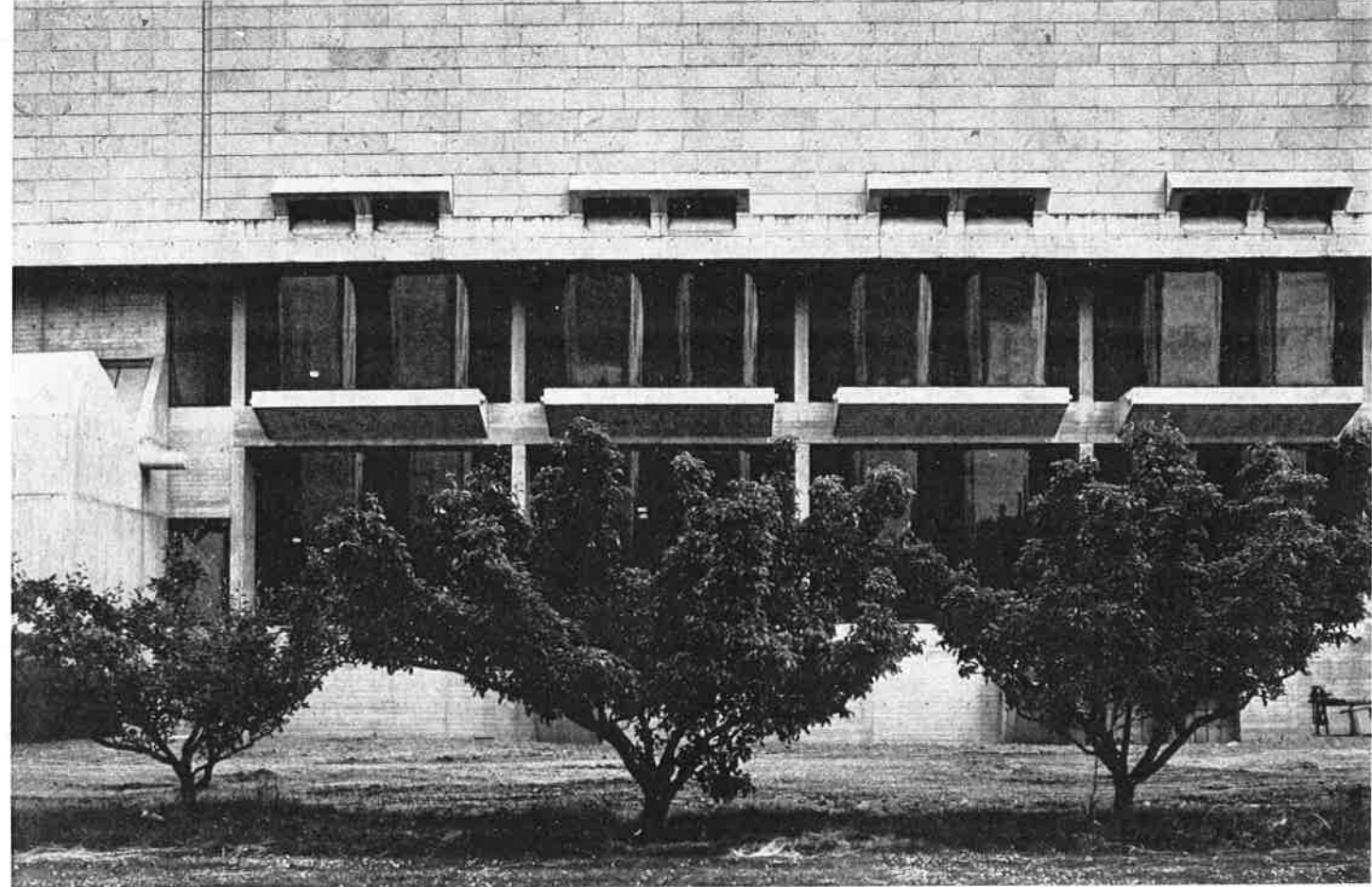
The form of the new library building has arisen from consideration of both the internal functioning of the building and its relationship to the existing college buildings. It is placed in relation to the old Library and Museum buildings so that a courtyard is formed between them, which is a natural extension of the system of courtyards and outdoor spaces, which is the pattern of Trinity College. The new building consists of three elements: the basement bookstack; the ground floor, devoted to administration and staff facilities, catalogue and reference room; and the first and second floors which form a single large reading and open-access book storage area, with general reading and periodicals on the first floor and specialised and post-graduate reading on the second floor.

These elements are linked vertically by the main stair and a central service core containing lifts, book hoist, service ducts and a staff stair, which together form a vertical spine, around which the building is planned.

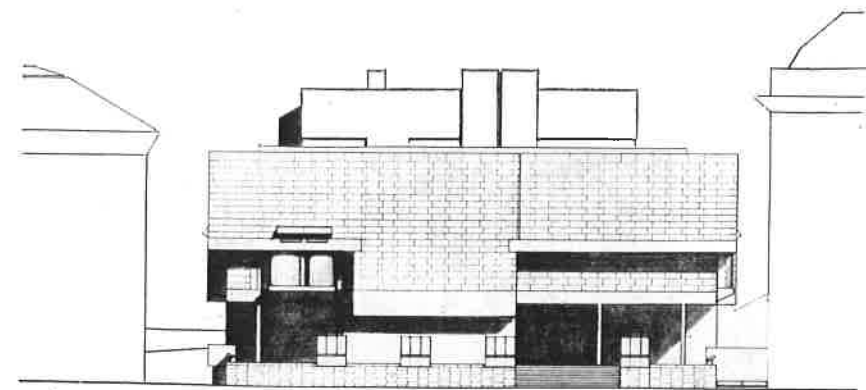
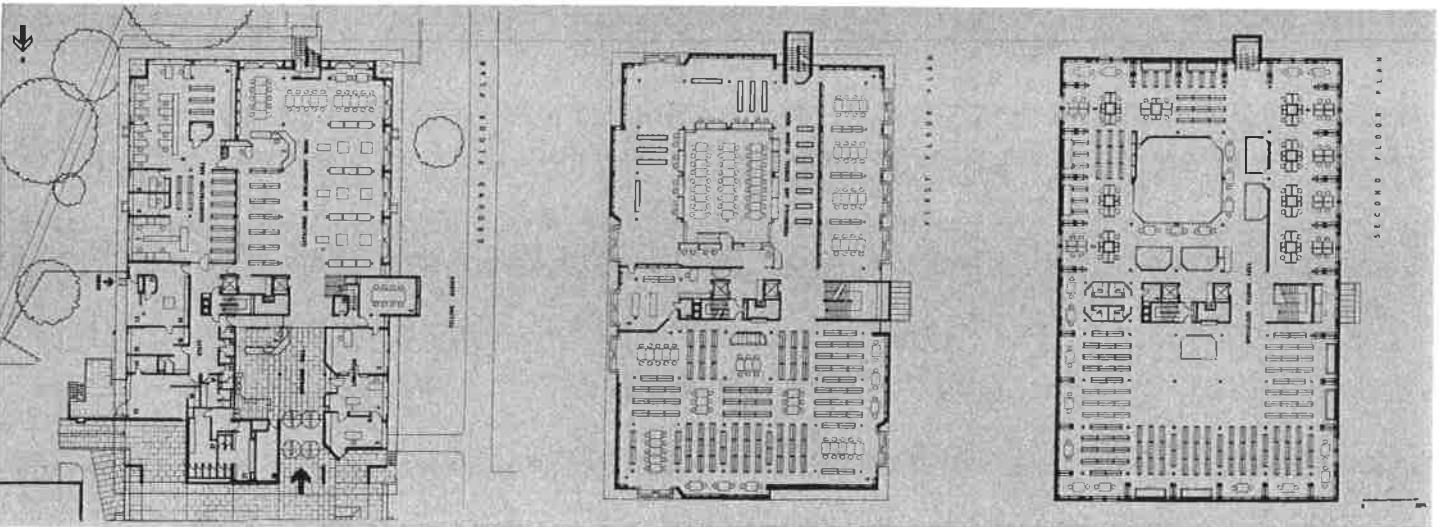


The old Library building will continue to serve as a book store, and is linked at basement level to the new building.



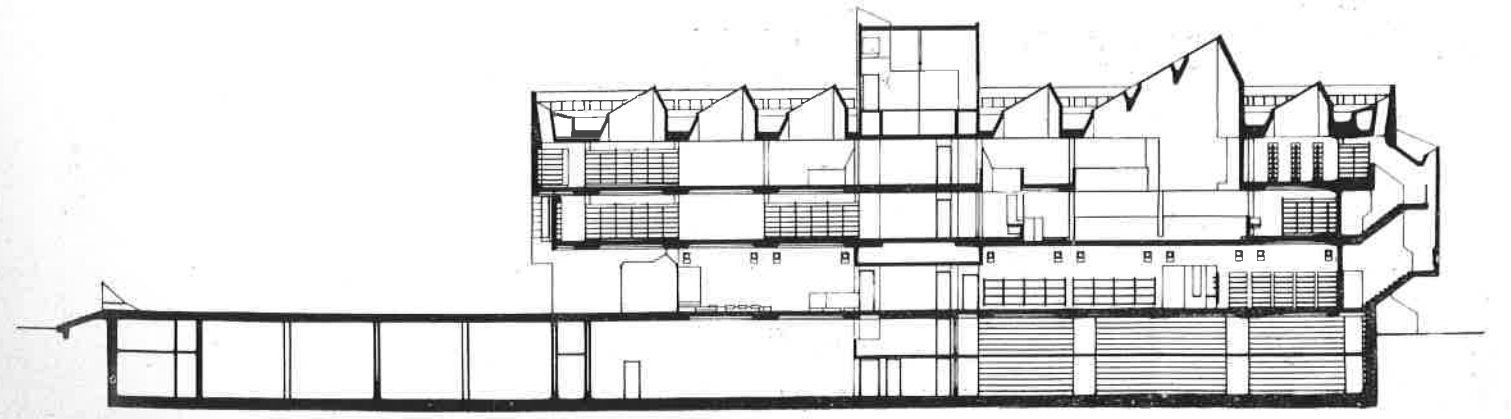
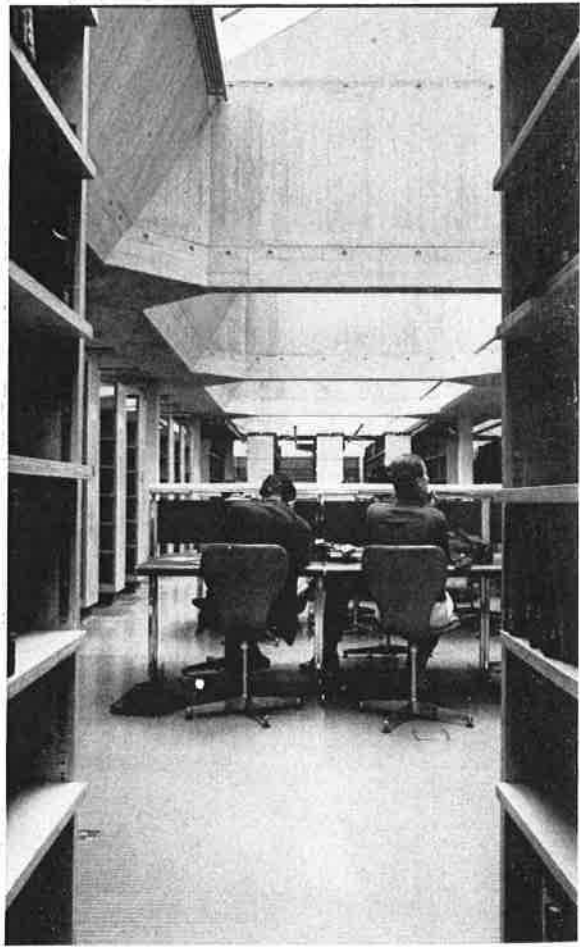
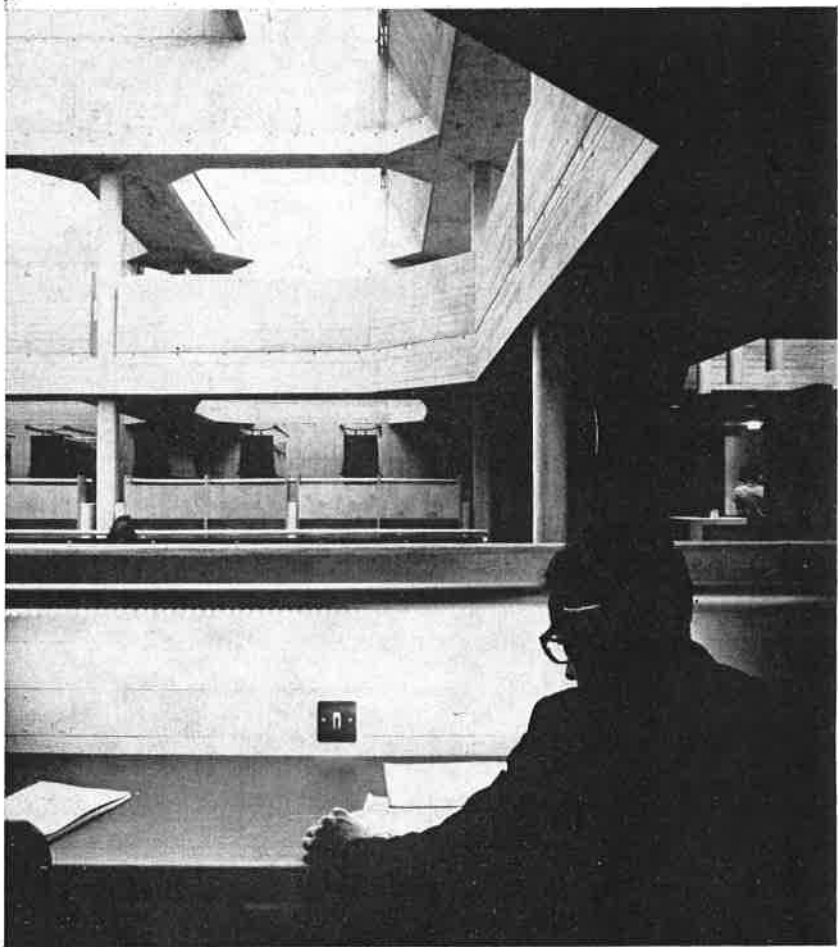
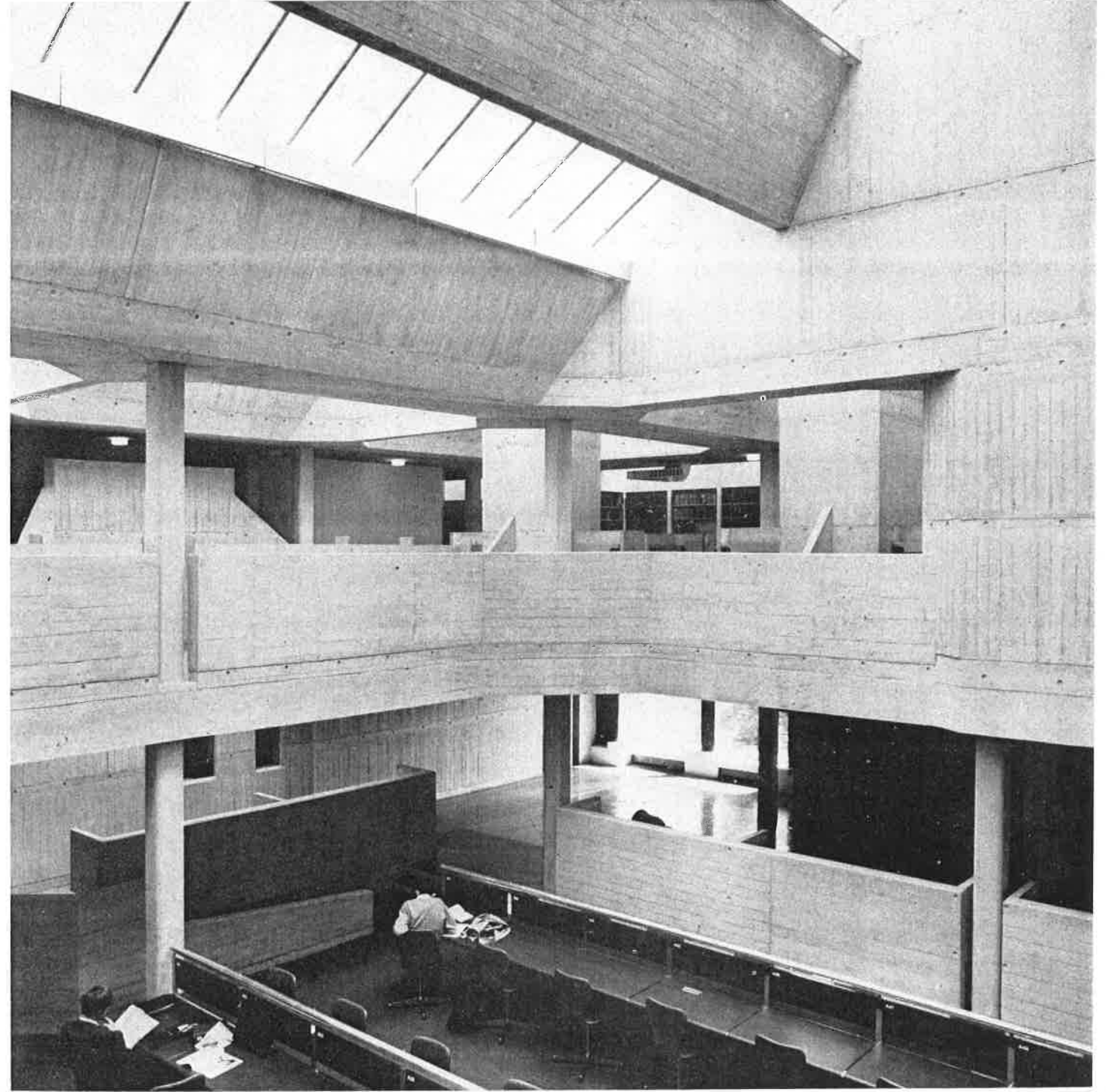


WEST ELEVATION



NORTH ELEVATION

0 20m



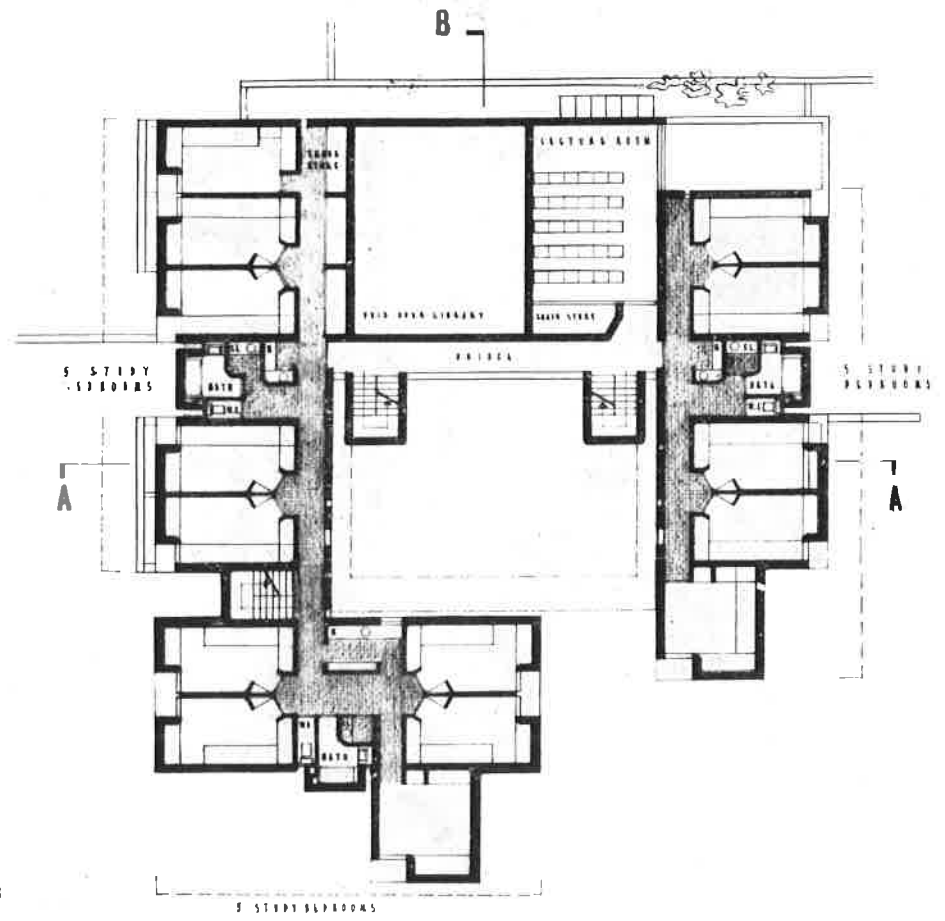
**AHREND
BURTON
KORALEK**

**THE THEOLOGICAL COLLEGE,
CHICHESTER, 1965**

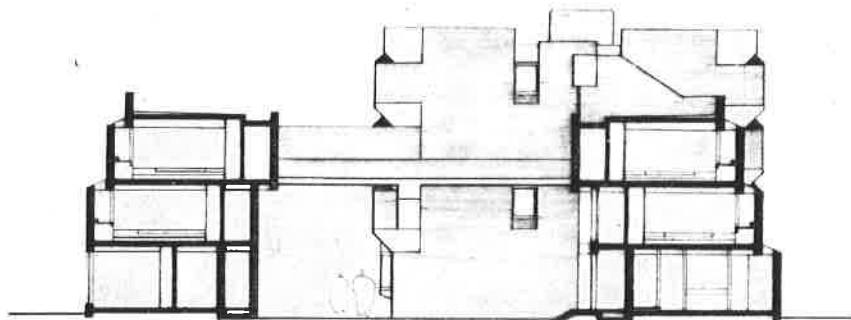
A major factor which affected the concept of the building arose out of the particular needs of the College. The College required a large number of study-bedrooms, some staff flats and a library and lecture room. These elements consisted of large units or small units. As a result it was decided to build walls of the smaller elements to enclose the larger elements and thus effect a basic economy. The form this took was two wings of study-bedrooms enclosing two large spaces, that of the library/lecture room complex, and that of the courtyard.

Vital to this concepts was the idea of stepping back the building at each floor providing a sheltered courtyard where people walked on the inside and providing toplight to the study-bedrooms on the outside.

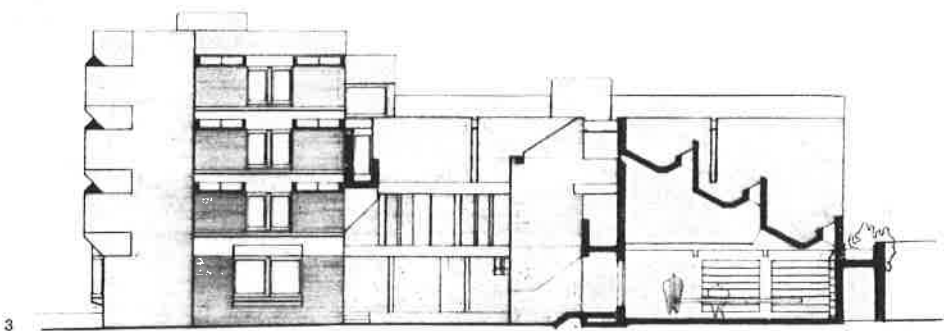
The planning generally is of the stair and short corridor type, the corridors facing the courtyard, and the study-bedrooms facing out to the views and sun. These are grouped in files around service areas: these areas have a small kitchen open to the corridor. Toplight has been used throughout the building in different ways. It has led to interesting solutions, particularly in the study bedrooms, solving some problems which are found in many modern multi-unit buildings.



2

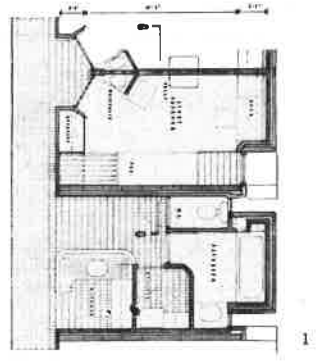


SECTION A A



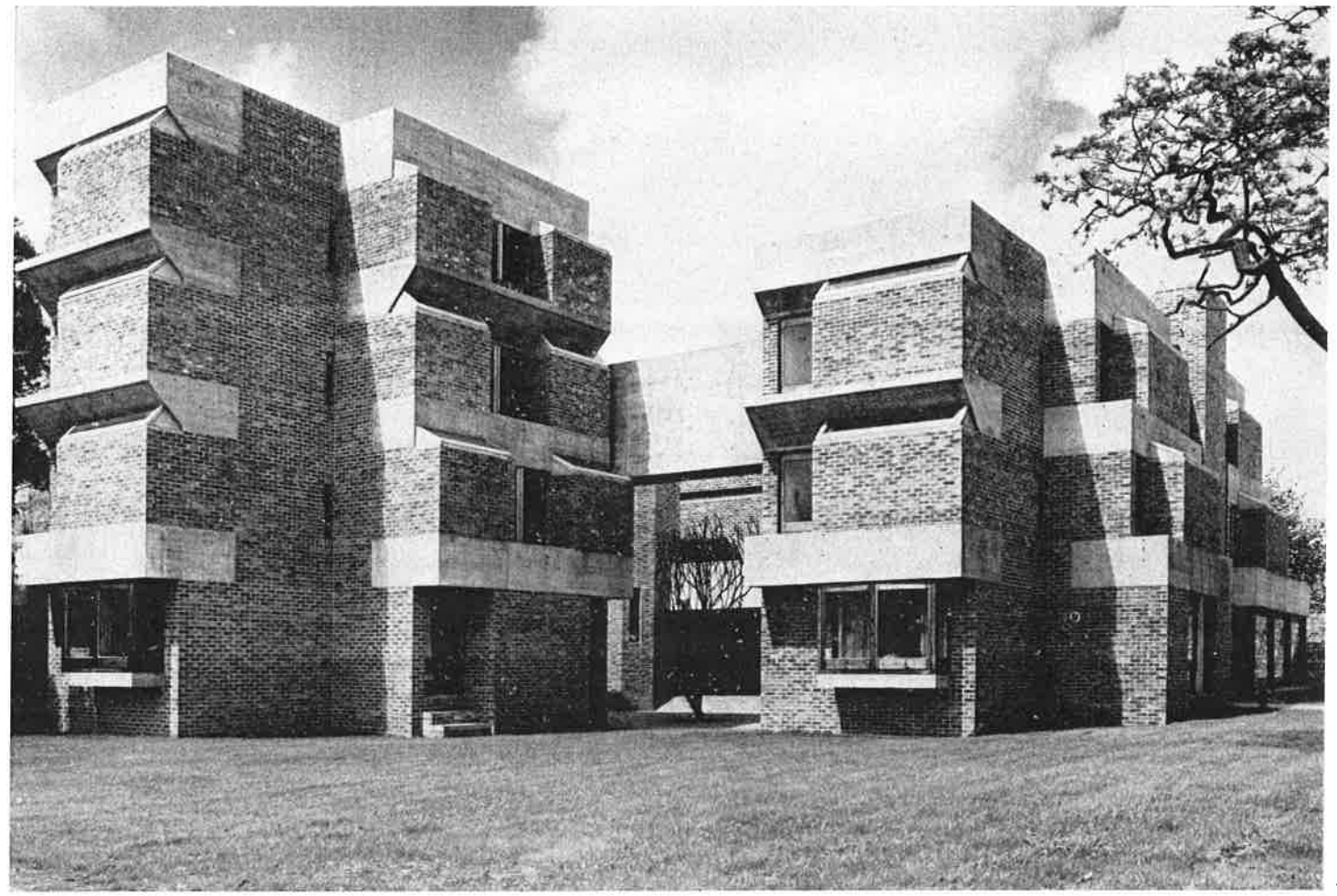
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SECTION B B

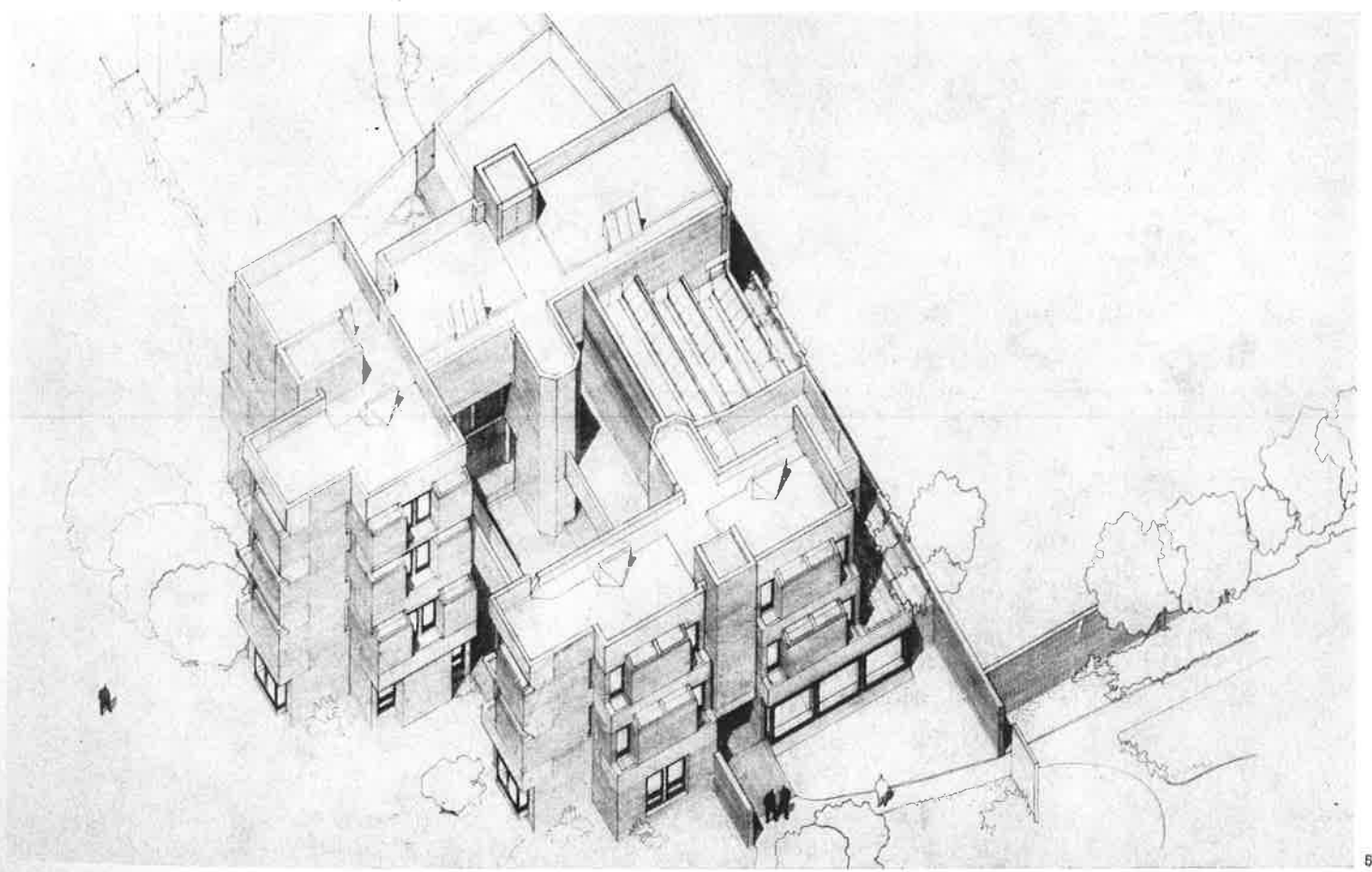


1

1. Typical bedroom plan; 2. First floor plan; 3. Sections; 4. South view; 5. Perspective.



4



5

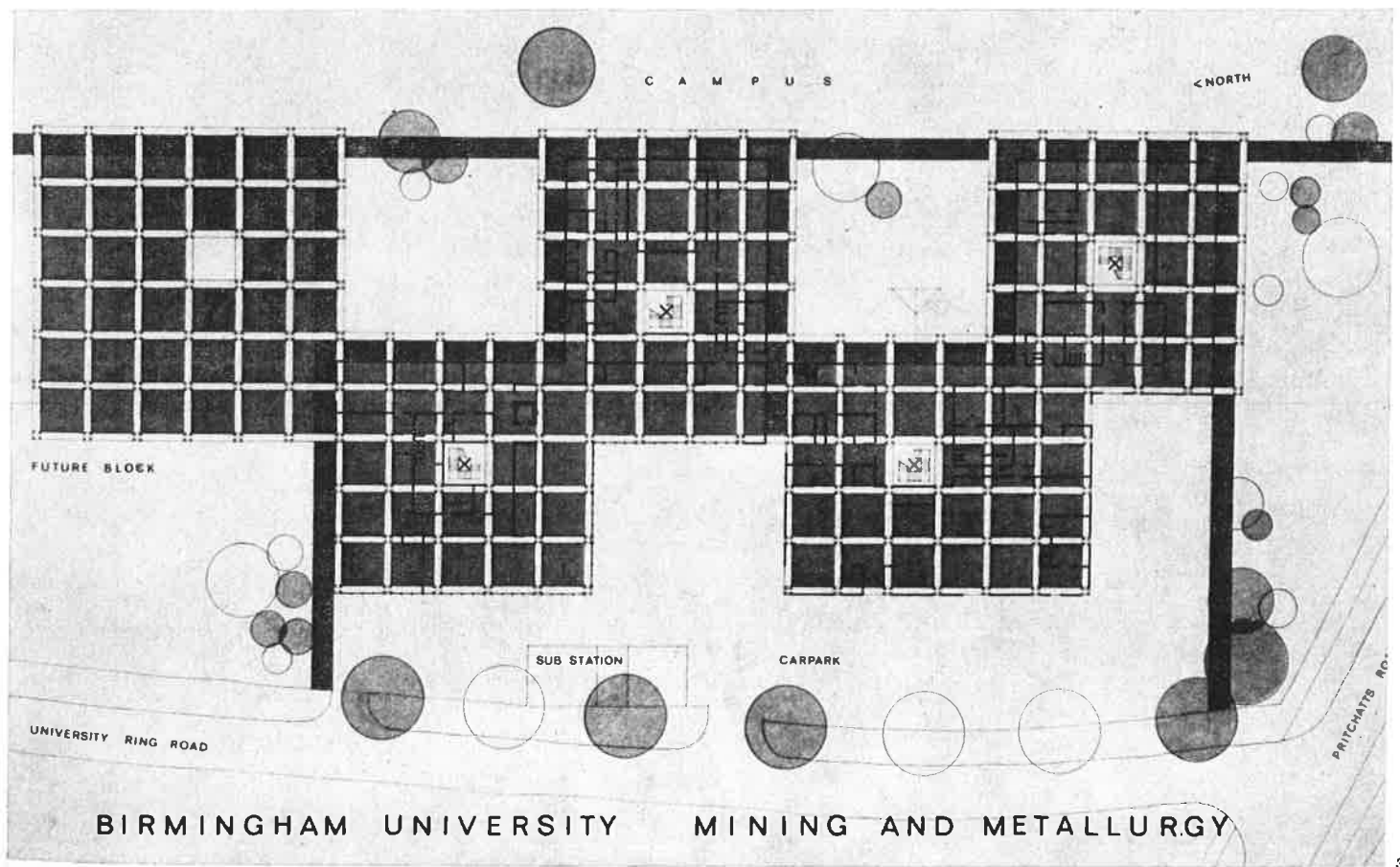
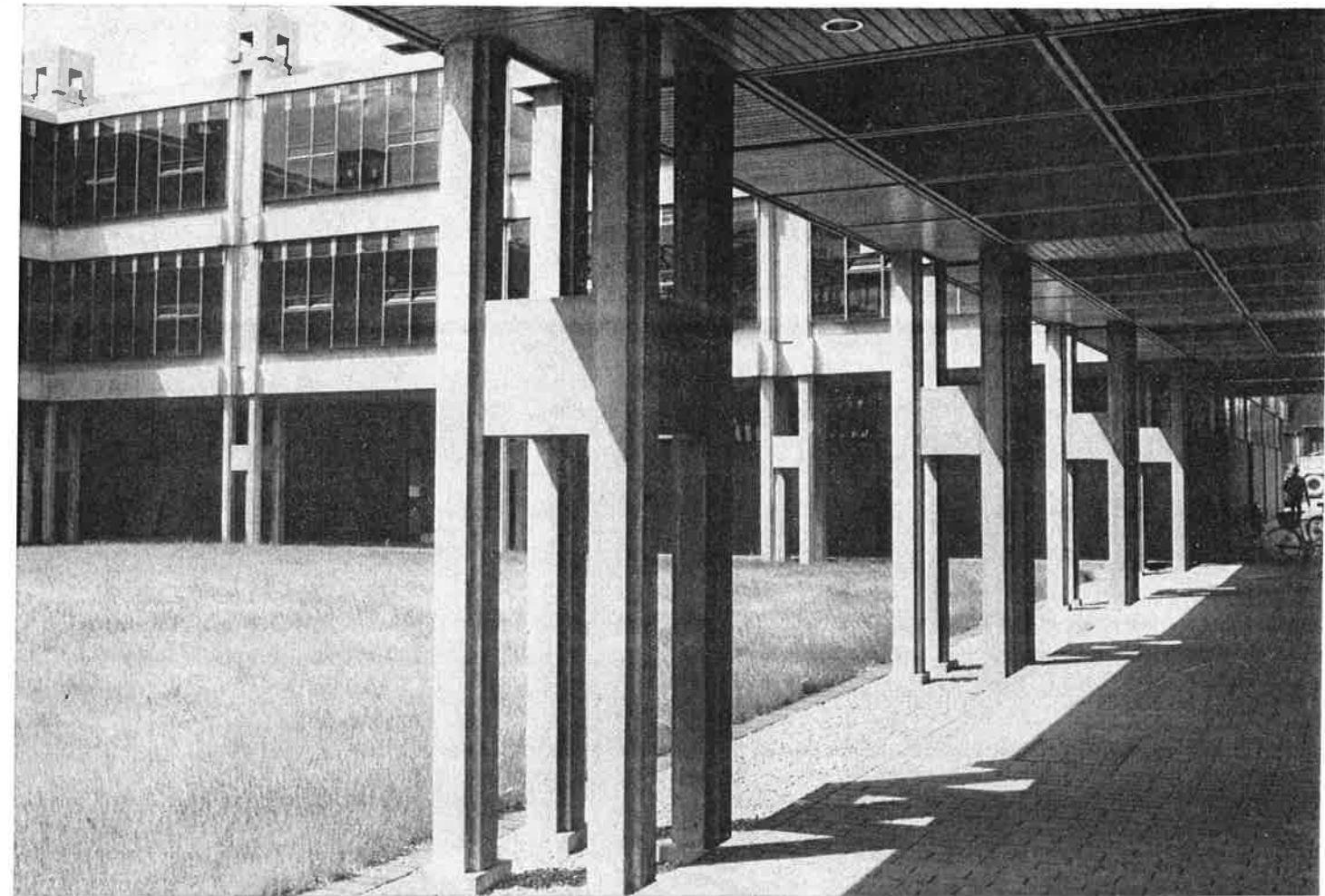
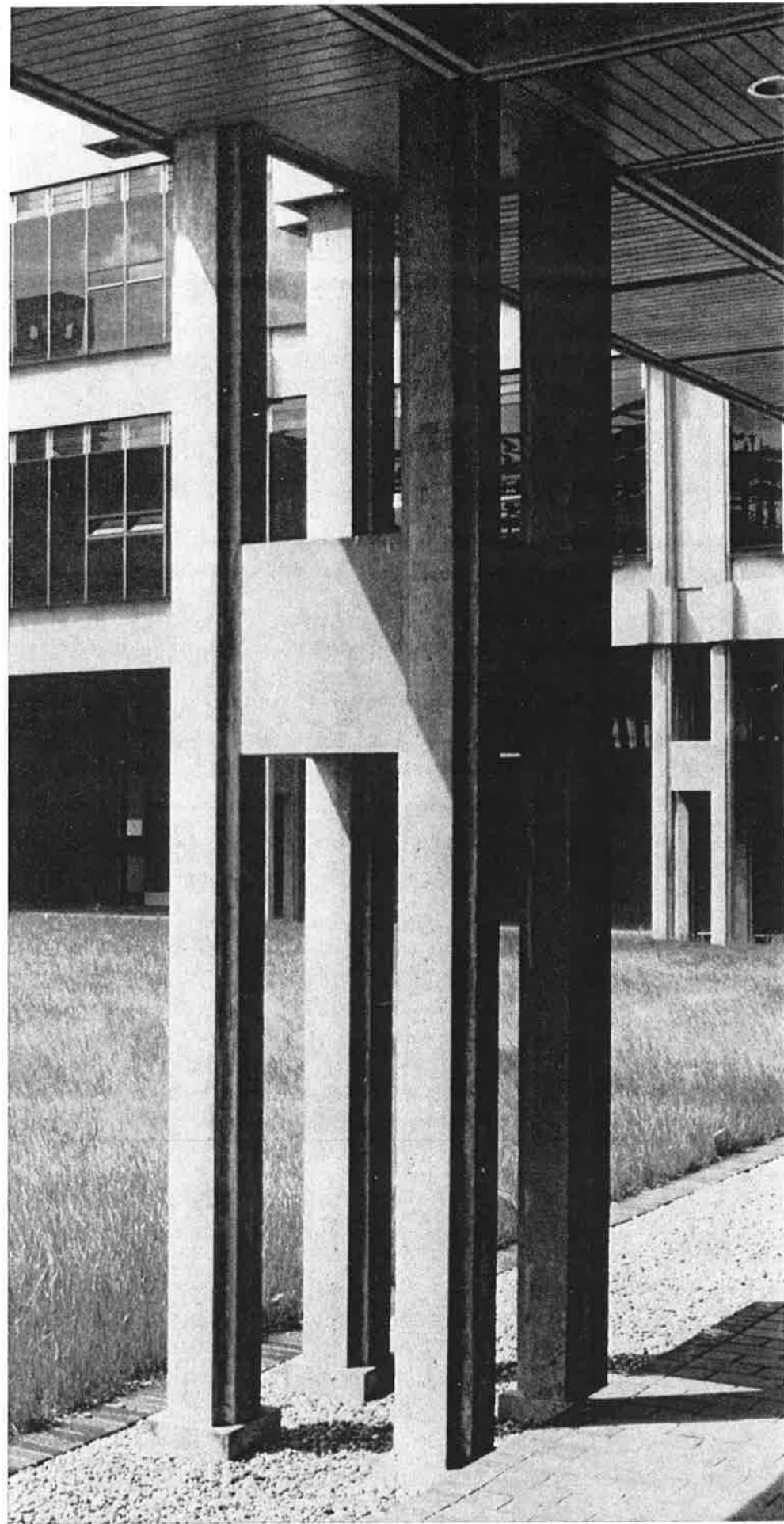
**ARUP
ASSOCIATES
ARCHITECTS &
ENGINEERS**

BIRMINGHAM UNIVERSITY

The first main university scheme is for some laboratories for the Departments of Mining and Metallurgy at Birmingham. These proved to us that it was possible, even with a first stage of less than half a million, to design a special system for a complex building on a particular site, using industrialized methods, and still be well below the University Grants Committee cost limit.

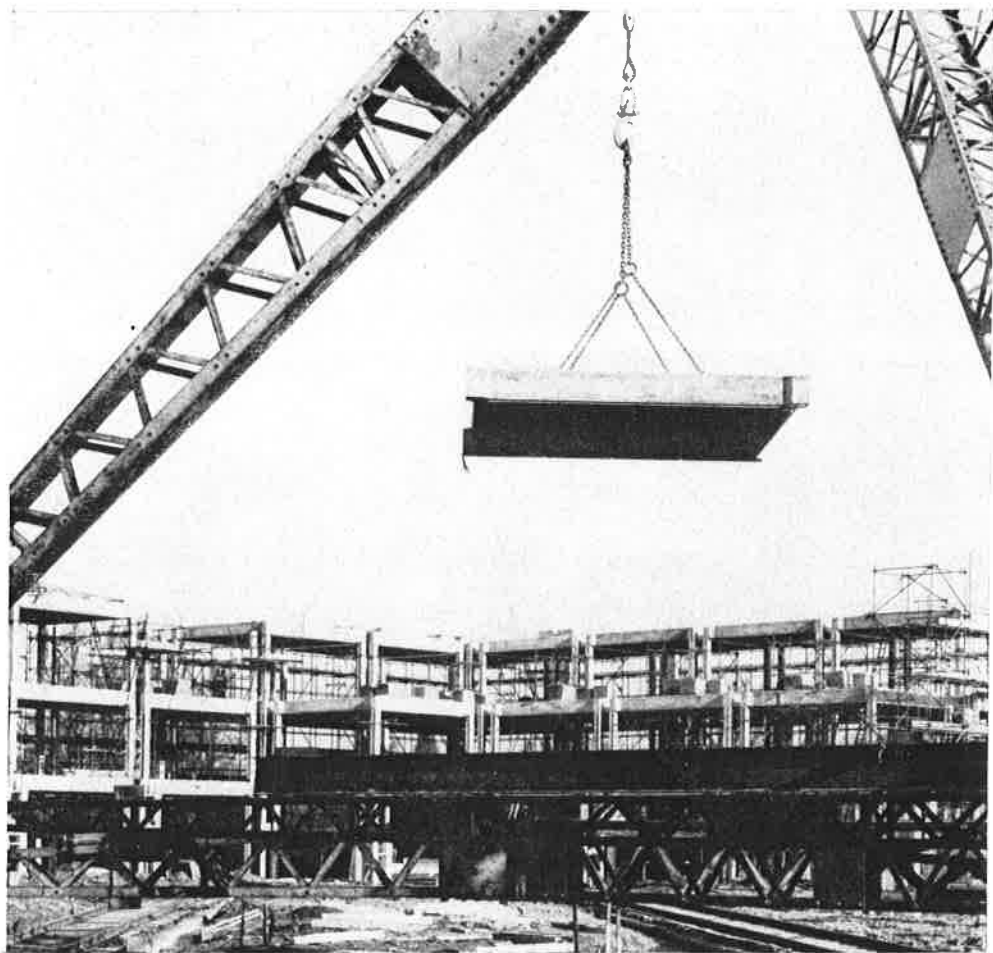
The construction method, based on an assembly of separate 17 ton, 20 ft. square precast concrete tables, was radically different from anything we had ever attempted before. We had no precedents — normal cost plan methods were therefore of little use — it had to be a calculated risk.

Archaic pricing systems, little research, a stringent cost ceiling and a system of competitive tender is almost bound to put the cork in most development work. The

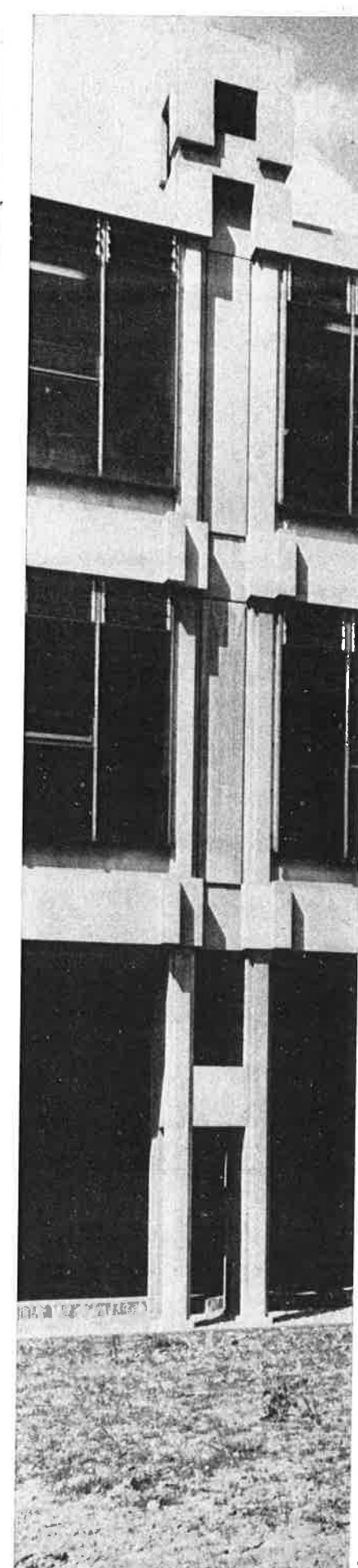
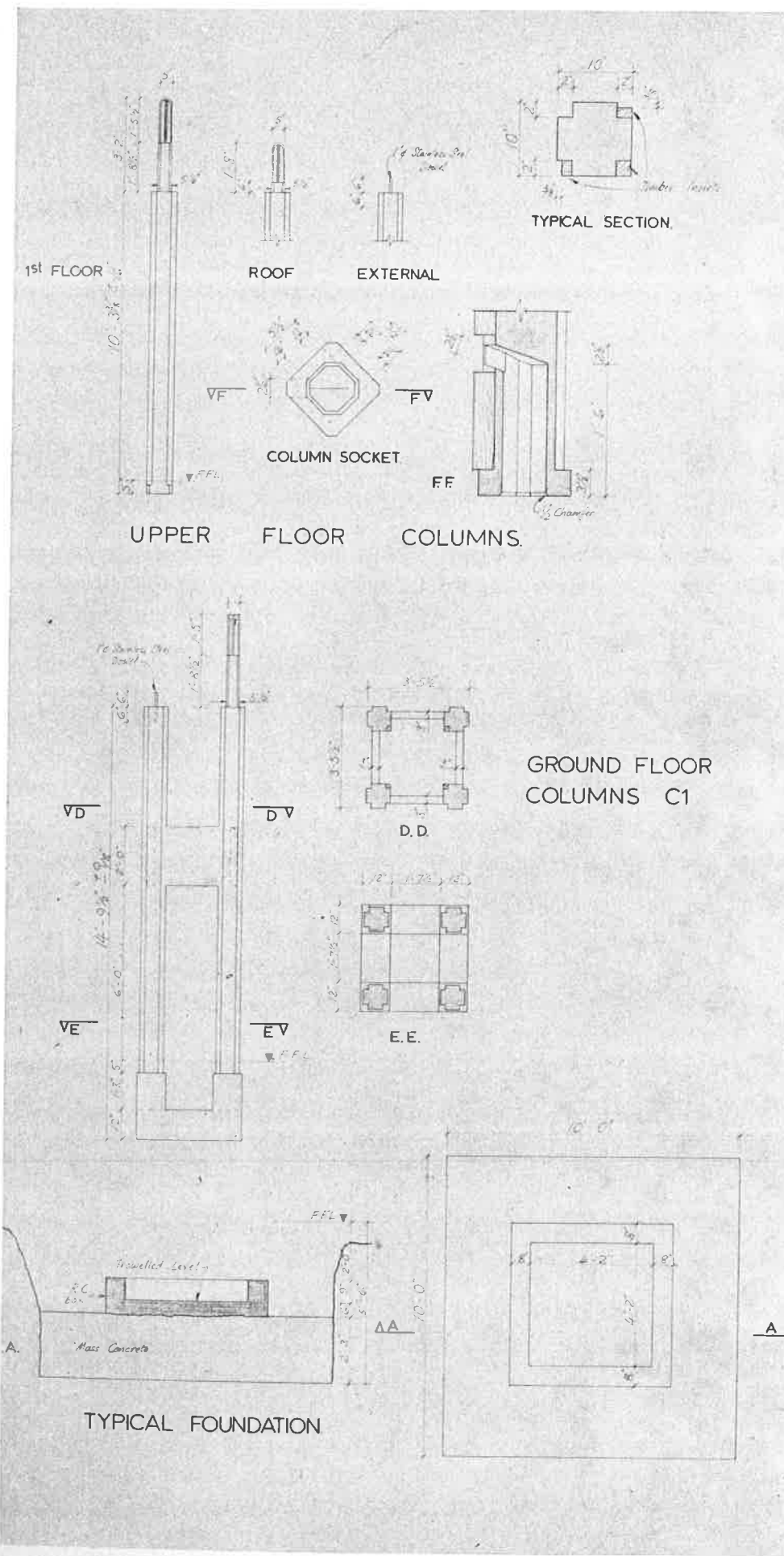
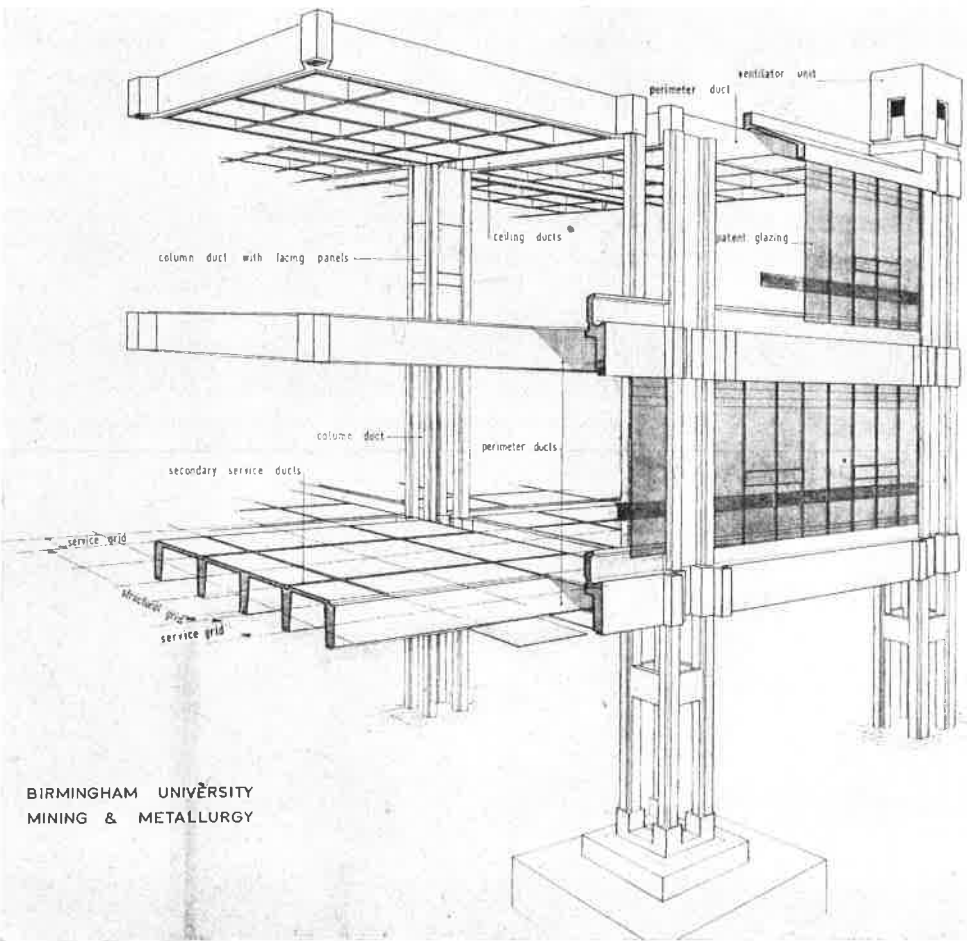


1. Detail of a column; 2. View of a patio; 3. Plan of the building when completed.

difficulty is that established methods, however inappropriate, are more easily costed, so outside these, there will be attendant risks. Embodied in this scheme are ideas which we have been considering for a number of years. A laboratory building is 'packaged services' and the structure becomes totally subordinate to their requirements. We don't so much build 'ducts' but ensure that the construction method provides a continuous horizontal and vertical network of spaces, a network of structural discontinuity. We have been thinking for some time also in terms of 'deep' laboratories with all the service rooms planned internally, to serve laboratories on the perimeter, as they do in this building. Coupled with this, we have been experimenting with a three-dimensional geometry of multiple grids, which were related but not coincident, covering planning, services, structure, and so on. This geometry is essential to the organization of a highly disciplined and repetitive building of this nature. Implicit also are ideas of growth and change which were put severely to the test while the first stage was still under construction. The Robbins Report was published and we were asked to proceed immediately with the construction of the second stage — doubling the size of the scheme — before a programme had been determined and I know of no better way than this of searching out the soft spots!



4. 17-ton floor slab being lifted into position; 5. Diagram showing the relationship of structural and planning grids and ducts; 6. Working drawing of the prefabricated elements of the column; 7. Detail of a column; 8. Plan showing the relationship of different grids: basic services grid, structural grid and partitions grid; 9,10. Second and ground floors plans. Key to plans: 1 lecture theatres, 2 workshop, 3 heavy equipment laboratories, 4 substation, 5 museum, 6 cleaners cupboard, 7 dark room, 8 radioactive laboratory, 9 fellows', readers' and lectures' rooms, 10 special equipment room, 11 research laboratory, 12 post-graduate laboratory, 13 service laboratory, 14 writing room, 15 library, 16 research workshop, 17 research, 18 metallography research, 19 store, 20 boiler room, 21 courtyard, 22 chemical analysis, 23 physical, 24 small particle, 25 general coal, 26 coal, fuel, gas, mine dust, 27 microscope room, 28 balance room, 29 electron screen, 30 common room, 31 microscope room, 32 wet extract and hydro, 33 high temperature furnace, 34 ore analysis, 35 sample preparation, 36 furnace room, 37 lecture theatre, 38 office, 39 constant temperature room, 40 cold room, 41 spare room, 42 chromatography, 43 coal constitution, 44 coal science, 45 hydrometallurgical chemistry, 46 ceramics, 47 spectrophotometry, 48 thermal mineral processing, 49 micro-biology, 50 drawing office.



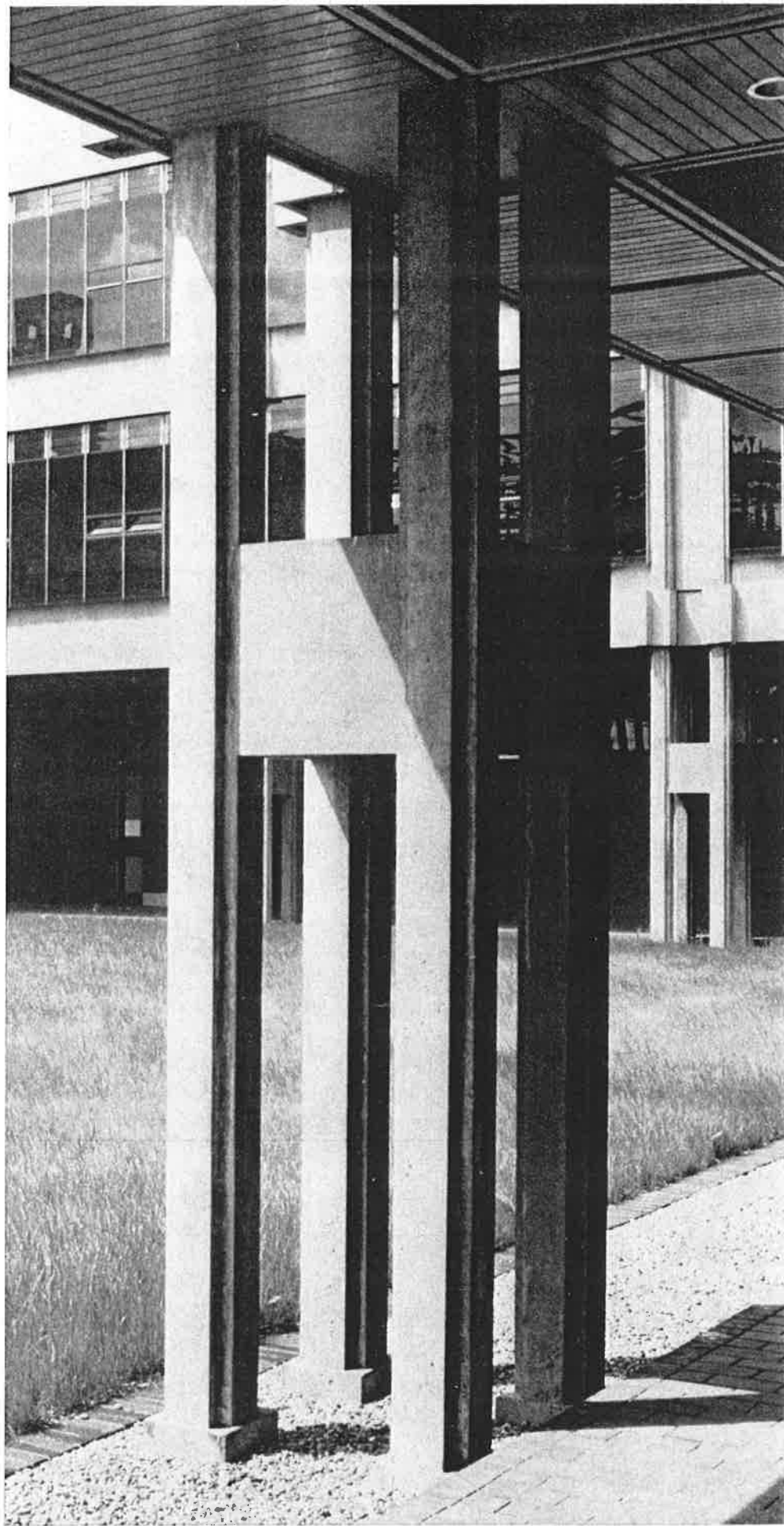
**ARUP
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BIRMINGHAM UNIVERSITY

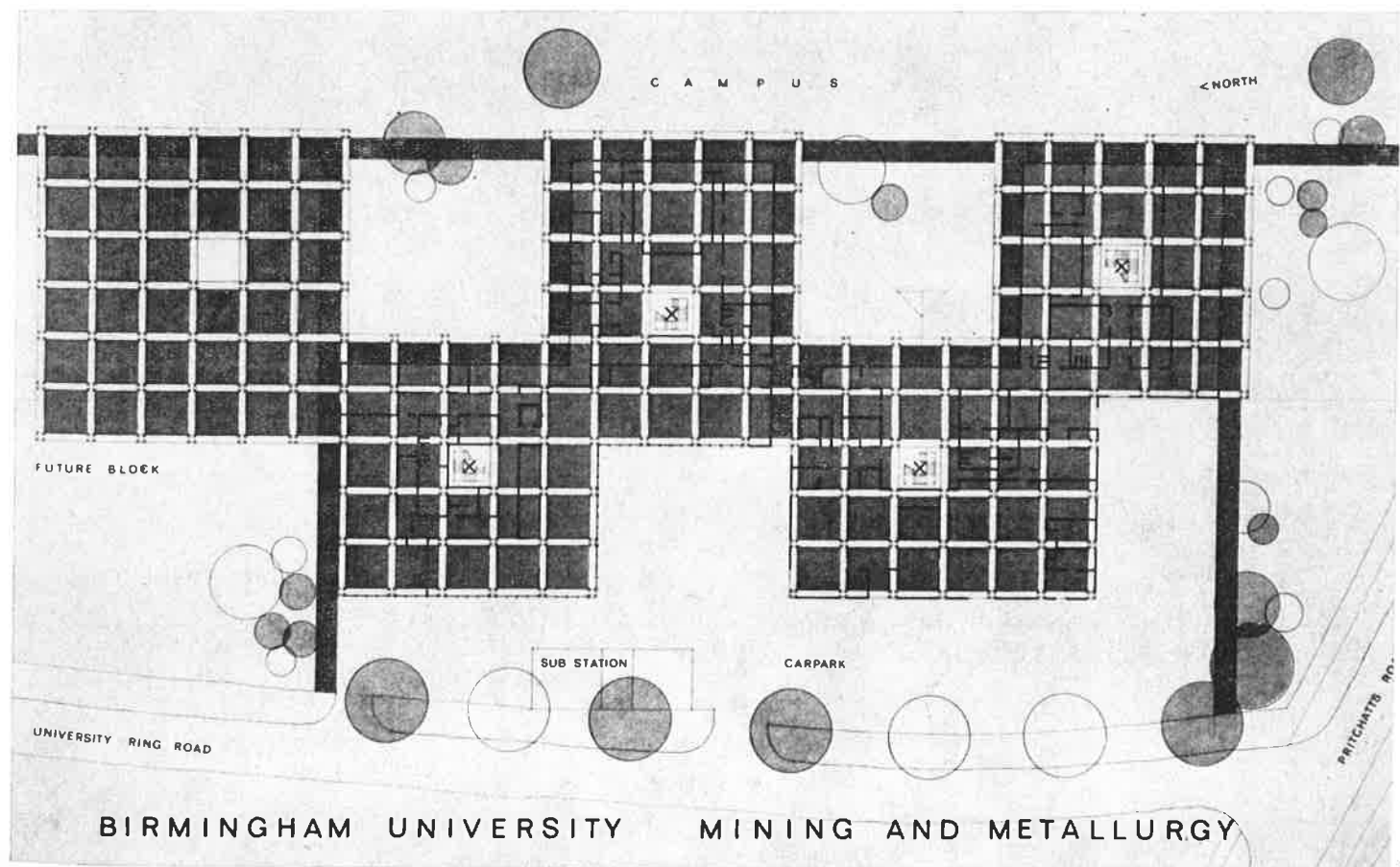
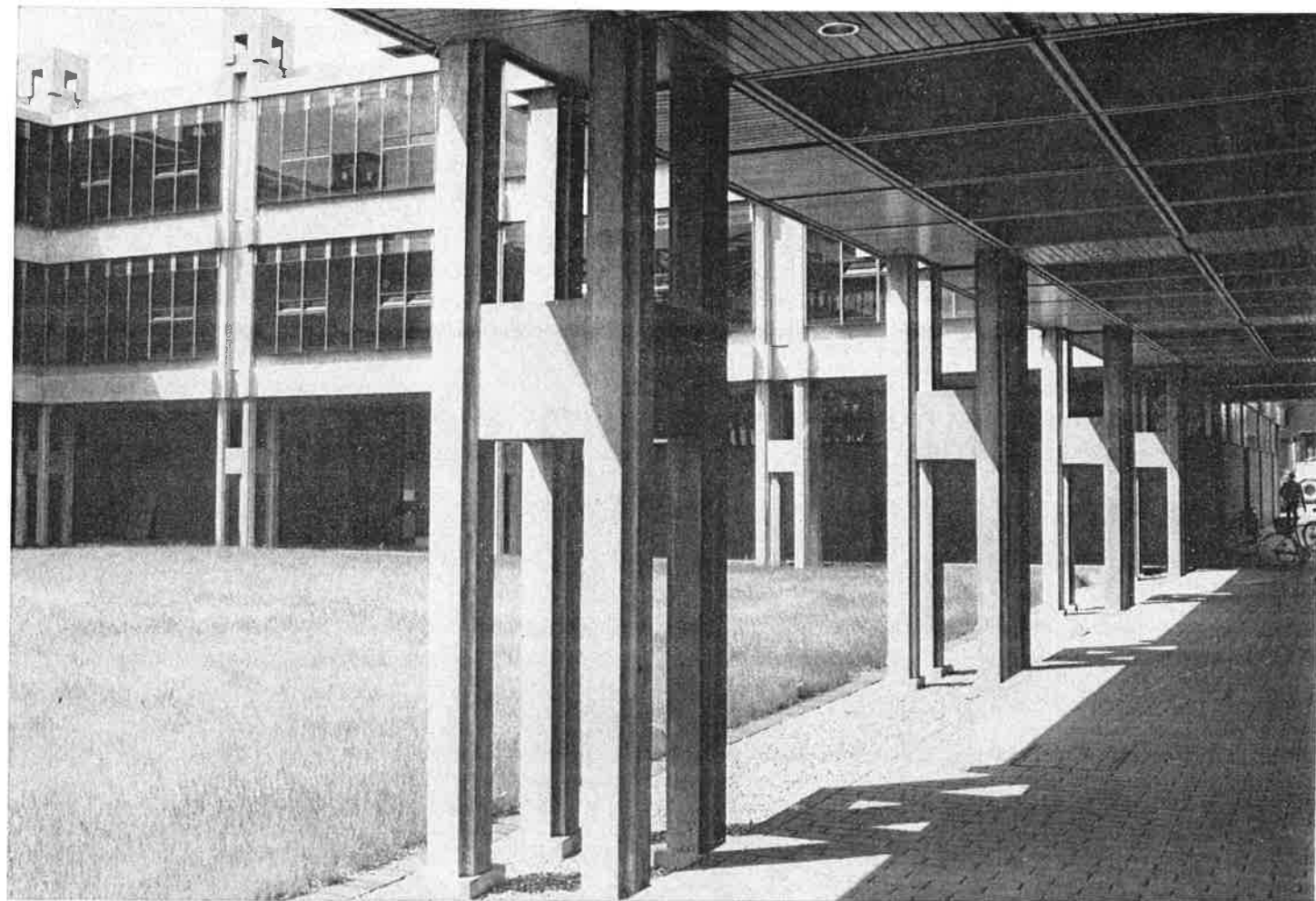
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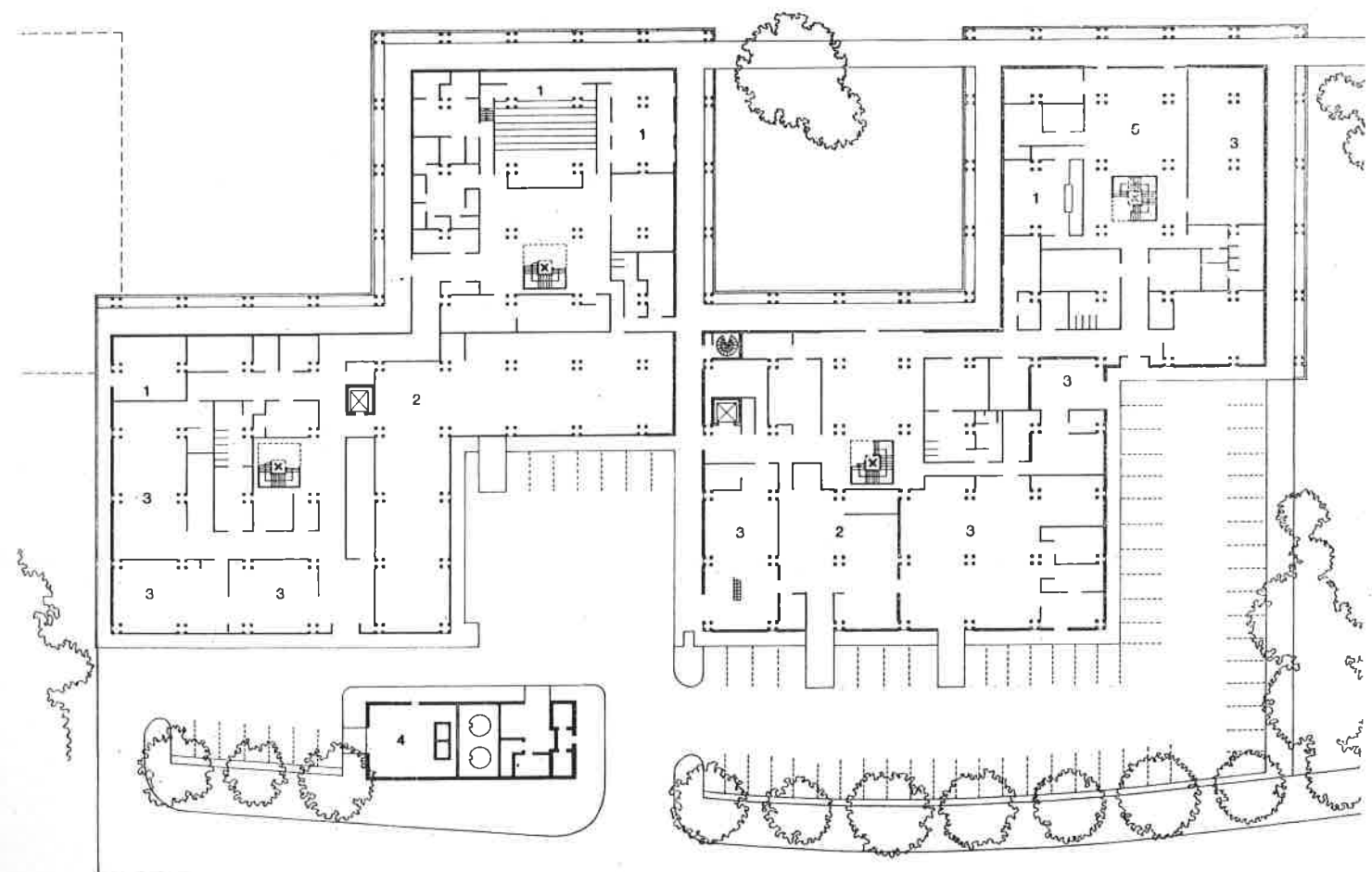
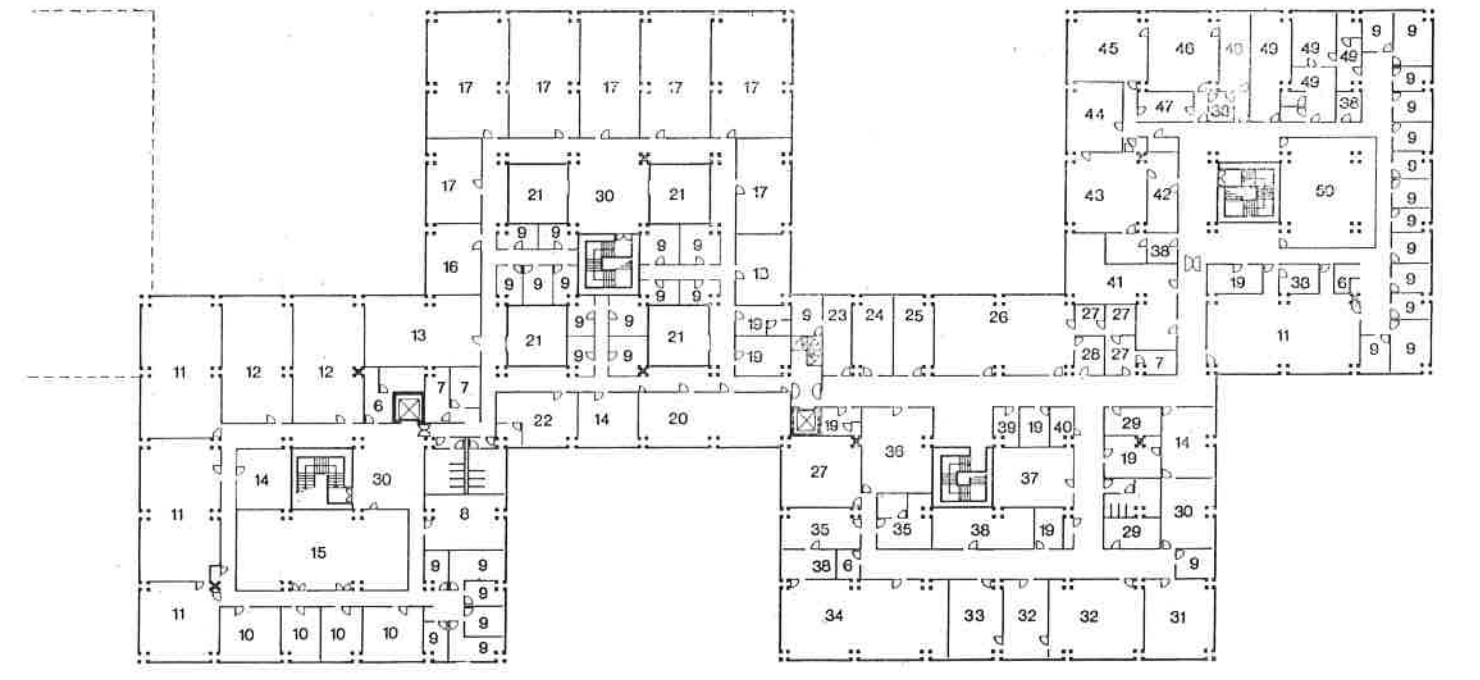
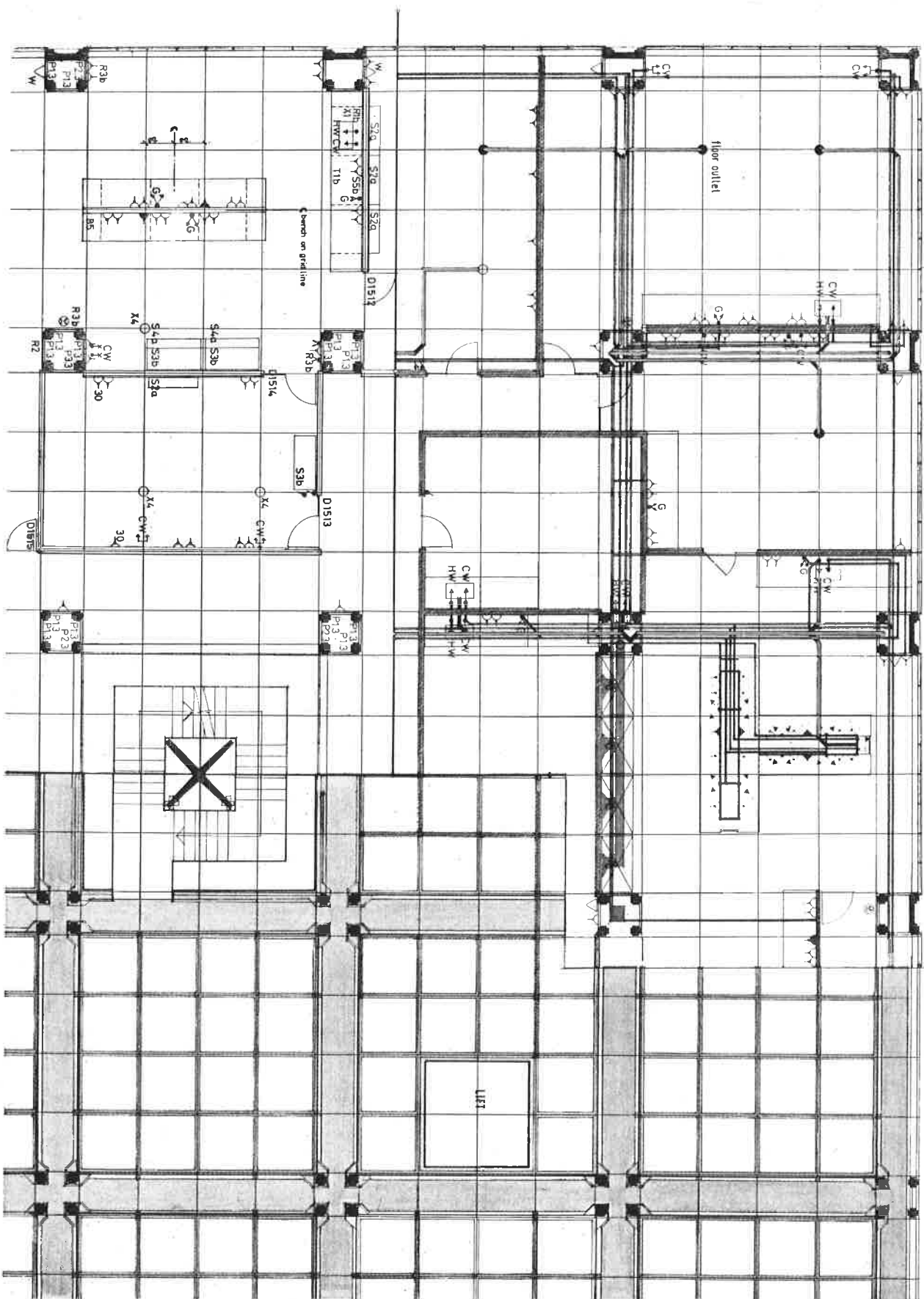
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1. Detail of a column; 2. View of a patio; 3. Plan of the building when completed.



BIRMINGHAM UNIVERSITY MINING AND METALLURGY

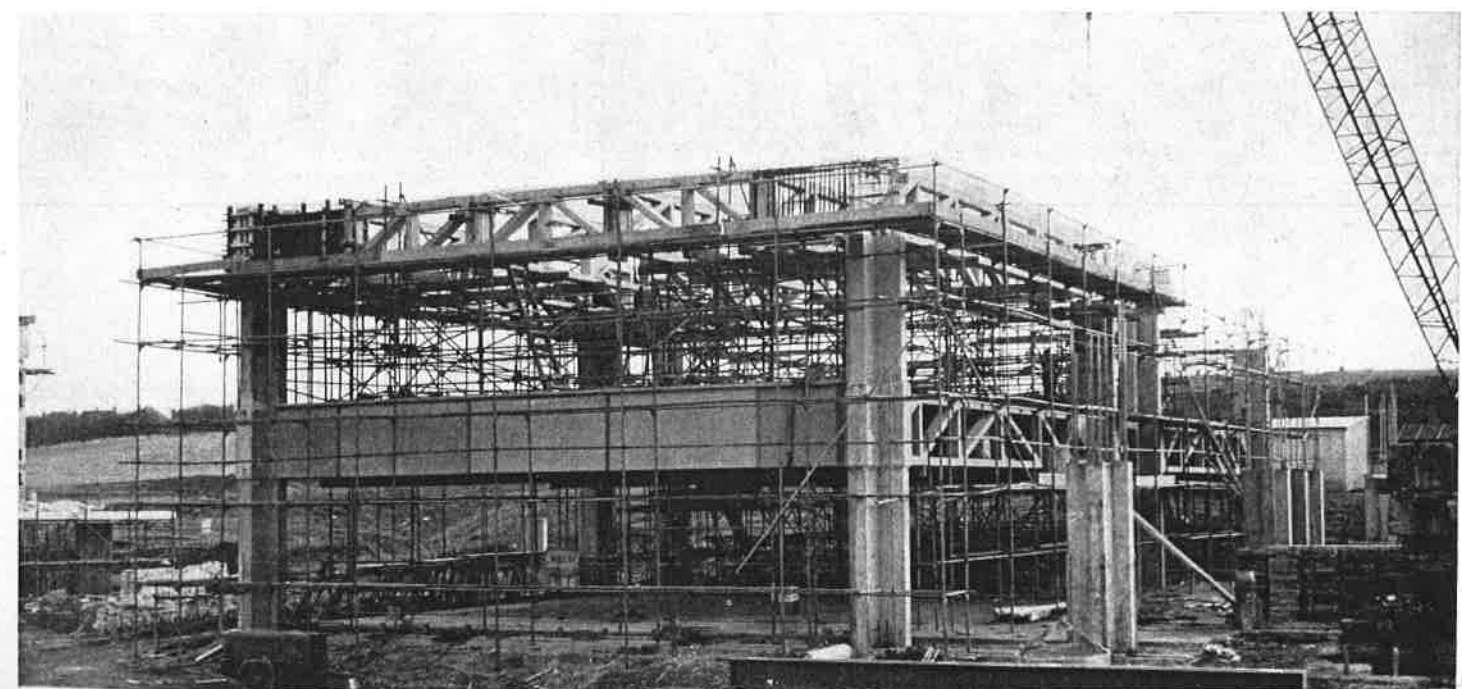
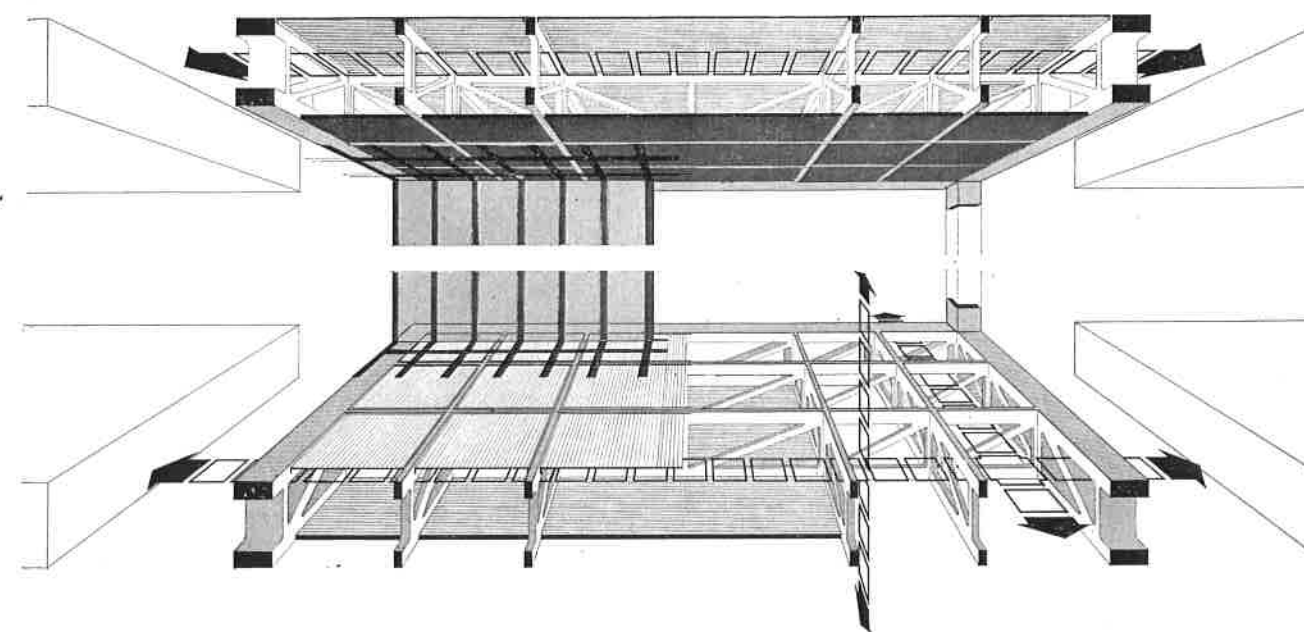
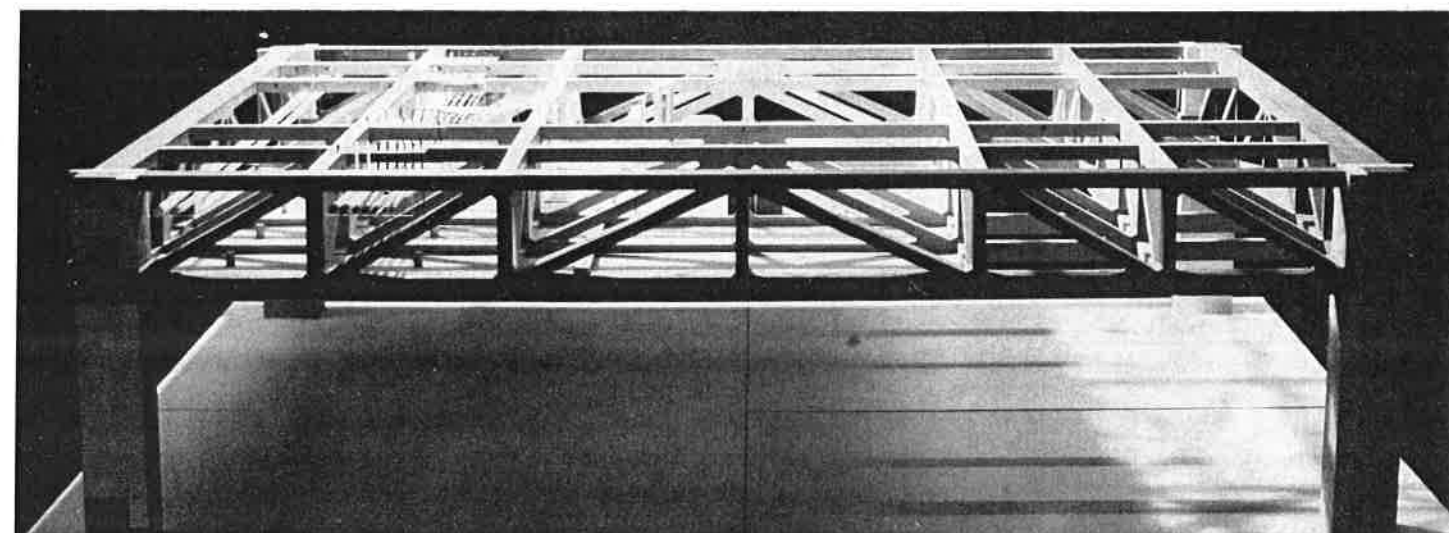
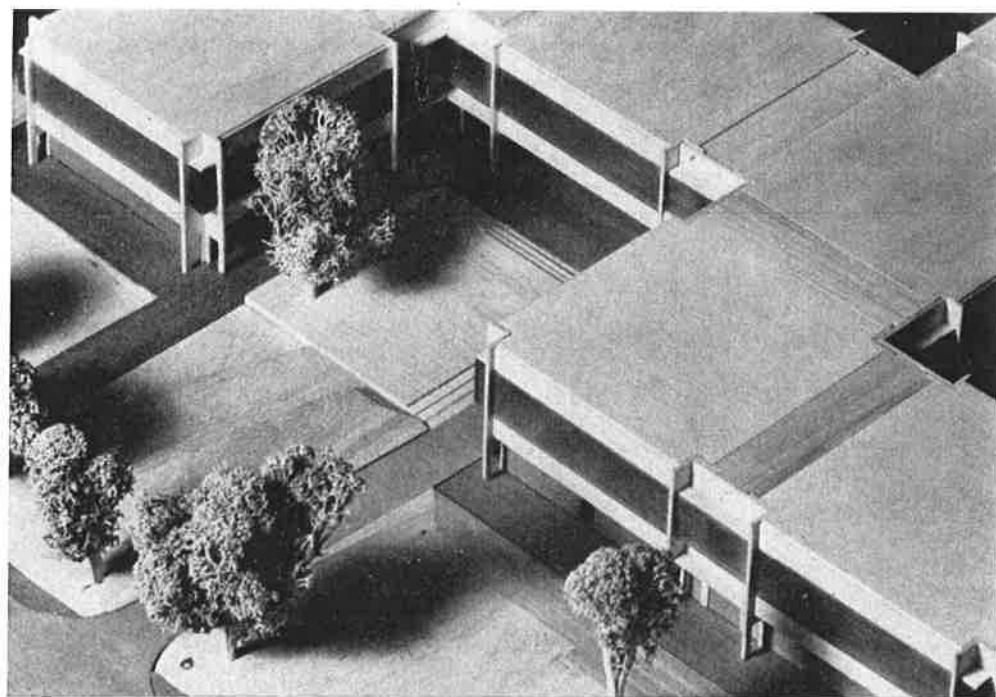
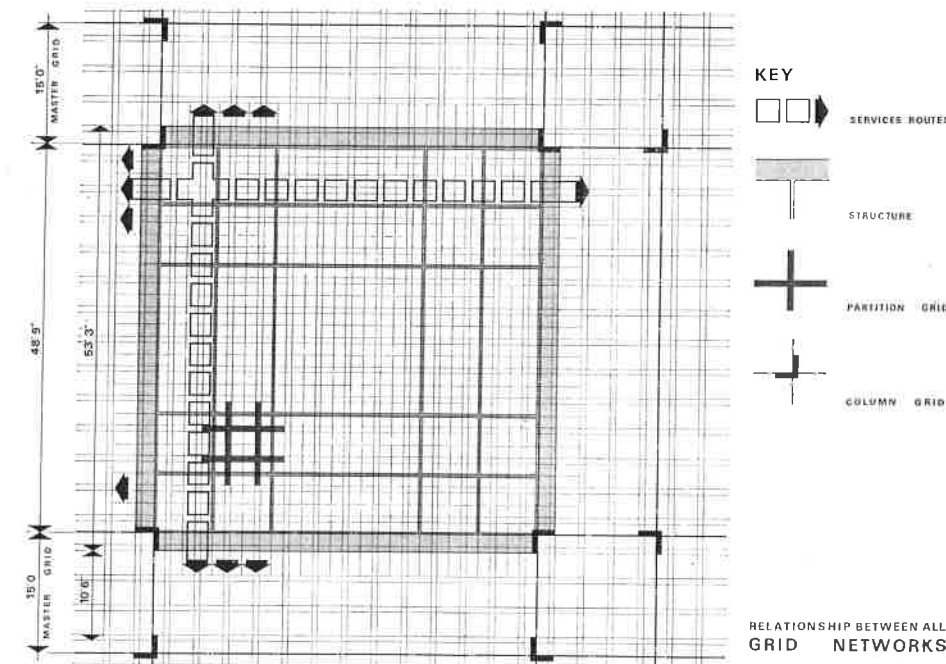
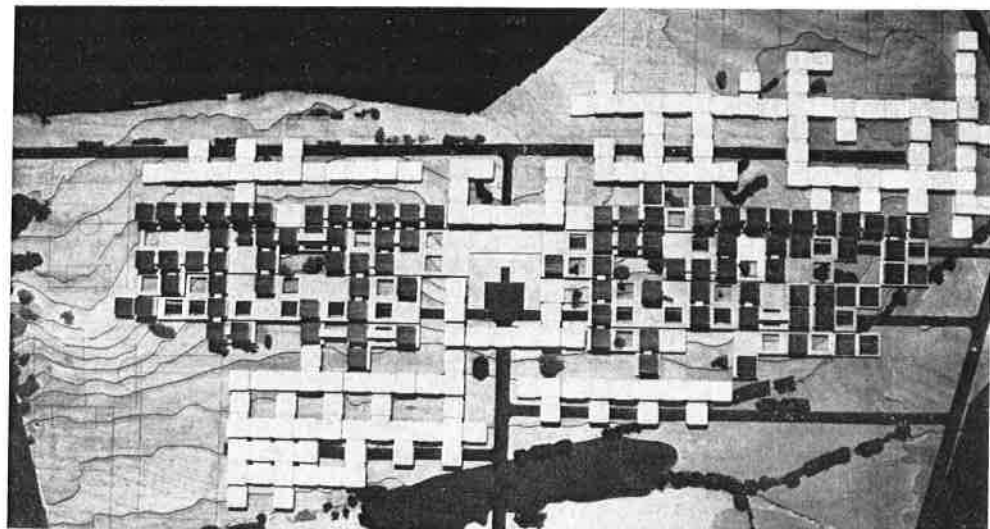


ARUP ASSOCIATES ARCHITECTS & ENGINEERS

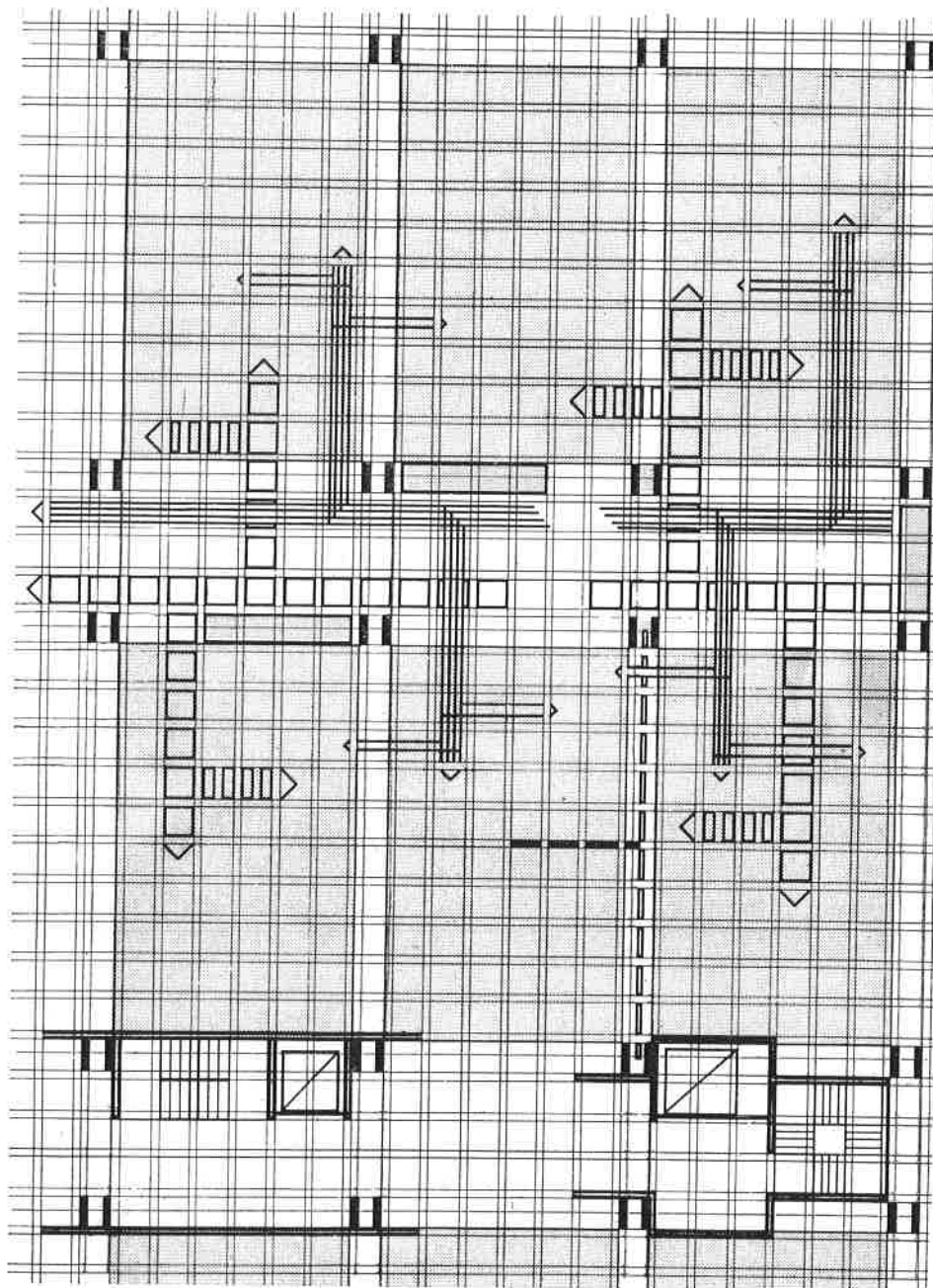
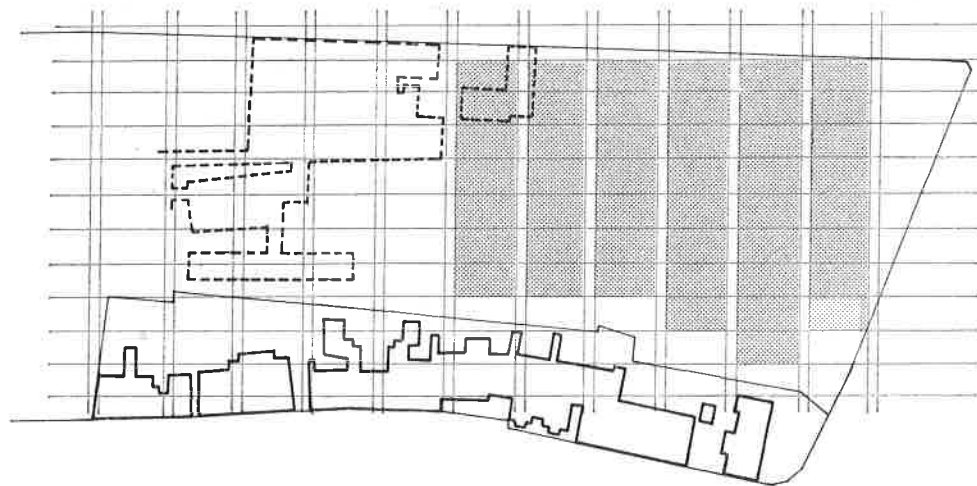
LOUGHBOROUGH UNIVERSITY

Our brief was very open. The University is to expand up to certain stages, over unpredictable periods of time and is to be fully residential. There is to be a minimum of departmental frontiers so great flexibility in the arrangement of the schools of study, both now and in the future, is necessary. Growth and change of course, are of the essence. The plan is based upon a set of disciplines within which a randomness can exist — as a consequence of the brief — where the solution consciously reflects the indeterminacy of the problem. The University is to be built on a steeply sloping 90-acre site. The growth pattern is linear for the communal and residential sections, with the academic and teaching areas planned to allow for concentric growth each side.

The system, as at Birmingham, is agglomerate, relying on repetitive elements — simple in themselves — to define a variety of spaces which evolve with the site contours. There is a close juxtaposition of teaching and living, meeting and recreation and all that makes up the life of a university. It is of course, upon the involvement of successive generations of students, which will change in emphasis as society changes, that the life and vitality of this community of learning must depend. A framework has to be provided within which this organism of individuals can evolve. It will be as varied as the people that compose it and while to work well it must encompass a host of activities, it yet must, in the ultimate, have a wider identity all its own. The proposals for this University, its construction method and its basic building component, are all on a large scale. The tools and bricks are becoming larger, this is inevitable. Loughborough University could be built very rapidly and may have to be at certain periods if funds are available.



1. Site plan, model; 2. Plan of a repetitive unit, showing relationship of ducts, structure and partitions grid; 3. The building as a repetition of basic units; 4. Model of a building unit; 5. Perspective drawing of a building unit, showing relationship of different grids; 6. A building unit under construction.



□ □ □ > DUCT SERVICES
 ≡ ≡ ≡ > PIPED SERVICES
 - - - > DRAINAGE
 [Shaded Area] MAJOR BAY OF GRID
 [Vertical Line] VERTICAL DUCTS

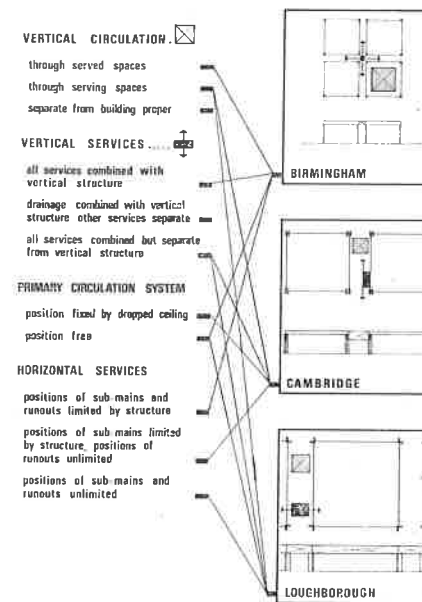
**OLD ADDENBROOKE'S
REDEVELOPMENT
UNIVERSITY OF CAMBRIDGE**

Arup Associates were appointed at the end of December 1965 to prepare a development plan for the Old Addenbrooke's Hospital Site in which the first building at the south is to be for the Department of Biochemistry. We were asked to bear in mind the other University central science sites and to make recommendations which could, in principle, be applied to the Downing Site.

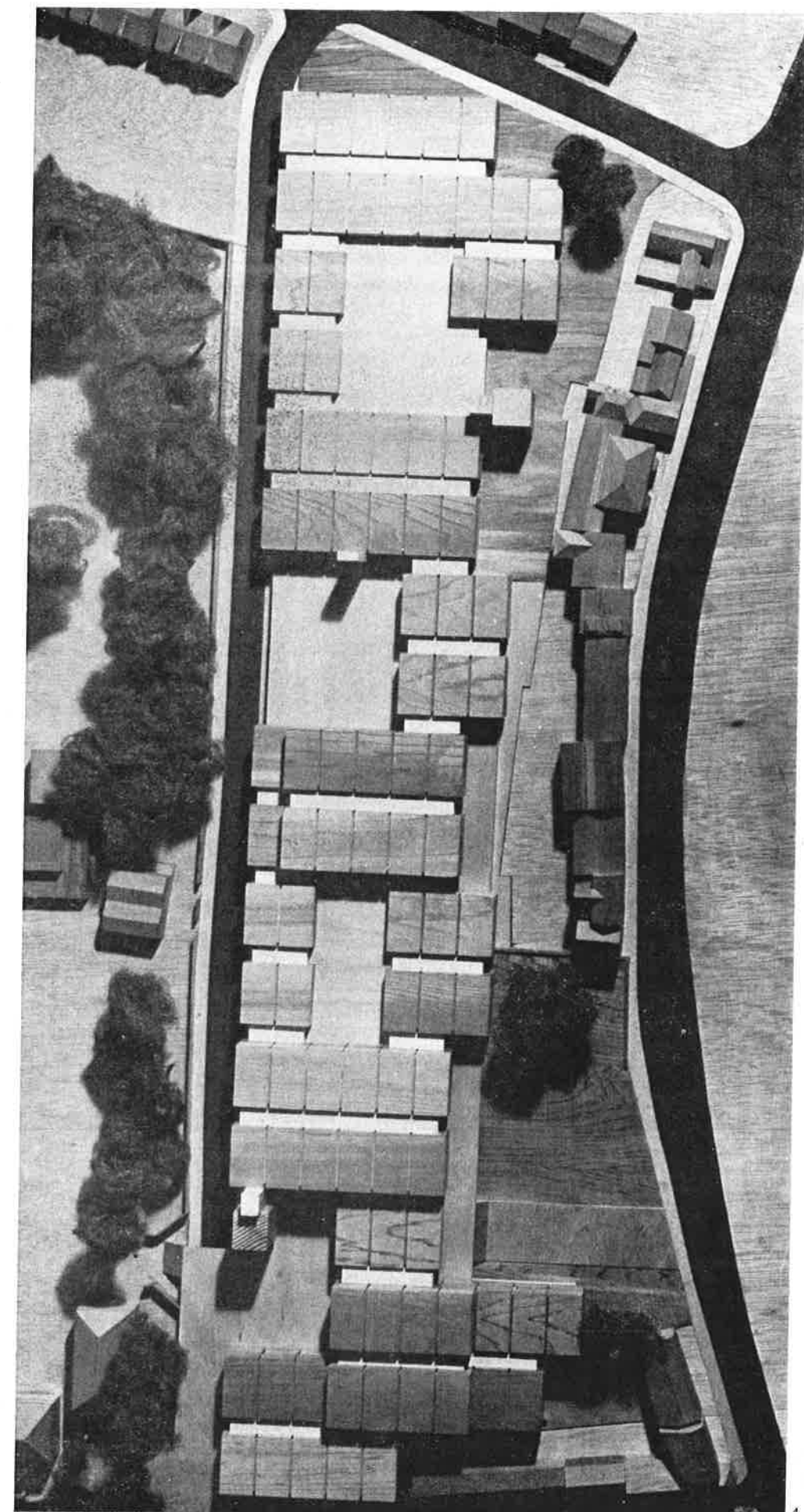
In considering this problem, there are certain assumptions which have been made which we believe to be fundamental. Approaching the City from the east, Trumpington Street with the curving frontage of old houses is the traditional entrance to the University. It establishes a scale which runs through the historical centre of the old city against which the monumental buildings of the University are in contrast. Any Development of the Old Addenbrooke's Site must, we believe, reflect this general scale. It is in the nature of the problem that whilst the size of the development will inevitably be large, it must nevertheless, for success, be assimilated within the scale of

its immediate surroundings. This is neither the site nor the kind of building for monumentality. Growth and adaptability are the central problems in the design of any science building, and any development plan for the Site itself must therefore stem from this consideration. Equally, we believe that any proposals must seek, finally, to achieve a unity so that this extensive new science complex, large enough in area to create its own environment, will have an identity of its own. These general considerations should not be incompatible - i.e. indeterminacy and unity. Any plan must be able to react to changed circumstances, without invalidating the general concepts, and in consequence the architecture will reflect the indeterminate nature of this problem. In preparing the development plan the aim, therefore, has been to provide guides on the basis of certain disciplines, for the redevelopment of Old Addenbrooke's Site which, when interpreted and translated into building, we hope will give the University a science complex both efficient over a long period and which will also contribute to the general environment of Cambridge.

COMPARATIVE SYSTEMS



1. Site plan: grid of the redevelopment building; 2. Building "anatomy";
 3. Comparative systems of grid in Birmingham, in Loughborough and in Cambridge Universities;
 4. Site plan, model.



**MICHAEL BRAWNE
MICHAEL GOLD
EDWARD JONES
PAUL SIMPSON**

**PORTSDOWN HOUSING
COMPETITION 1965**

A unified group of dwellings, mainly for families with children, designed to preserve a direct and supervisable association with usable outdoor spaces protected from wind and with the chance of vegetation, to make possible a simple and direct movement system and to ensure the continuity of the northern boundary of the town and the line of forts when seen from the coast.

CARS AND PEDESTRIANS: There is a direct, covered connection separated from vehicular movement between the car parking space and each front door; the maximum walking distance is 140 ft. The vehicular system is a single, controlled cul-de-sac; the pedestrian system an even, non-hierarchical mesh.

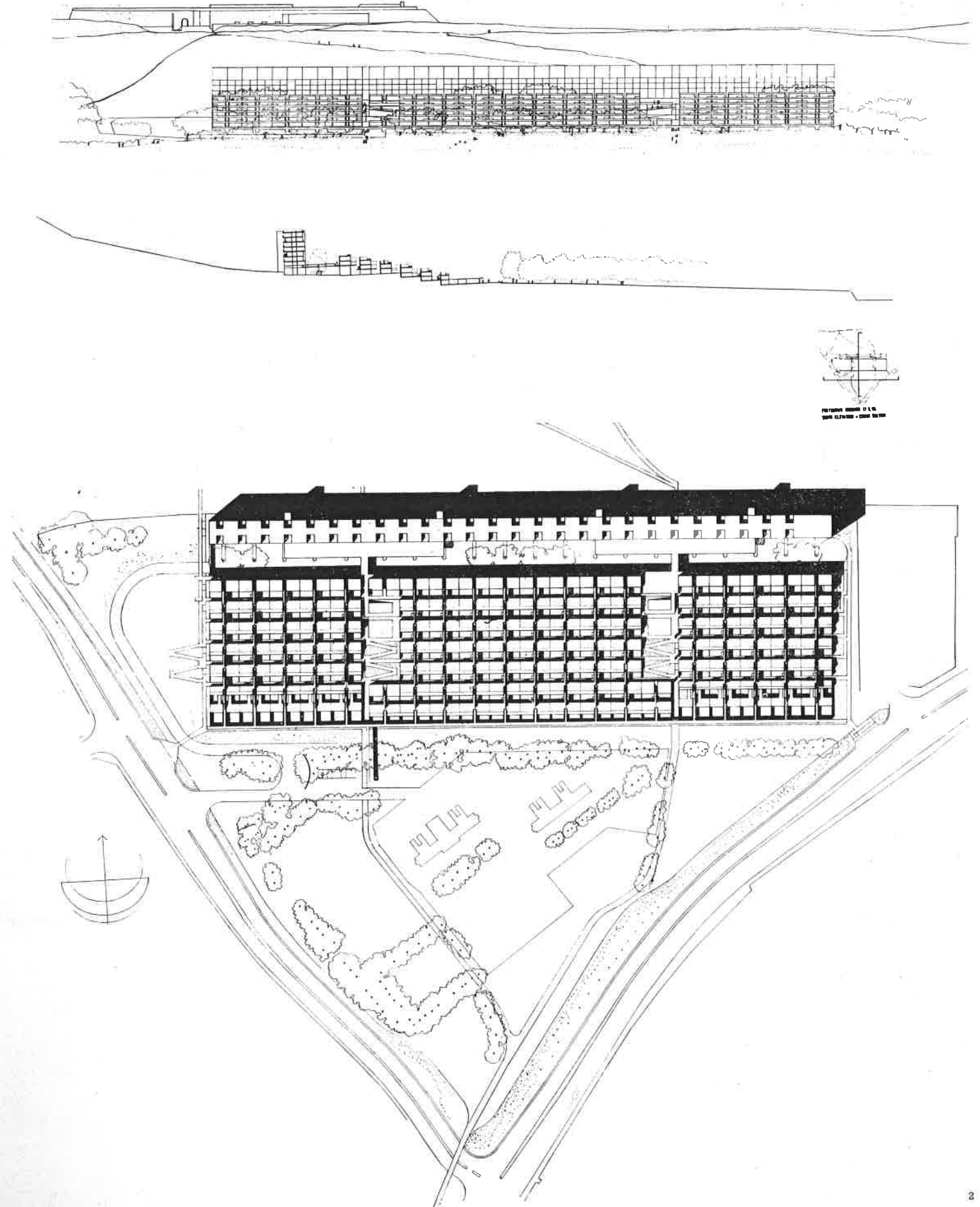
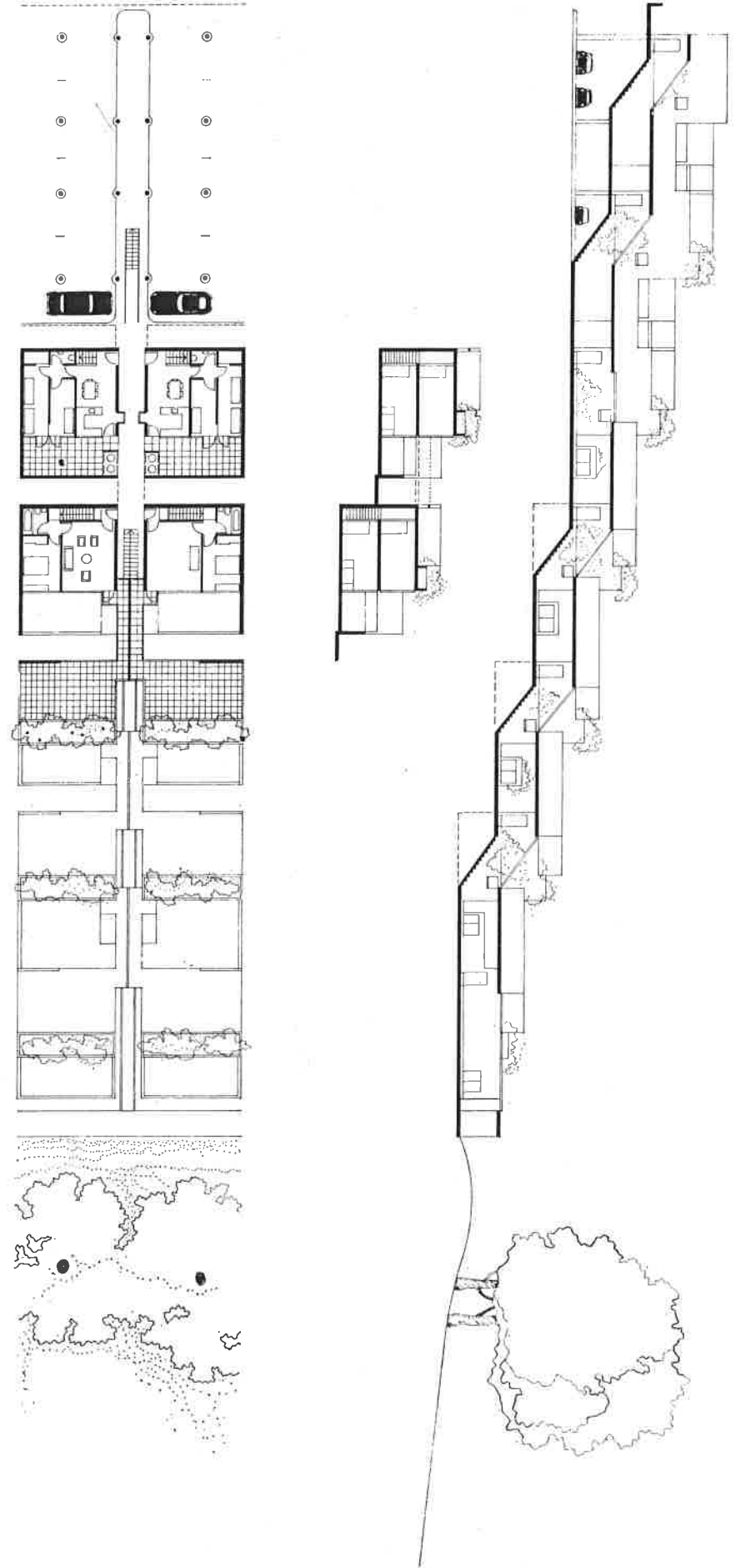
METHOD OF ACCESS: Movement up and down hill among the houses is by stairs and paths which are covered by glazed roofs and the links to the roof terraces; these lead to parking and public transport. Lateral movement is along level paths connected by ramps; these are used by mothers with prams, delivery and collection trolleys, children on tricycles.

PUBLIC OPEN SPACE: There is a sequence of spaces coincident with the routes of movement and particularly the approaches to the building: paths, ramps between paths, walkways to the hill are all considered as usable outdoor areas and play spaces.

PRIVATE OPEN SPACE: Each house has a semi-private area at the lower level used mainly by children, with the possibility of easy contact between houses, and a private, shielded roof terrace at the upper level with a view of the sea mainly used by adults.

HOUSE PLANS: All family houses have three zones; a communal area of eating and cooking; a children's area related to an outdoor space and an adult area of living room and bedroom opening on to the second outdoor terrace. Such separation is thought desirable to make possible the independent functioning of different age groups and interests.

Number of dwellings	533
Number of cars parked	640



1. Sections and plans of a row of houses; 2. Residential development: elevation, section and site plan.

NEAVE BROWN

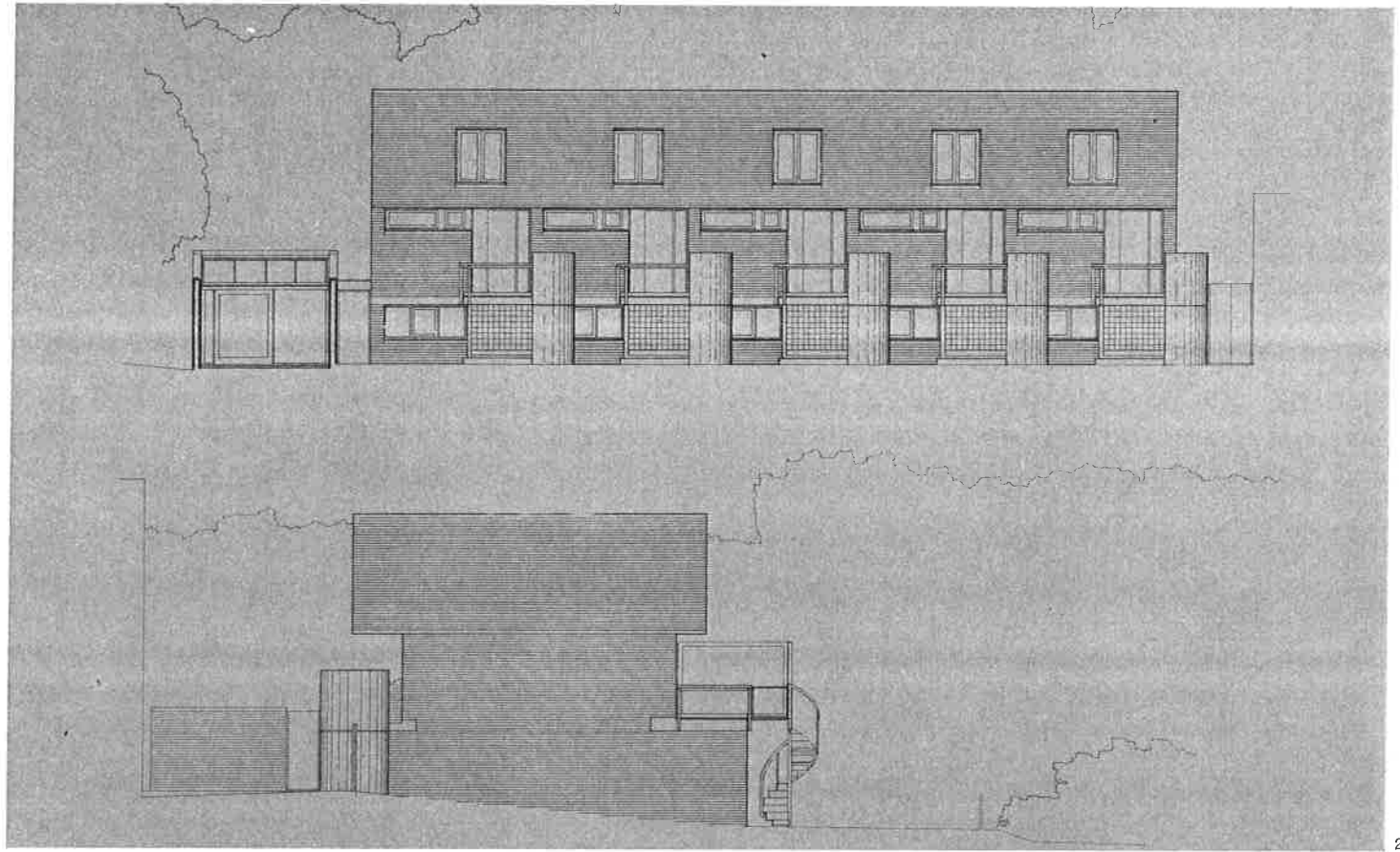
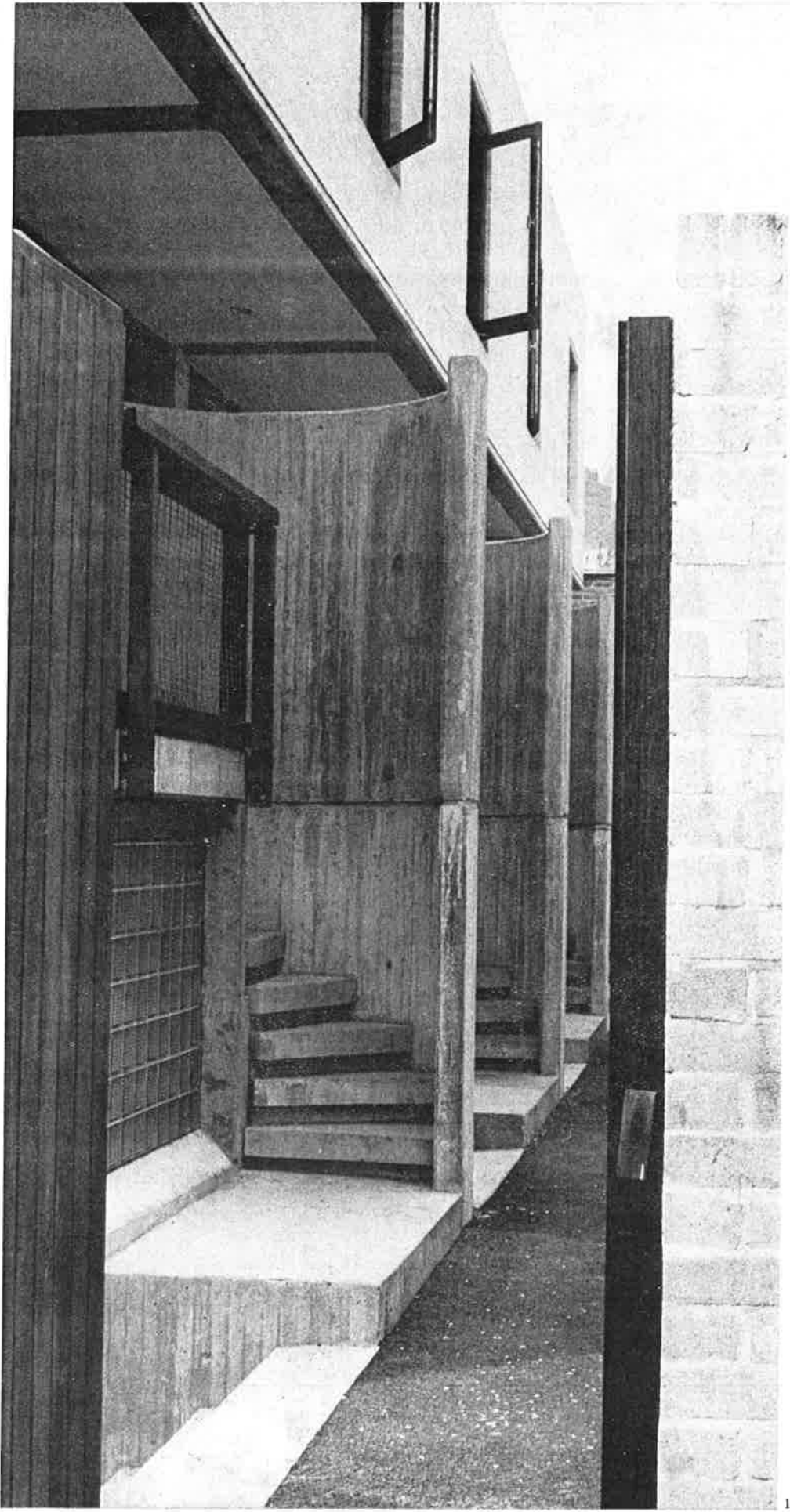
HOUSES AND STUDIO AT WINSCOMBE STREET

SITE: The site of the terrace of houses is situated across the end of a short road near Waterlow Park and five minutes' walk from Hampstead Heath. It faces south west with a pleasant view across gardens and the skyline of London. On the access side there is a private forecourt with parking space.

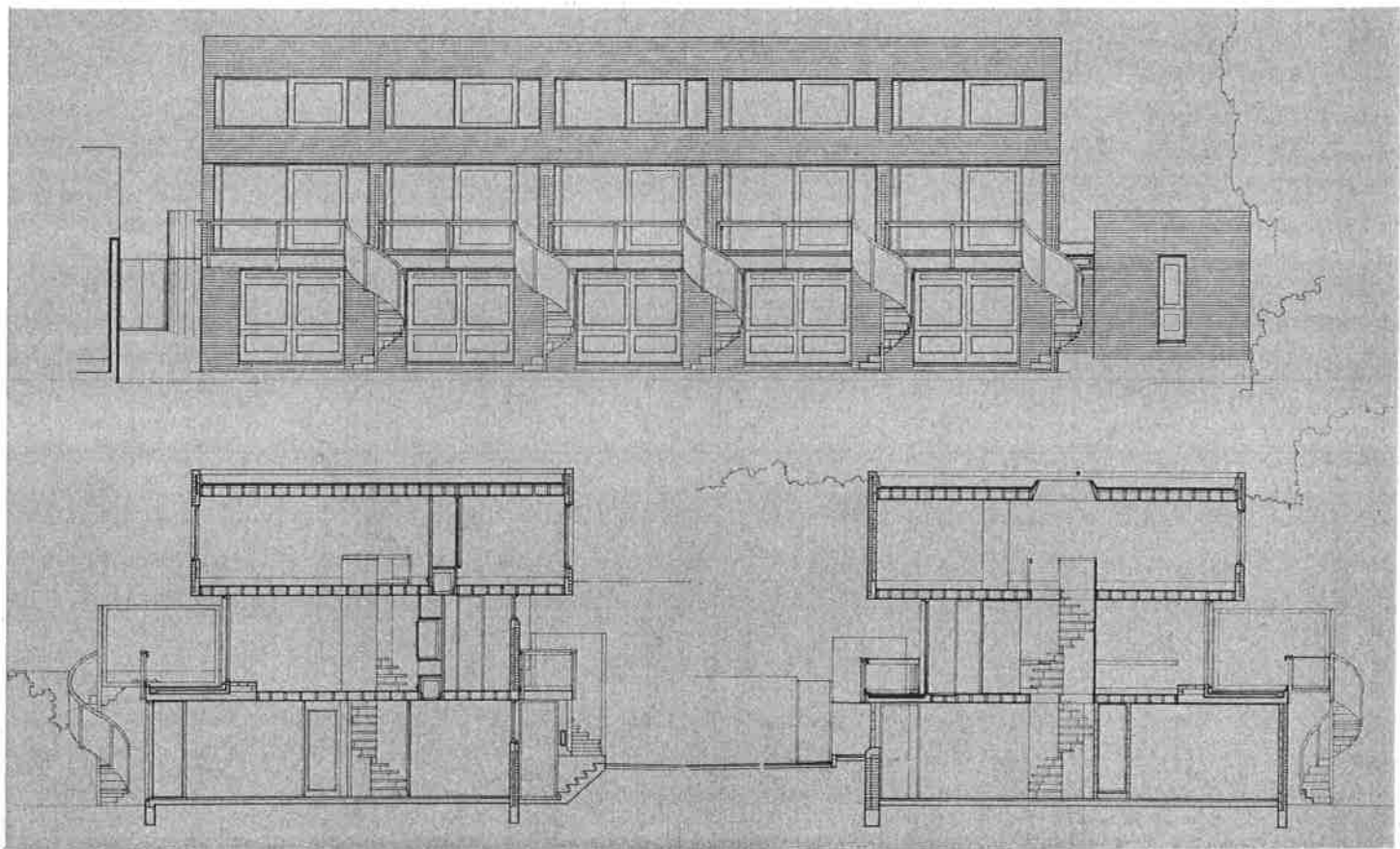
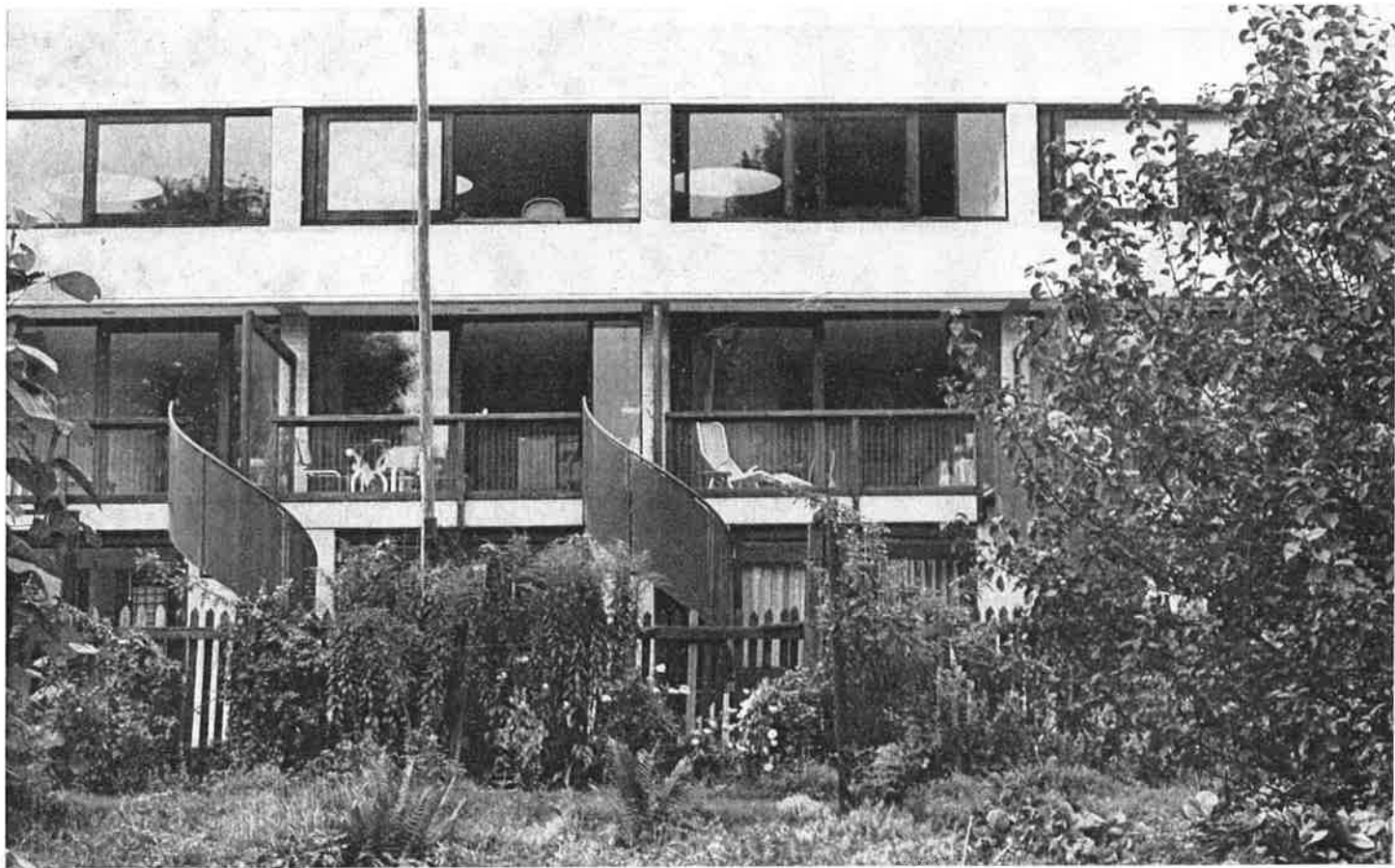
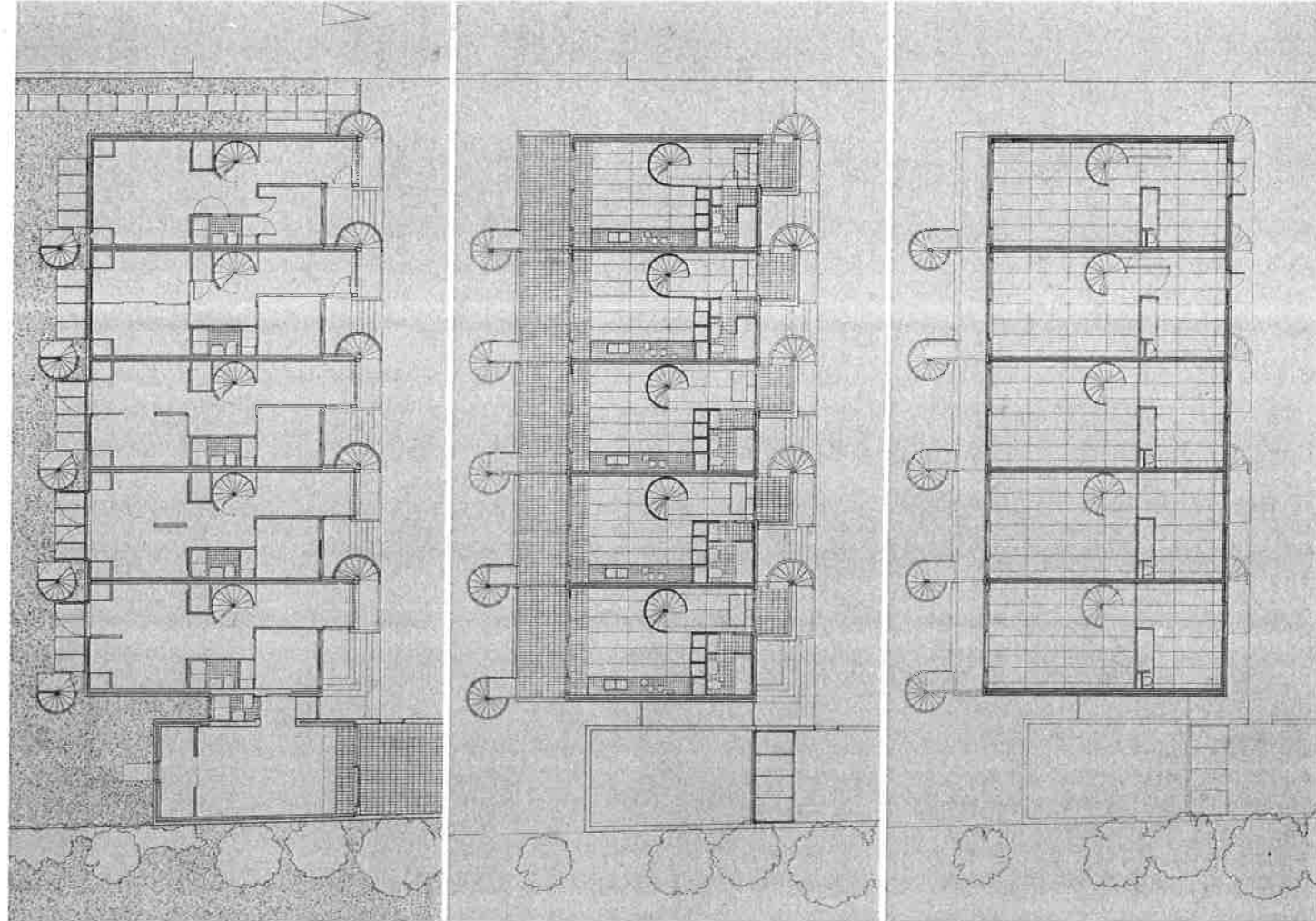
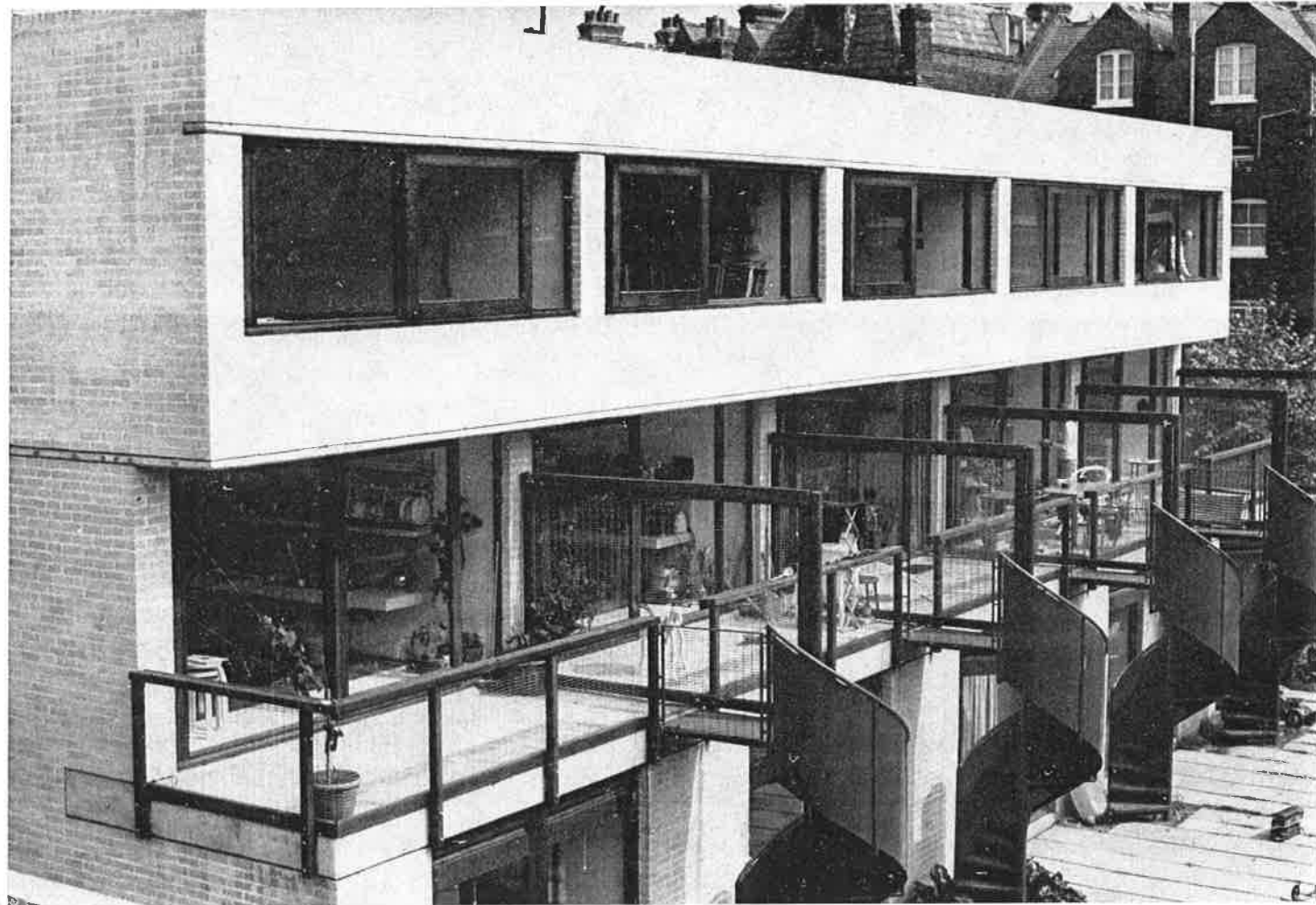
ACCOMMODATION: The house is planned on three floors with a separate entrance to the ground and first floors on the roadside for convenience. As road level is at an intermediate level there is only a short flight of steps to each of the doors. The main front door is at first floor level.

CONSTRUCTION: The construction is of load bearing cross walls on strip foundations reinforced ground beams and piles. The external walls are of facing bricks and special pointing. The ground floor slab is laid on an impervious vapour barrier with added perimeter insulation. Upper floors are of timbered joists and plastered ceilings. Floors are of Finnish birch plywood. The terraces front and back are of reinforced concrete with cork insulation. The surfaces are brick tiled. The roof is of timber construction, the surface is of guaranteed 3-ply felt with mineral spa chippings laid on inch insulation board. The roof is laid to falls with a gutter also laid to falls to an internal rainwater outlet.

AREA: The internal area of each house is 1,135 square ft., not including the area of external terraces. The house contains 4 bedrooms, 2 bathrooms, a living room, a dining-kitchen, a utility space, a lined cupboard and private terrace, with a parking space immediately outside.



1. Detail of an external staircase;
 2. Drawing of street elevation and side elevation;
 3. Detail of street elevation;
 4,5. Views of the garden elevation;
 6. From left to right: ground, first and second floors;
 7. Drawing of garden elevation and cross sections.



COLQUHOUN MILLER

ROYAL HOLLOWAY COLLEGE LONDON UNIVERSITY CHEMISTRY BUILDING

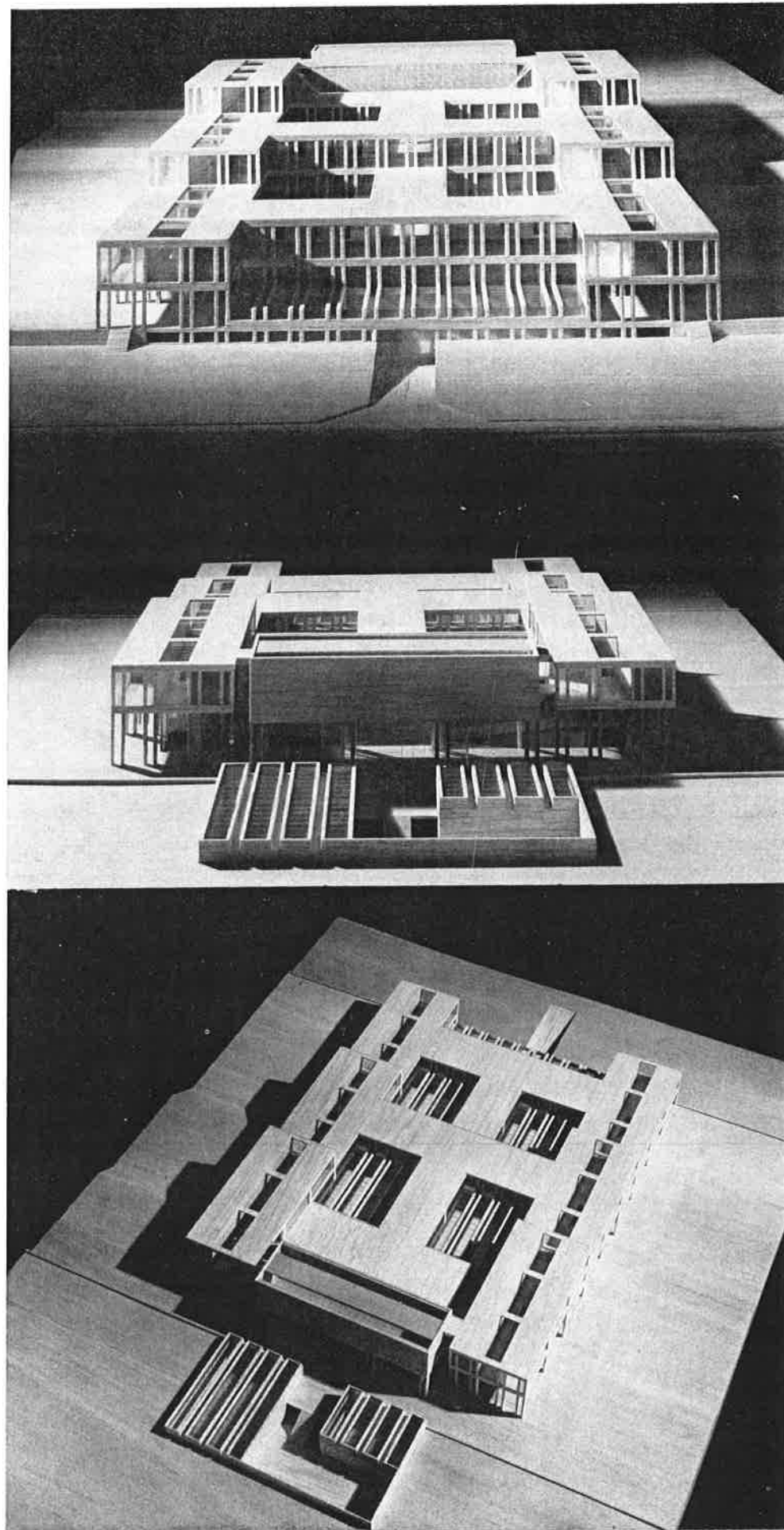
SITE: Part of large development on existing college site of 90 acres

ACCOMMODATION: For 223 undergraduates, 47 post graduates and 21 staff, in a two to three storey complex with four undergraduate teaching laboratories on the ground levels and research laboratories on the upper levels. The four teaching laboratories are toplit. There are two lecture theatres, for 175 and 60 students, and a library seating 45, with 1,785 books.

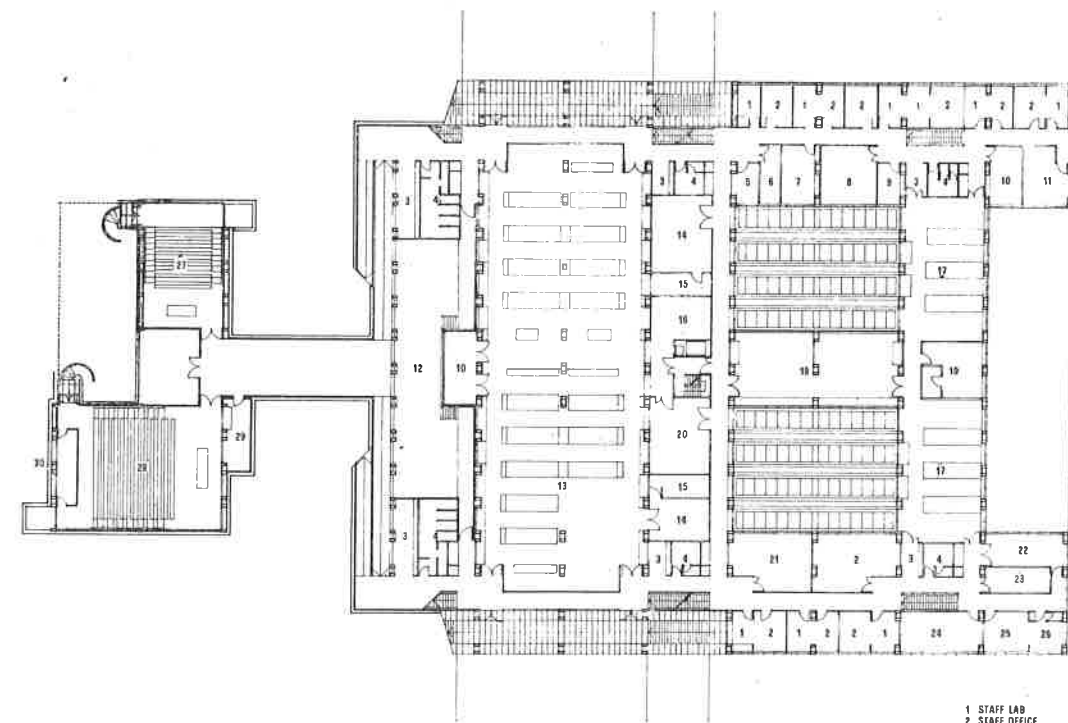
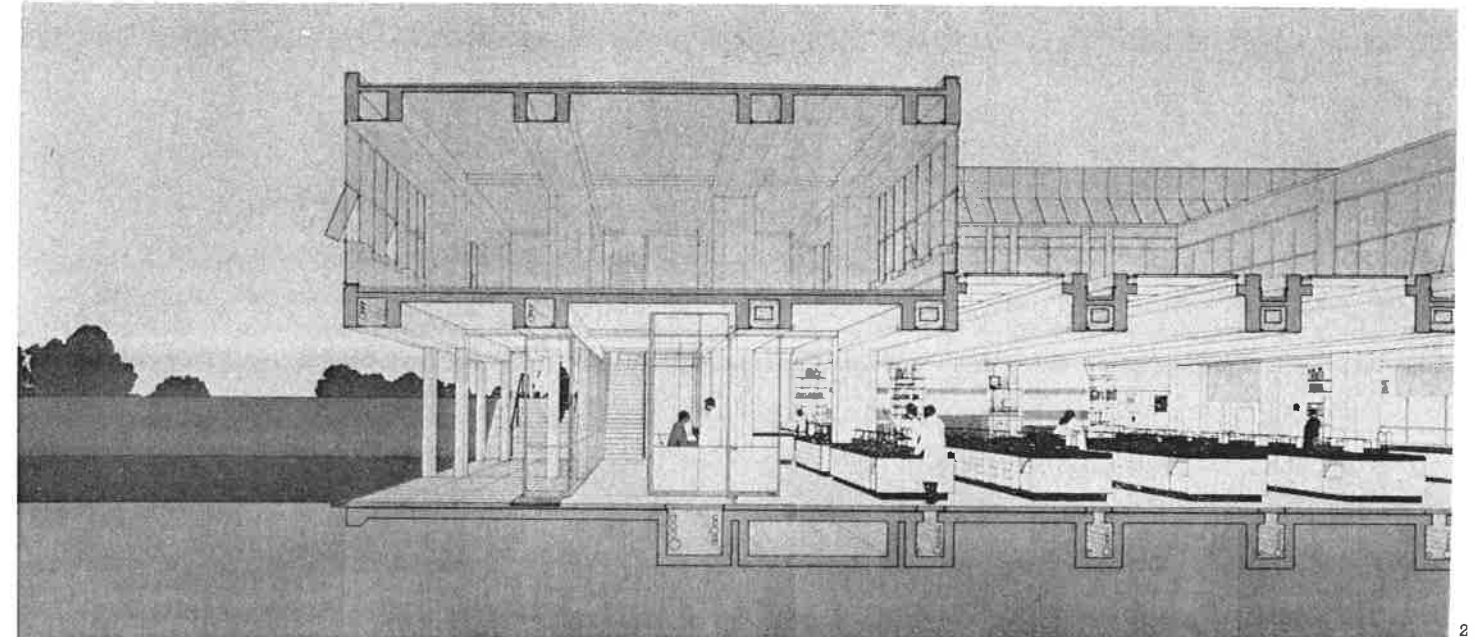
STRUCTURE AND FINISHES: In situ concrete frame, precast floors with in situ concrete topping. Aluminium windows, with the lower panel in white plyglass. Internal walls are 4" block partitions, plastered and painted white. Laboratory benches, teak worktops and white formica faced cupboards under.

SERVICES: Plenum ventilation and heating system, and comprehensive laboratory services to benches and fume cupboards.

SITE WORK: Starts building March 1967. Completion May 1969.

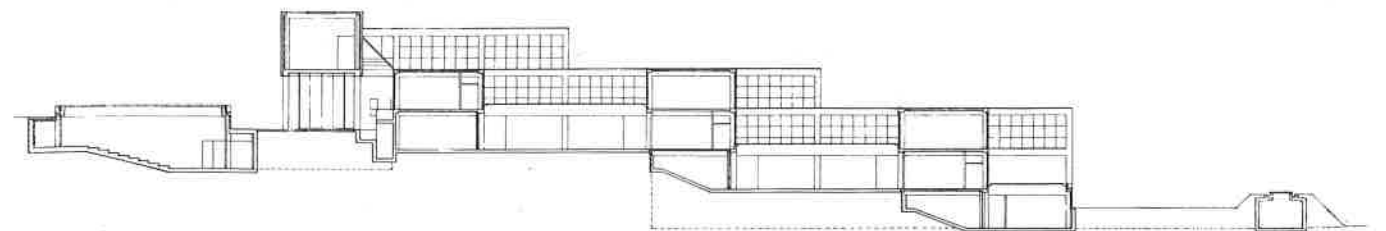


1. Views of the model; 2. Cross section through a teaching laboratory (level 4); 3. Plan at level 3 and longitudinal section.



- | | |
|----------------------------|-------------------------------|
| 1 STAFF LAB | 16 SERVICE RM |
| 2 STAFF OFFICE | 17 RESEARCH LAB |
| 3 CLOAKS | 18 RESEARCH LAB |
| 4 LAVATORY | 19 MICROANALYTICAL LAB |
| 5 CLEANER | 20 STORE |
| 6 TECHNICAL SERVICE | 21 VPC LARGE SCALE OPERATIONS |
| 7 FRACTION CUTTER | 22 SPECIAL APPARATUS |
| 8 CHIEF STEWARD | 23 CONSTANT TEMPERATURE RM |
| 9 CO 2 RM | 24 SECRETARY |
| 10 BALANCE RM | 25 PROFESSORS OFFICE |
| 11 COLO RM | 26 PROFESSORS LAB |
| 12 PLANT RM | 27 LECTURE THEATRE |
| 13 TEACHING LAB | 28 LECTURE THEATRE |
| 14 OPTICAL INSTRUMENTS LAB | 29 PREPARATION RM |
| 15 DARK RM | 30 PROJECTOR RM |

COLQUHOUN + MILLER CHARTERED ARCHITECTS 30 A SACKVILLE STREET LONDON W1
CHEMISTRY BUILDING ROYAL HOLLOWAY COLLEGE PLAN AT LEVEL THREE 1/16"=1'0" 6-8-65
CH. C3.



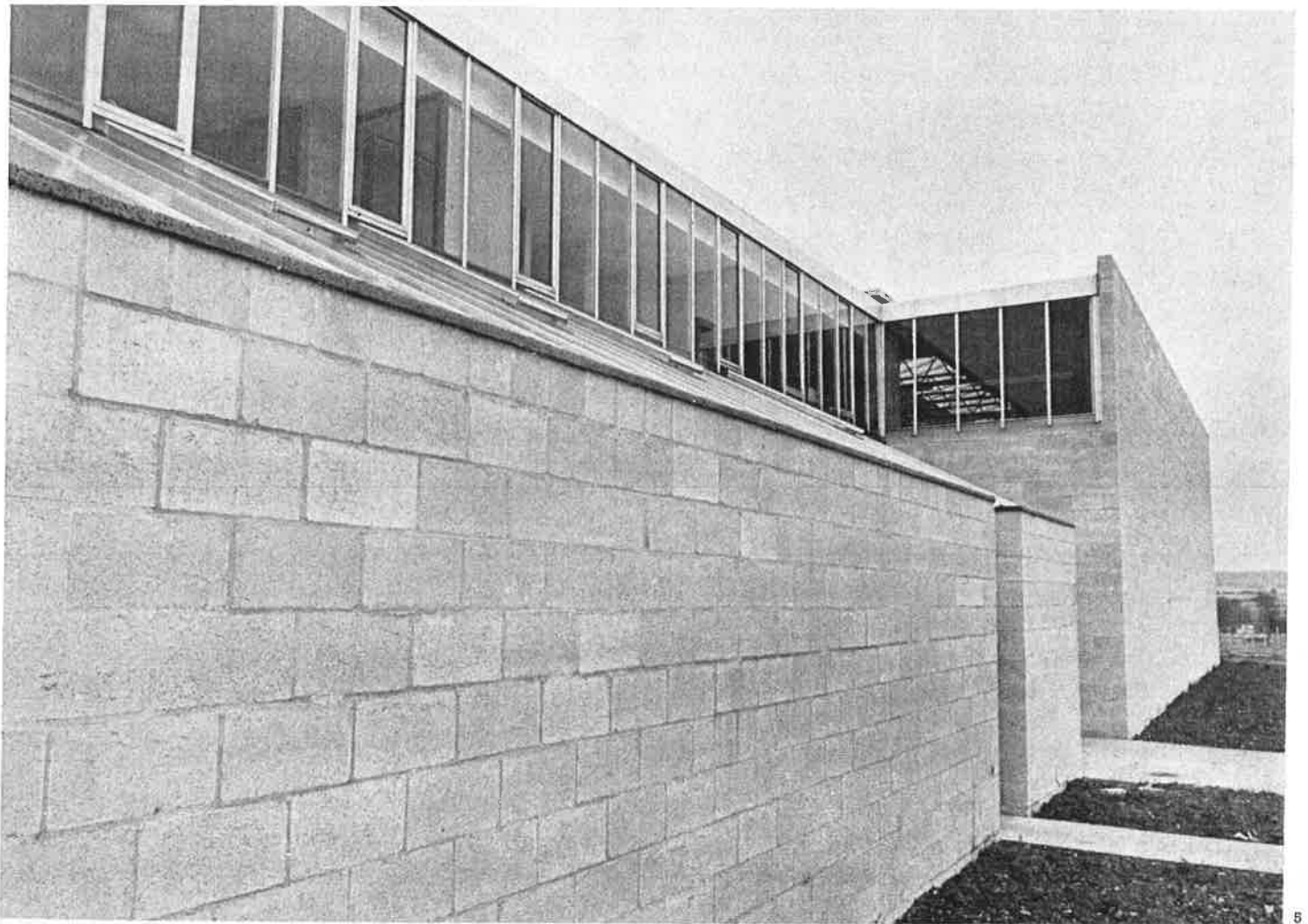
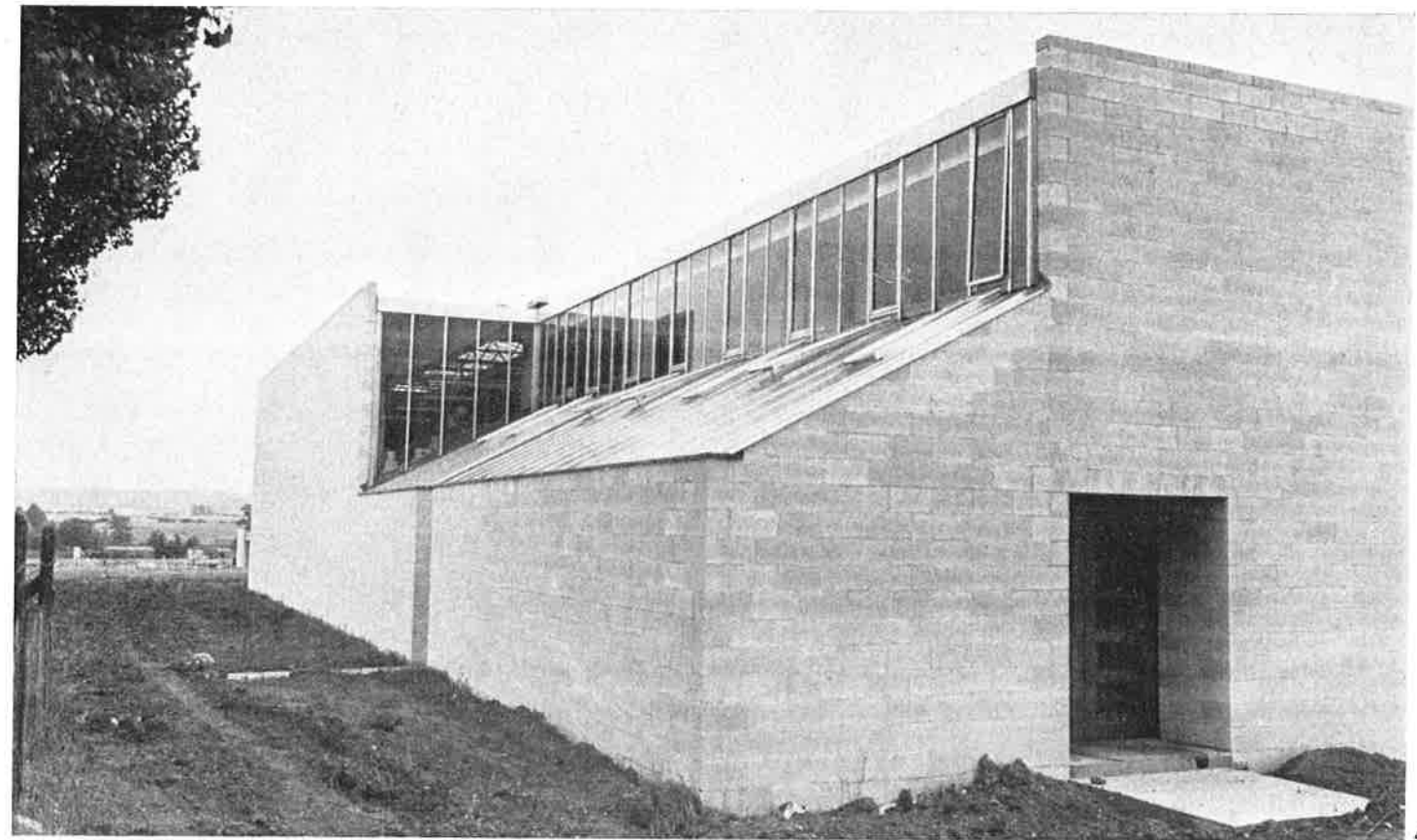
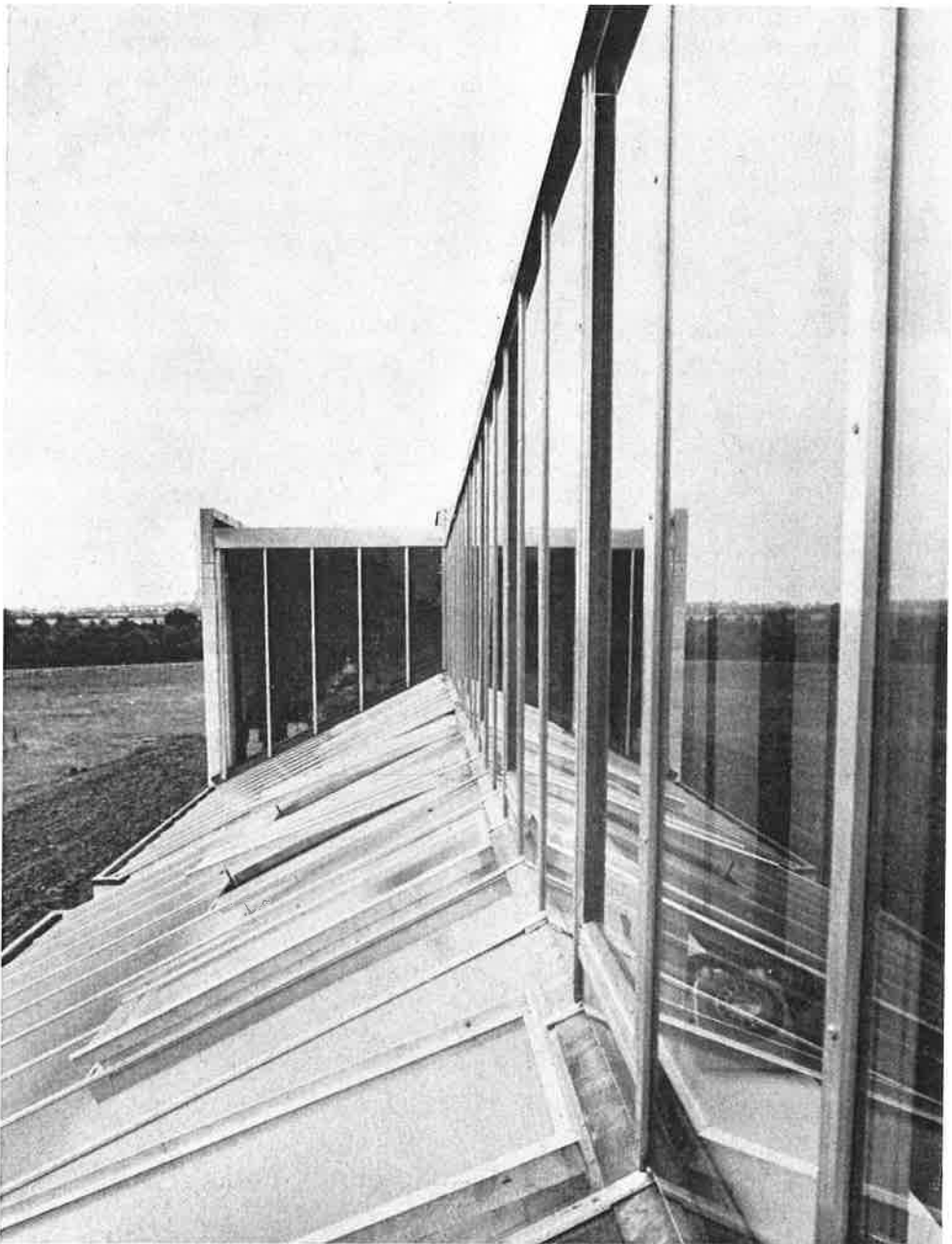
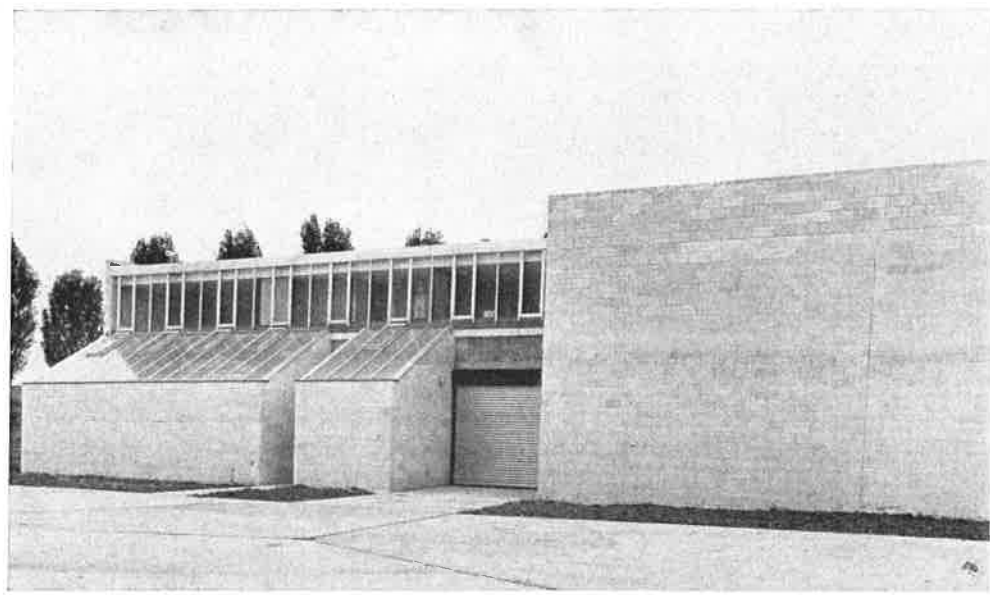
EDWARD CULLINAN

PRINTING WORKS, WITHAM, ESSEX

The owners of the works, Social Service Supplies Ltd, are printers and suppliers of stationery to charities and social services. They are a non-profit-making organization whose members are the clients.

The building consists of four main areas: on the ground floor a print room, an area for cutting and packing, together with a loading-bay, and a warehouse; on the first floor a group of offices. The print room and a warehouse are set one on each side of the cutting and packing area so that they may be extended independently. The loading-bay is within the total volume of the building so that vans might be loaded at night for delivery early the following morning.

To speed construction time wet finishes were avoided as far as possible, except where materials had to be protected from corrosion. Construction: walls are of load-bearing concrete, floors are of *in situ* concrete, roofs are of wood wool on standard steel joists, or standard aluminium patent glazing. Heating is by warm air throughout.



1. Plan; 2,5. Views north of elevation;
3. Detail of glass cover and windows;
4. View of south elevation.

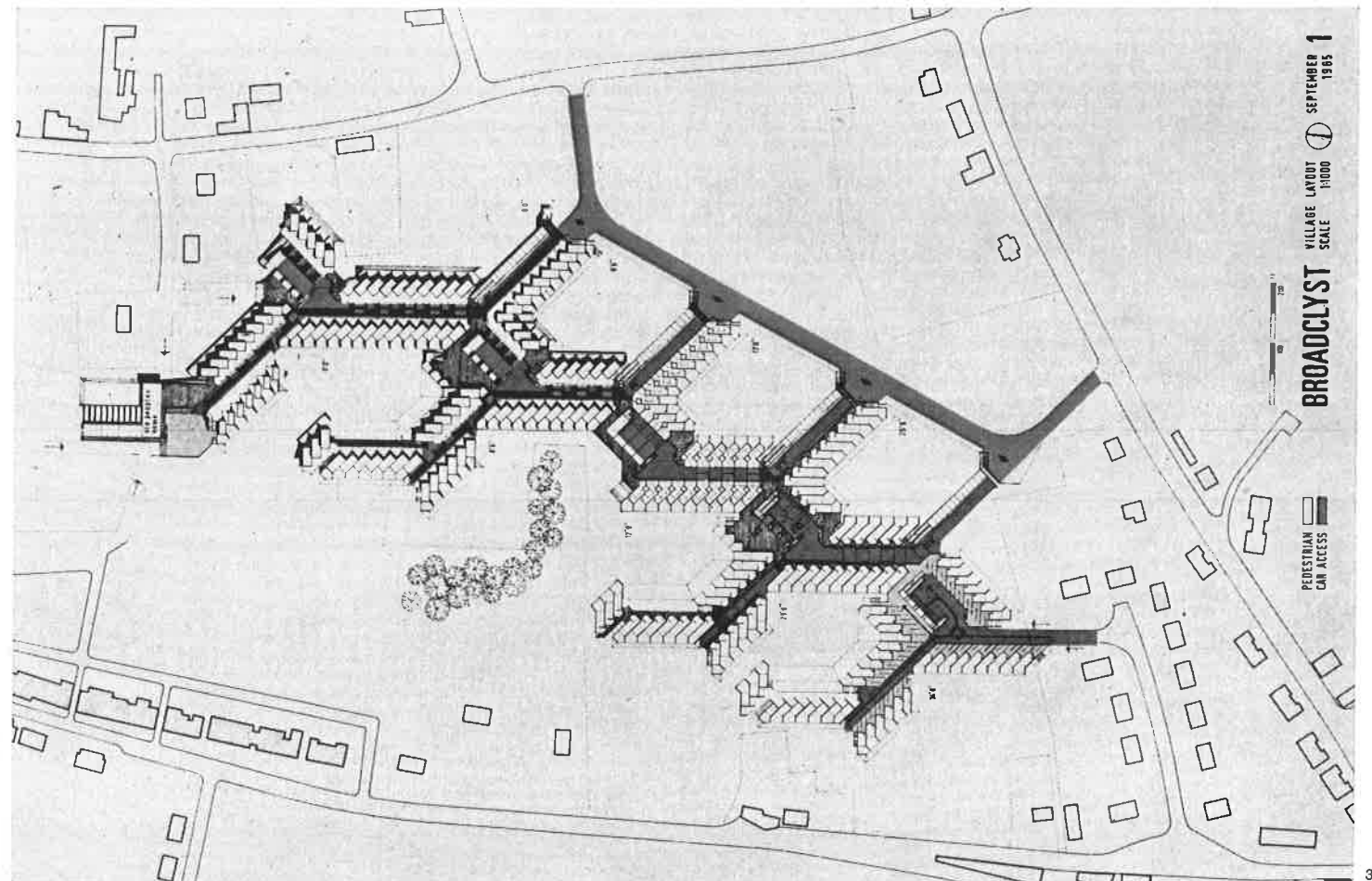
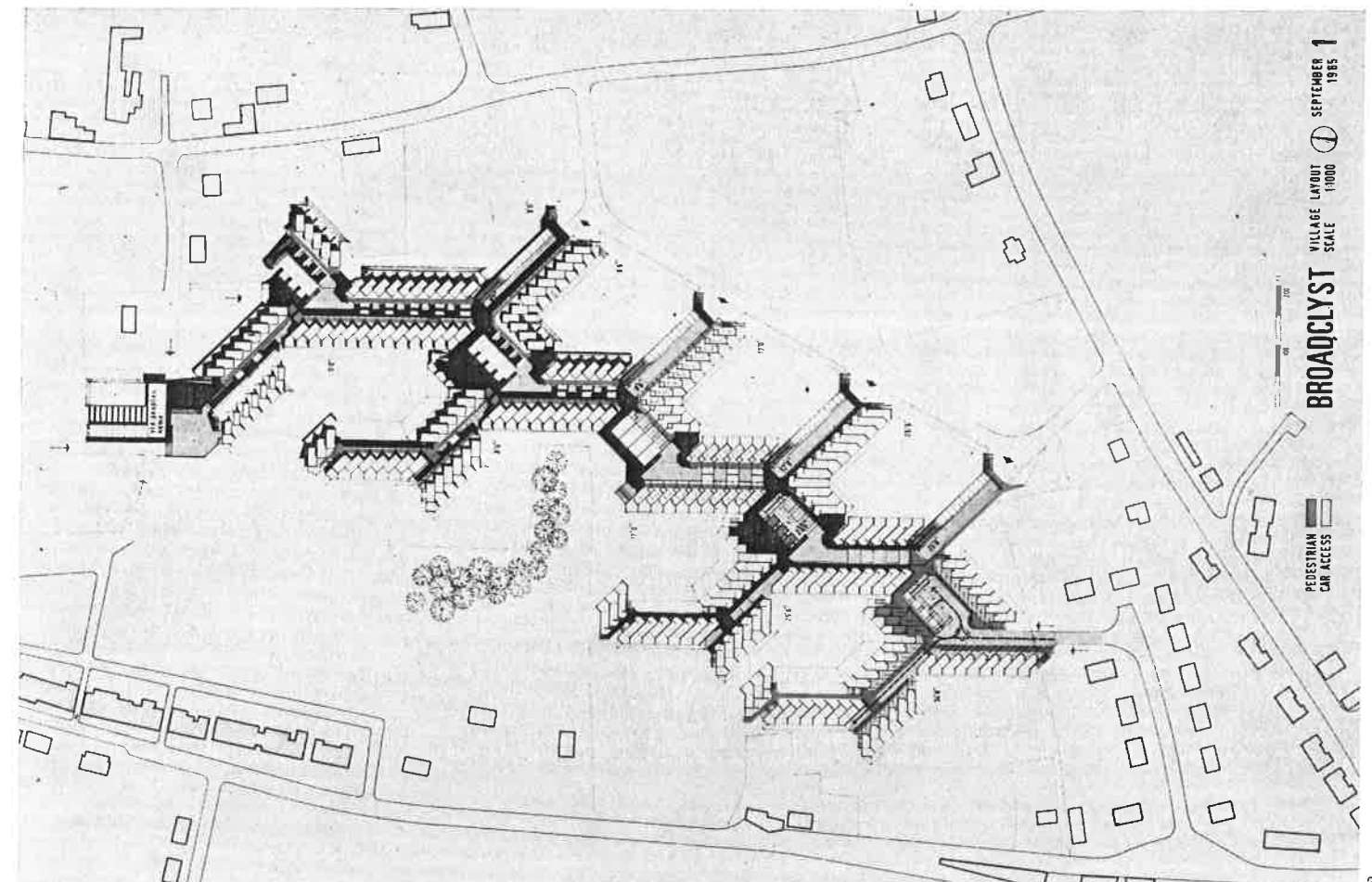
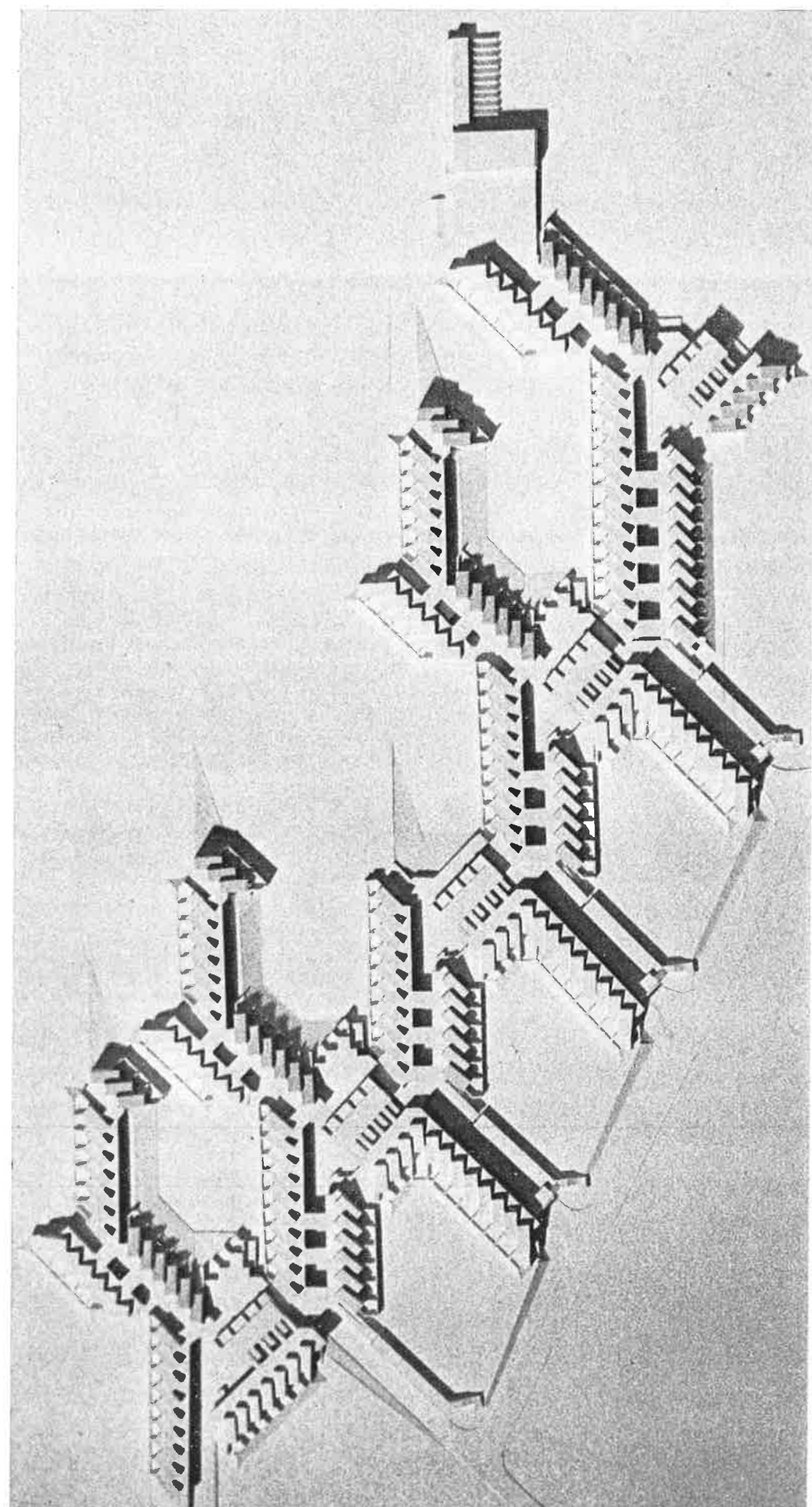
ELDRED EVANS DENIS GAILEY DAVID SHALEV

RESIDENTIAL DEVELOPMENT AT BROADCLYST

In 'The Builder' of 16 July we illustrated the winning designs in a competition organised by the National Trust and open to developers employing or commissioning architects. The subject was a residential development scheme for the village of Broadclyst, near Exeter, and the winning design was submitted by Mr. Richard Berry and the First Avenue Construction Company, whose architects were Eldred Evans, Denis Gailey and David Shalev.

In the report which accompanied their original entry, the winners described Broadclyst as being of only moderate character, mitigated by a few interesting groupings. An honest and direct form of architectural treatment seemed the only answer to the indifference of the existing village, and a broadly rectilinear pattern was considered appropriate. This was conceived in staggered terraces, rising and falling across the contours: the terraces were grouped around courts with internal walkways at first-floor level. The scheme as entered for the competition provided 294 dwellings, of which 150 were varied layouts of a basic unit providing two or three bedrooms. The remaining dwellings were made up of 12 types, ranging from a small number of specially large 'one off' house to old people's dwellings with warden's accommodation adjacent. The differences in level produced by the undulating site permitted a number of two-storey and one-storey dwellings to be included, but the general conception was of three storeys with garage, kitchen and dining space on the ground floor, living rooms extending through practically the entire depth of the first floor level, and two or three bedrooms on the top floor. Crosswall construction with standardised infill was proposed.

The assessors — Lady Acland, Miss Elizabeth Chesterton, Mr. Oliver Cox, Mr. Eric Lyons, and Mr. Ian McCallum — said in their report

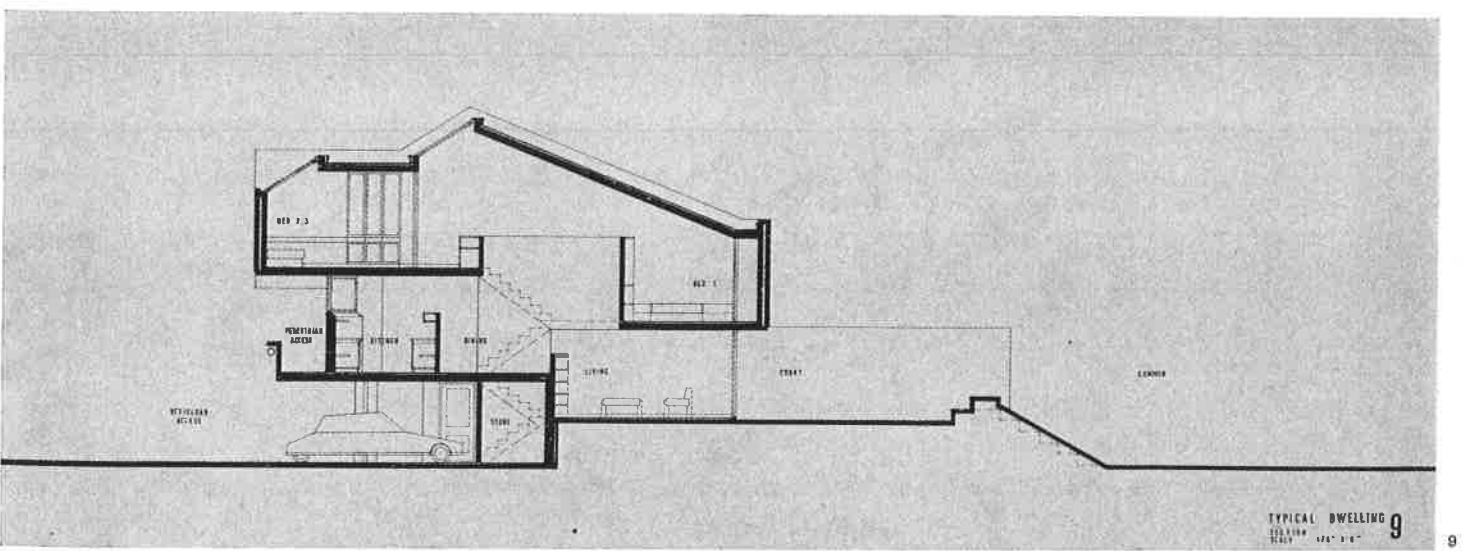
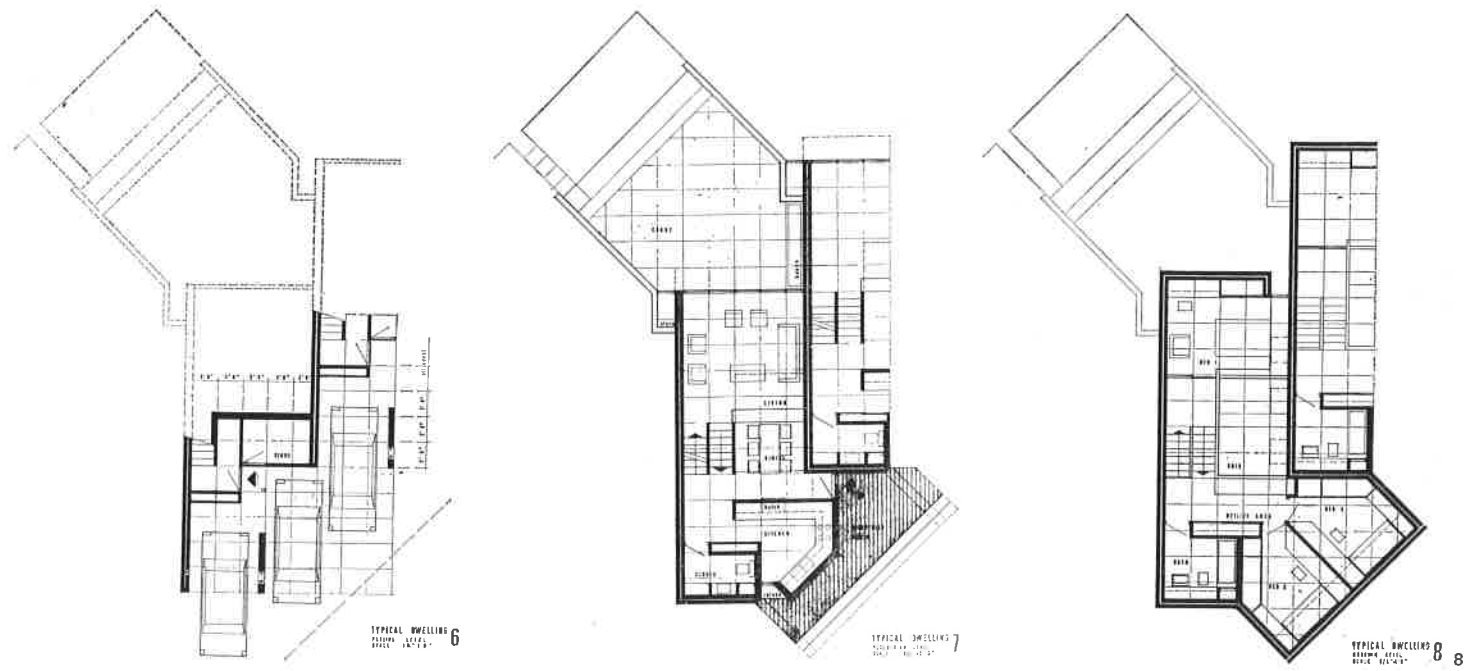
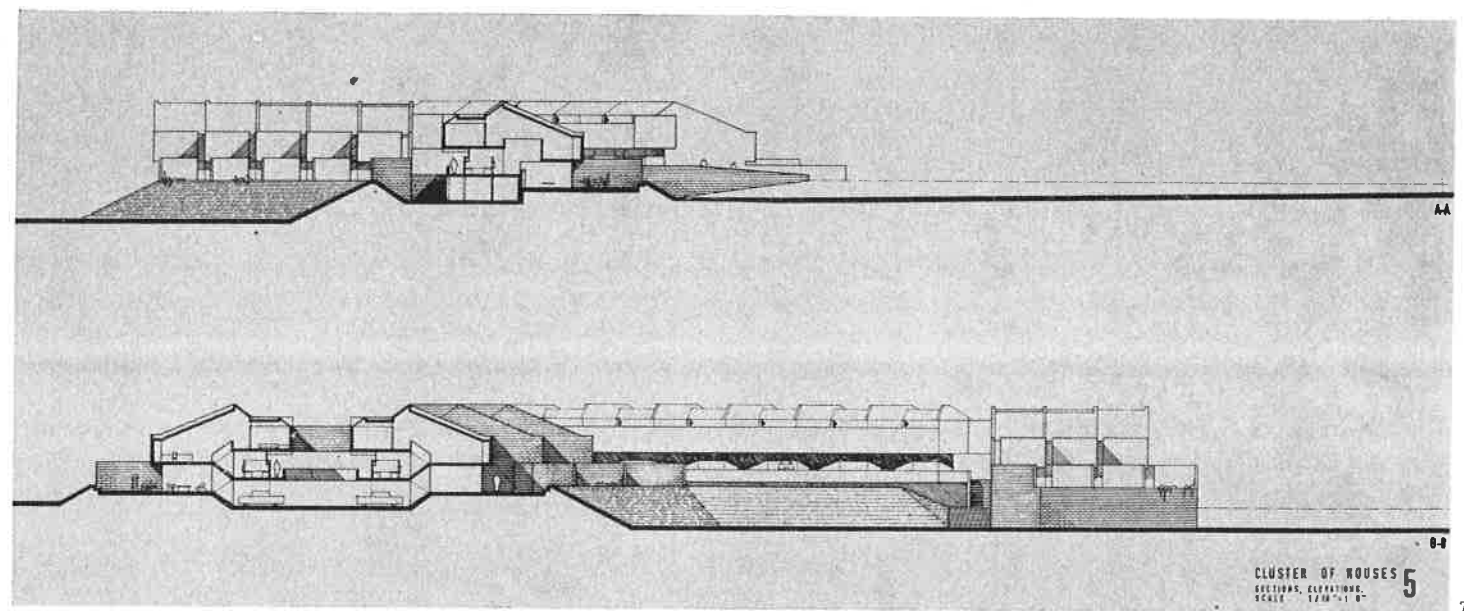
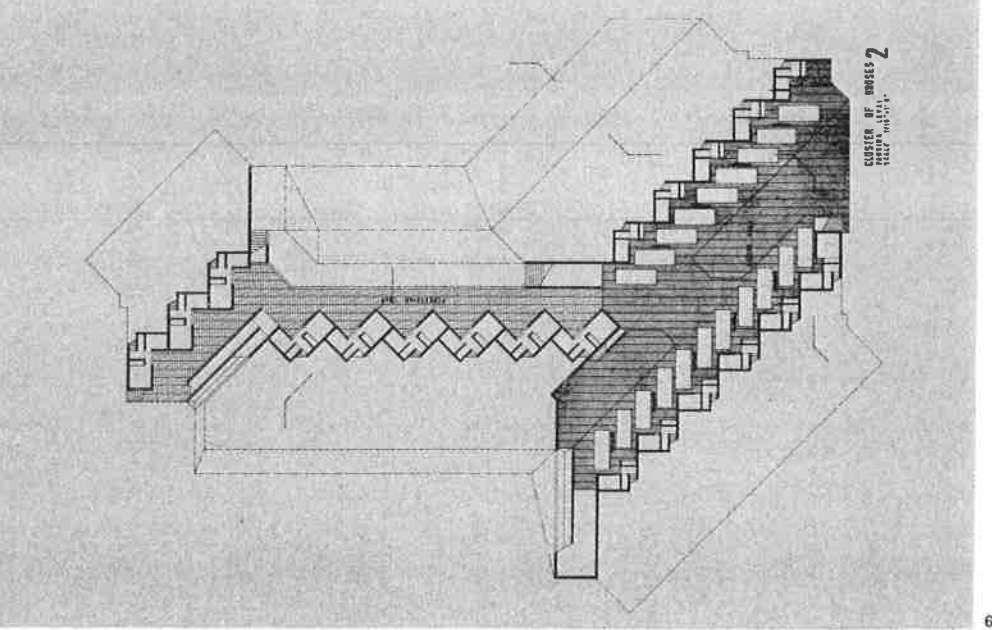
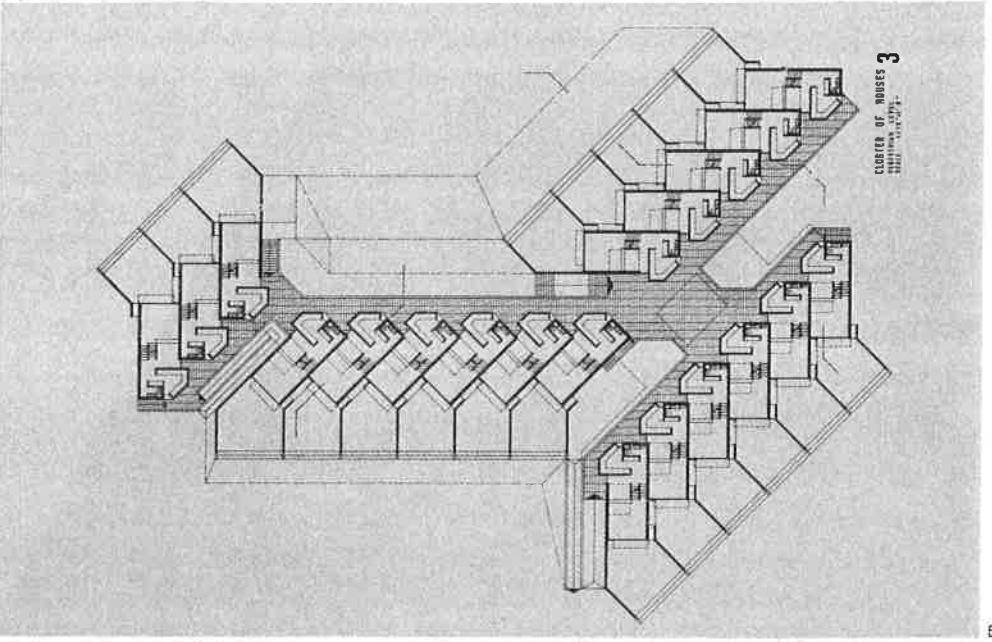
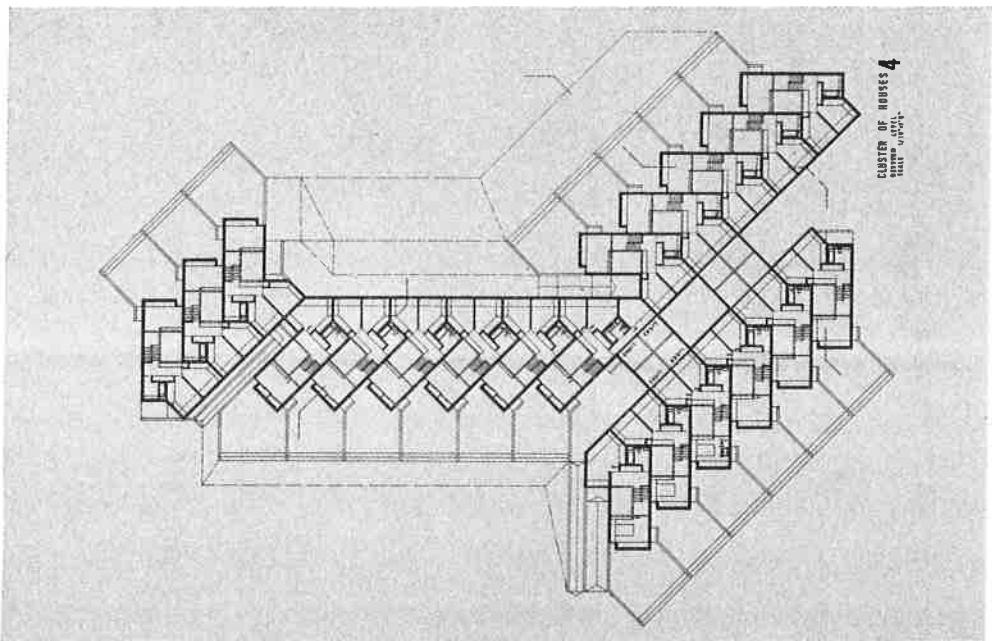


1. Model of residential development;
2. Site plan, showing pedestrian
circulation; 3. Site plan, showing
car circulation.

that while the winning scheme was outstanding among the entries received there were a few matters of detail which needed reconsideration. These matters were as follows:

1. There appeared to be too big a gap between the building form and the tastes and habits of the people likely to inhabit the place;
2. The proportion of two-bedroom houses provided should be reconsidered in the light of the actual market;
3. Each dwelling should have a lavatory and utility room with easier access from the ground floor, and the dustbins should not be in ranges but should be brought back into the individual housing units;
4. The pedestrian level should be brought back into a more convenient and realistic relationship with the house plan;
5. The pedestrian circulation, because of the way it was led into at the north and south, did not make sufficient contribution to the pedestrian circulation in the village as a whole;
6. The visitors' parking was not entirely satisfactory or adequate, and access for service vehicles to the inner courts appeared to be too constricted.

In the amended scheme the layout (illustrated overleaf) has been altered to give easy access for vehicles by bringing the access road at 45 deg. to the main spine, and by providing two parking bays per dwelling. The pedestrian system now provides a continuous pedestrian flow at transition points between clusters of dwellings, and links more intimately into existing development at the north and south. Larger bedrooms and two parking bays per unit have been achieved by changing the direction of the cross walls to 45 deg. to the main spine, making for wider fronts and backs to the houses, and achieving a building continuity while still expressing the individual unit. The basic unit type has been further improved by relating the communal areas directly to the pedestrian access system and by relating the living space directly to the exterior court and the common land.



4,5,6. Cluster of houses: plans at bedroom level, pedestrian level, parking level; 7. Cluster of houses: sections; 8. Typical dwelling: plans at parking level, pedestrian level, bedroom level; 9. Typical dwelling: section.

GILLESPIE KIDD COIA

UNIVERSITY OF HULL HALLS OF RESIDENCE

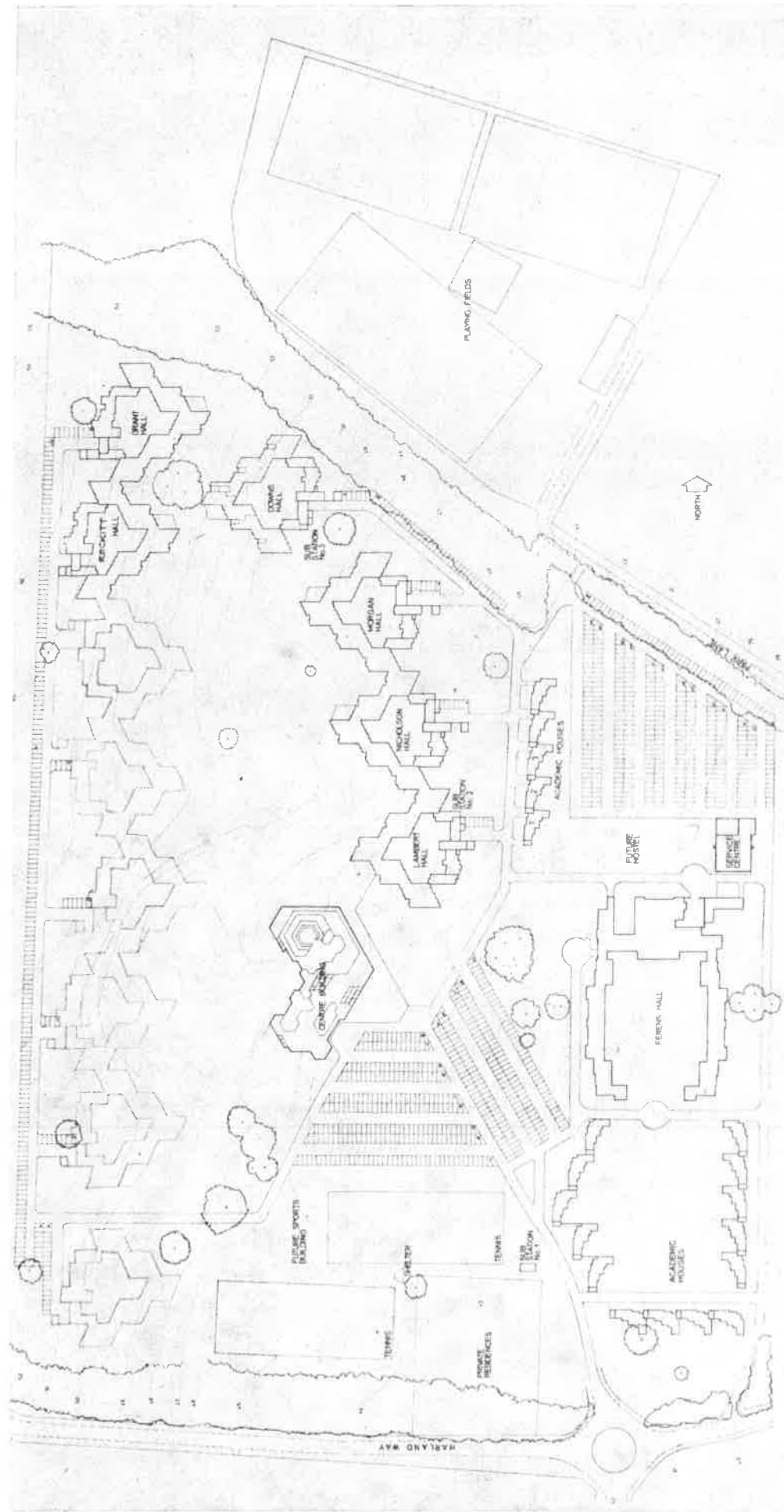
DESCRIPTION: The site is on the outskirts of Cottingham, a pleasant village some three miles West of the main University campus.

NEW DEVELOPMENT: This development will consist eventually of twelve new halls of residence similar to Downs Hall (four are built, two are building), a central Student Amenity Building containing dining and recreational facilities, fourteen houses for academic and administrative staff, and a boilerhouse and service centre to serve the entire site including the old hall of residence.

The new halls are arranged round the periphery of the main part of the site, with a service road to the outside, leaving a traffic free pedestrian precinct in the centre. The centre building stands at the node where the traffic road splits East and West, and the pedestrian ways converge. The academic and administrative personnel have their own housing areas adjacent to the old hall permitting their families a reasonably private life independent of the students. The service centre is secluded behind the service area of the old hall. The lake shown on the plan is a balancing pond, and will be required after the seventh hall is commenced, it also serves to minimise the amount of student traffic across the central landscaped area.

Basic requirements for the building form were the need for the development to look reasonably complete at any one stage, the feeling that the scale should bear a reasonable relationship to the residential character of the village, and the idea that a strong sense of place should be engendered. The central concept was of a relatively anonymous undulating wall enclosing a well landscaped interior pedestrian precinct, approached from the service road via a series of unique hall courtyards, or by footpaths radiating from the central building adjacent to the main car park.

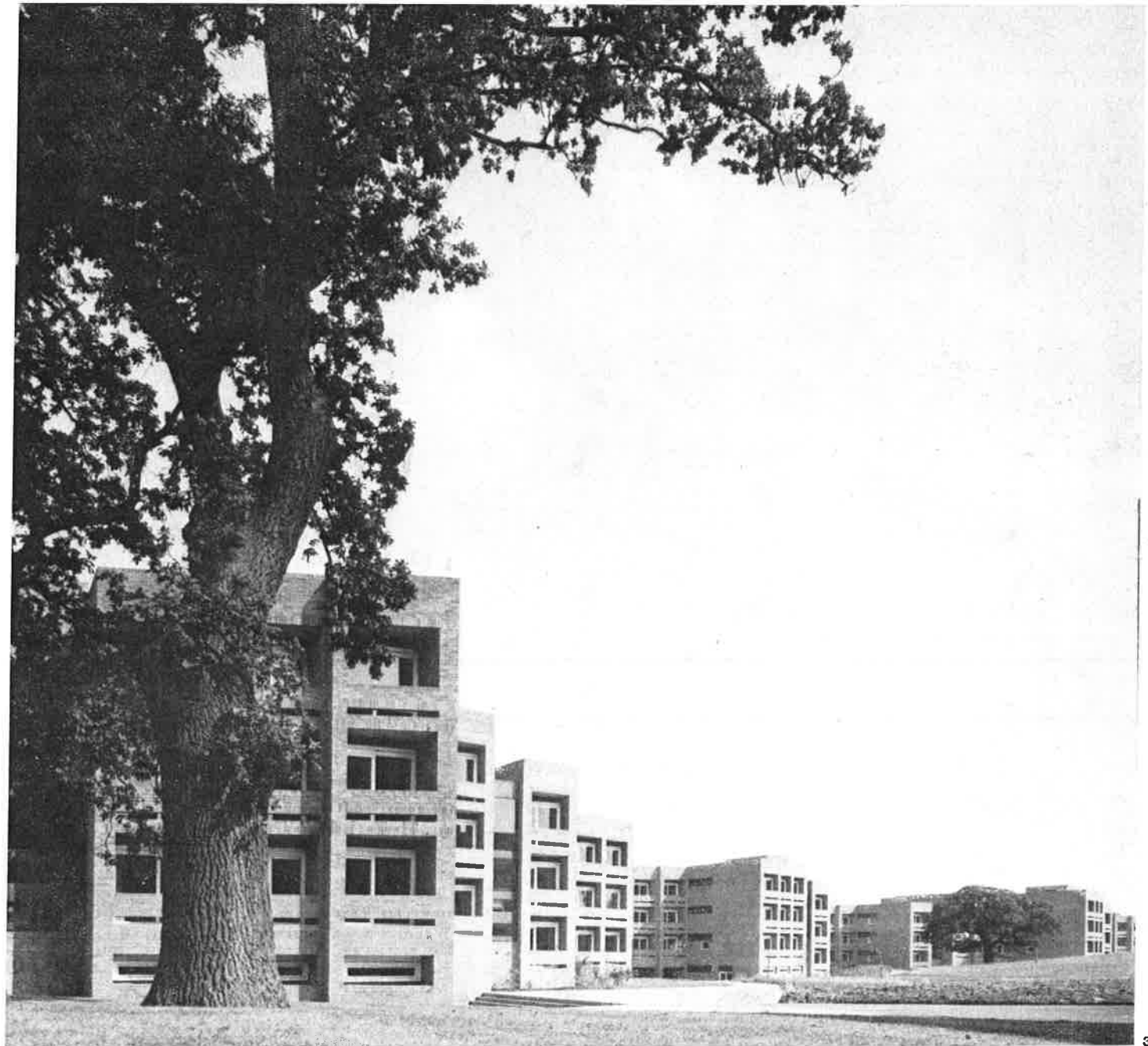
Each hall provides accommodation for 135 students and 8 hall lodgers, with accompanying academic staff consisting of 1 warden (and family) and 4 hall tutors.



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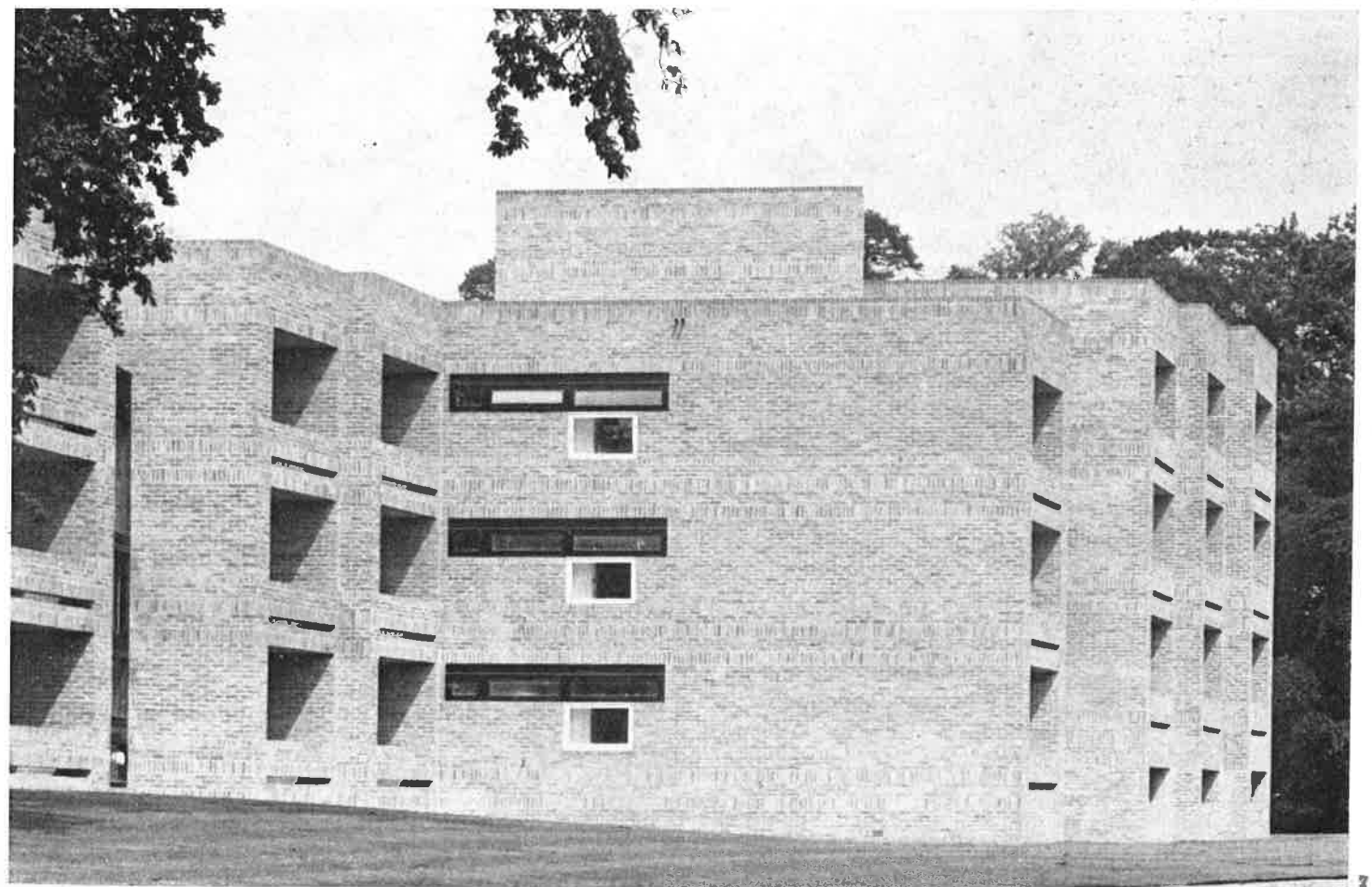
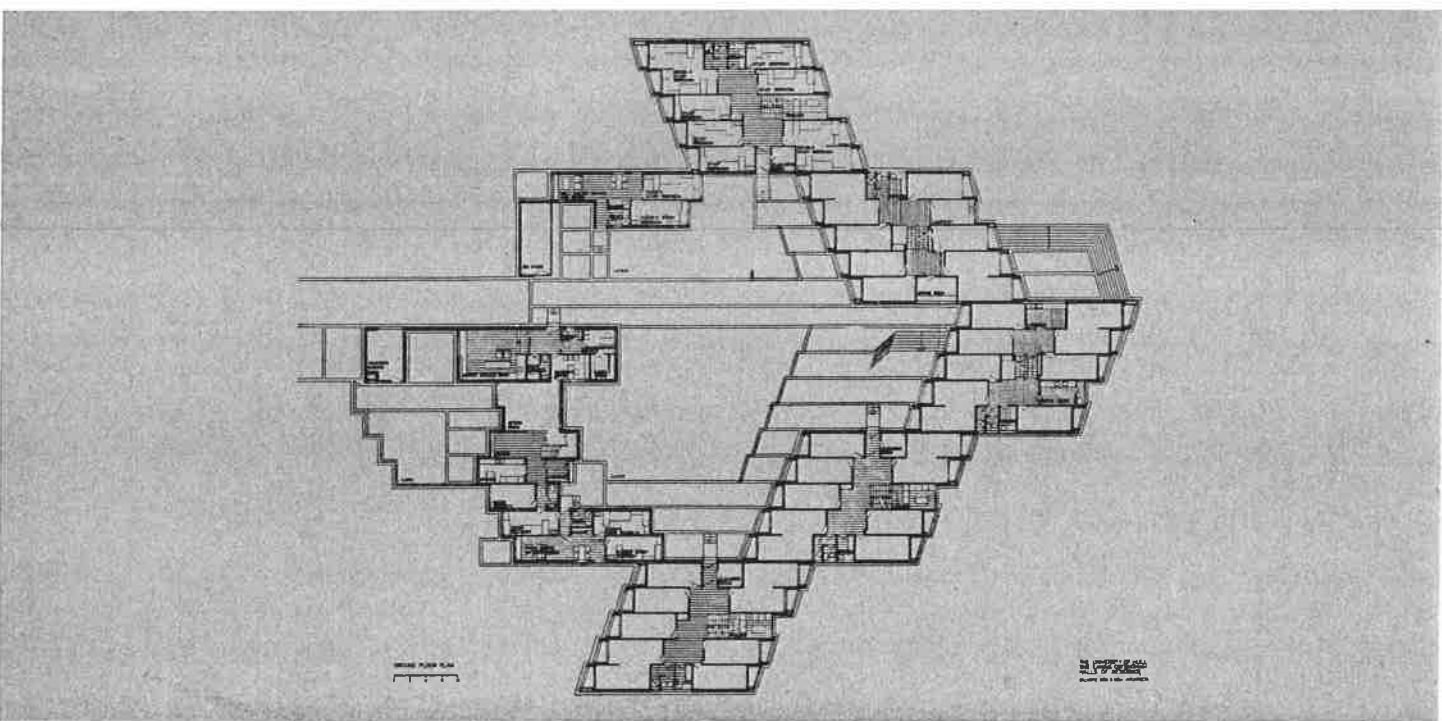
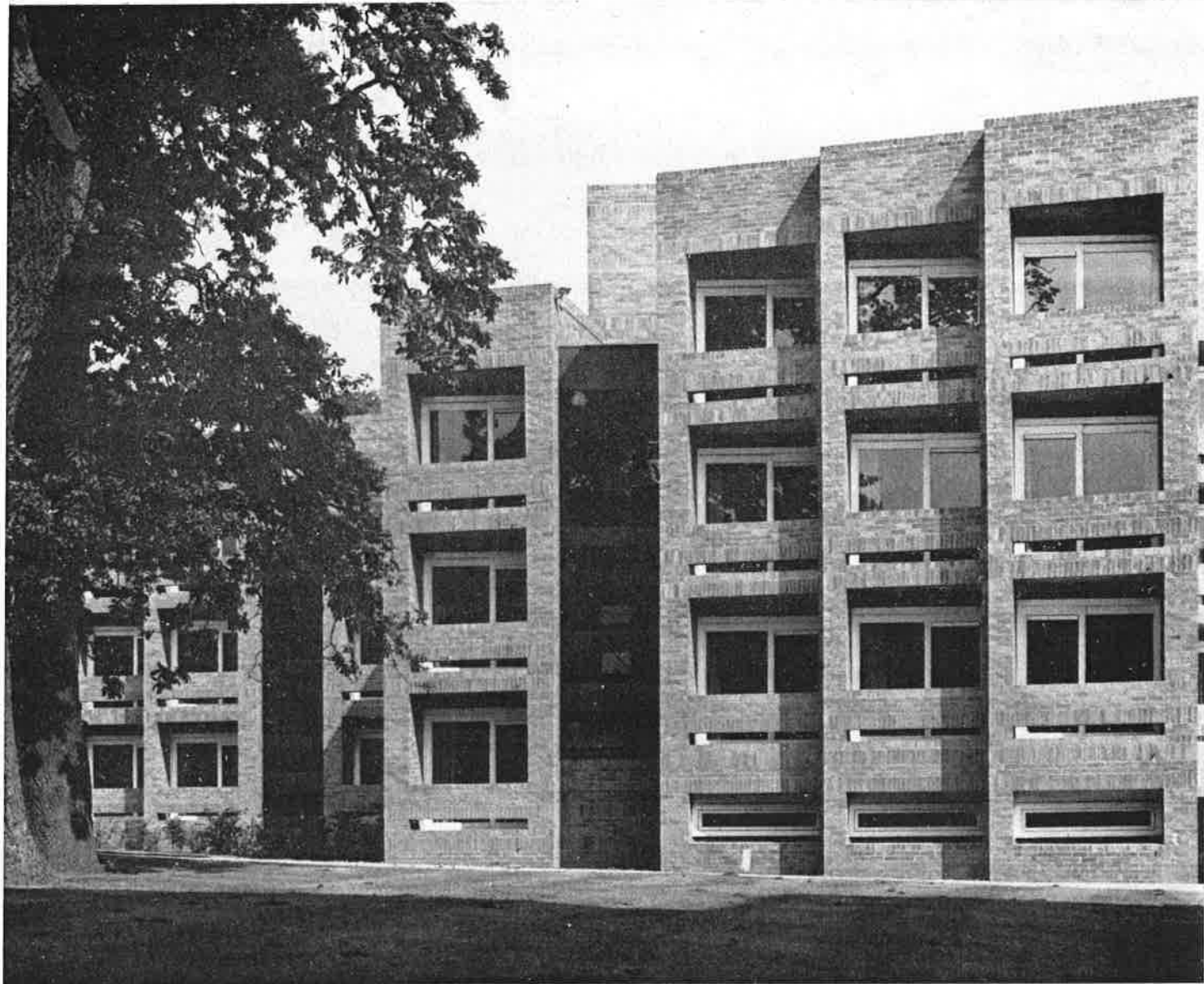


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1. Site plan; 2,3,4,6,7. Views of the Halls; 5. Hall of residence for 135 students: ground floor plan.



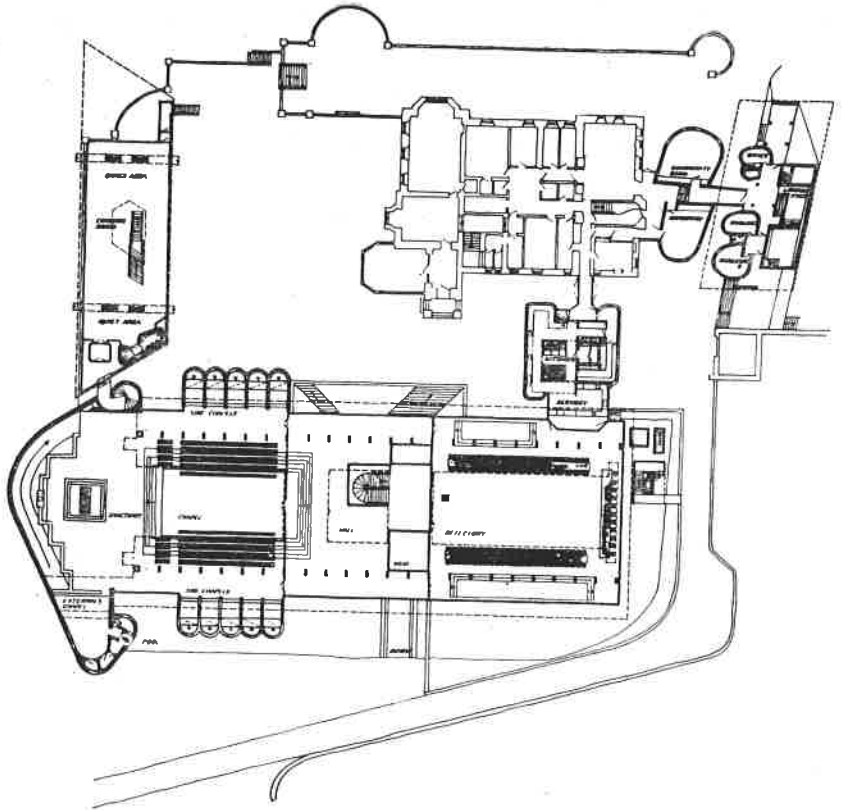
**GILLESPIE
KIDD
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**ST. PETER'S COLLEGE
AT CARDROSS**

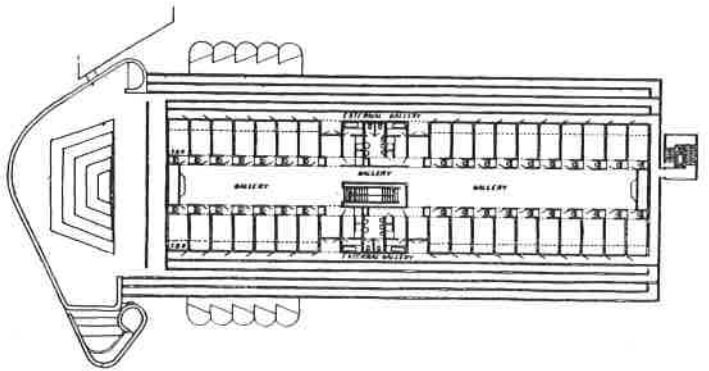
The new Seminary of St. Peter's at Cardross which accommodates 100 student-priests is built adjacent to the existing Kilmahew House, which has been suitably converted to provide all necessary professional accommodation. The new group of buildings is dominated by a stepped four storey block housing the Chapel and Refectory which are enfolded by a double range of bed sitting rooms on the three upper floors. Both Chapel and Refectory are of exceptionally spacious design and have been planned in full collegiate form permitting them to function with the formality worthy of a seminary of which they form part. At right angles to the main block is another unit incorporating four lecture rooms, a large library and the students sitting and recreation spaces. This block is dramatically cantilevered over the existing retaining wall of the terrace. In addition there is a kitchen and servery, serving both the old and the new blocks and the small convent, which completes the project.

The scheme owes its form to the desire to preserve the existing fine house and site in its least disturbed form and also to the intention of giving expression to the unity of the student-priests life by integrating the Chapel, Refectory and students rooms in one impressive composition. The existing site has a slope, which is exploited to provide a cloister under the Chapel and an entry into the courtyard formed by the new buildings and the old. An existing spring has been utilised to form a pool at the entrance.

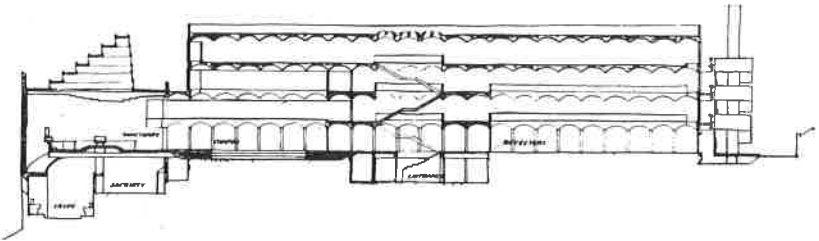
To achieve the best relationship between the old and the new buildings the materials employed internally and externally in the new blocks are restricted, with a strong emphasis on the use of exposed reinforced concrete, varnished and painted timber and plaster.



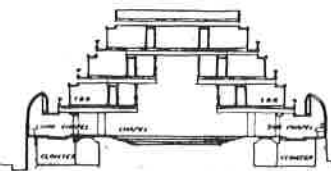
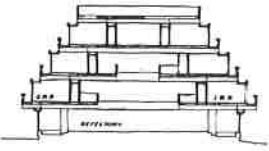
ST. PETER'S COLLEGE 1



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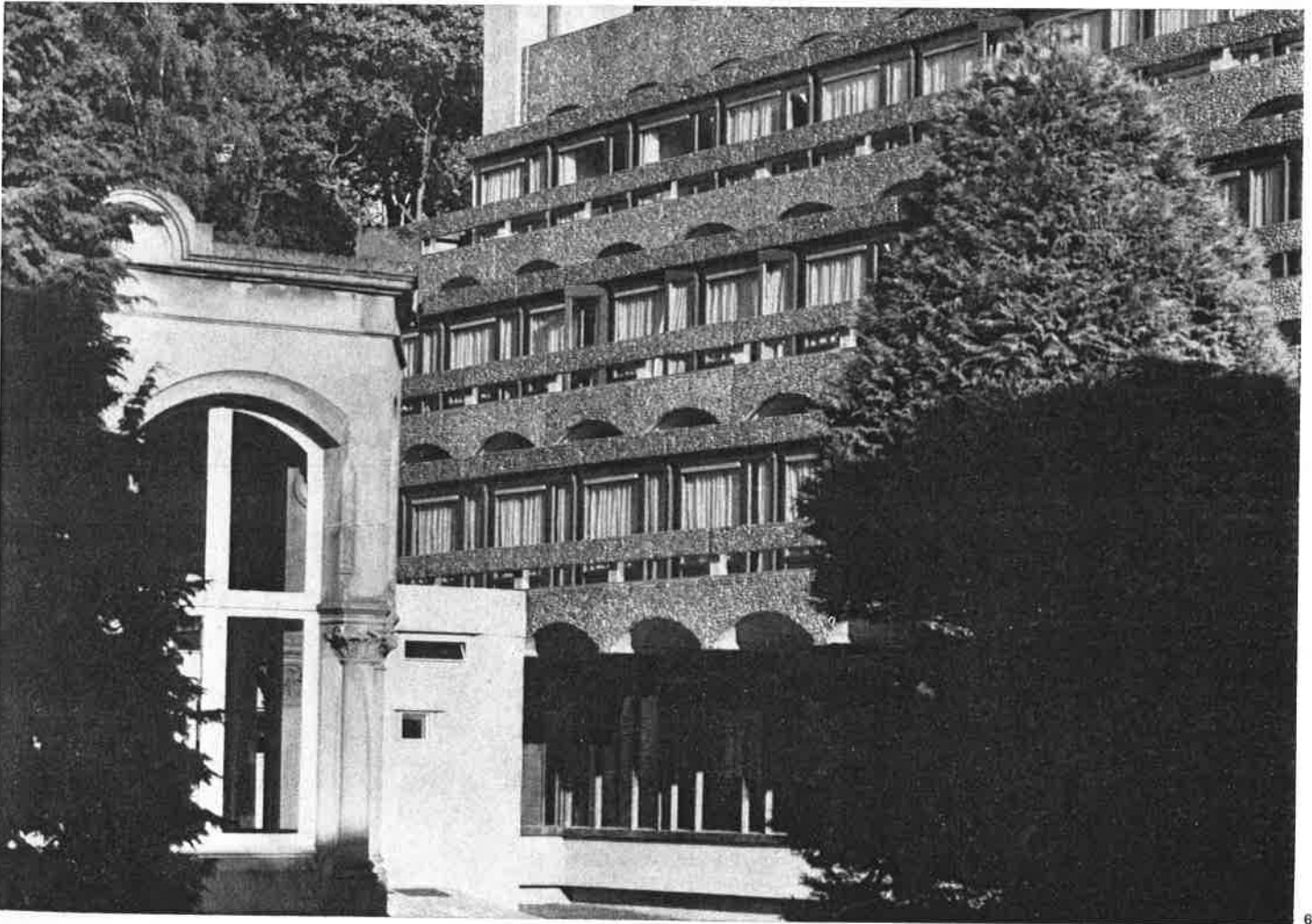
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1. Ground floor plan; 2. Third floor plan; 3. Longitudinal section; 4. Cross sections; 5. The refectory hall; 6. View of the exterior.

PATRICK HODGKINSON

REDEVELOPMENT IN LONDON (BLOOMSBURY)

A number of related uses — housing, shops, restaurants, cinema, professional offices, welfare and garaging — are concentrated to provide maximum amenity gains without recourse to tall buildings and to revitalise this central urban area by forming a nucleus for future housing redevelopment.

Vehicles are taken underground to garages for 1000 cars and service docks so that public spaces remain pedestrian. The lower (residents') garage has lift access to the housing. The upper (shoppers') garage has escalator approach to the street.

A new shopping street — a replacement for and upgrading of the existing shops in Marchmont Street — runs from North to South and is also approached from three lateral positions which reflect the present street pattern with its established pedestrian movement. It has covered arcades on either side and at the centre is roofed over to form a heated shopping hall.

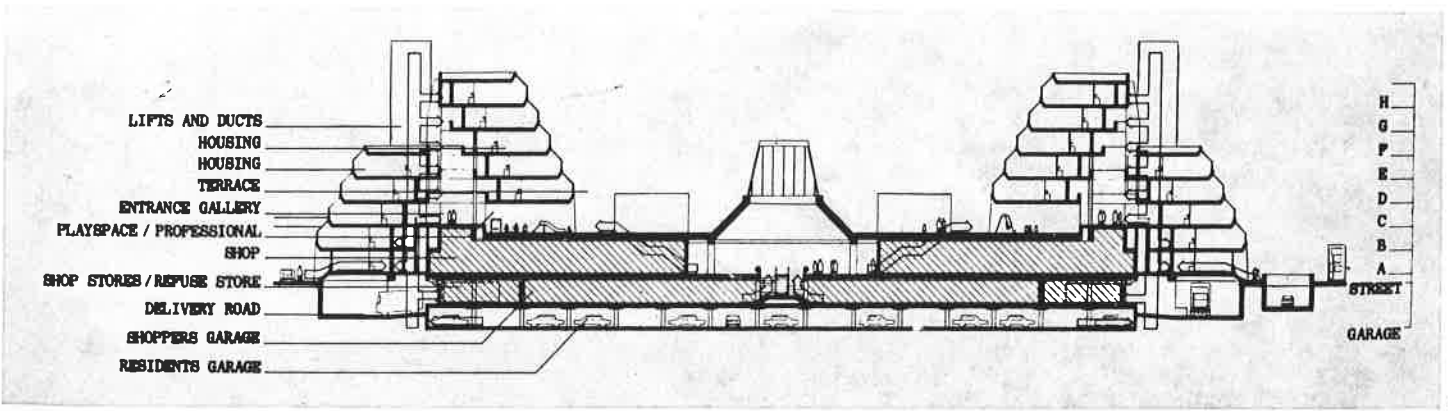
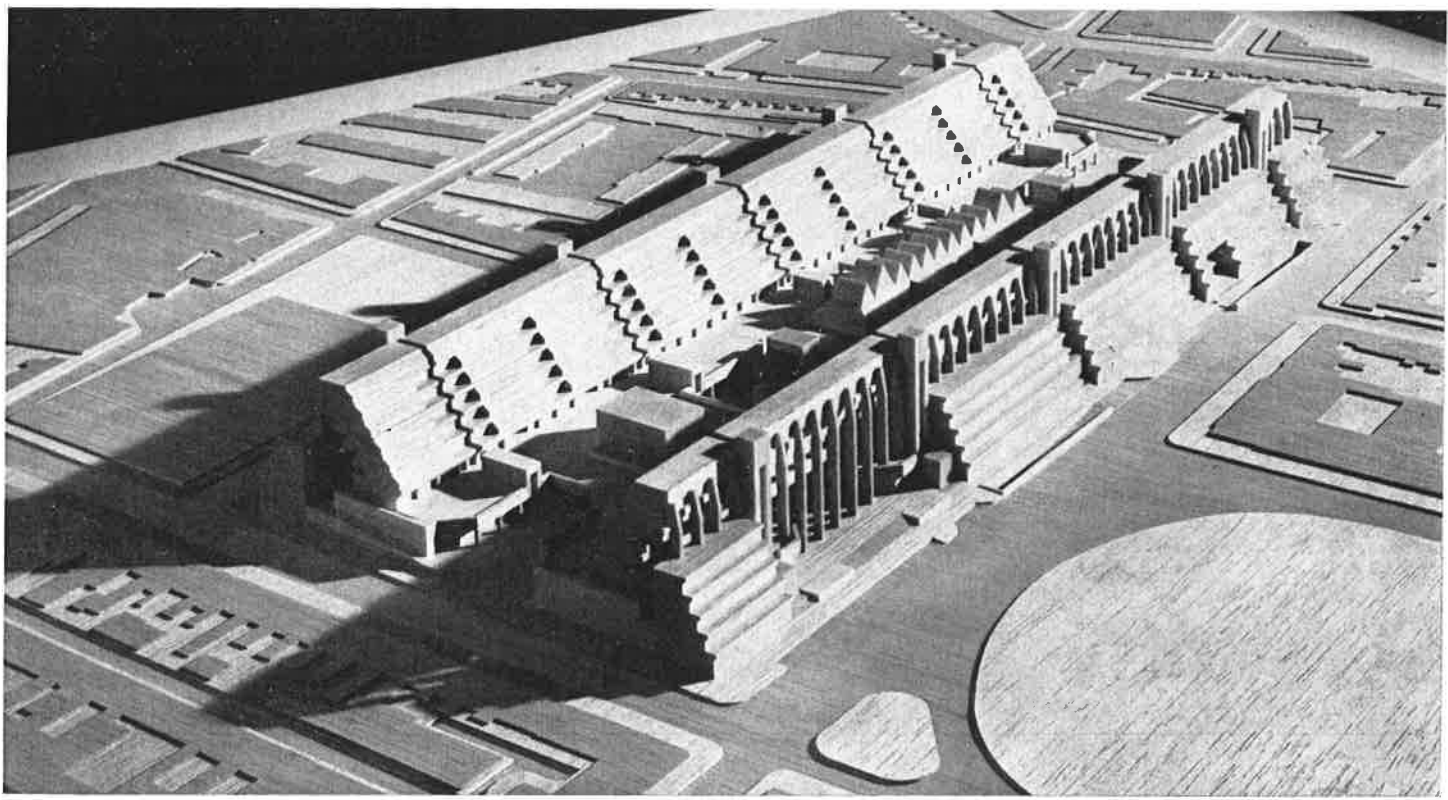
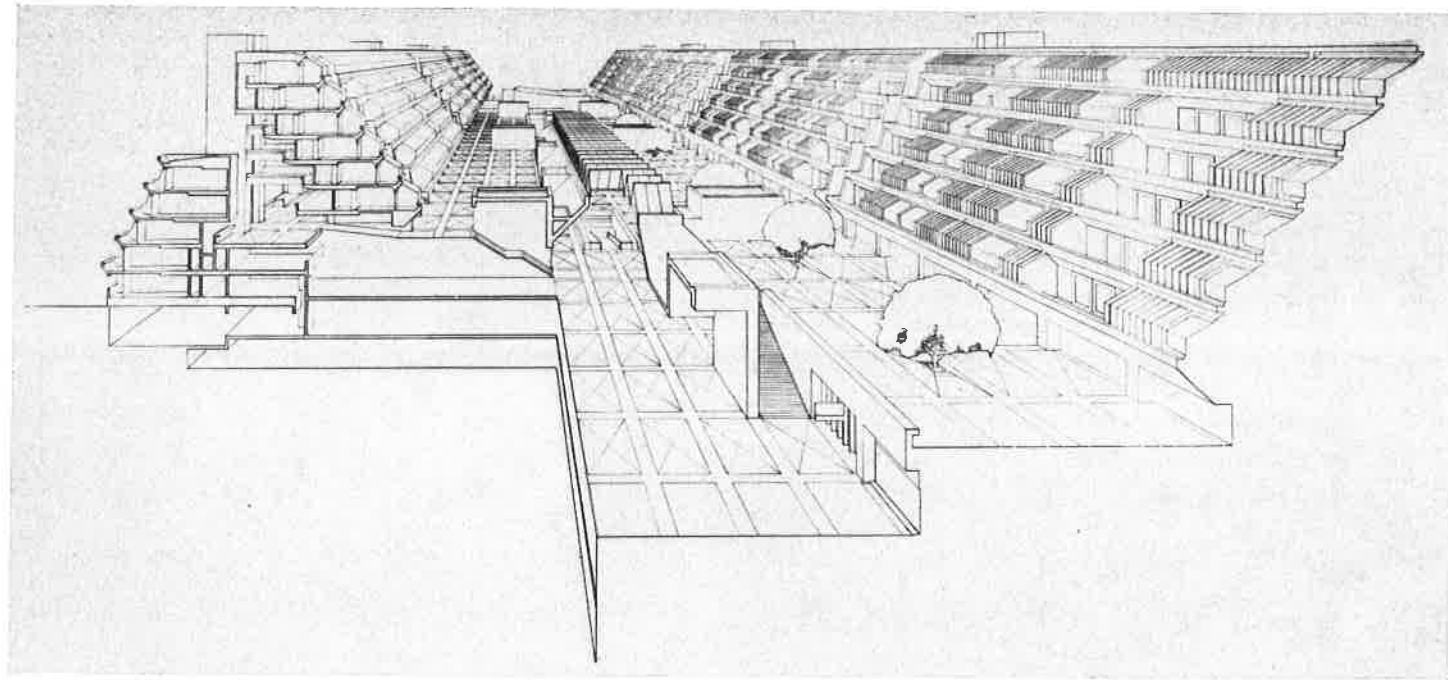
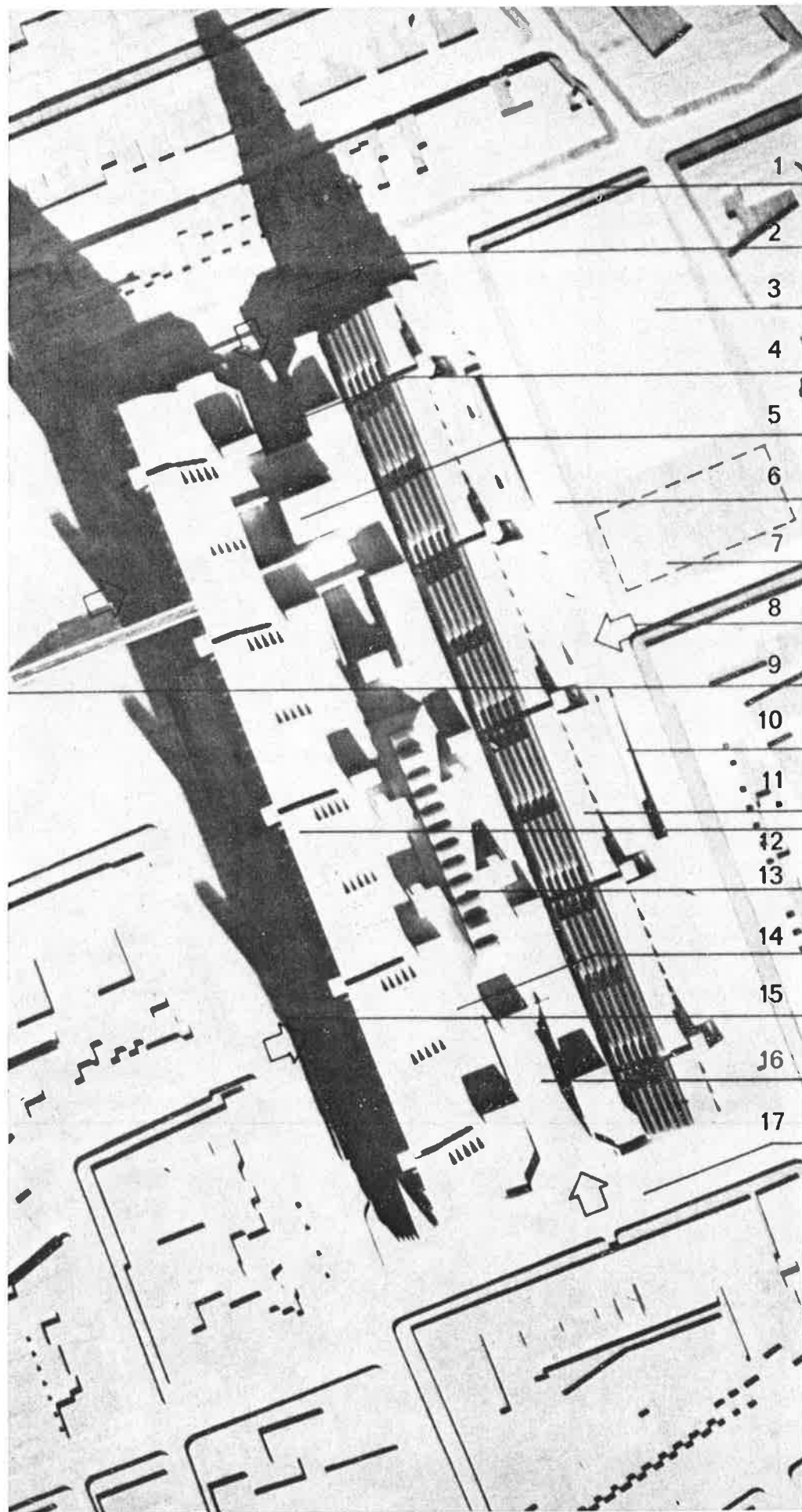
The roof of the shops forms an open public terrace of about three acres which will be planted with trees. Cafes, pubs and the professional and welfare accommodation flanks this area under the housing blocks. It is intended to connect the terrace by bridge to the gardens of Brunswick Square.

1644 people are housed in a total of 560 units of one, two and four person types, producing 203 P.P.A. over the gross site area. 80 shop units are included together with other related commercial uses.

Architecturally, the concept uses the idea of unbroken terraced buildings overlooking open space, of a similar scale to that envisaged for much 18th/19th C. London development.

Building of foundations started in February 1967. Completion of the first half of the site is expected within three years, final completion being likely by 1973.

1,3. Model. Key to model: 1 Russell Sq. underground station, 2 Bernard Street, 3 Site 'B' (Hotel, offices, garage), 4 Shopping street, 5 Cinema-Auditorium, 6 Marchmont Street, 7 Boiler house for both sites, built under Hotel Forecourt, 8 Coram Street, lateral entrance to shopping street, 9 Brunswick Square, pedestrian bridge access, 10 Ramps to garages, 11 Housing blocks, 12 Housing blocks, 13 Shopping hall, 14 Public terrace, 15 Hunter Street, 16 Shopping street, 17 Tavistock Place; 2. Perspective view; 4. Cross section.

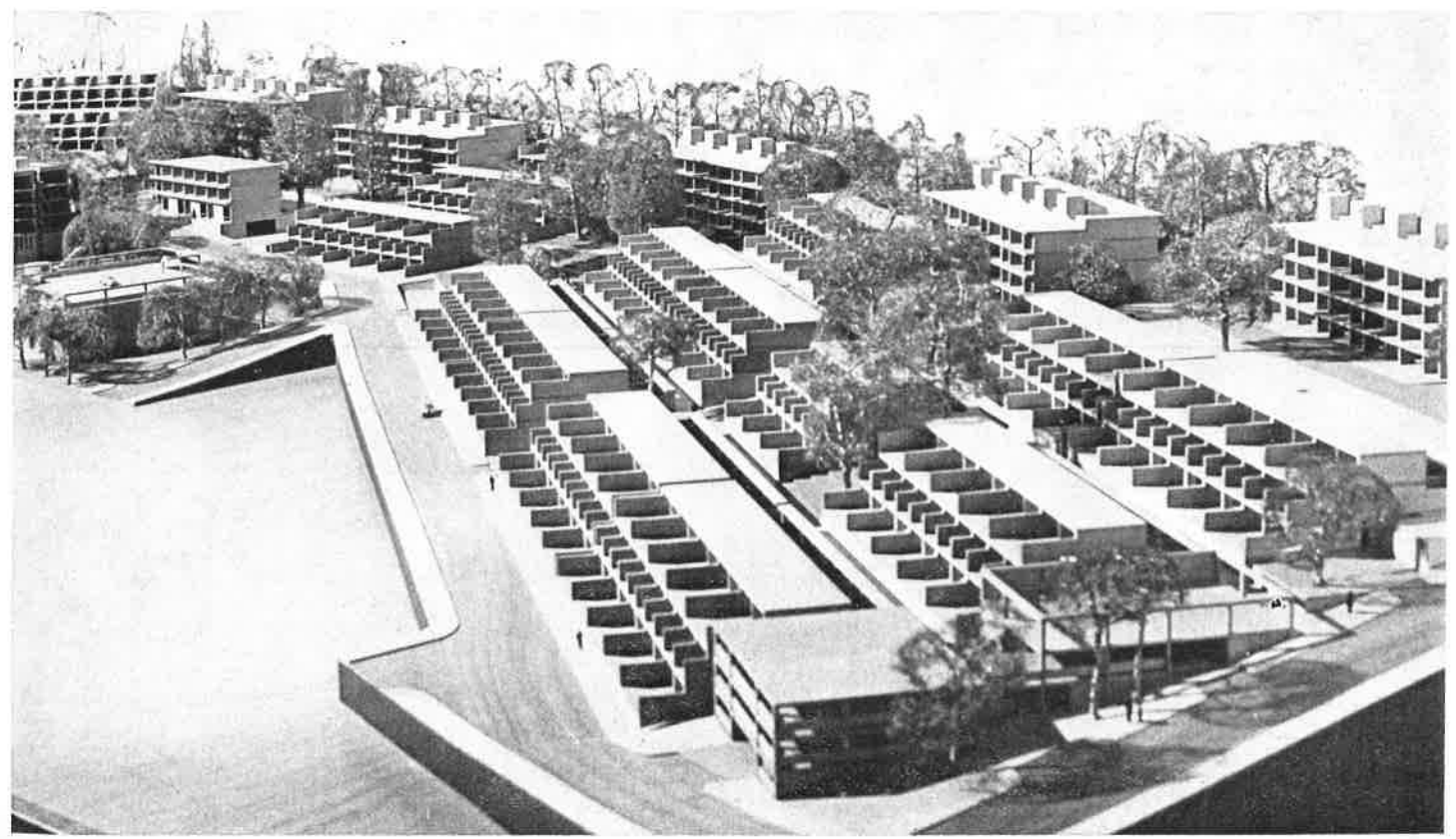
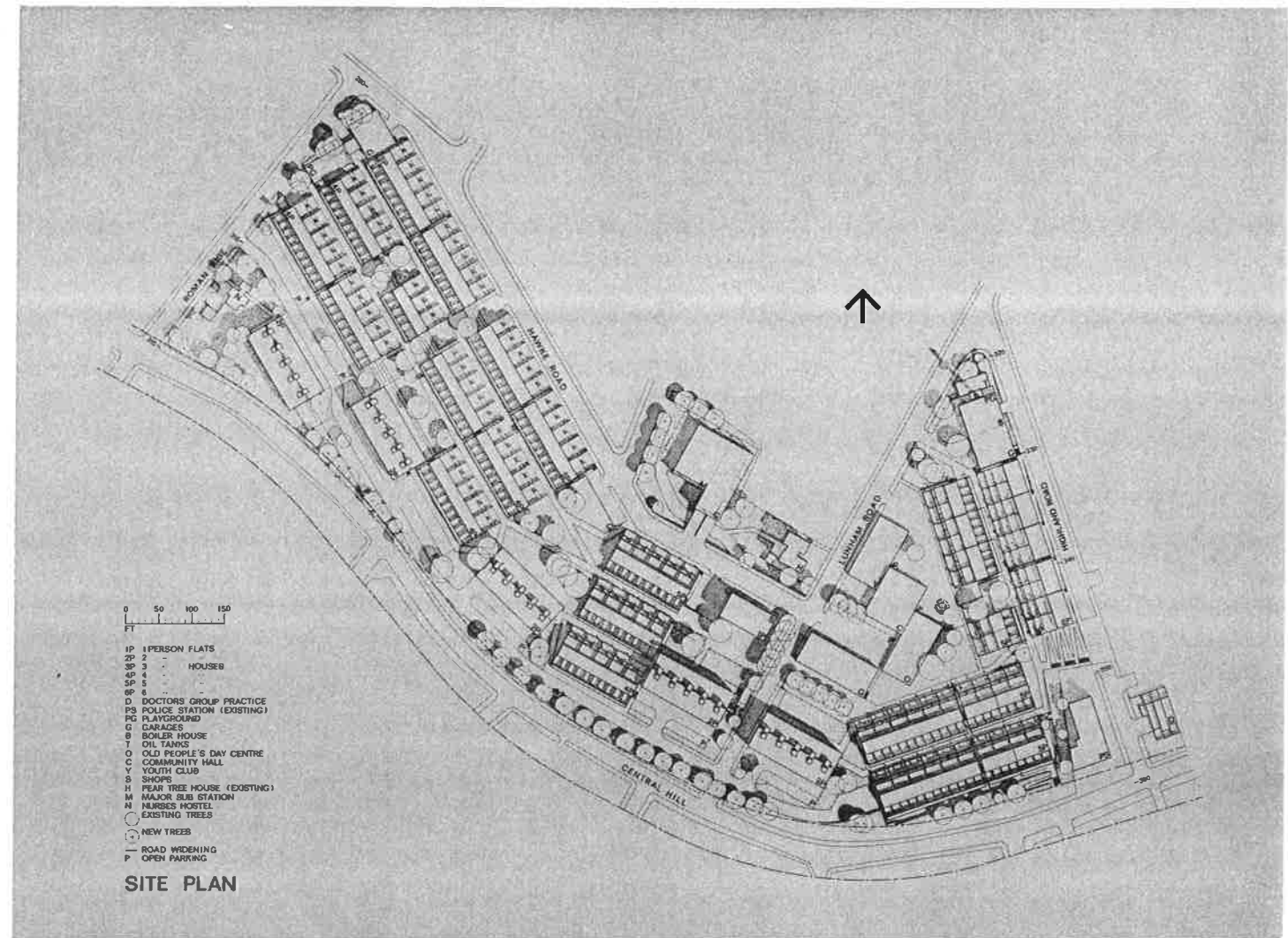
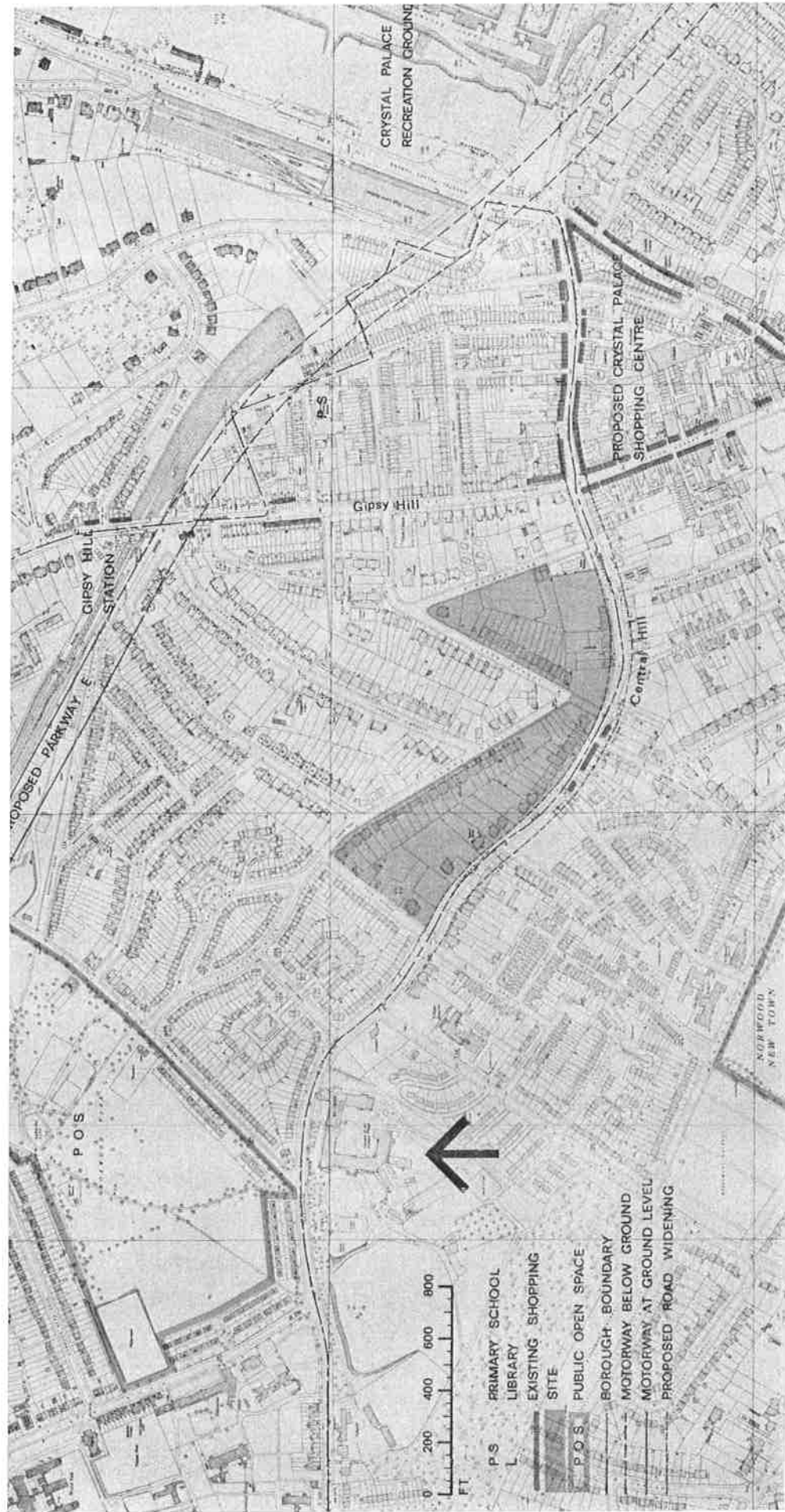


EDWARD HOLLAMBY

(BOROUGH ARCHITECT)

CENTRALL HILL (LONDON BOROUGH OF LAMBETH)

The site was originally developed mainly with large detached and semi-detached Victorian Houses, the majority being three-storeys in height and built at the top and bottom of the slopes and having long well-treed gardens at the rear. Central Hill is a Metropolitan Road and the Greater London Council have asked that a widening line be safeguarded and the proposed line of this is shown on the layout. The development has been conceived as the second stage in the redevelopment of the Central Hill/Gipsy Hill neighbourhood area - the first stage being the development of the Alexandra Drive site. Because of the large scale nature of the development, it is necessary that the scheme should take into account the wider needs of the community as a whole and for this reason accommodation for a doctors' group practice, a small group of local shops, and a Club Centre consisting of a Youth Club, an Old Persons Day centre and a Community Hall have been provided for, in addition to the Nurses' Hostel for the Croydon Hospital already approved and a Children's Home for which a site will be provided adjacent to the group practice centre in Highland Road. The housing has been planned to obtain the maximum possible benefit from the conflicting elements of view to the north and sunlight, and to provide a high degree of pedestrian/vehicular separation. The larger dwellings are in the form of overlapping and interlocking two-storey houses which are planned in terraces running parallel to the slope of the site and stepping down one below the other. All living rooms are at access floor level and face down the slope with aspects ranging from northeast to west. Because of their intermediate level in relation to the three tiers of the interlocked dwellings and because of the steep slopes each living room is able to obtain the benefit of the distant view. Dining kitchens have aspects ranging from southwest to east and face onto sunny entrance patios. 2 person dwellings are in three-storey staircase access flats sited at the top of the slope and over car-parking bays and a covered pedestrian way. In the centre of the area two shops, a coin-operated laundry and estate rent office have been provided and sites are reserved for a Community Hall, an Old People's Day Centre and a Youth Club.

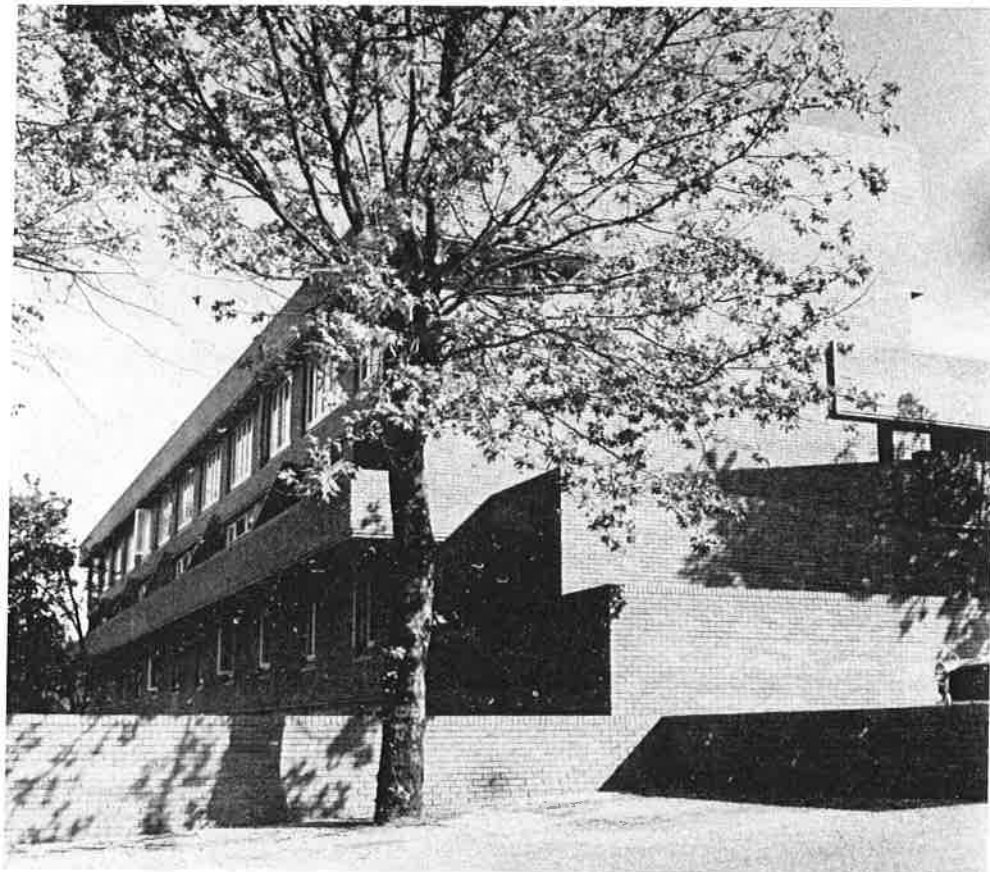


JOHN HOWARD BRUCE ROTHERHAM

FLATS AT HORNSEY, LONDON 1964-1966

LOCATION: Suburban site of 1.3 acres comprising four 19th century houses and gardens with large number of trees protected by law. Permitted density of 70 persons/acre.

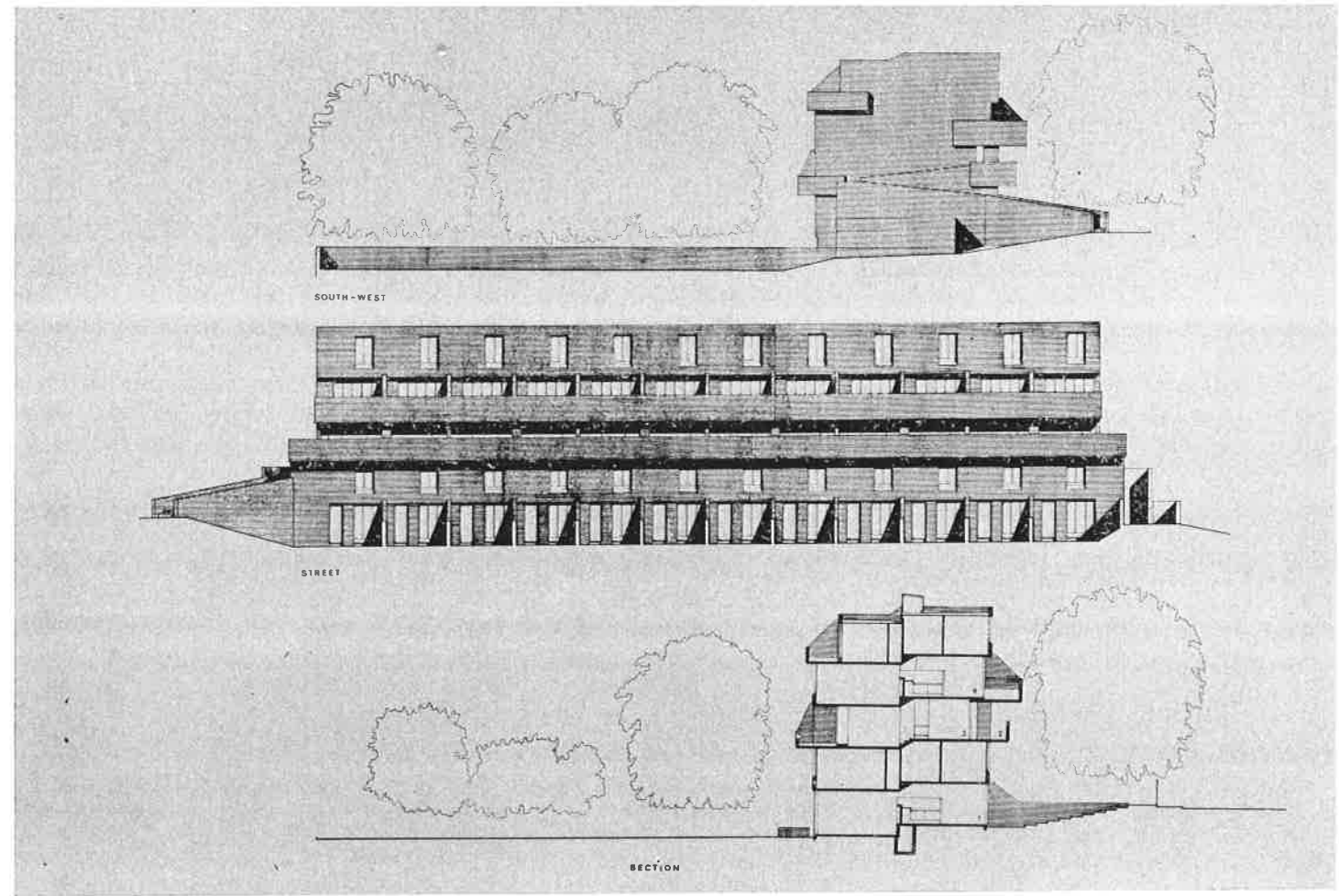
DESCRIPTION: The permitted density gave 78 habitable rooms. The Local Planning Authority requested that 75% of the accommodation should be family units which gave an arrangement of 24 two bedroom maisonettes (of 950sq. ft.) and 6 one-room flats (of 600sq. ft.). This combination was arithmetically very satisfactory for the organization of structural bays. Thus the one-room flats comprising two structural bays could be sandwiched between 12 maisonettes above and below. The Planning Authority also required that the existing street frontage should be maintained and that the height of the building should not be in excess of the surrounding buildings. This was achieved by reducing the apparent height on the street elevation by excavating to basement level of the existing houses and planning entrances and courtyards to the lower maisonettes at the reduced level.



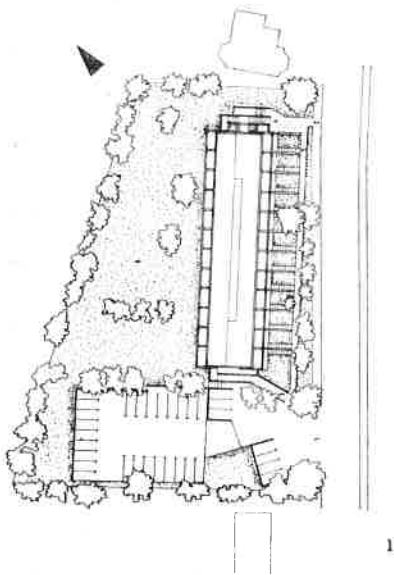
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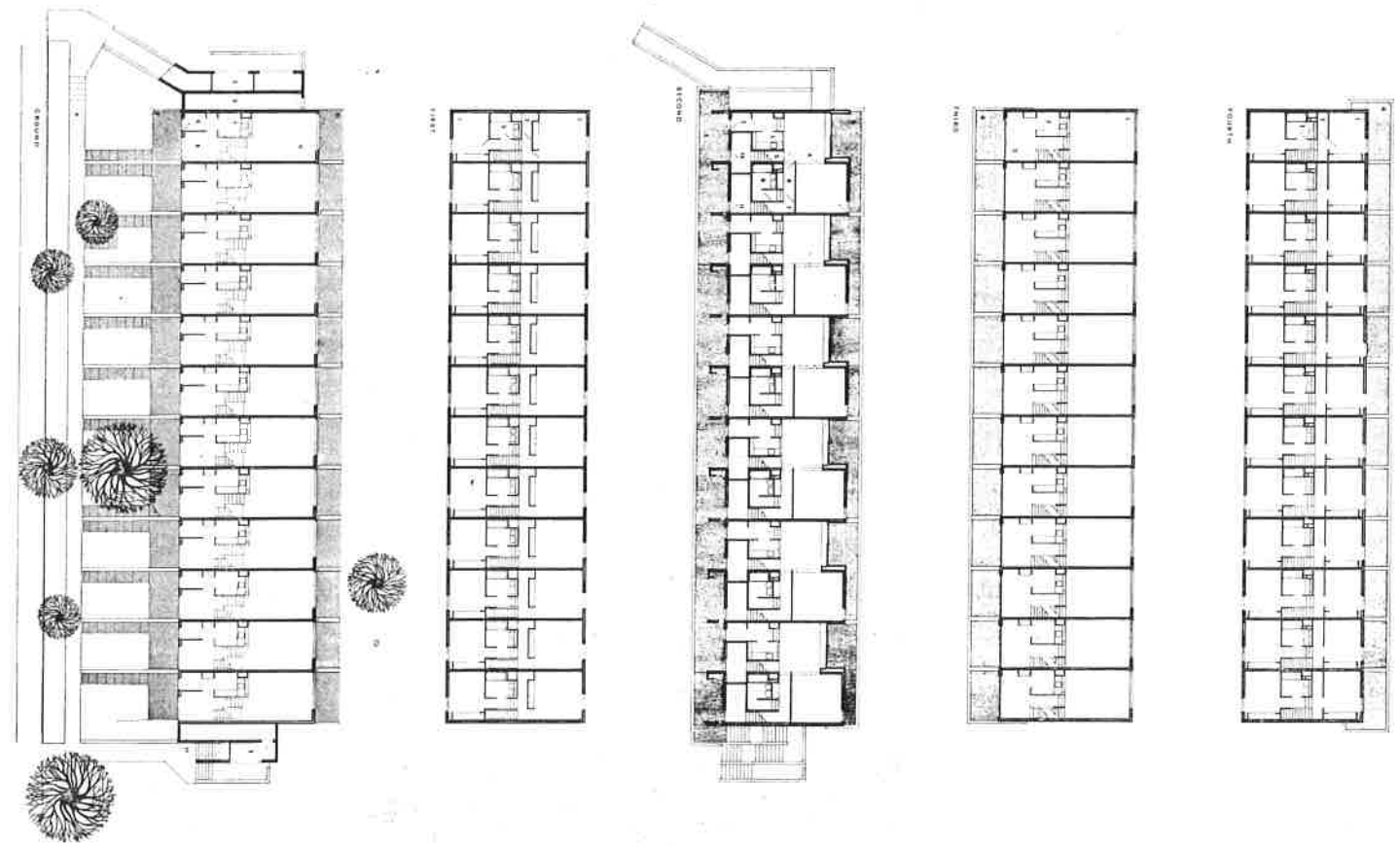
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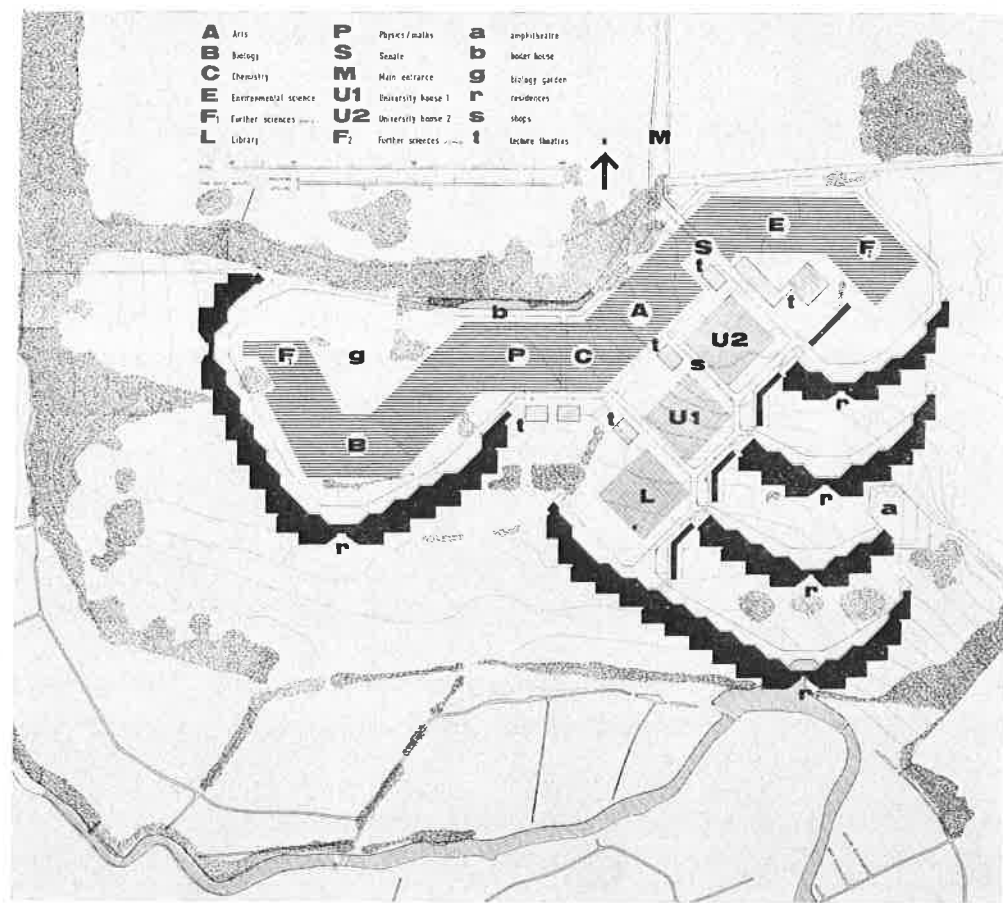


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1. Site plan; 2. View from south-west showing part of ramp; 3. Street elevation showing access to lower maisonettes; 4. Elevations and cross section; 5. Plans.

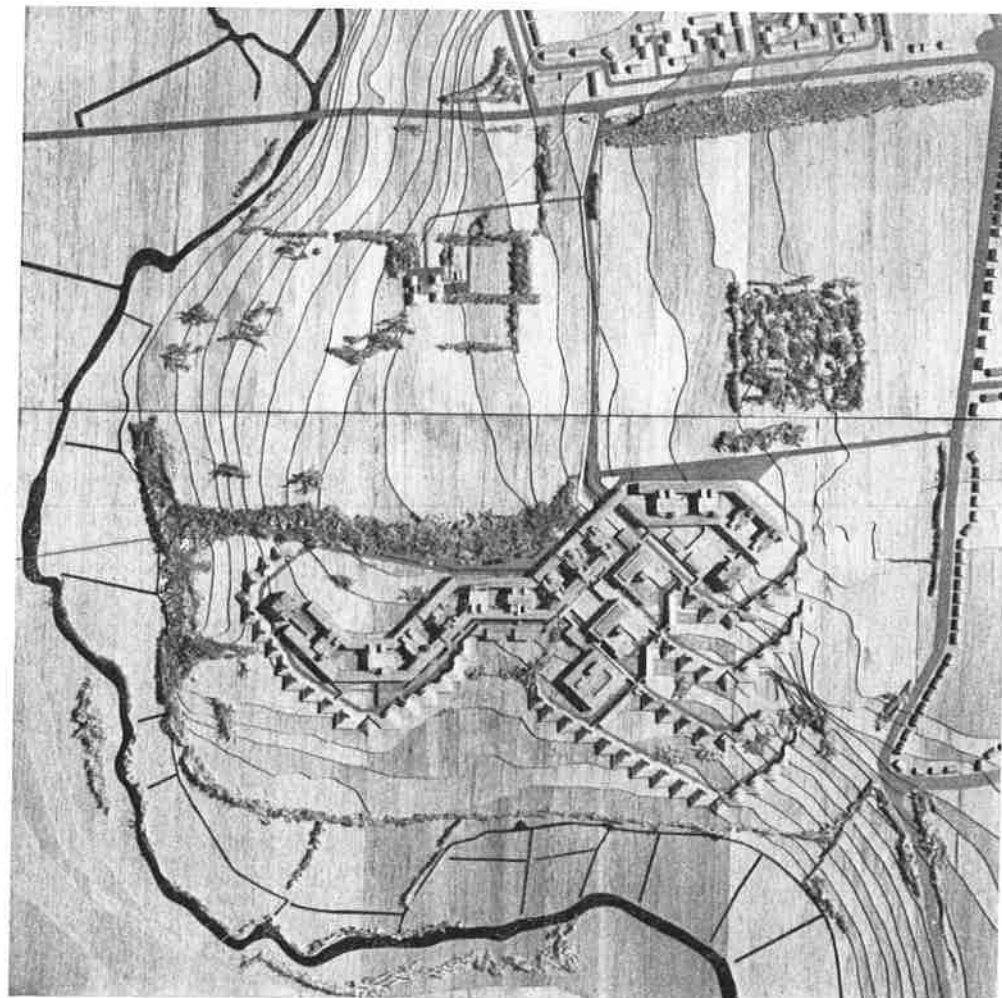


UNIVERSITY OF EAST ANGLIA DEVELOPMENT PLAN

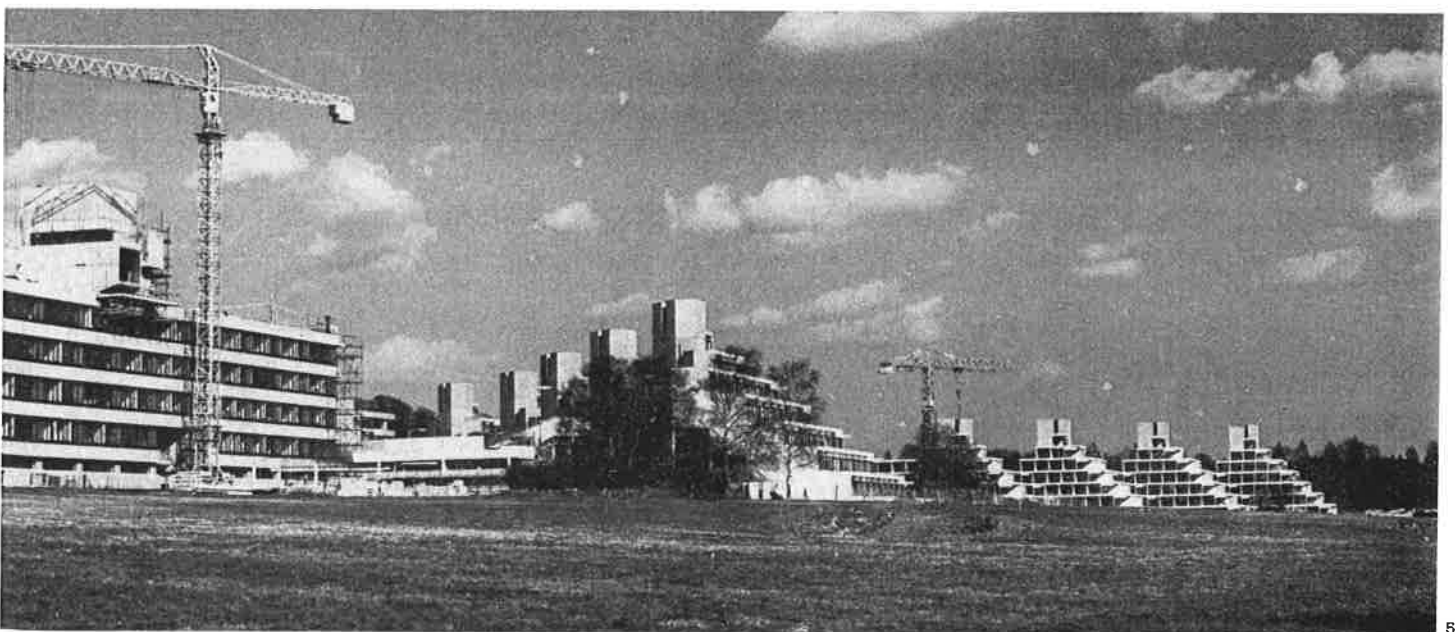
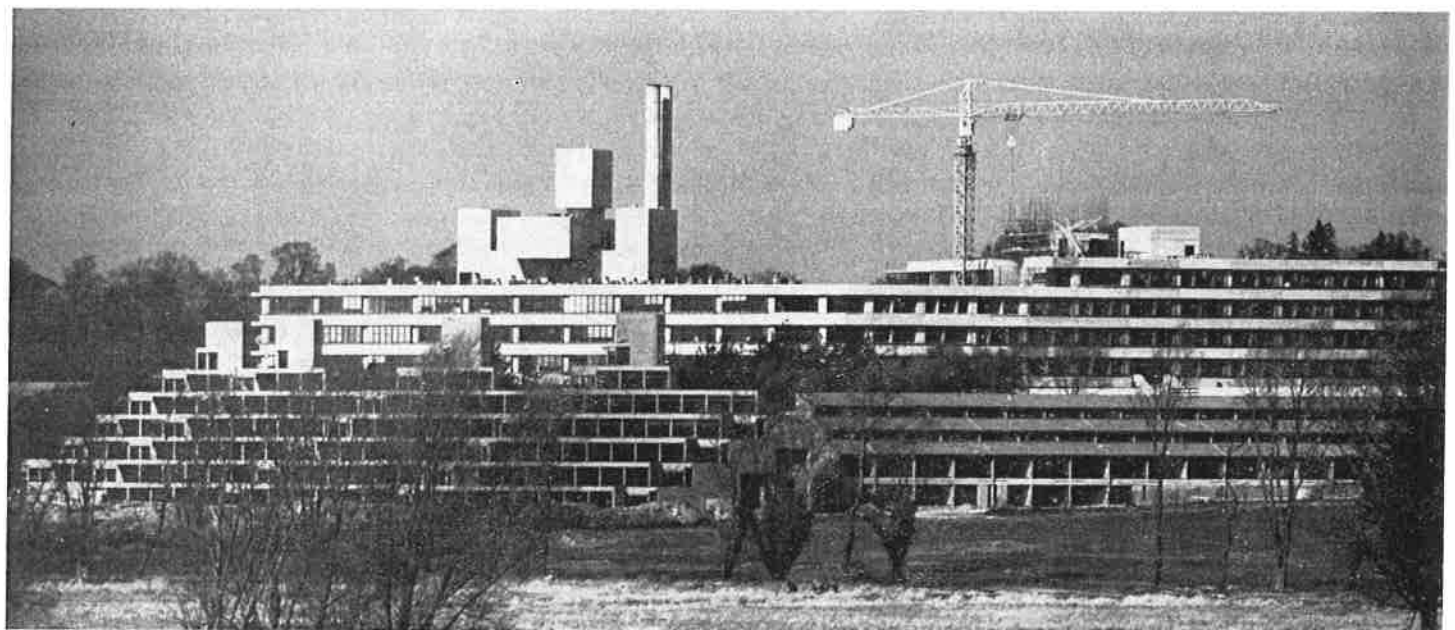
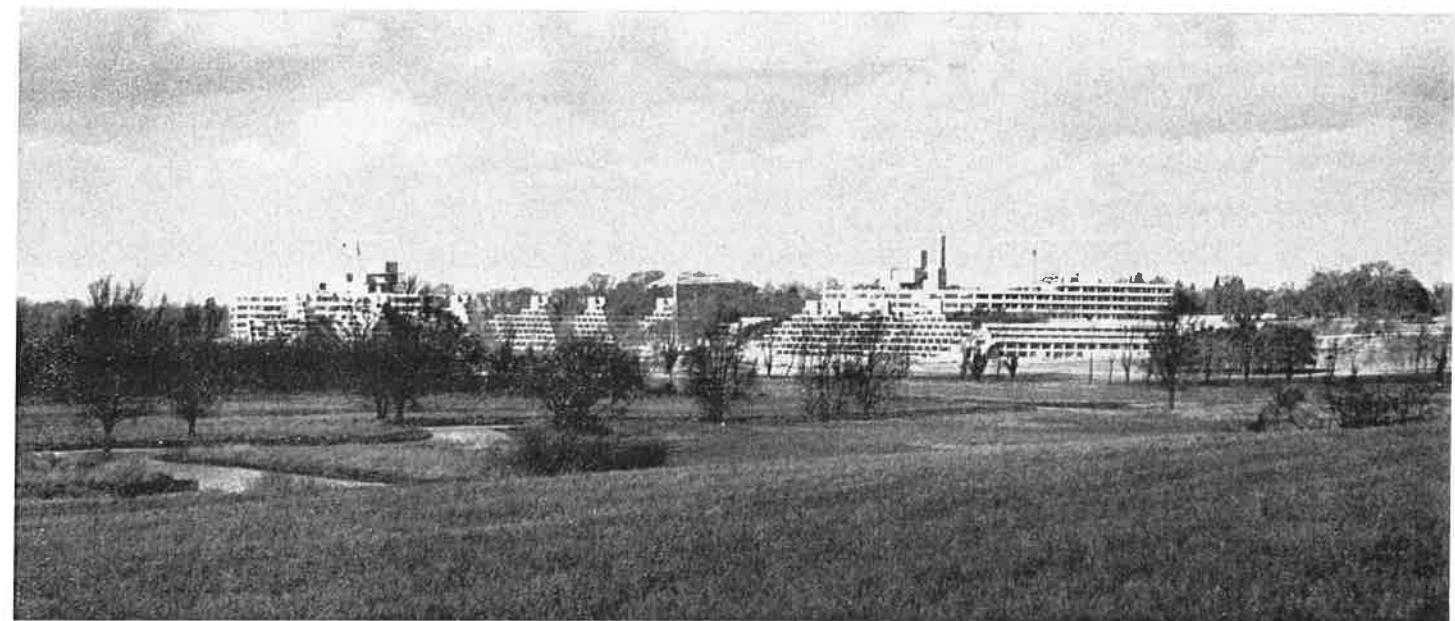
I come now to the last part of the thesis - the connexion between 'one offs' and building for the greatest number. The University of East Anglia is one of the most important projects that our office has been called on to do. It has involved the orchestration of many skills and many architects.

The site - itself an organism: water, marsh, slope, trees, meadow, parkland - is set in East Anglian landscape: and Norwich is close by to the east. If Repton had been asked to do this University on this landscape, he would have said, 'Keep it that way', just as Luis Sert, briefing his 4th Year students, for the re-planning of Times Square, New York, said, 'It is brash, it is vulgar, it is dangerous. Keep it that way, but make it safe'.

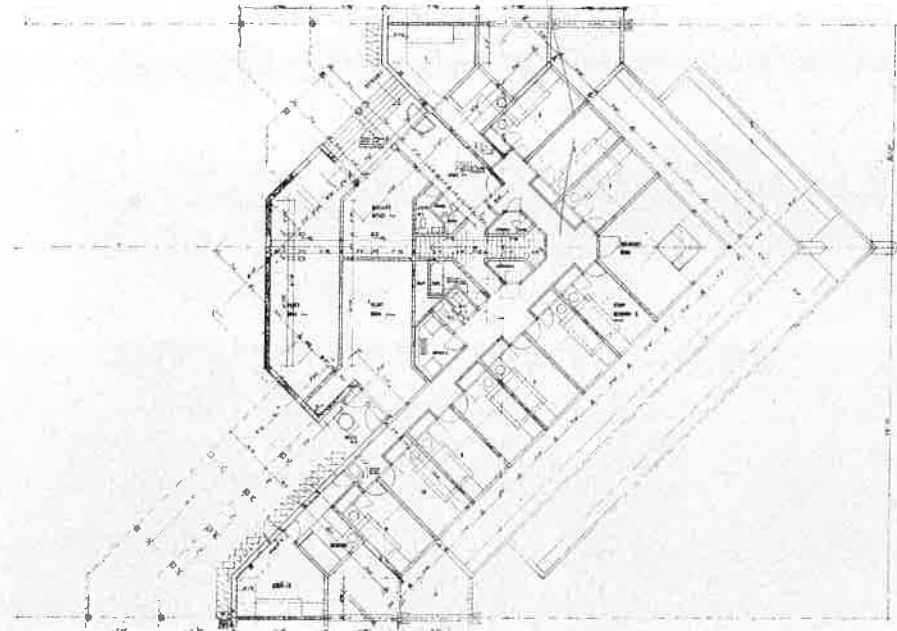
Our academic brief was concerned with the striving towards unity of knowledge and the common identity of the whole University. Schools



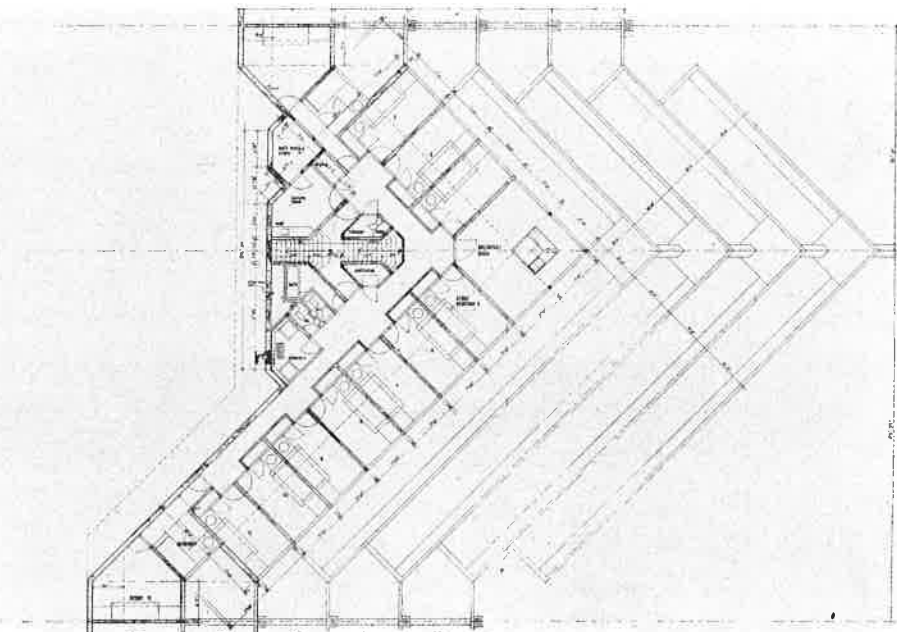
1. Site plan; 2. Site plan, model;
3,4,5. View of residential blocks and
"Teaching wall".



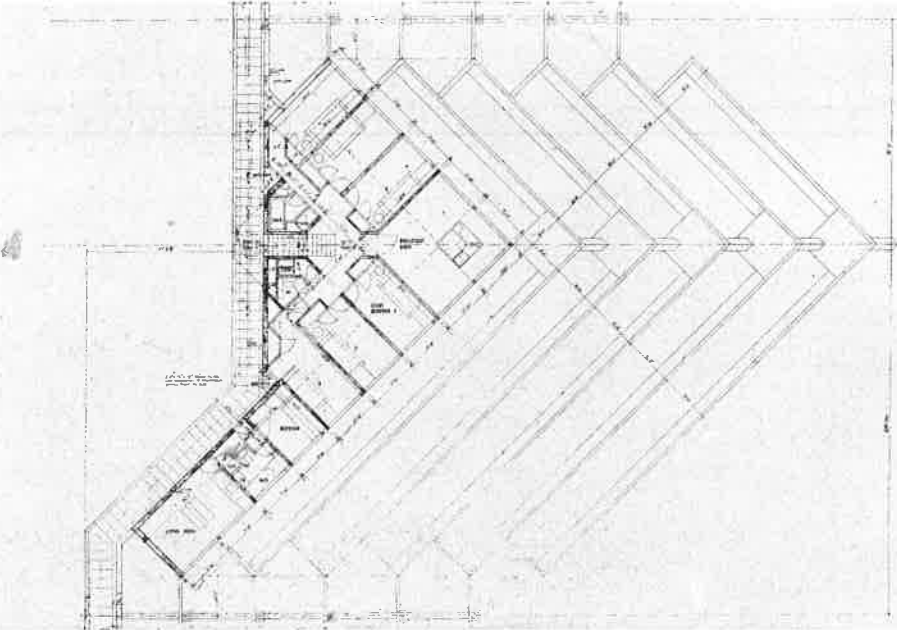
of Study were to be the social and academic entities. Colleges or Halls of Residence could have no place in this concept which seemed in line with a broadcast, 'The Autonomous Generation' by Dr. Chapman, Senior Lecturer of Social Studies, Liverpool University. He spoke about young people - their dislike of forced formality, their romantic puritanism, their greater independence due to better homes, health and education. They nevertheless saw life as arbitrary and malevolent and wished to choose their own ethic by which to live. Thus, the brief from the academics rightly posed the question, 'How should young people live in a new University?' The design directive was inspired by this brief. Groups of not more than twelve study bedrooms with a breakfast room were to form the basic 'habitat'. They were to be disposed on the site



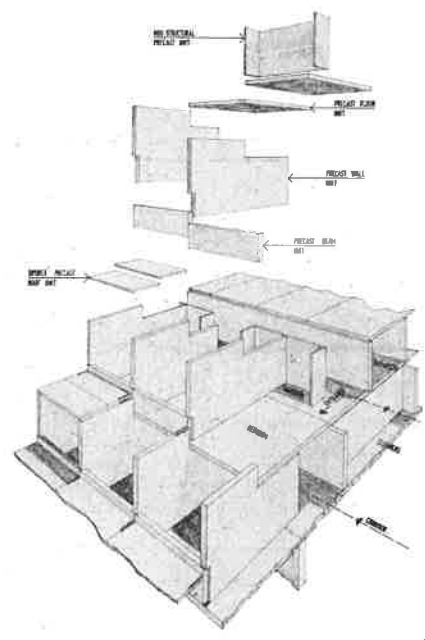
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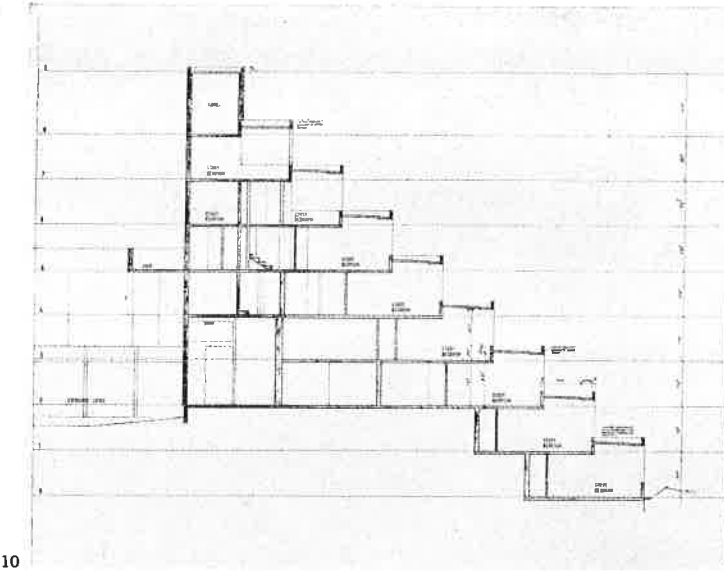


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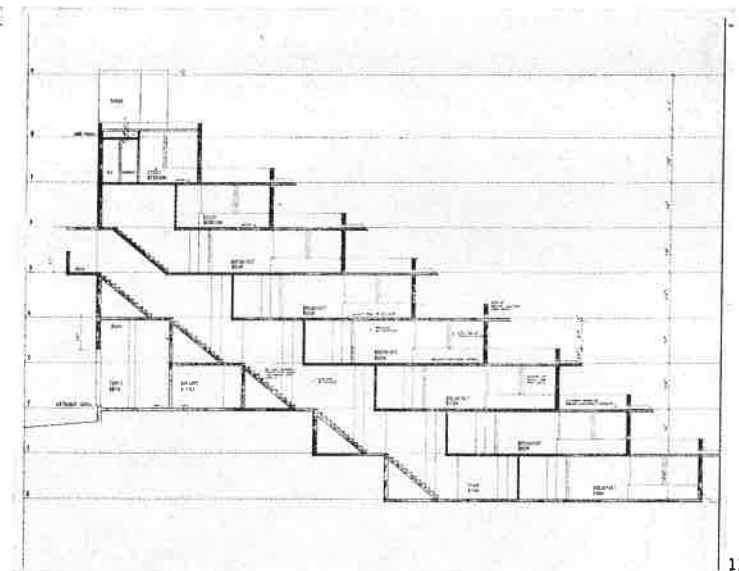


STRUCTURAL ELEMENTS
RESIDENTIAL BLOCKS SKETCH A1 6

6. Drawing showing assembly of precast elements for the residential blocks; 7. Residences: typical stair, second floor plan; 8. Residences: typical stair, fourth floor plan; 9. Residences: typical stair, fifth floor plan; 10. Residences: typical stair right angle section; 11. Residences: typical stair, section through prow; 12. Residences (left side) and School of Biological Sciences under construction.



10

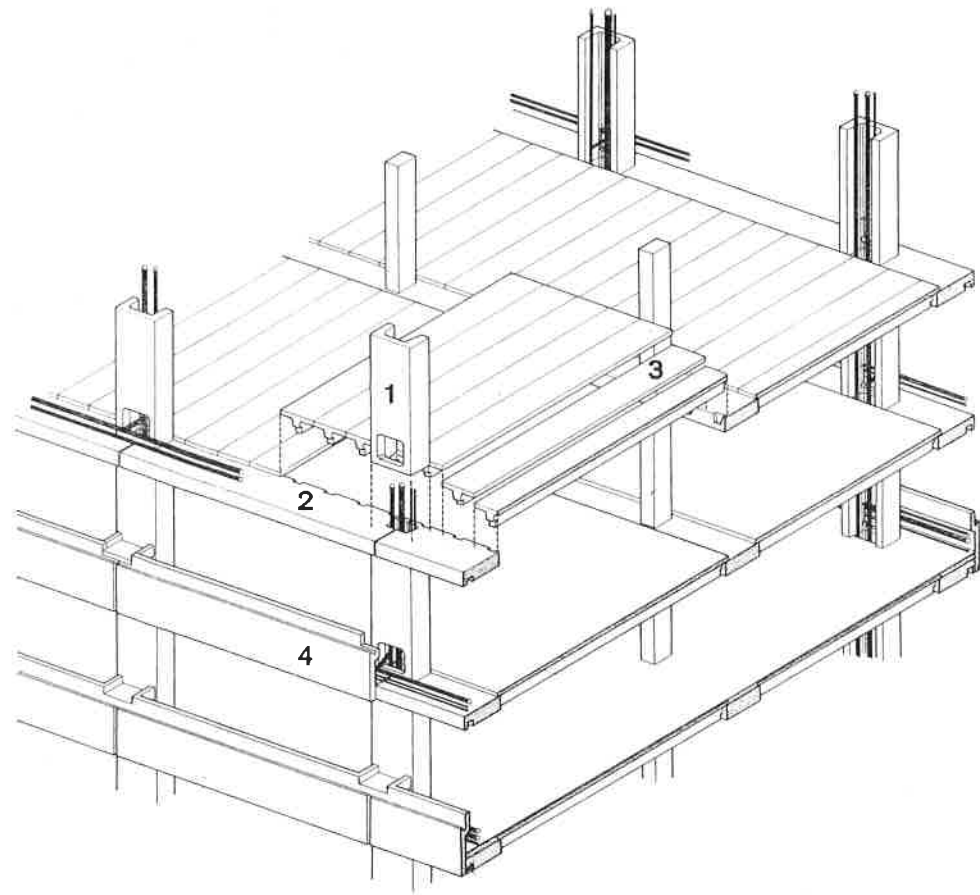


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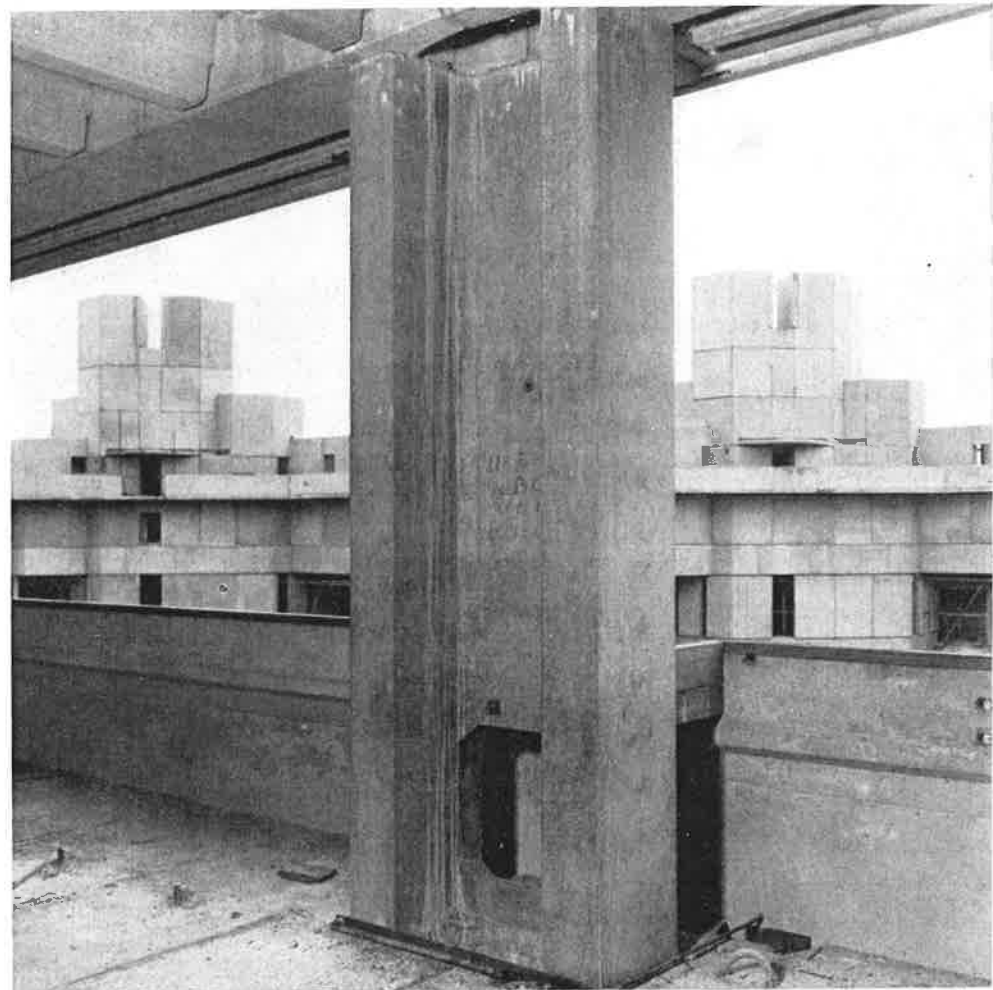


12

with loving respect for the configuration and contour of the landscape, its prospect and aspect. They were to provide undercrofts to deal with all the backyard mess of undergraduate activities, games rooms, laundries, cars and bicycles. Cullinan's response to this particular zone of the exercise is an ingenious compact section solution, with a pedestrian deck linked to the whole University and separated from cars. Why separate? - not because of accidents but because every moment of walking is a moment of thinking. In planning jargon, 'concentration' and 'linkage' permeate the concept. The difference between the first and second drafts of the Development Plan is that the latter eliminates boundaries between teaching faculties. The 'wall' of teaching contains little and big rooms with backyard space. It ensures closeness of departments; economy of services; facilitates exchange of ideas and equipment and can cope with disciplines not yet born. The joy will be in the spaces between buildings - the 'landlocked harbour', the grass swards, cascading terraces and elevated walkways. Compactness of plan and the fact that there will be no 'cordon sanitaire' round the University will enable the people of Norwich to continue to enjoy their leisure in a recreated landscape. The speed of student intake demands use of systems of quick construction. Buildings are made of large repetitive precast elements manufactured under controlled conditions on site or in factory and dry assembled. They are 'one off' systems appropriate to quantity and task. There is no dichotomy in the architectural design process between 'one off' and 'system-built'. What we shall build in East Anglia is an organism which is architecturally complete and incomplete, which can grow and change, but which does not produce a wilderness of mechanisms.



13

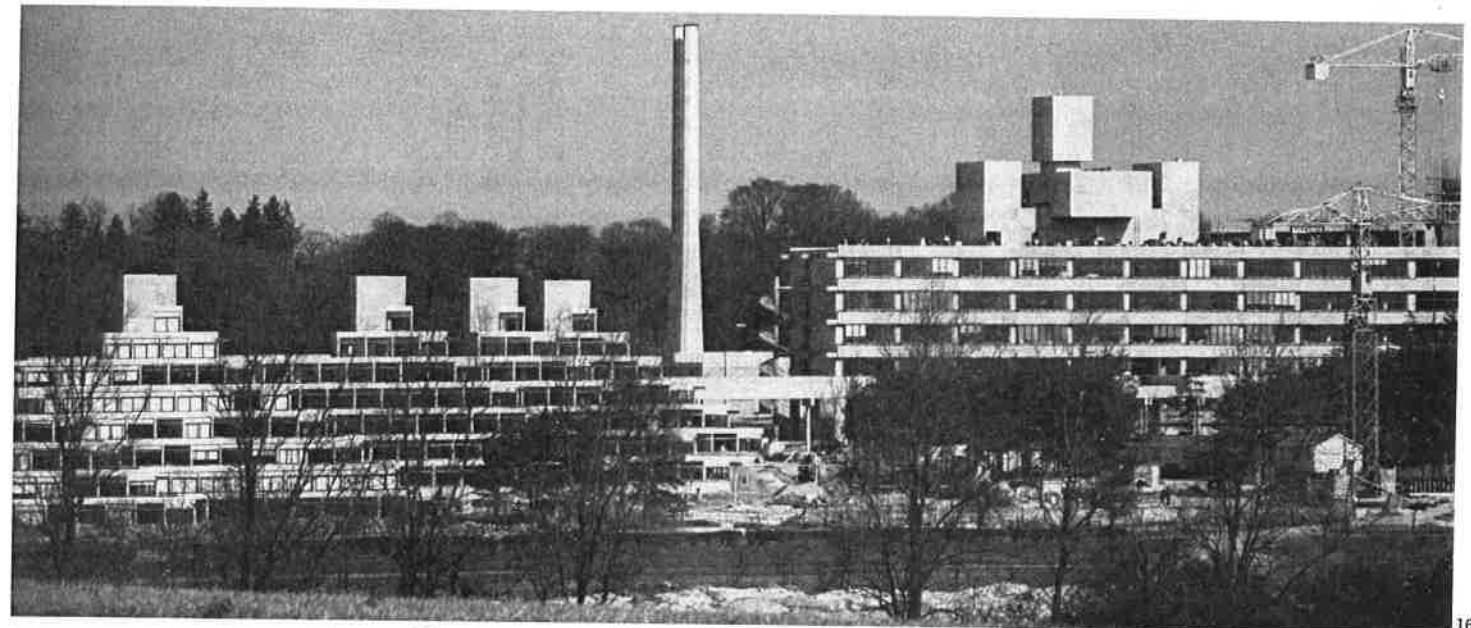


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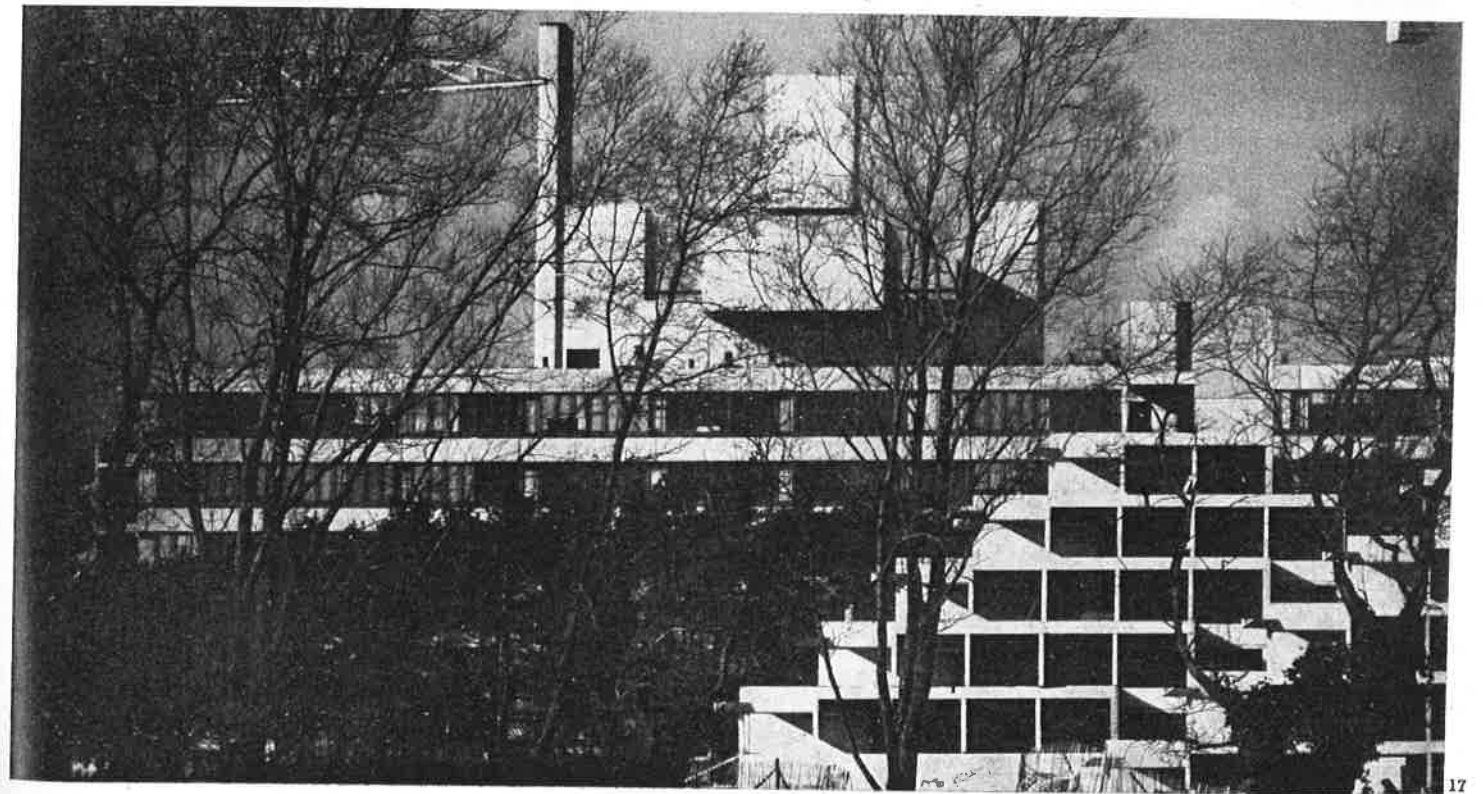
13. "Teaching wall": drawing showing the structural precast elements; 14. North side of Residences from School of Biological Sciences showing structural elements of "Teaching wall"; 15,16,17. View of "Teaching wall" and Residences.



15



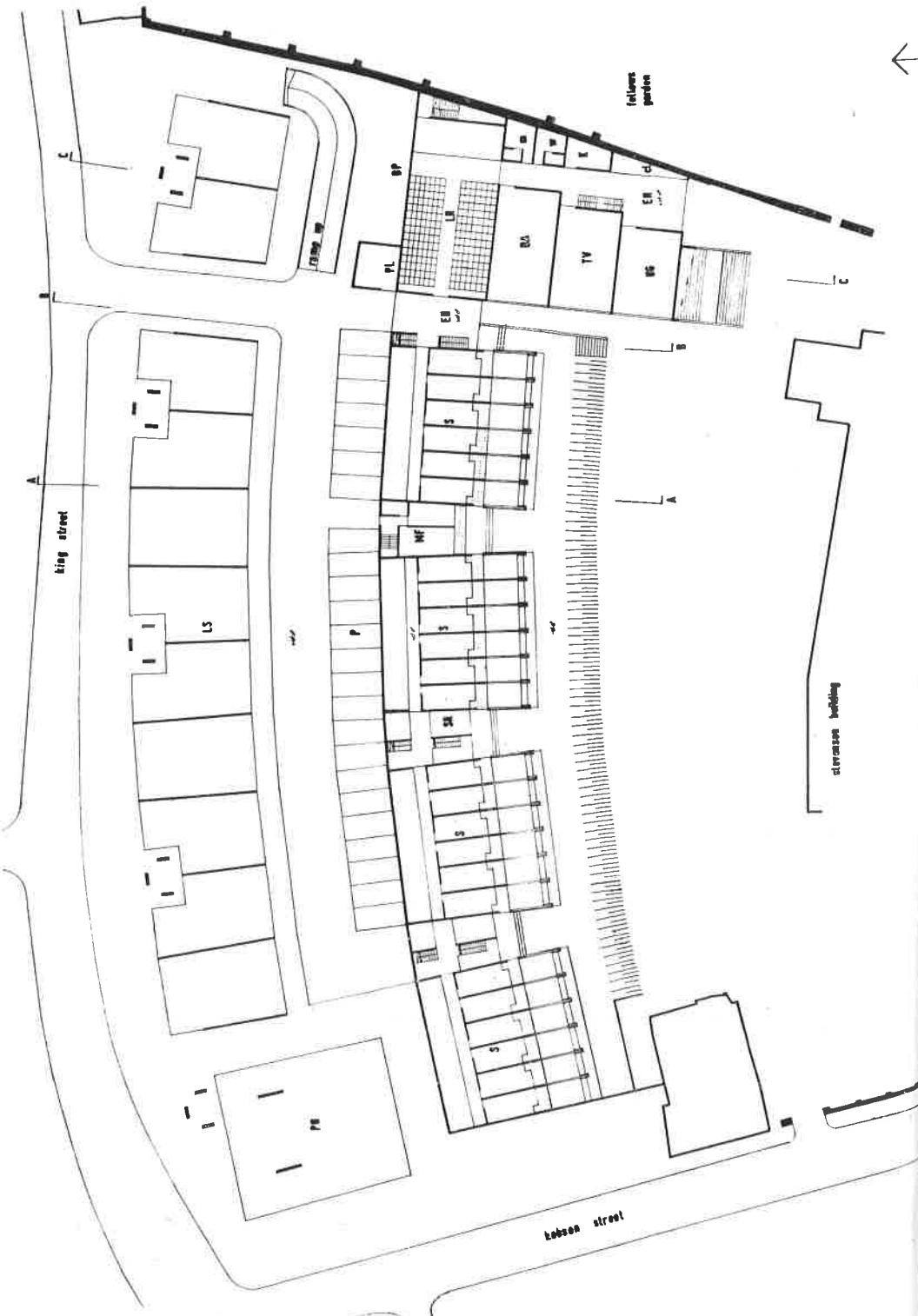
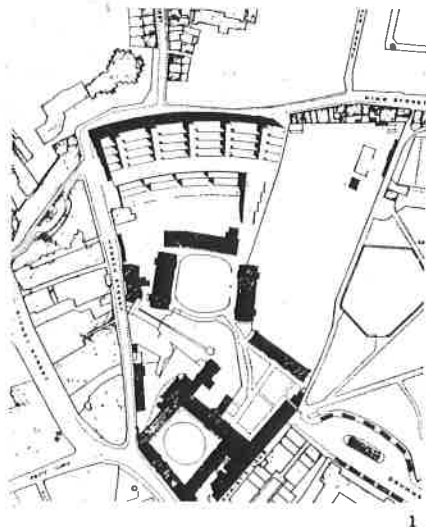
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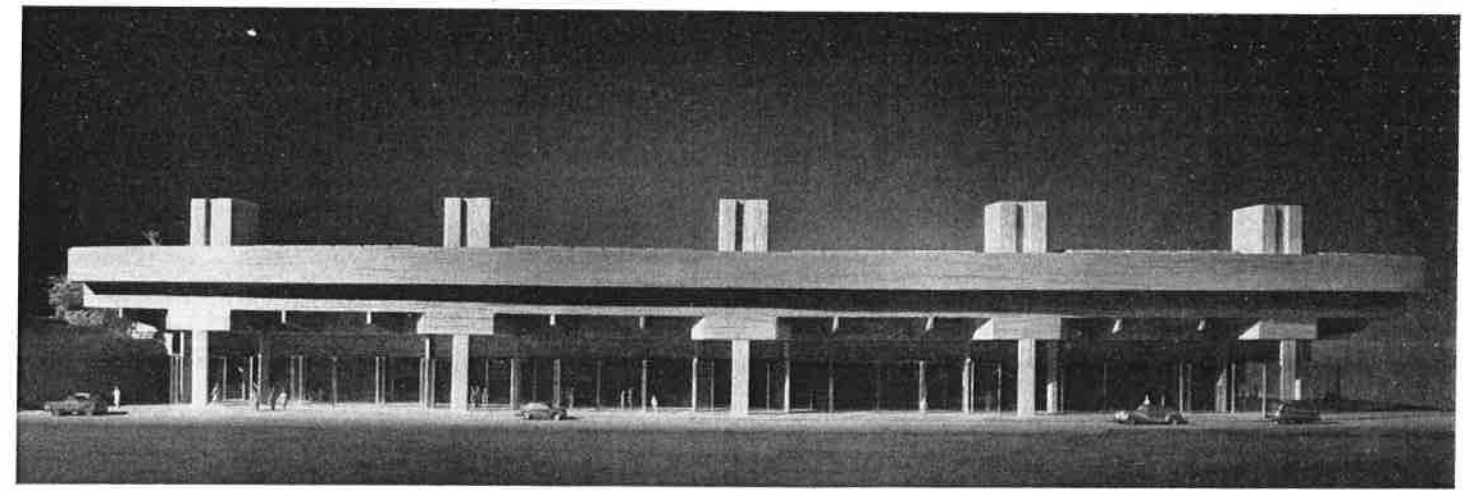
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CHRIST'S COLLEGE, CAMBRIDGE

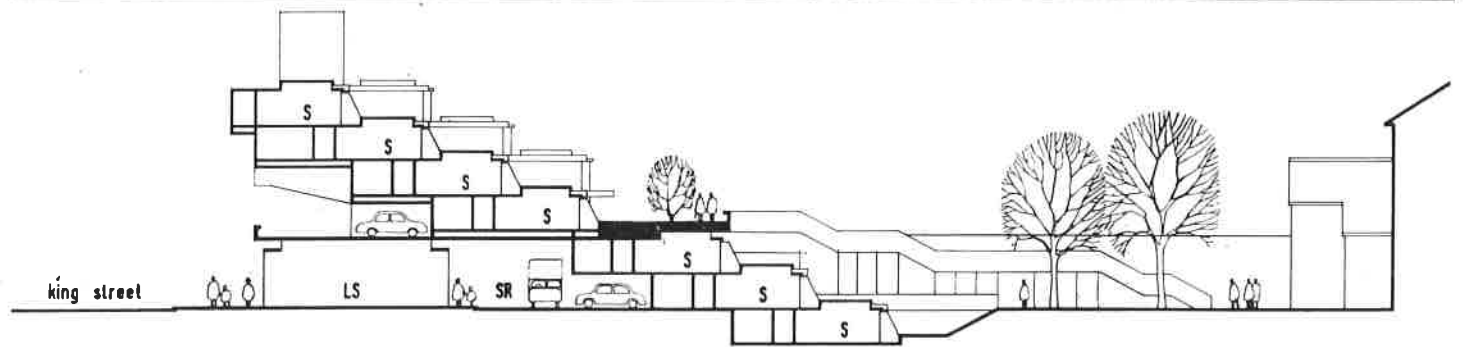
The site is immediately to the north of the existing College buildings and consists of old buildings of undistinguished character, a number of which have already been demolished. It is bounded by Hobson Street and King Street which will form an important link between the existing and the proposed new shopping centres of Cambridge.



2

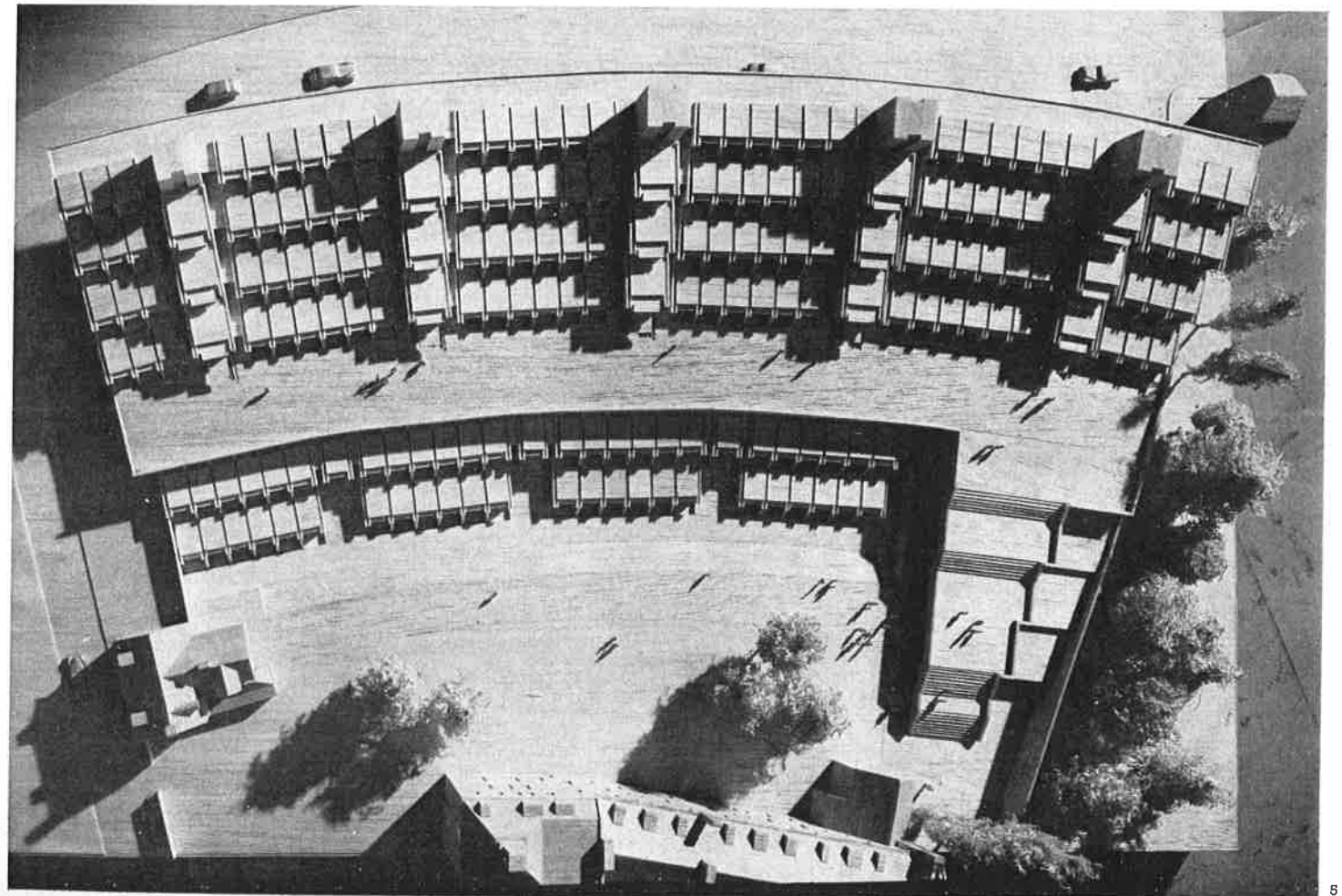


3



SECTION A A

4



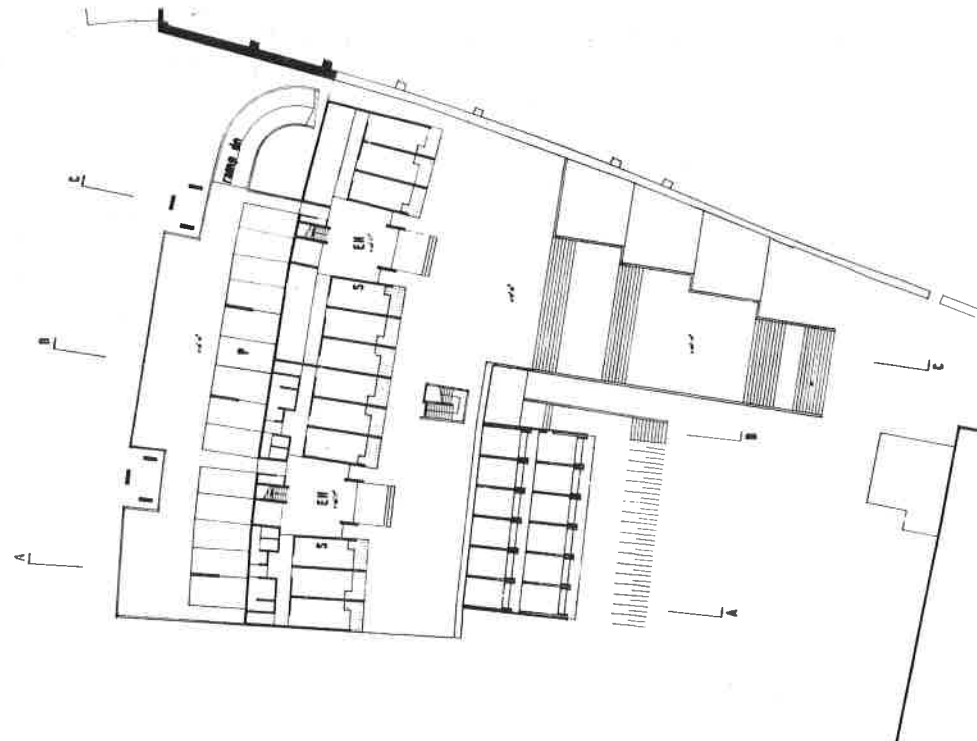
5

The scheme provides, for use by the College, study bedrooms for about two hundred undergraduates, flats for single and married Fellows, a general purpose lecture room/theatre to seat about two hundred, common rooms and squash courts. In addition, along the King Street frontage there are lock up shops and a public house to take the place of those existing at present.

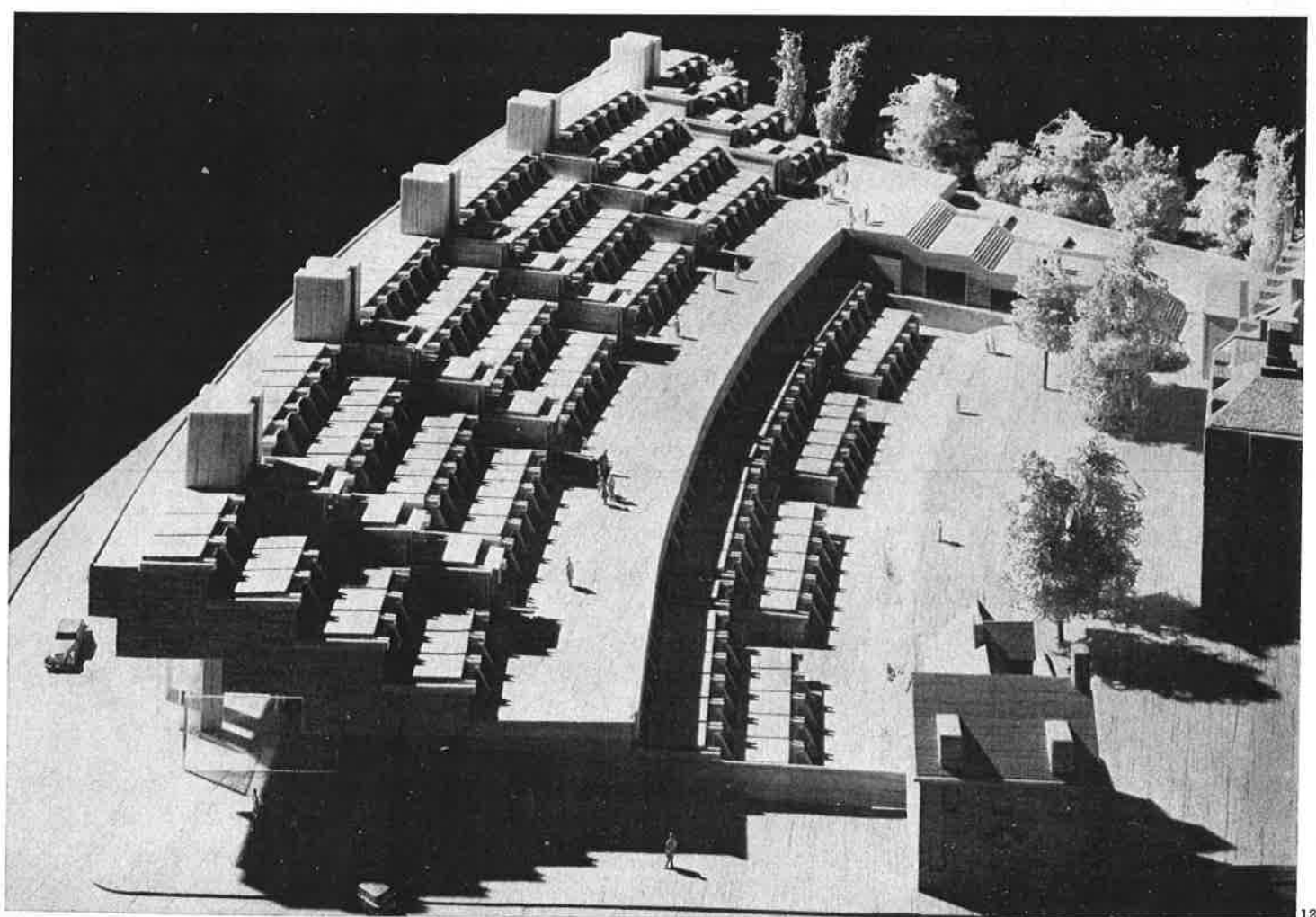
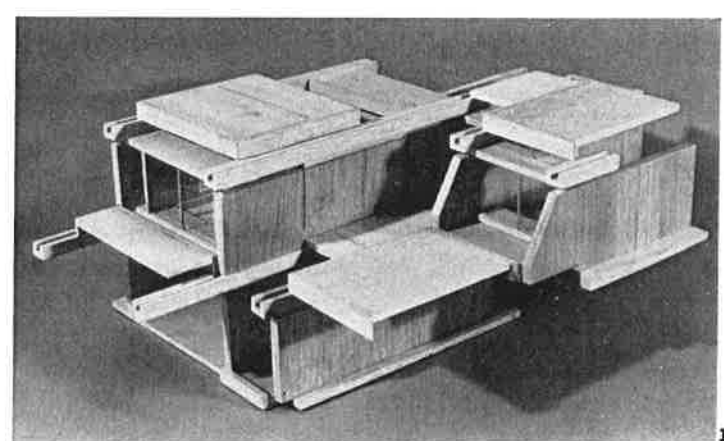
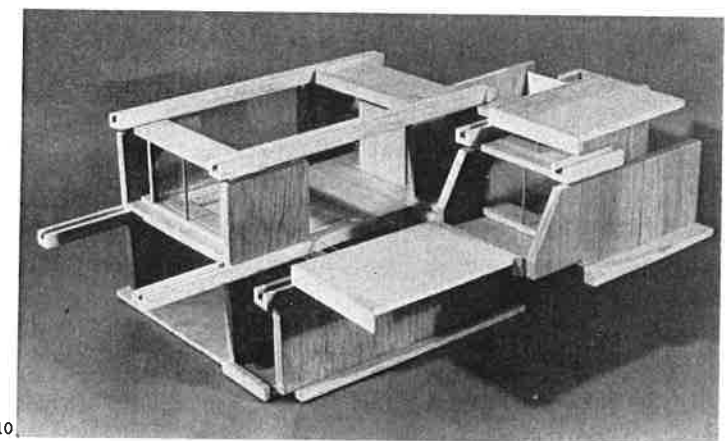
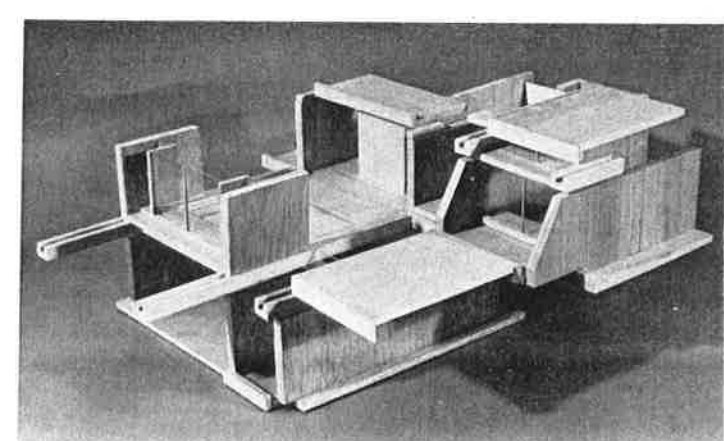
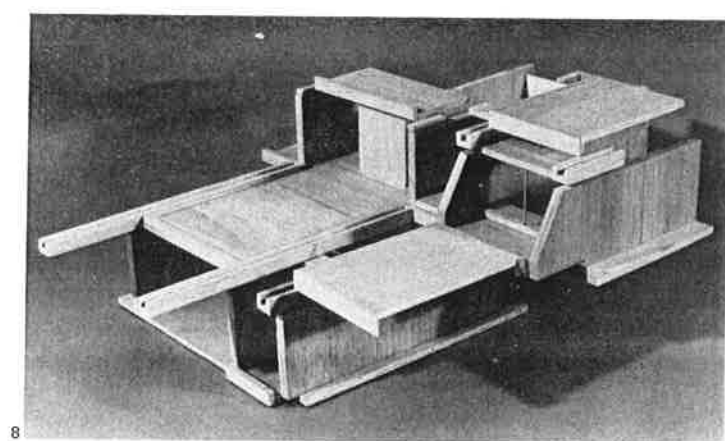
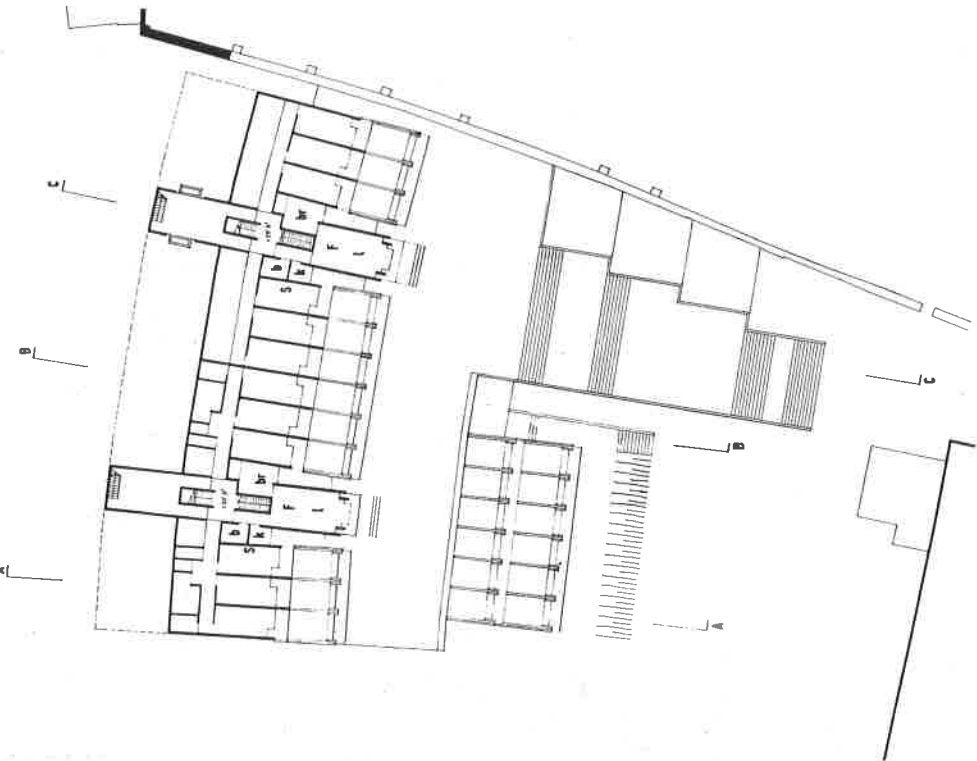
The study bedrooms are planned in group of six, each of which has its own washing area, small kitchen, trunk store and drip-dry room. On plan the groups are separated by staircases and on the upper floors by the flats for single Fellows also. On section, each floor is stepped back in relation to the floor below, to create space at ground level under the residential accommodation for a shopping arcade and the public house with their associated service road and parking area. At second floor level, the stepping back is increased to create a broad landscaped terrace with grass and trees. At the east end of the development adjoining the Fellows' Garden, this terrace is continued to the south, where it forms both the roof of the lecture rooms and common rooms and a main link with the existing College building. Space for parking College cars is provided above the shopping arcade at the same level as the terrace with which there are direct links through the entrance halls at each of the five staircase positions.

The development is to be carried out in stages, work starting on site for the first stage in June 1968. In this stage, which is at the east end of the site, is the main access from King Street for the complete development, both for College and shops. For the College, there is pedestrian access at ground level adjacent to the lecture room and a ramp to the terrace level carpark, while for the shops there is the service road and adjoining parking area. The carparks and service road can thus be extended in subsequent stages without disturbance to those in the first stage.

A large part of the scheme is to be constructed of self-finished pre-cast concrete structural units, particularly the study bedrooms and Fellows' flats, where the roof of each room will be a single unit supported on pre-cast gutters and cross walls. Integrated with the structure will be the furniture and fittings so that together they create and define the space and uses of the rooms themselves.



- | | |
|---|--|
| PH - public house | BA - BAs' common room |
| LS - lock-up shops | TV - television room |
| P - car parking | UG - undergraduates' reading room |
| S - study bedrooms | F - Fellow's flat |
| SR - supervision room | m - men's lavatory |
| MF - married Fellows' flat | w - women's lavatory |
| EH - entrance hall | k - kitchen |
| PL - porter's lodge | cl - cloak space |
| BP - bicycle park | b - bathroom |
| LR - lecture room with small stage to seat 200 | l - living room |
| | br - bedroom |



1. Site plan; 2. Ground floor plan; 3. Model seen from King Street, giving access to the shops; 4. Cross section; 5. Aerial view, model; 6. Second floor plan; 7. Third floor plan; 8-11. Typical bedroom unit: model showing the assembly system of different precast elements; 12. View of model.

SECOND FLOOR PLAN

THIRD FLOOR PLAN

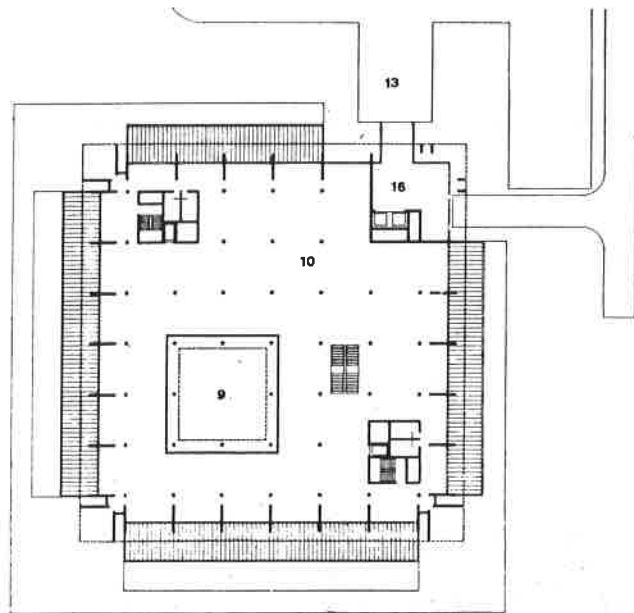
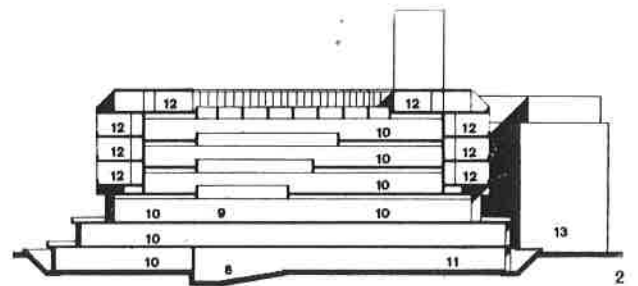
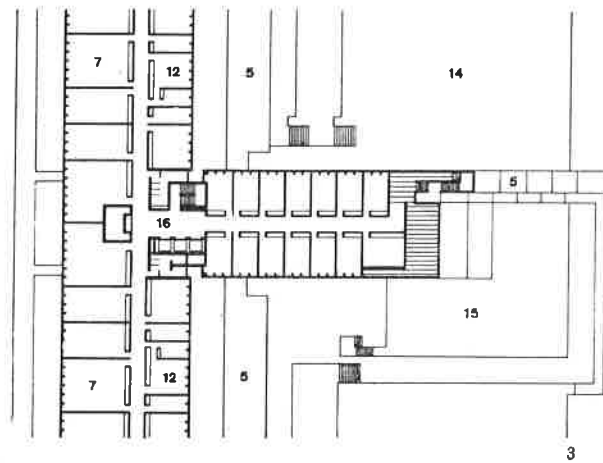
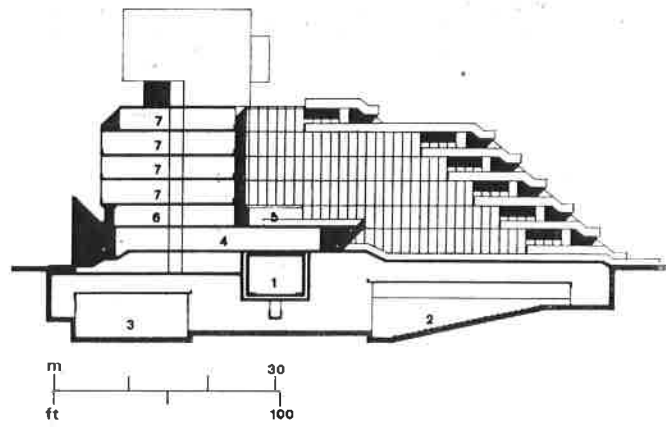
DENYS LASDUN

UNIVERSITY OF LONDON REDEVELOPMENT PROJECT

The area to be redeveloped consists of two sites to the north of the existing University Senate House. The larger, Site Block D, will provide accommodation for the Institute of Education, the Law Institute and future University accommodation as yet unallocated. The smaller site will be developed to provide a large extension to the existing School of Oriental and African Studies. The following formative architectural proposals, designed in 1965-66 and approved by the Royal Fine Art Commission, have been developed from Professor Sir Leslie Martin's outline plan for the University Precinct submitted in 1959, the principal planning criteria being:

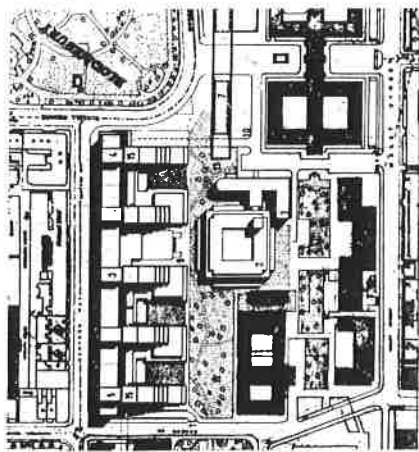
- To limit through-traffic in the area.
- To re-organise access service roads and to provide adequate car parking facilities.
- To respect the scale of older buildings in the area that are to be preserved.
- To add to pedestrian convenience and facilities by creating first floor access routes which will link and bridge existing streets.

The total development for Site Block D consists of a main spine block of building, parallel to Bedford Way, and buttressed by five wing blocks descending in terraces towards Woburn Square. The wings are connected to the spine by the vertical service and access cores. The site is to be developed to the maximum density permitted in the area.

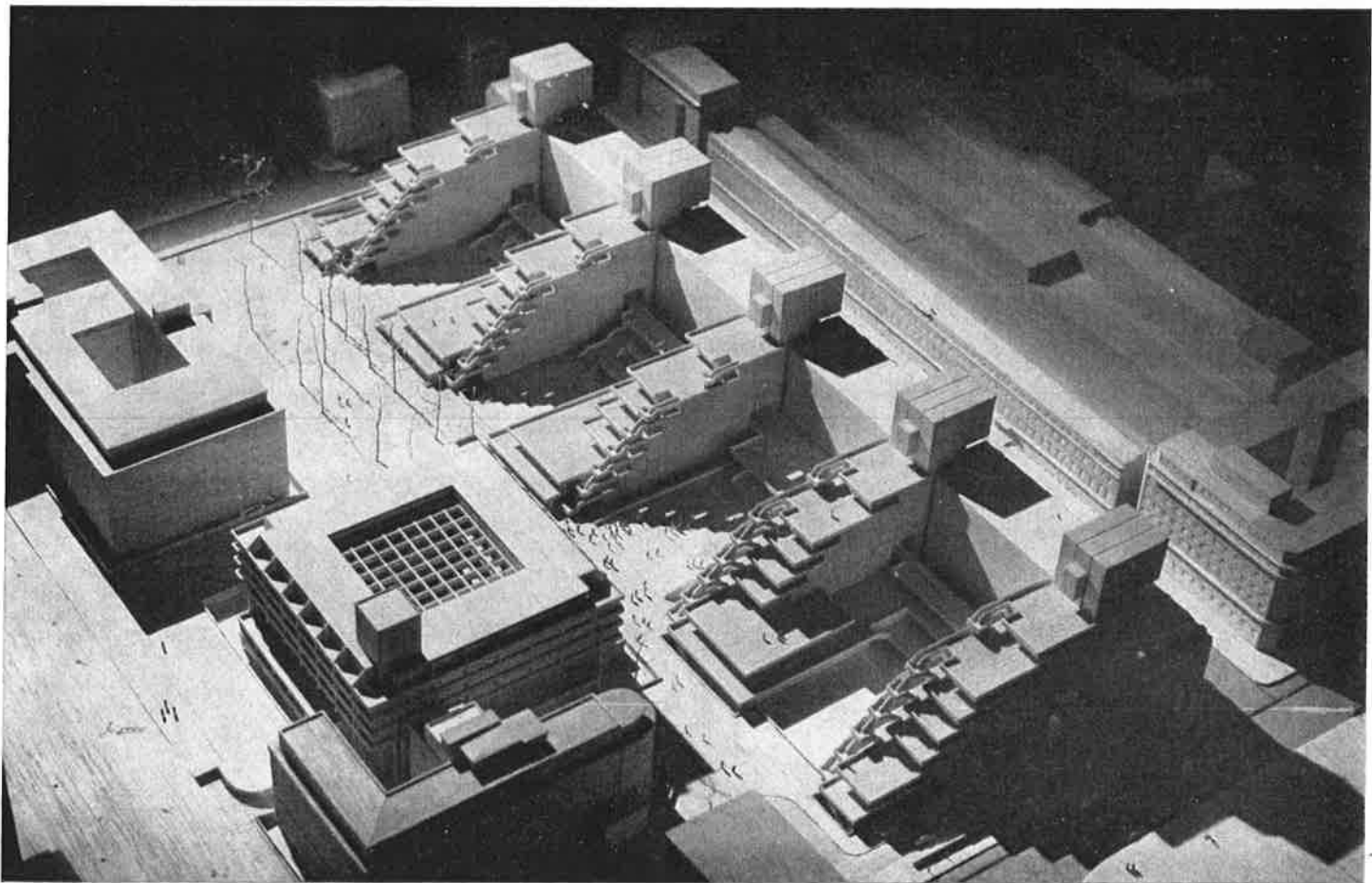
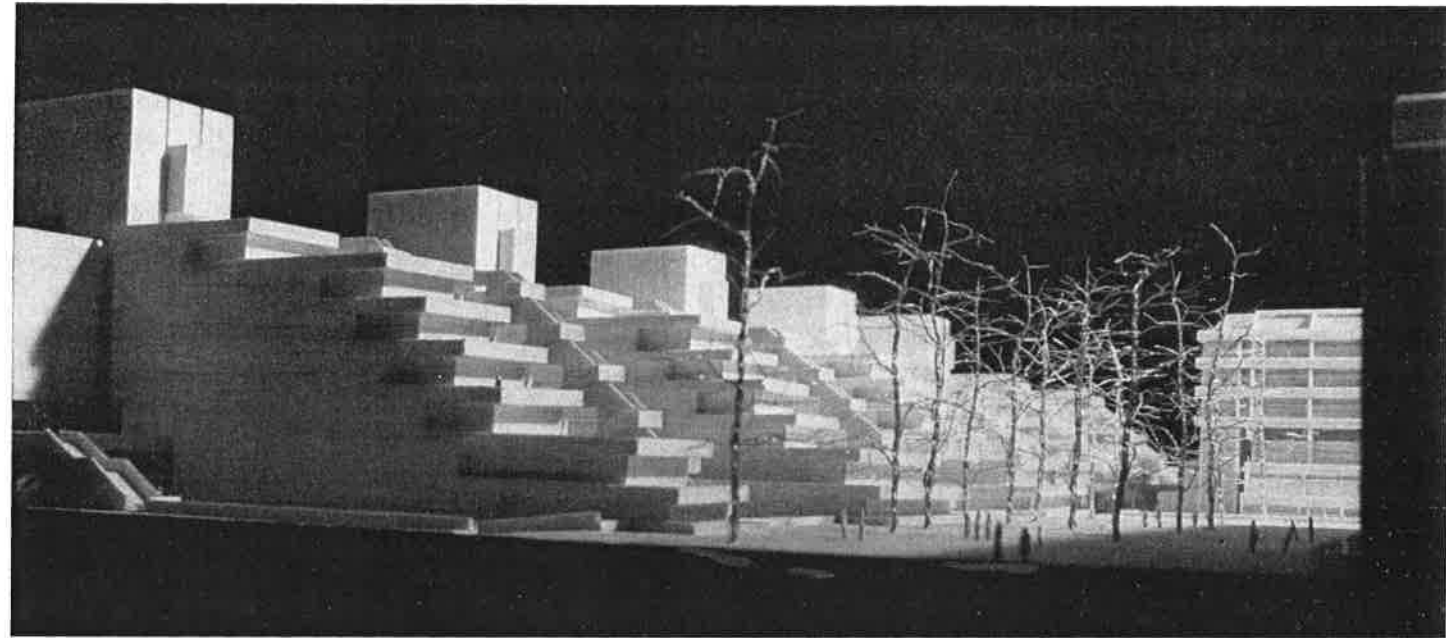
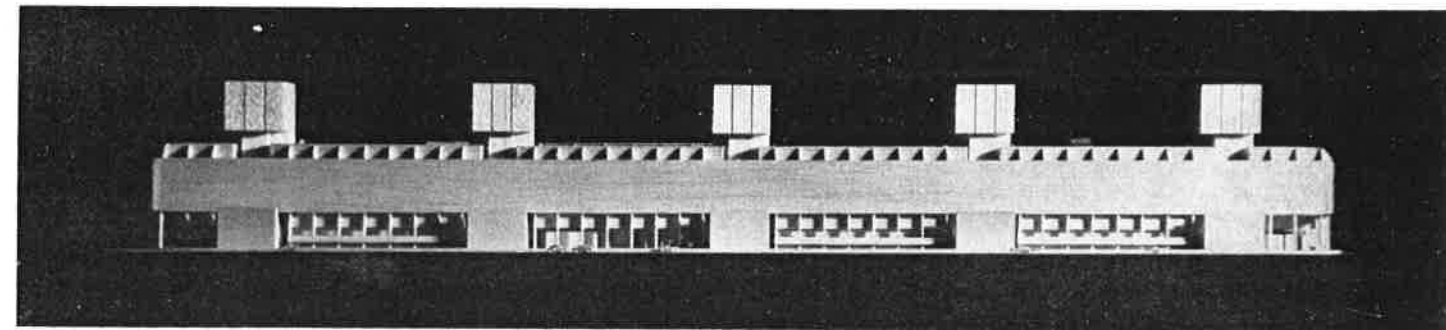


Spine block: cross section and fourth floor plan.

Extension to School of Oriental and African studies: cross section and first floor plan. Key to plan and sections: 1 service road, 2 large theatre, 3 small theatre, 4 entrance hall, 5 pedestrian walkway, 6 central administration, 7 teaching and lecture rooms, 8 lecture theatre, 9 reading room, 10 flexible stack, 11 large rooms, 12 small rooms, 13 existing S.O.A.S. building, 14 court over car park, 15 roof terraces, 16 access and service core.



The spine of Block D separates the noisy thoroughfare of Bedford Way from the University Precinct, and the terraces of the winged blocks are orientated to the south and towards the heart of the University Precinct. Since the whole of the site is not available in the first instance the project has been designed for staged growth.

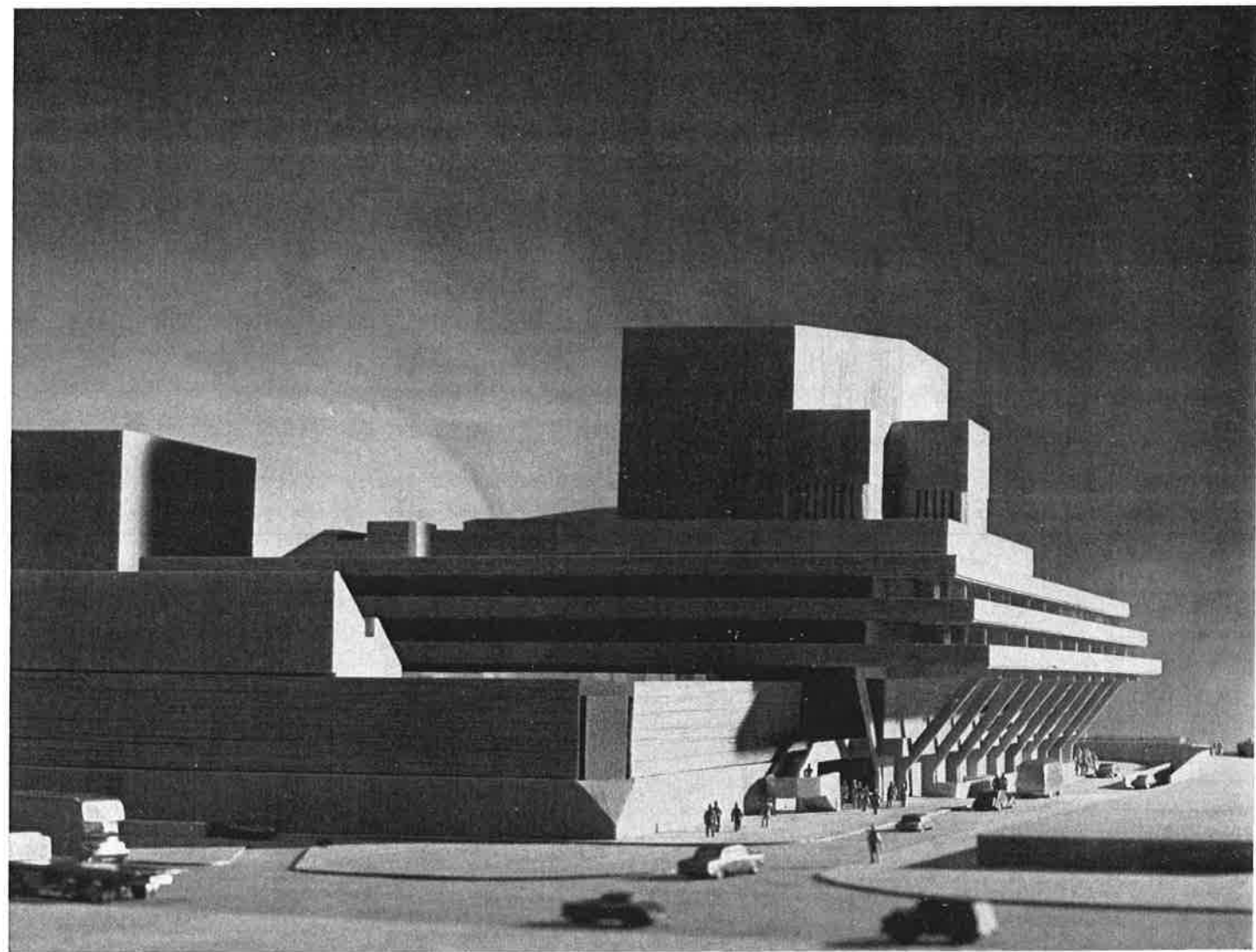
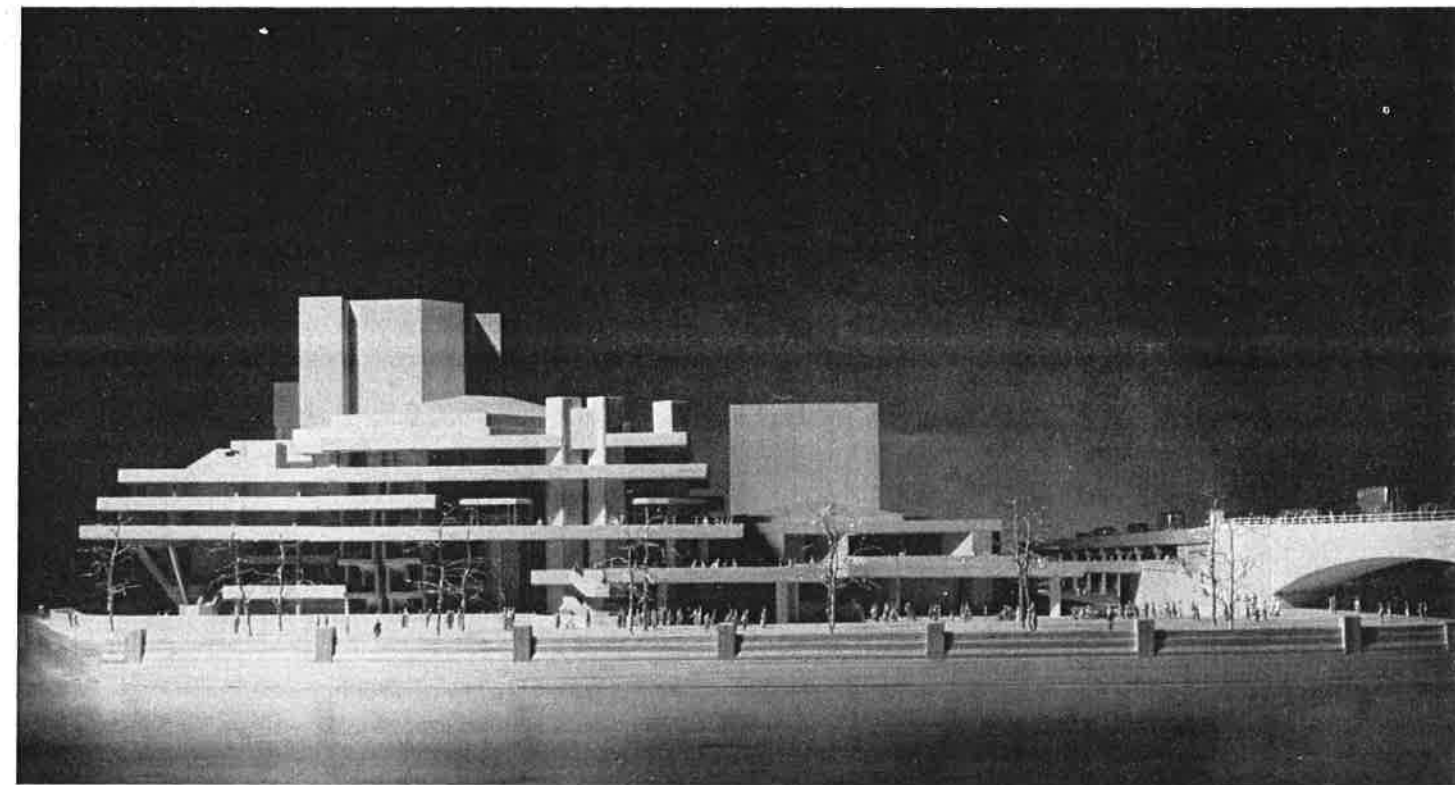
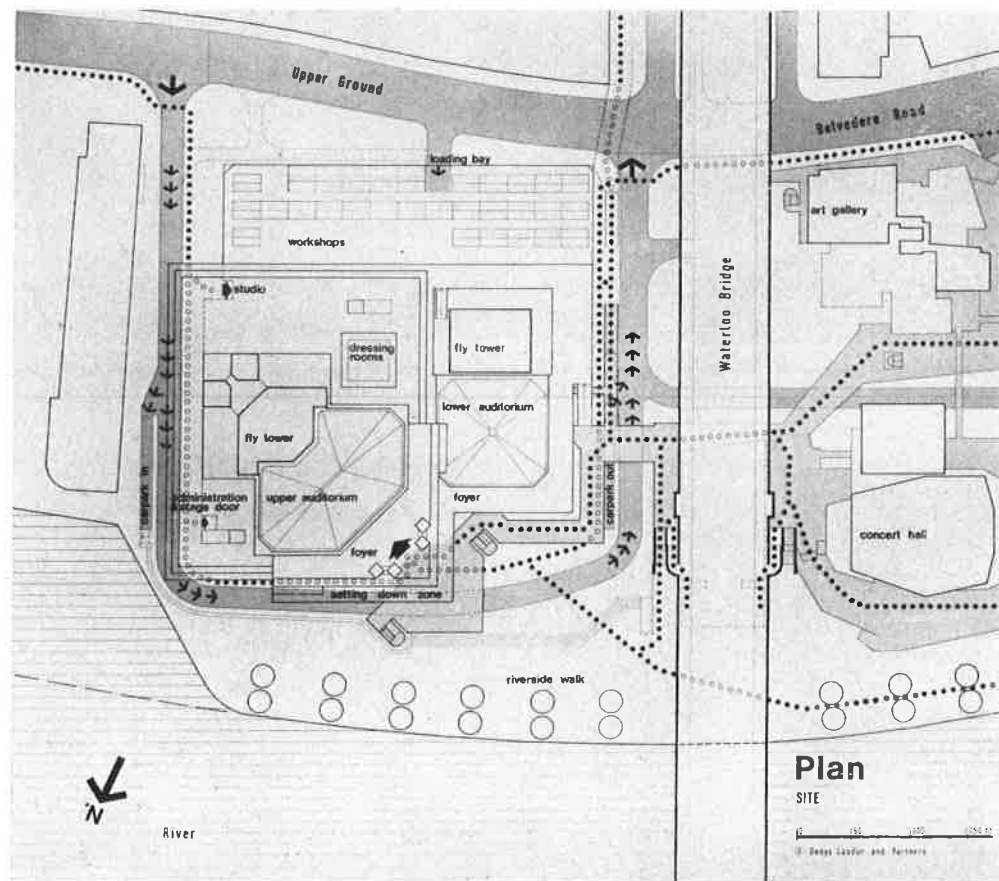
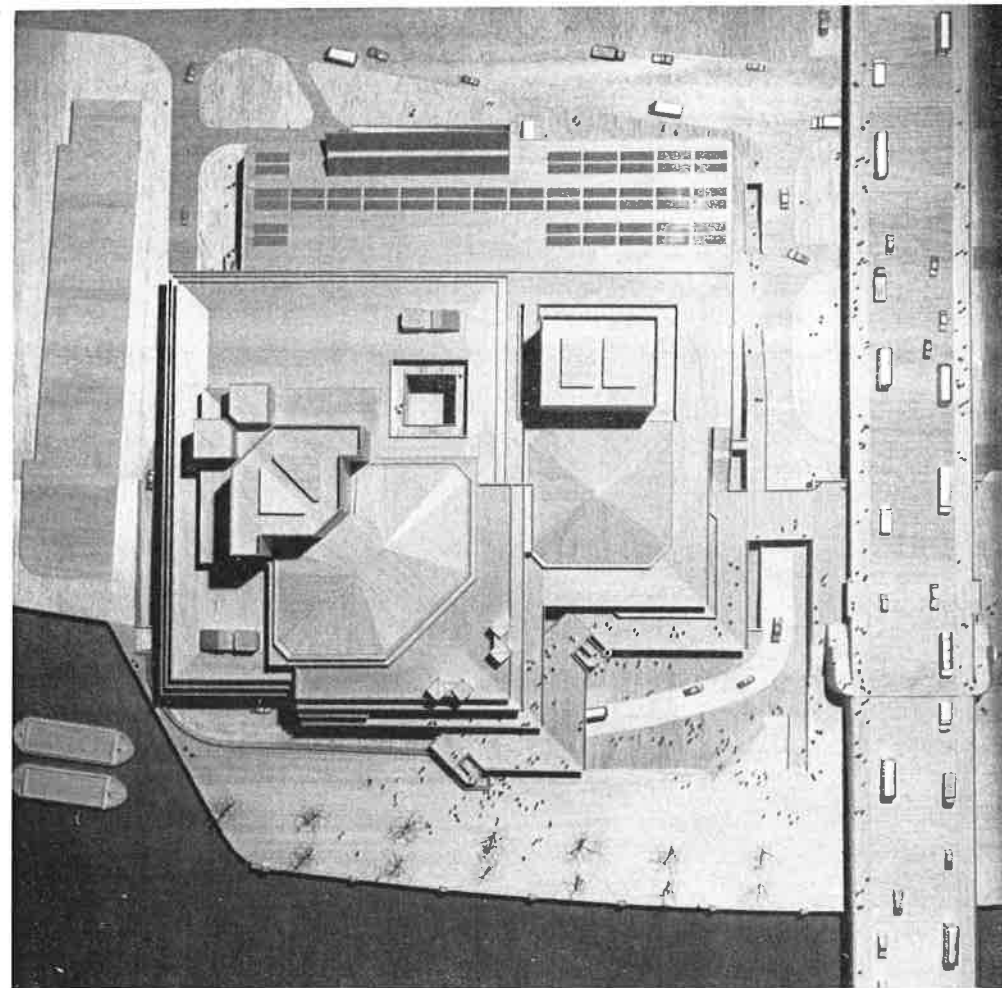


DENYS LASDUN

NATIONAL THEATRE

Early in the development of the proposals it was decided that two auditoria were absolutely essential to this purpose. It was clear that at least 2,000 seats would be needed and that a single auditorium with this number could not give the public value for money since visibility and audibility suffer when even an open stage theatre has more than about 1,200 seats. The upper open stage theatre is designed to seat 1,165 people with an unobstructed view of the stage and excellent audibility for all. The seating is arranged in two main stepped tiers linked visually by intermediate tiers on each side to form a bowl. The small studio theatre which is also provided is intended to serve as a research department to keep the theatre in touch with its future and to attract the enquiring young audiences who have a stake in that future.

The dominant elements in the design are the upper auditorium and its fly tower poised over the main entrance on a diagonal axis inclined towards Waterloo Bridge. The fly tower of the lower theatre is a subsidiary element which serves to modulate the scale to that of the neighbouring buildings. Below these elements terraces recede in rhythm from the riverside and continue into the building forming the main foyers from which the majesty of the river panorama can be enjoyed. Outside, at the lower levels, the terraces link up with Waterloo Bridge and the existing system of walkways around the Royal Festival Hall, forming an extension of the riverside promenade which can be used and enjoyed by the general public. Higher up they provide external spaces, warmed by infrared heating, for theatre audiences, places of relaxation for those working in the theatre, and essential emergency escape routes. The combined entrance to the two main theatres faces the river and is accessible at car park level, road level and pedestrian terrace level, the three levels being interconnected by lifts and staircase.



1. Site plan, model;
2. Site plan;
3. Model: view from the riverside;
4. Model: view from East.

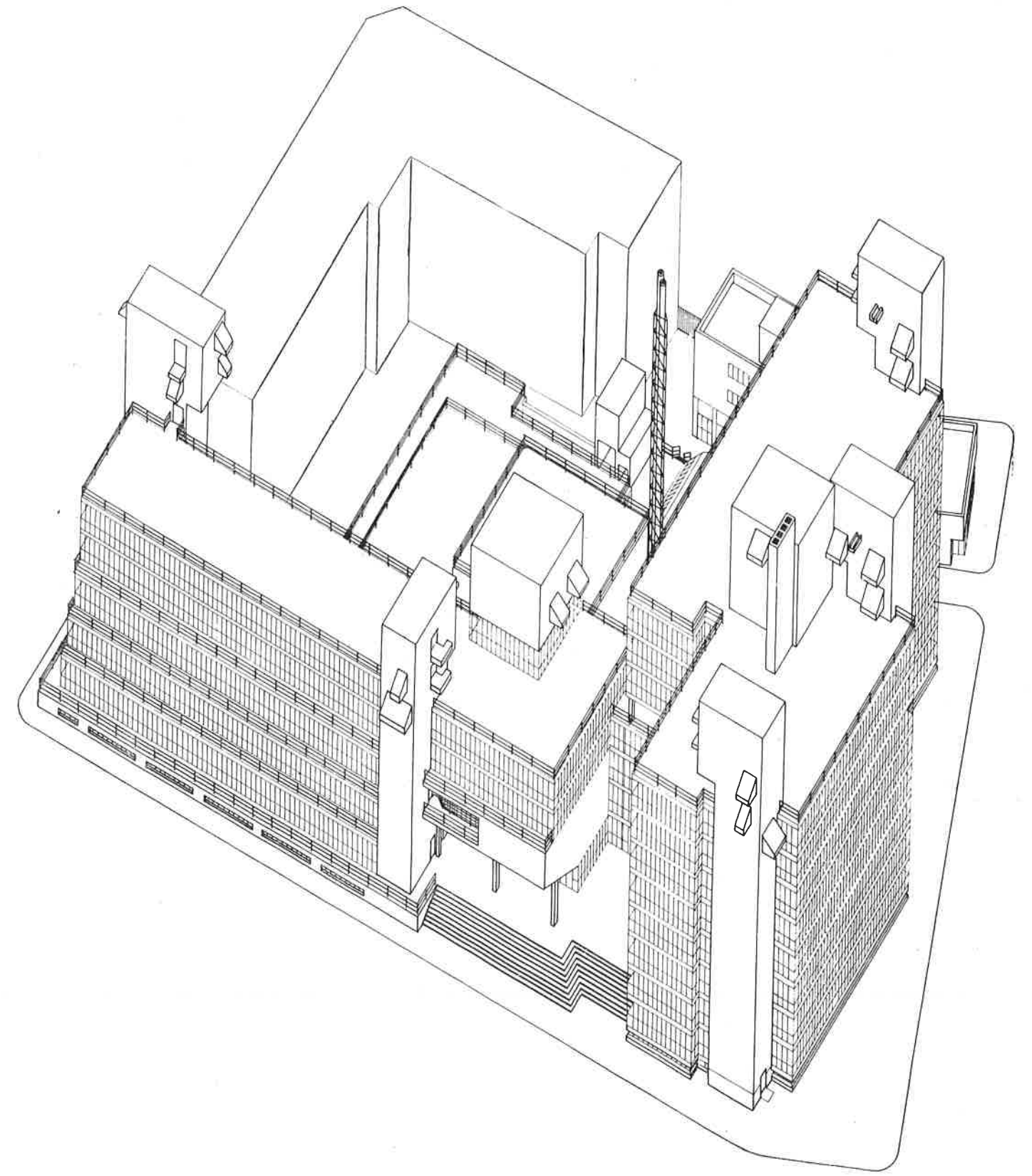
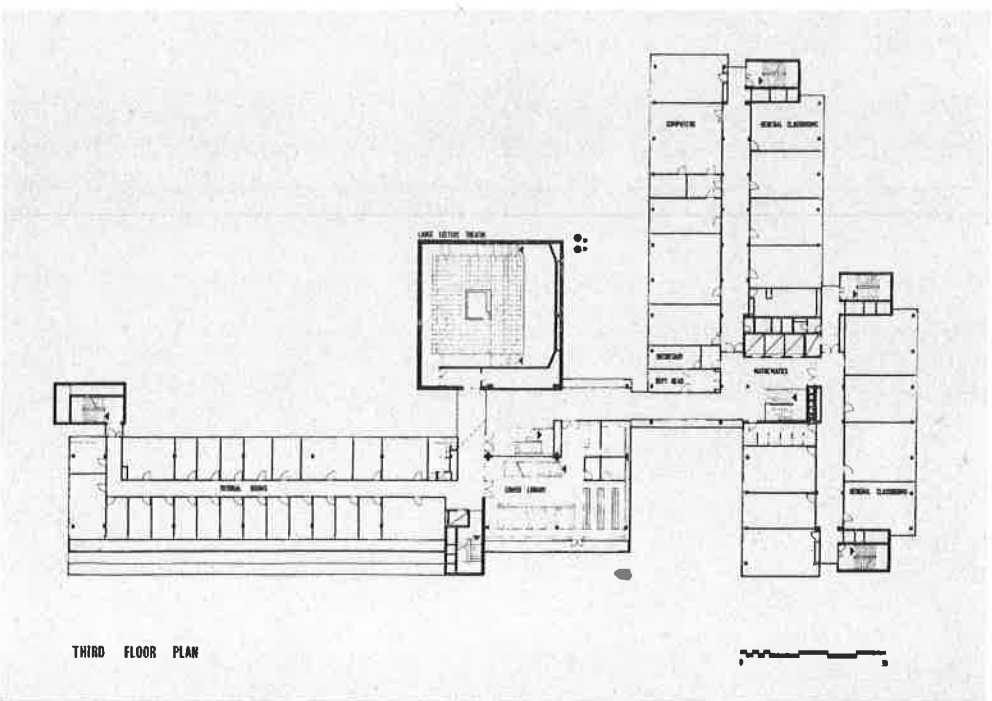
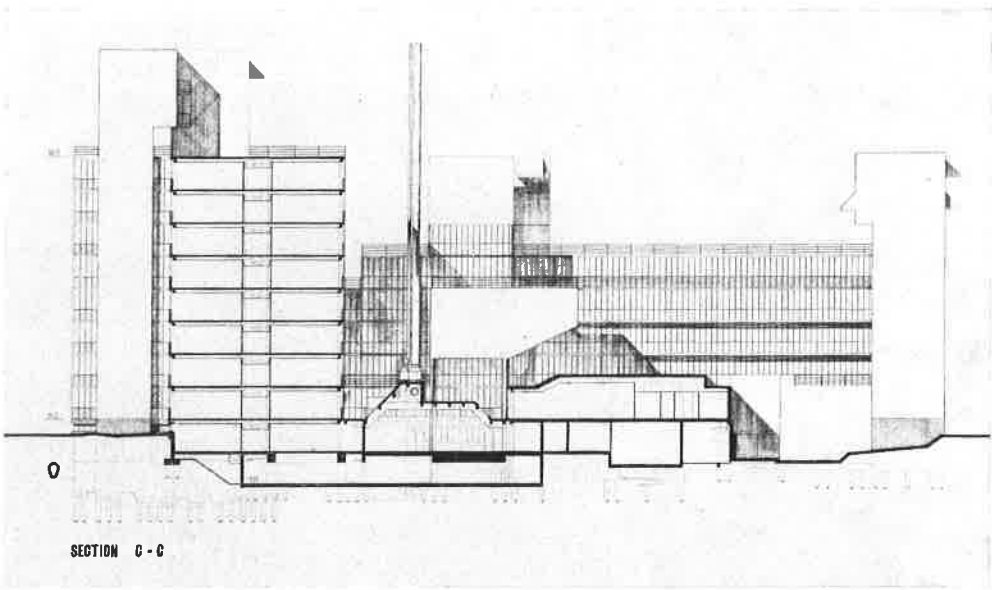
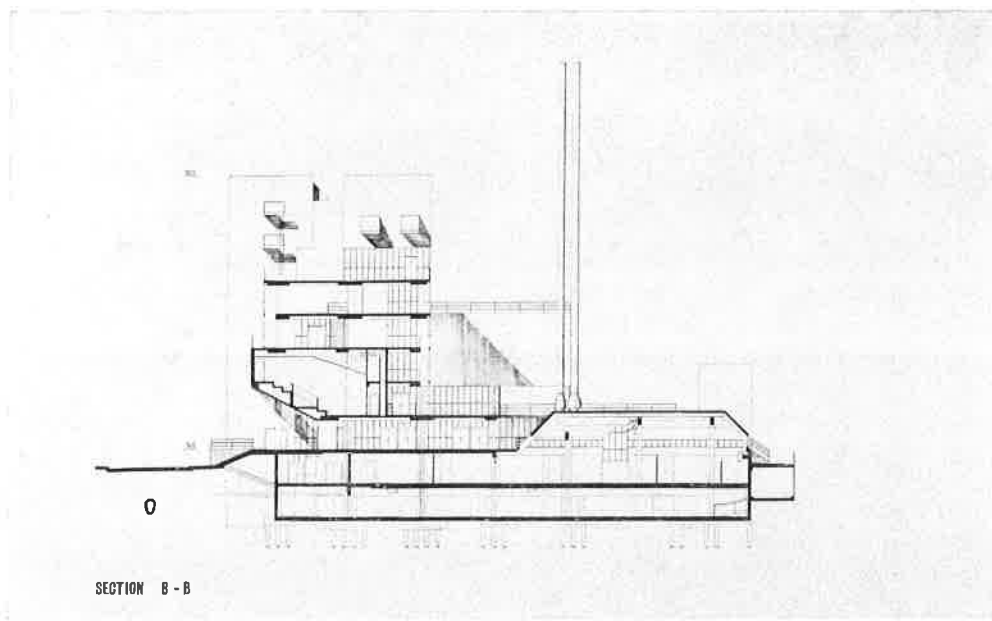
**LYONS
ISRAEL
ELLIS**

**THE POLYTECHNIC COLLEGE
OF ENGINEERING AND SCIENCE:
LONDON W. 1.**

1. The buildings stand on a podium raised five feet above street level and are disposed on the site to obtain the maximum height of structure in relation to light angles. Below the podium is a lower ground floor where the mechanical and electrical engineering workshops are housed.

A basement extends below this floor, which provides garage accommodation, radioactive laboratory and the boiler house. A central entrance with a broad approach from the south boundary leads to a concourse which is the focal point of the building. A service entrance is sited off Clipstone Street, which supplies delivery to the kitchen at ground floor level and the workshops at lower ground floor. Adjacent to this entrance a public house originally accommodated on the site has been rebuilt.

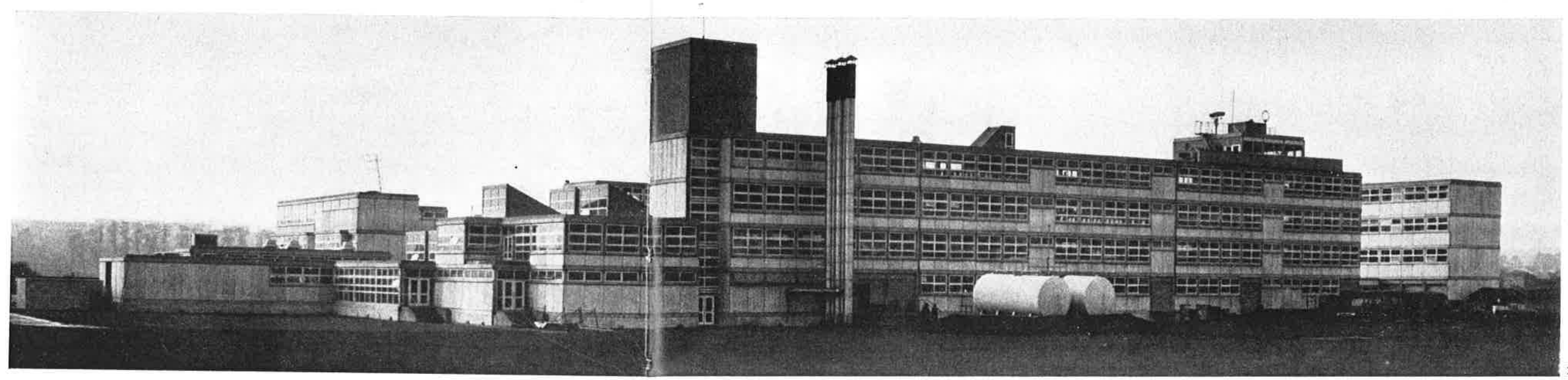
2. On the ground floor are planned the administrative suite, staff and student dining and common rooms. The upper floors comprise a seven-storey laboratory block on the east boundary and a four-storey tutorial block on the south boundary. The library and lecture theatres form a central cluster of buildings linking the tutorial and laboratory blocks. Departments of electrical and mechanical engineering, mathematics, physics and chemistry are accommodated in the building. The frame of the building is reinforced concrete. Exposed concrete surfaces are in white concrete with sawn board finish. Bronze windows and panels form a curtain to the structure. The podium plinth is faced with buff tiling. The complete building is air-conditioned and the plant rooms are sited over staircases to avoid sound transmission to the teaching areas.



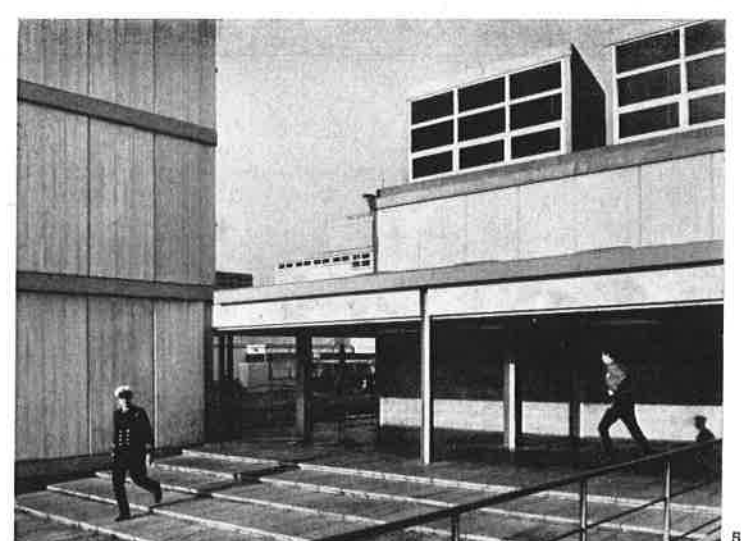
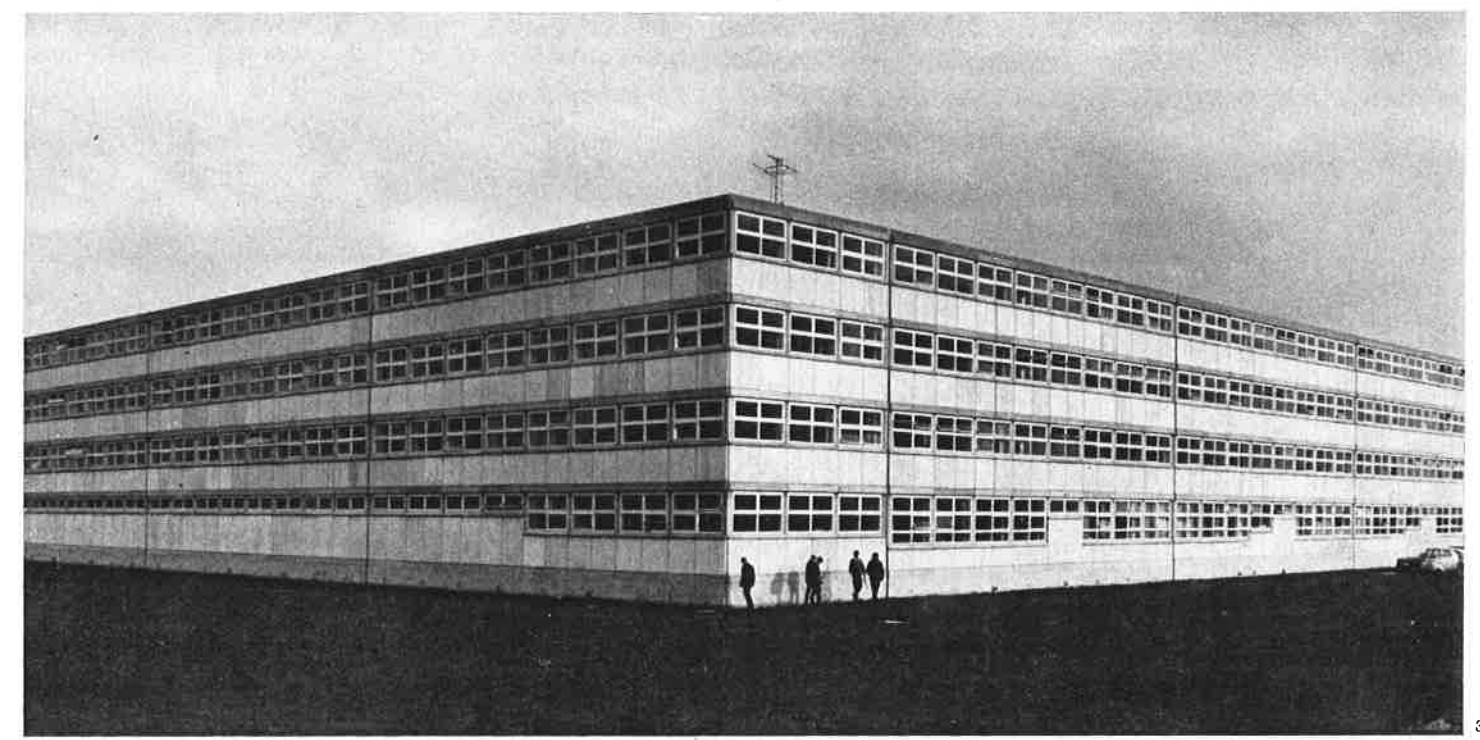
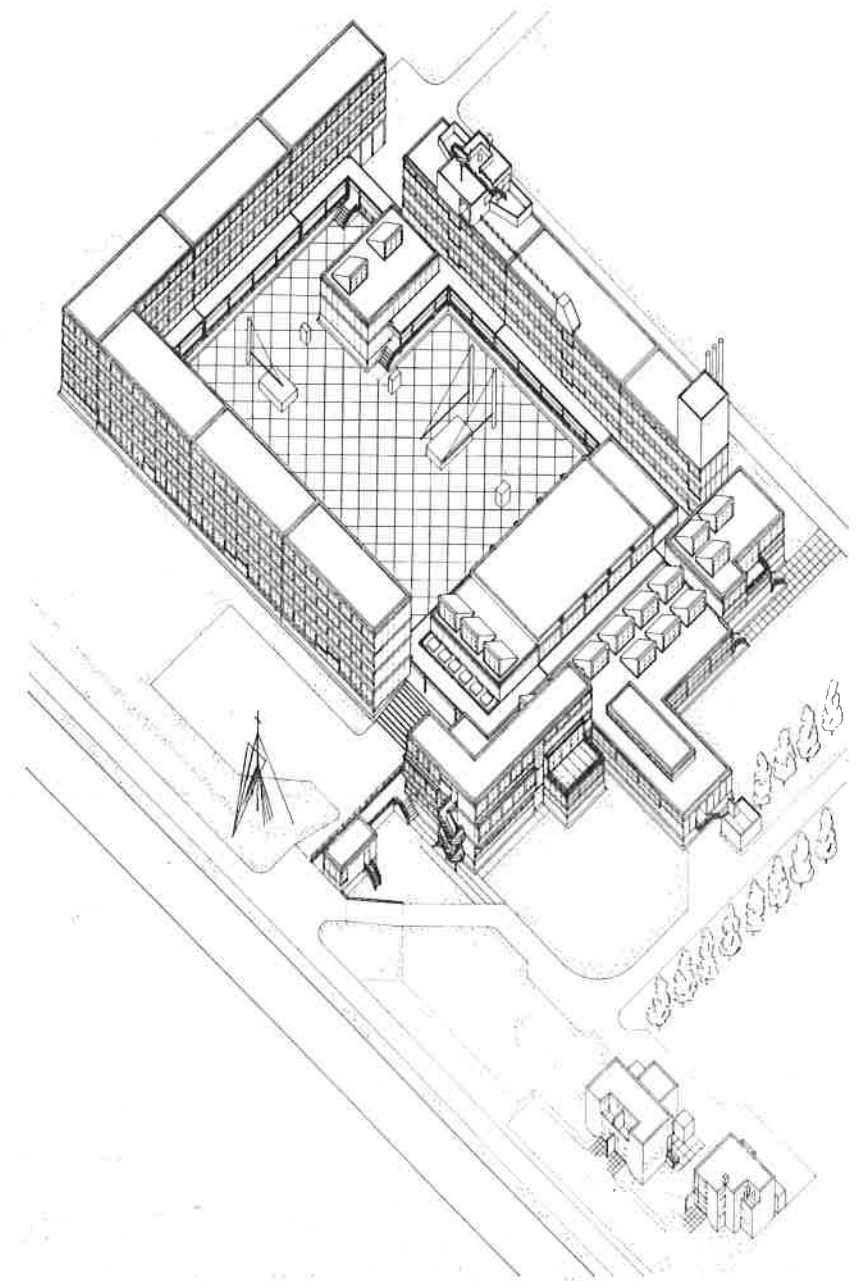
On the left page, from top to bottom: section BB (through entrance porch), section CC and third floor plan; in this page: axonometric drawing of the building showing site position.

**LYONS
ISRAEL
ELLIS**

**NATIONAL SEA TRAINING
SCHOOL-GRAVESEND:
FOR NATIONAL SEA
TRAINING TRUST**

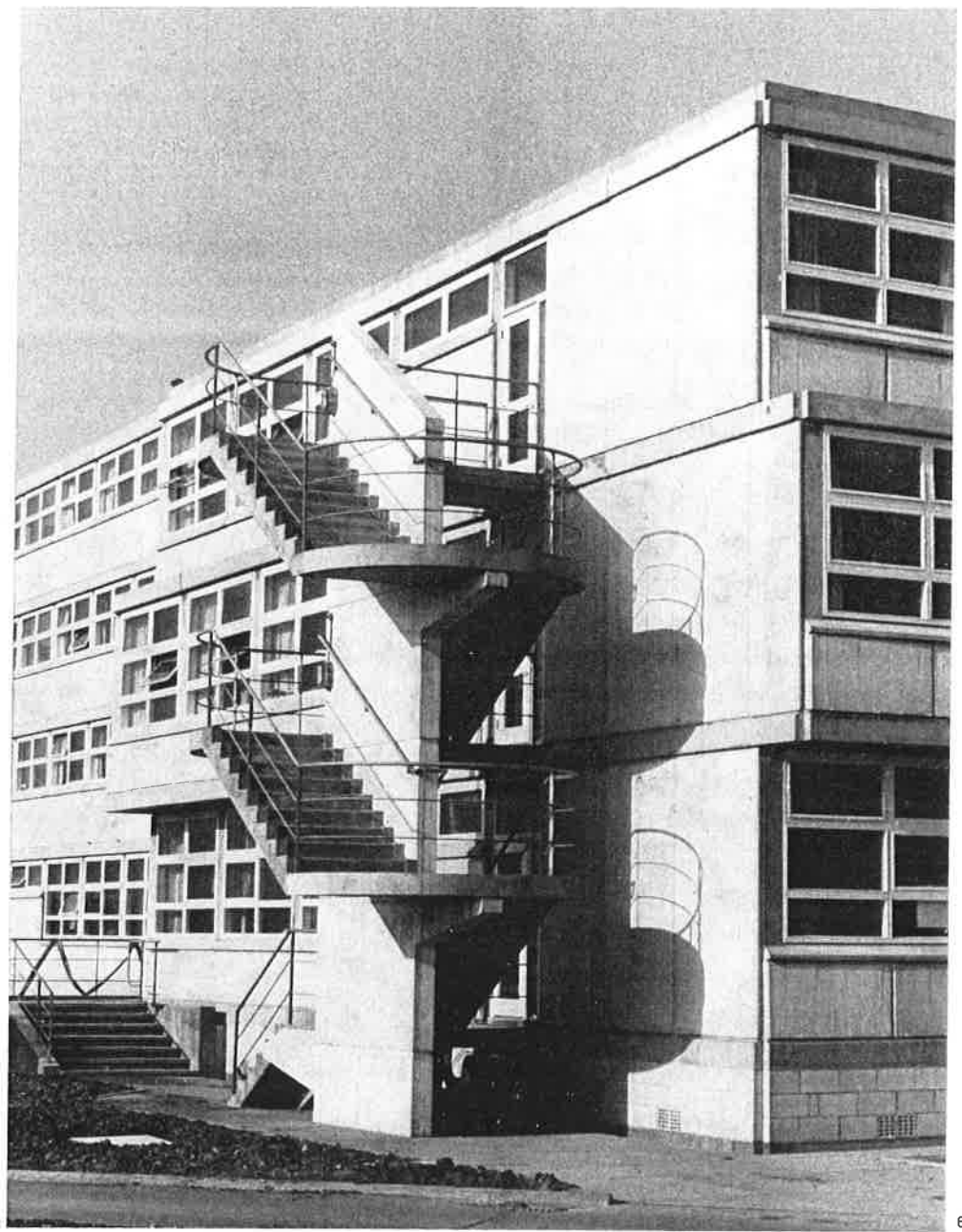


The National Sea Training School at Denton, Gravesend, is a residential school to accommodate 576 trainees deck and catering ratings. The complex comprises an L-shaped block of 36 dormitories, to south and west, a classroom block to the north, a combined assembly hall and games hall to the east all arranged round a training courtyard. The courtyard contains two classrooms for lifeboat training, and two working assemblies of ships hatches and derricks. These together with the mock-up Ships Bridge over the seamanship classrooms, are to the layman the most impressively nautical elements of the building, the Bridge being fully equipped with navigational equipment including a working radar installation. Ranged round the assembly hall are the communal elements of changing rooms, dining-hall and galley and (on the 1st. Floor) the library. To the South East of the hall is an administration block with offices on the ground floor, officer's accommodation on the first floor and a sick bay on the upper floor. The river-side site, with access to a new jetty, was required for training purposes. As a result the upper floors of the building, especially the classrooms and library have a magnificent view of the Thames and of the constant shipping traffic to the Port of London.



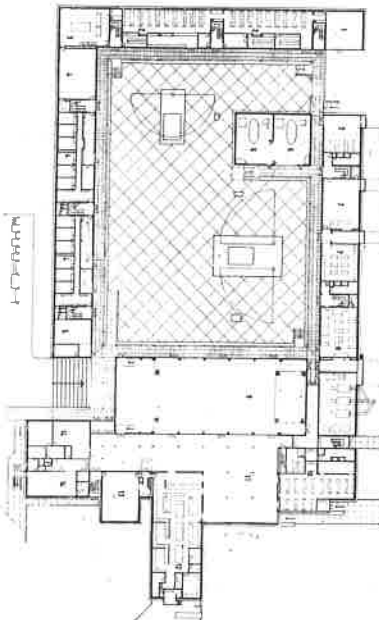
1. View of East and North elevations;
2. Axonometric drawing of the building from South-East; 3. View from South-West; 4,5. Views of internal court and covered passages.

6. External staircase (fire escape) administration block; 7. Ground floor plan. Key to the plan: 1 Garage, 2 Stores, 3 Laundry, 4 Instructors accommodation, 5 Training office, 6 Lifeboat classroom, 7 Workshops, 8 Instructional kitchen, 9 Assembly hall, 10 Changing rooms, 11 Dining-room, 12 Kitchen, 13 Officer's dining room, 14 Administration offices; 8. First floor plan. Key to the plan: 1 Dormitory, 2 Classroom, 3 Recreation, 4 Library, 5 Officer's accommodation; 9. View from South-East; 10. Longitudinal section looking North; 11. Detail of North elevation and chimney



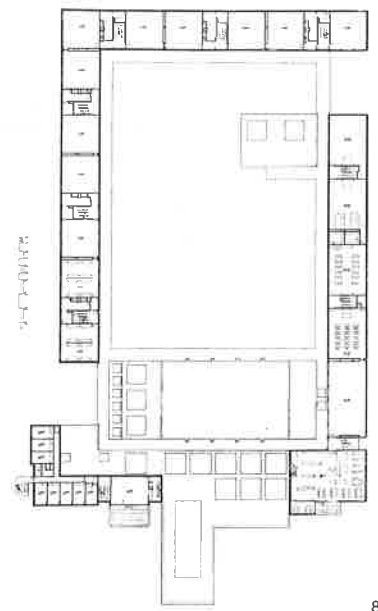
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The site area of 14 acres provides extensive playing fields for the trainees. The site however has associated disadvantages, being liable to flooding. The ground floor is therefore raised throughout, and main services are carried in a high level duct over the courtyard covered way and over the circulation around the assembly hall. Access to the site is along a raised towpath beside a canal to the south. This is linked to the raised level of the building at the main entrance by a causeway. Service vehicle circulation is at ground level, and vehicles can enter the courtyard to the north west. Due to poor ground bearing conditions, the foundations are carried on 35" deep piles supporting a grid of groundbeams and pilecaps above ground level. The superstructure is almost entirely in precast concrete, with prestressed floor beams. Insitu staircase bays provide wind bracing. The framing is in smooth faced concrete and the precast white concrete cladding panels have a swan-board finish. Two Officer's houses and a house for the Captain Superintendent are sited to the south east of the main building.



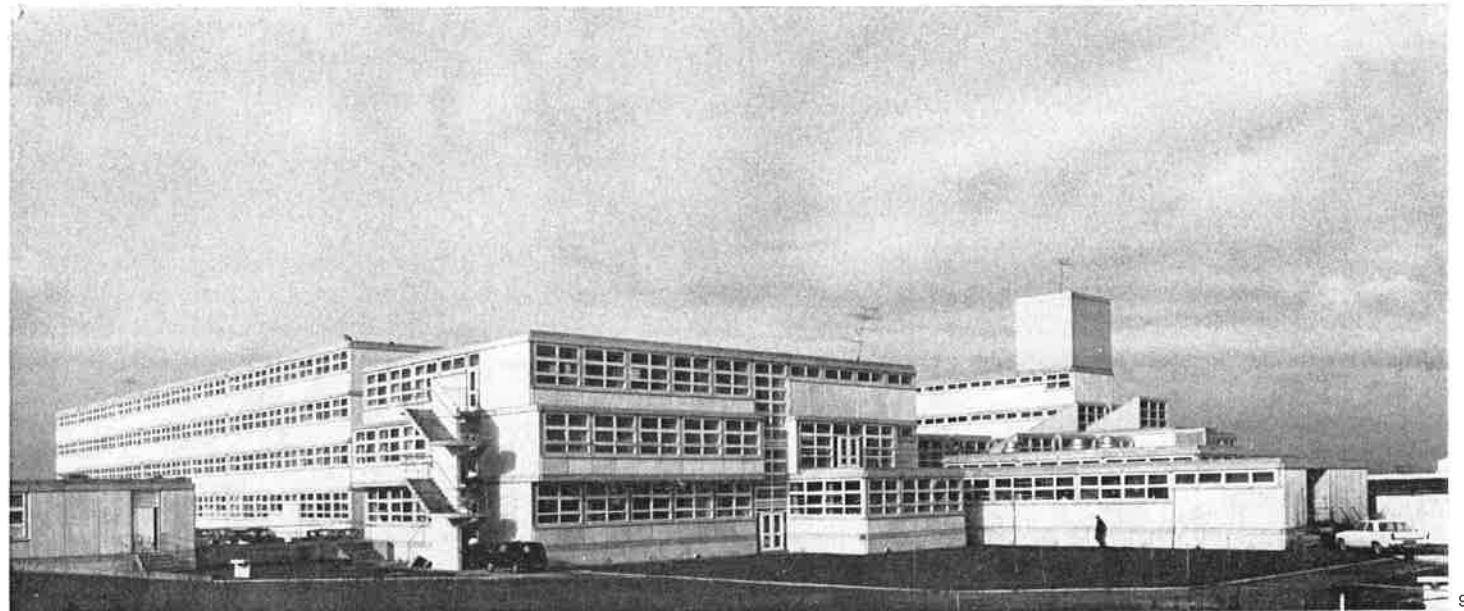
ground floor plan

7

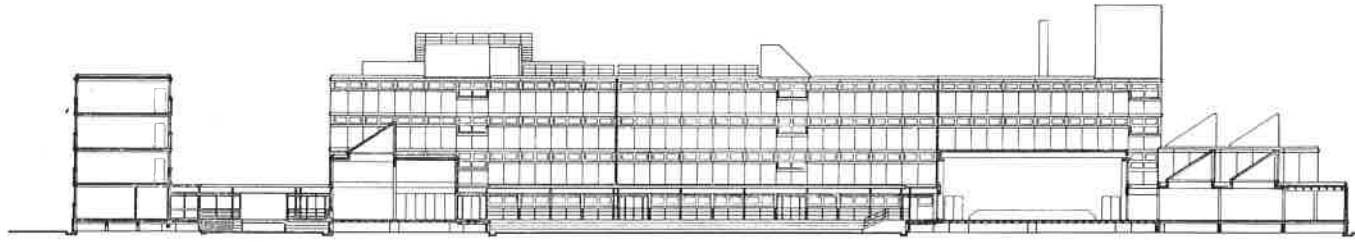


first floor plan.

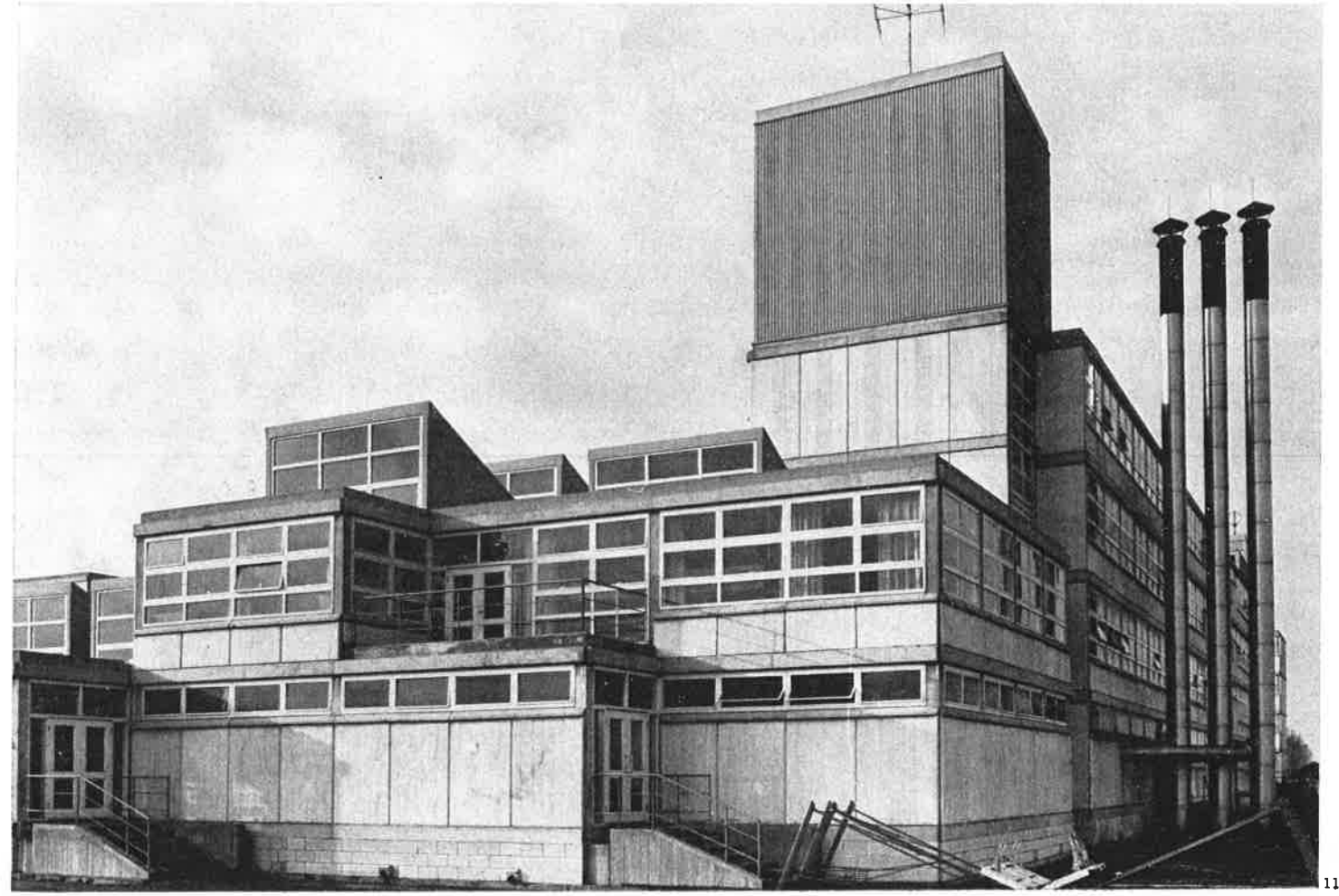
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10



11

LESLIE MARTIN

SCIENCE BUILDINGS FOR THE DEPARTMENTS OF ZOOLOGY AND PSYCHOLOGY AT THE UNIVERSITY OF OXFORD

The grid of this cellular form consists of 35 foot squares separated from each other by 5 foot strips. A constructional system in the form of a series of free standing tables 35 feet square would allow the total form to be built up in a number of different relationships. The 5 foot free spaces or access ways between these tables would allow clear runs, both horizontally and vertically for service ducts. The grouping of these arrangements of space on each side of a spine, containing shared accommodation, would provide general accessibility and would allow a linear growth. In the spine itself would be lecture rooms, which could be shared, the libraries and museums.

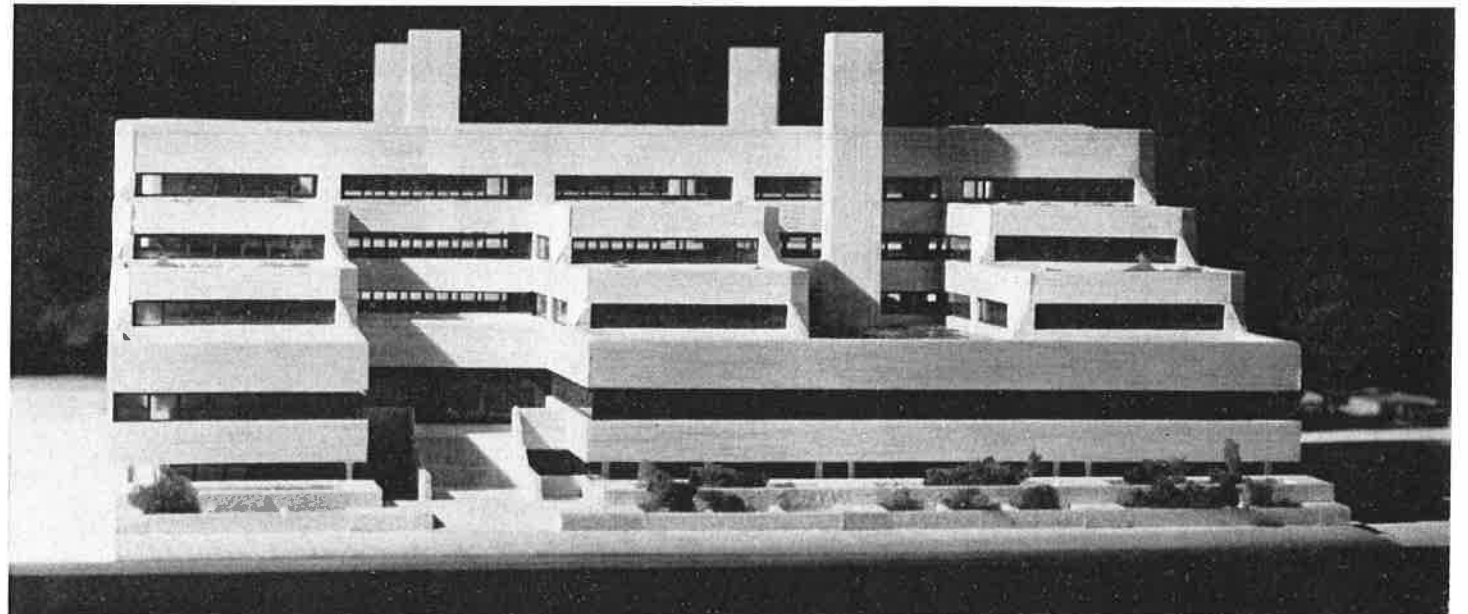
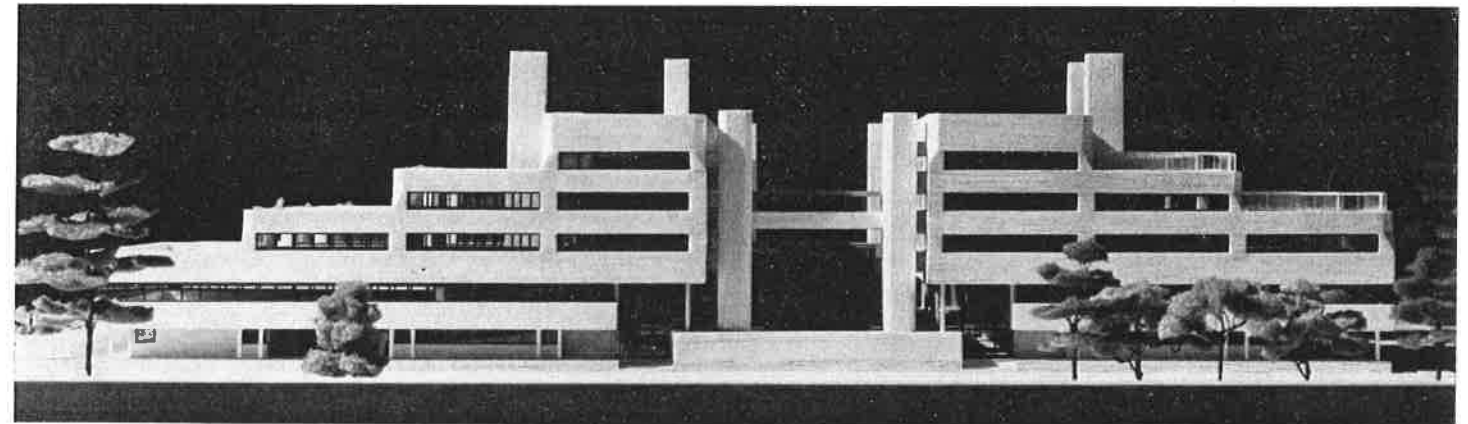
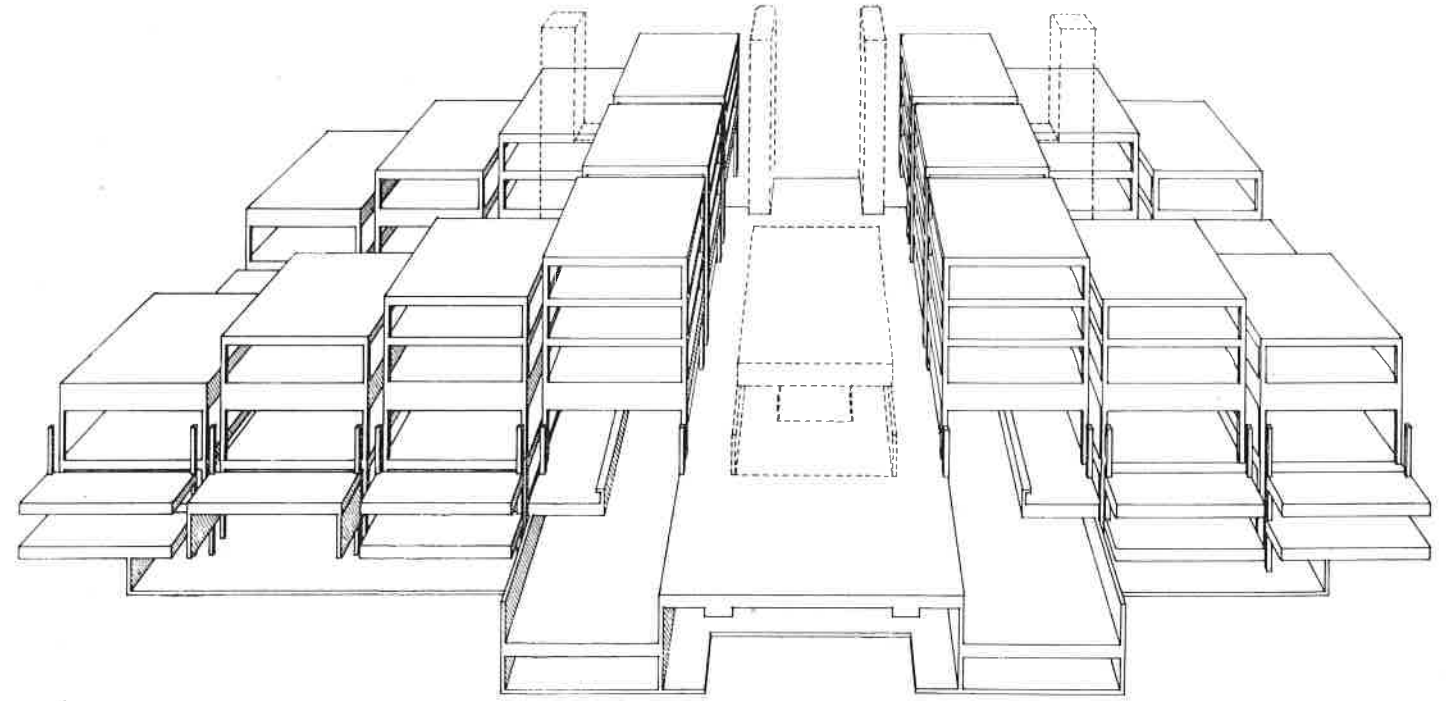
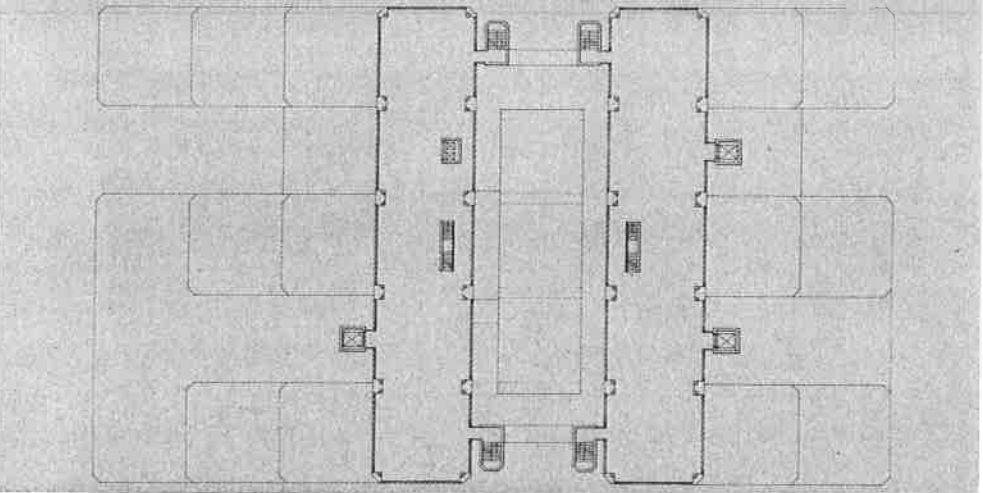
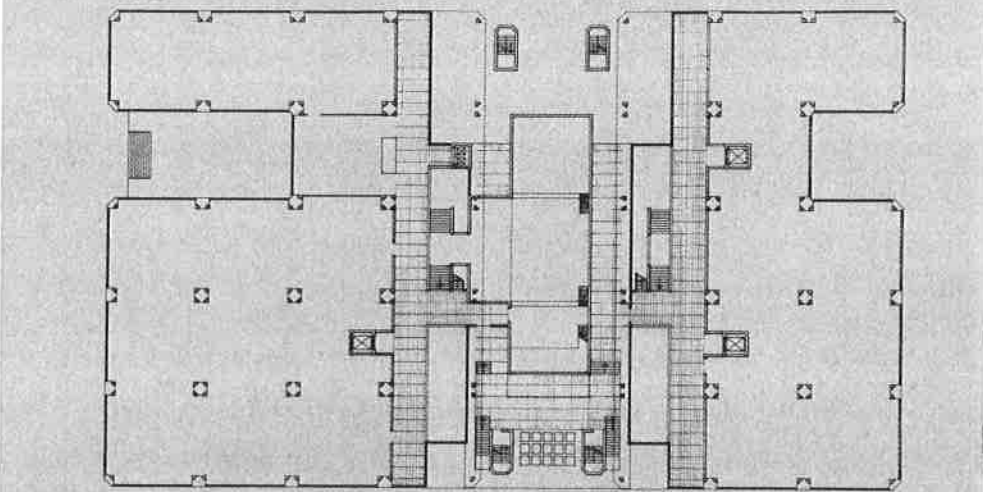
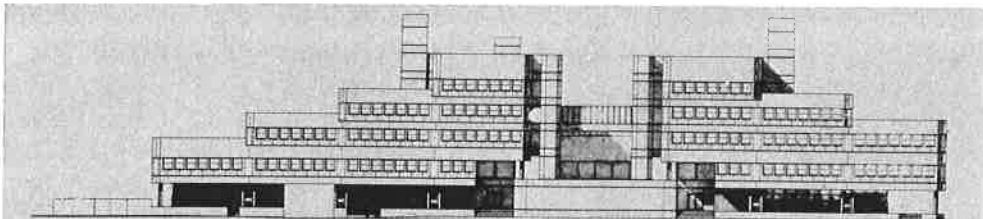
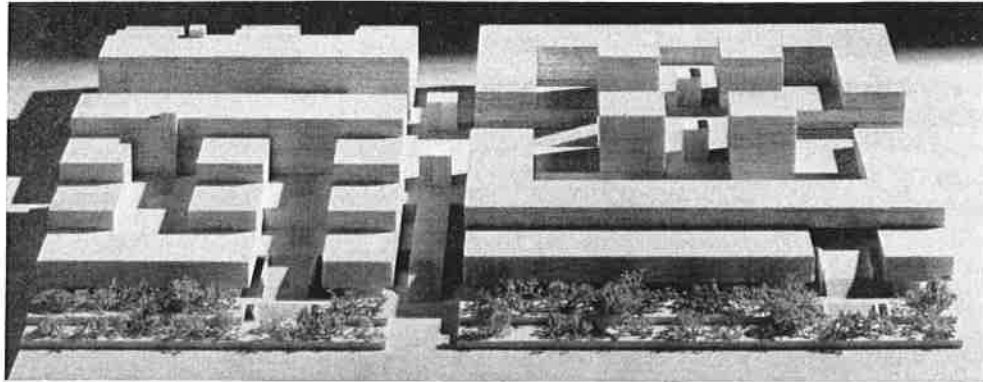
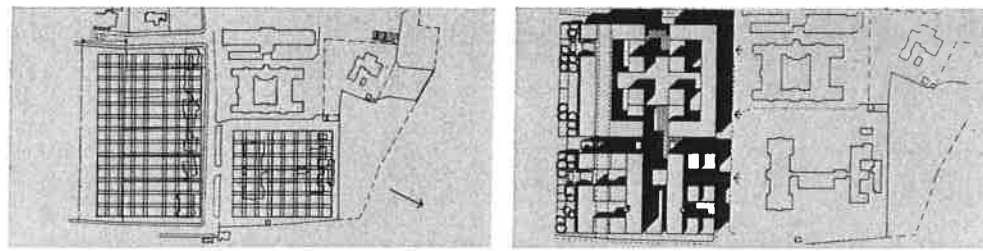
The built form, which replaces the usual slab, has increased the potential built space by 50 per cent. In the particular instance studied in detail where the slab form would have produced comparatively tall buildings, the built form was contained within five storeys. Plans show the main laboratory areas and circulation spaces on each side of a central spine which contains lecture rooms and library accommodation. These main circulation areas have a double height and a gallery at first floor level. The roof of these spaces forms an upper level circulatory deck which could bridge across streets and connect buildings together.

Above the laboratory areas are the research areas which will normally be sub-divided into smaller rooms.

The lecture rooms in the central spine are being shared by the two departments.

At the level of the teaching laboratories three distinct types of layout are being used: the first is the open type which allows great flexibility of use and is adaptable for classes of varying size; the second type uses open cubicles for more advanced pupils; the third (used by the psychologists) is a combination of cubicled space arranged around more open areas used for demonstration purposes.

All three types can be readily rearranged if new needs arise. The adaptable form of the research areas has also been proved. Departments have been able to rearrange rooms at the planning stage in a way that would not have been possible in a more conventional form of building.



MOIRA & MOIRA

RUTHERGLEN TOWN CENTRE

Site Acreage: 64.8 gross
Gross Density: 24.3 houses per acre
Net Density: 1580 houses at 50.5 dwellings/acre

Total Population 4,803 persons
at 3.04 p/dwelling
Total Number of Dwellings 1,580

CENTRAL AREA: 12.5 acres (excludes fire station 1.2 acres)

Total number of places required for visitors to the Town Centre: 2,500 places.

Assuming « Double use » of multi-storey garages (by residents in the evening, and by shoppers during shopping hours), The total parking provision for both visitors and residents: 3,000 places.

SHOPPING - 1964 Provision:

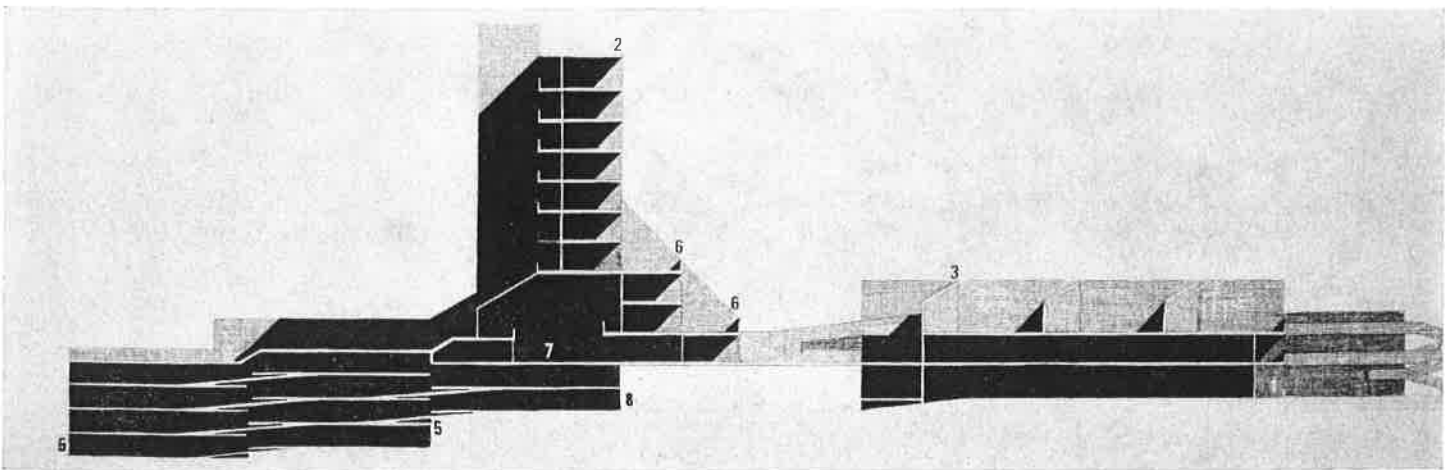
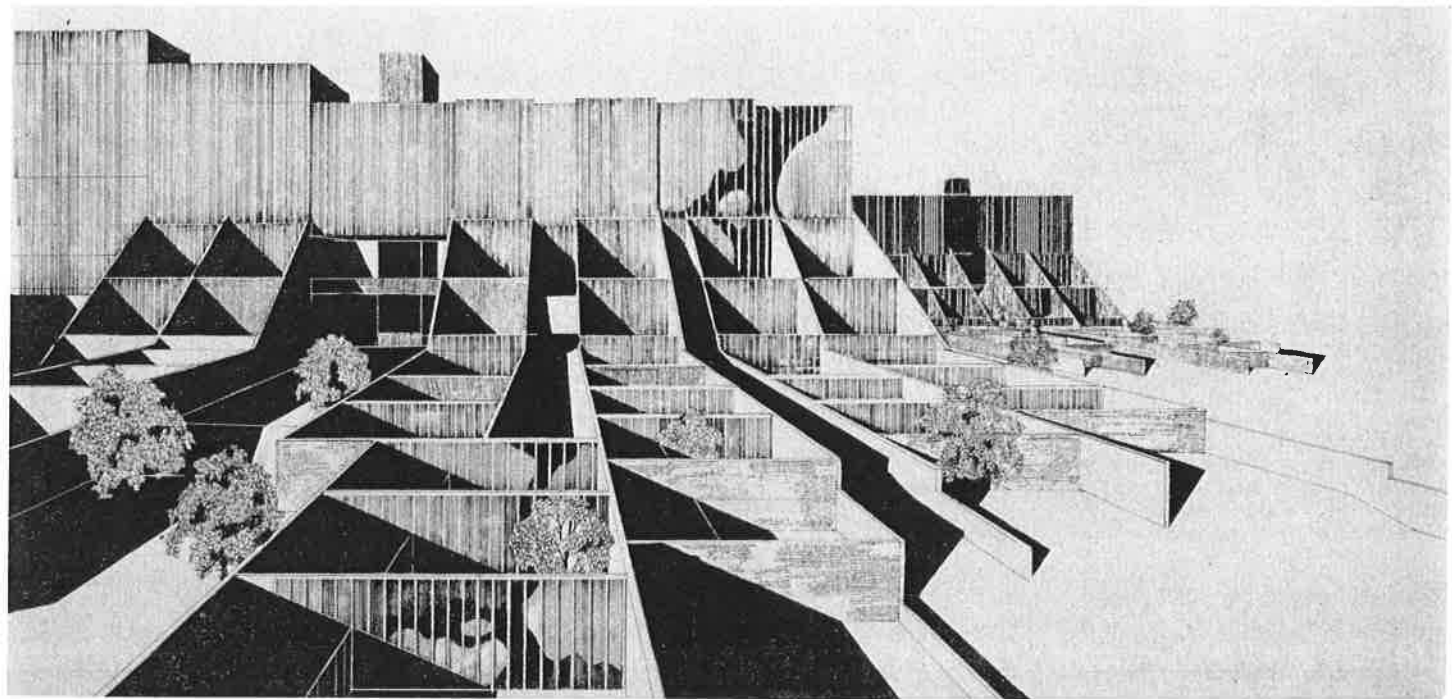
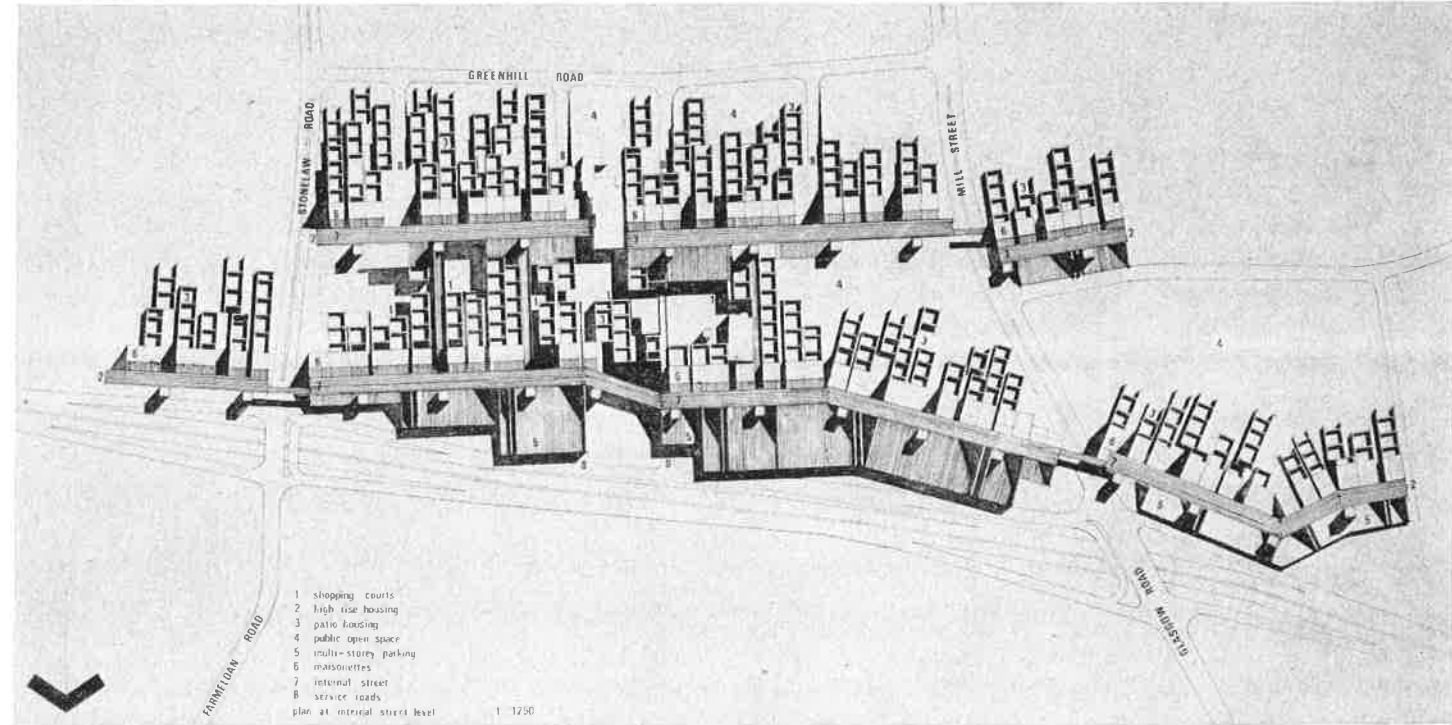
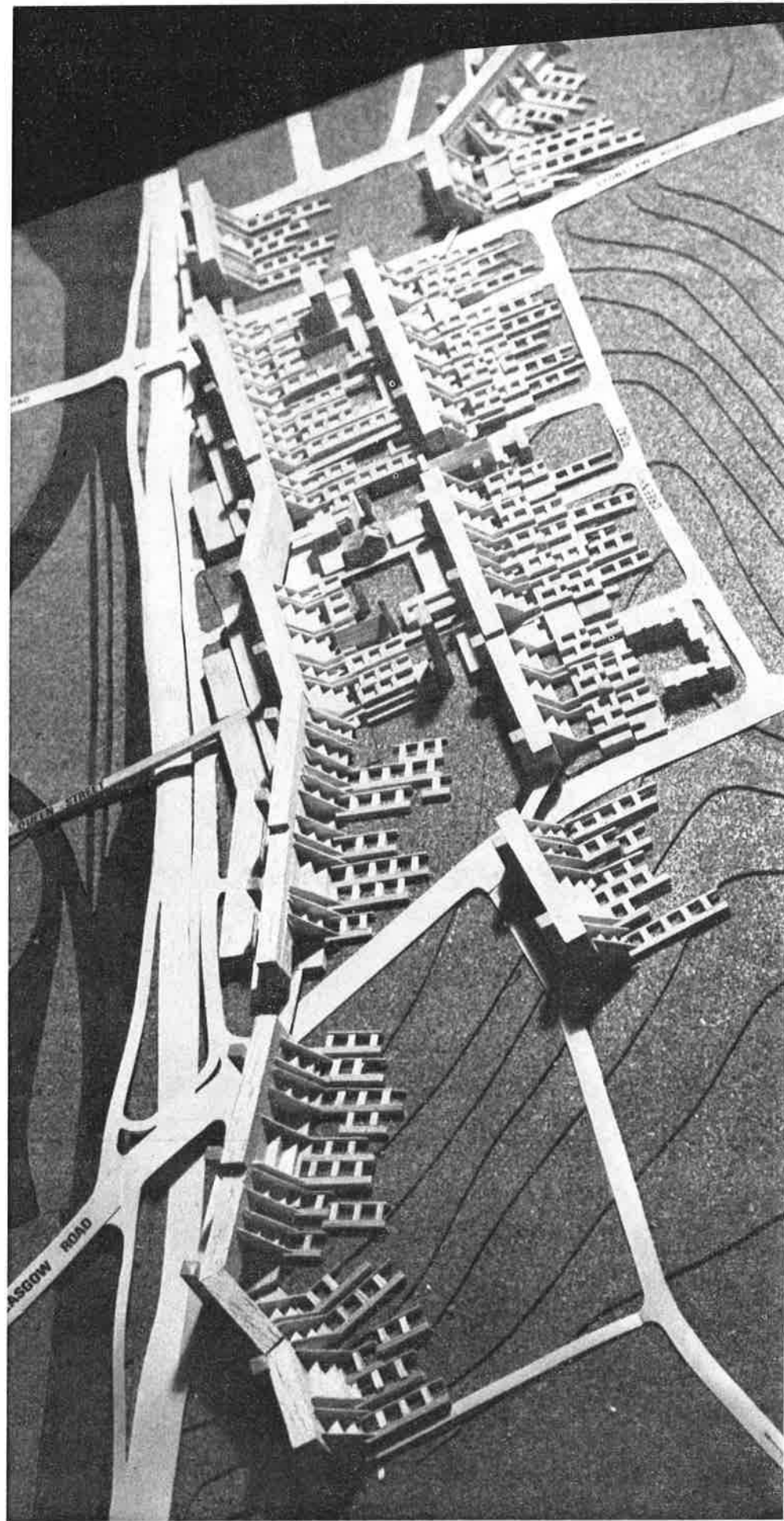
180,384 sq. ft.
Estimated 1990 Provision: 225,000 sq. ft.
200,000 sq. ft. is provided at ground level, in squares and through streets. A further 100,000 sq. ft. is provided at first floor level (above shops) for offices, convenience goods shopping for residents, entertainments and cultural facilities.

PUBLIC: Public Buildings Retained
Town Hall (other use)
St. Columbkille's R. C. Church
Parish Church.
New Public Buildings
New County/Burgh accommodation above shopping.

OPEN SPACE

13. acres of park and neighbourhood open space at ground level 2.8 acres/1,000 pop.
6.40 acres on the roof of multi-storey garages along Expressway 1.3 acres/1,000 pop.
4.2 acres/1,000 pop.

TRAFFIC STANDARDS: Main Street to become pedestrian with under passes under Stonelaw Road and Mill Street primary road. Access roads to Service roads (King Street improvement and new roads parallel to Greenhill Road)
Width - 33' (2-way)
Maximum gradient - 1 in 15.
Width - 80' (3 lane 2-way road with end-loading bay).

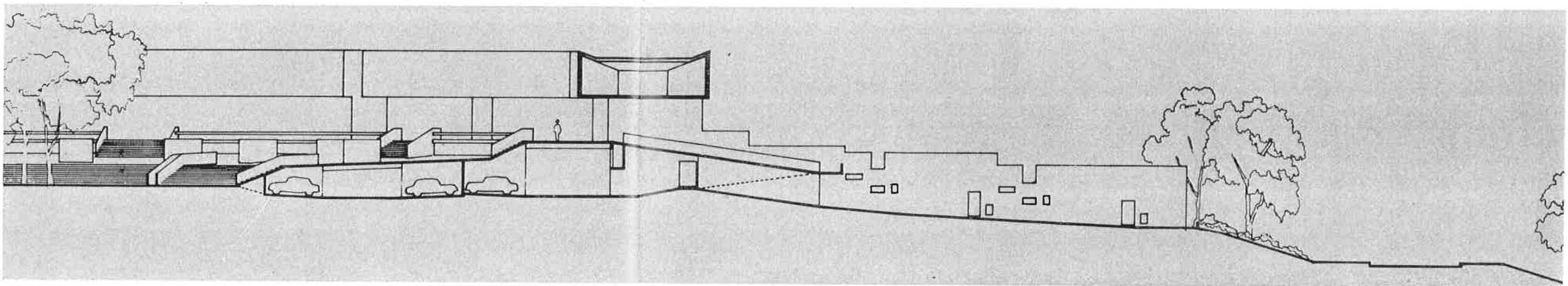


MICHAEL NEYLAN



BISHOPSFIELD (HARLOW NEW TOWN)

Site Area: 13.7 Acres (5.5 hectares)
 Total Dwellings: 267
 Density Per Acre: 71 people (175 per hectare)
 Dwellings Per Acre: 20 (49.5 per hectare)
 Garaging approx: 100%
 Visitors Parking: 40 places.



The site is a low hill separated from other housing by roads or open landscape. At the centre of the site, on its highest point, is a platform containing garages, service roads and other service elements. Its roof forms a pedestrian concourse giving access to a ring of flats surrounding it. These in turn are surrounded by an outer ring of courtyard houses running down the hill and alternating with wedges of open space. The three elements, garages, lanes and pedestrian platform are linked by ramps. Electric trolleys which can negotiate the pedestrian areas, are kept on the estate for the delivery of heavy loads. Refuse collections is also made by trolley. The accommodation provided ranges from one to seven person dwellings and is of three principal types.

a) Courtyard houses planned around a walled garden. The size of these varies and their details are adapted to different aspects and also the varying slope of the ground.

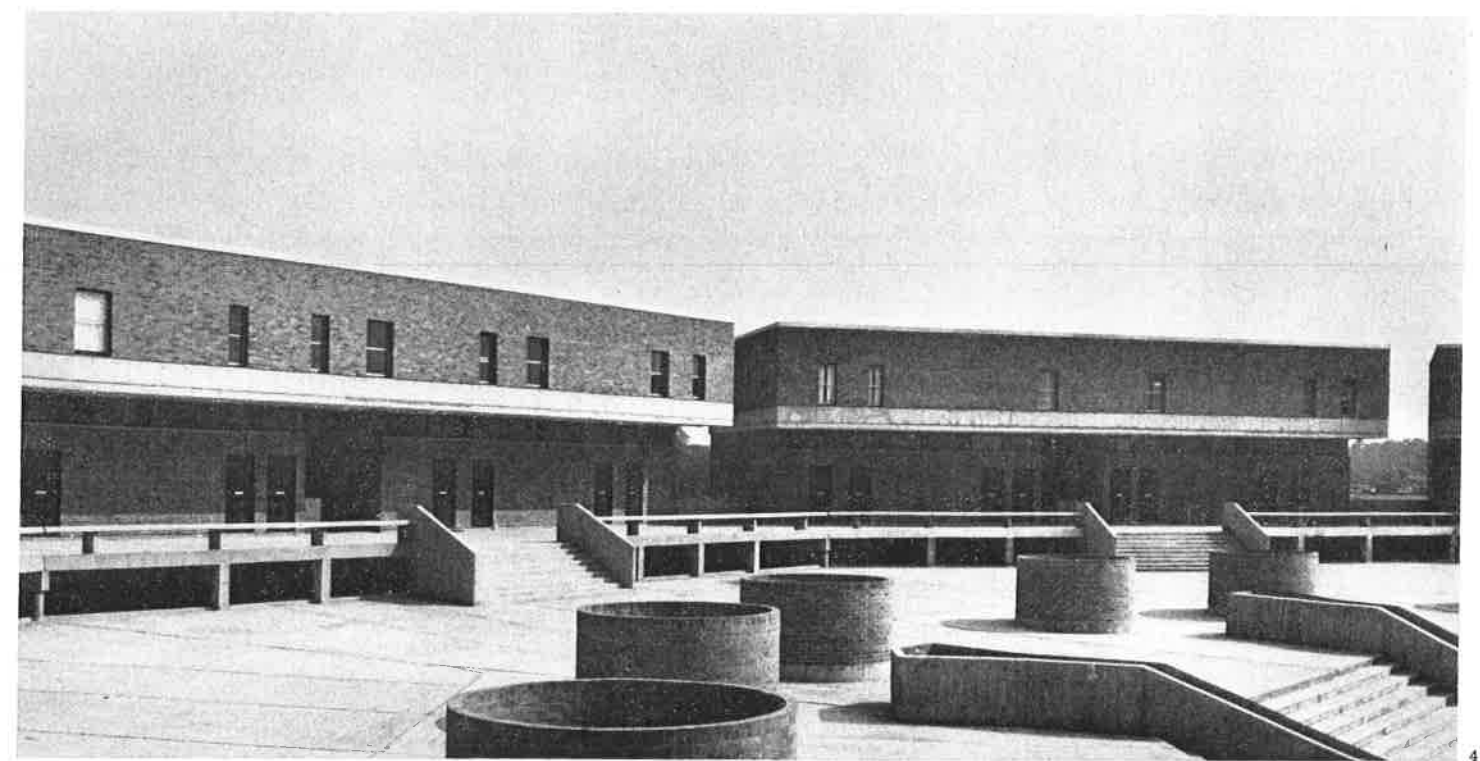
b) A block of small flats stepped in succession to provide a terrace on the roof of the flat below.

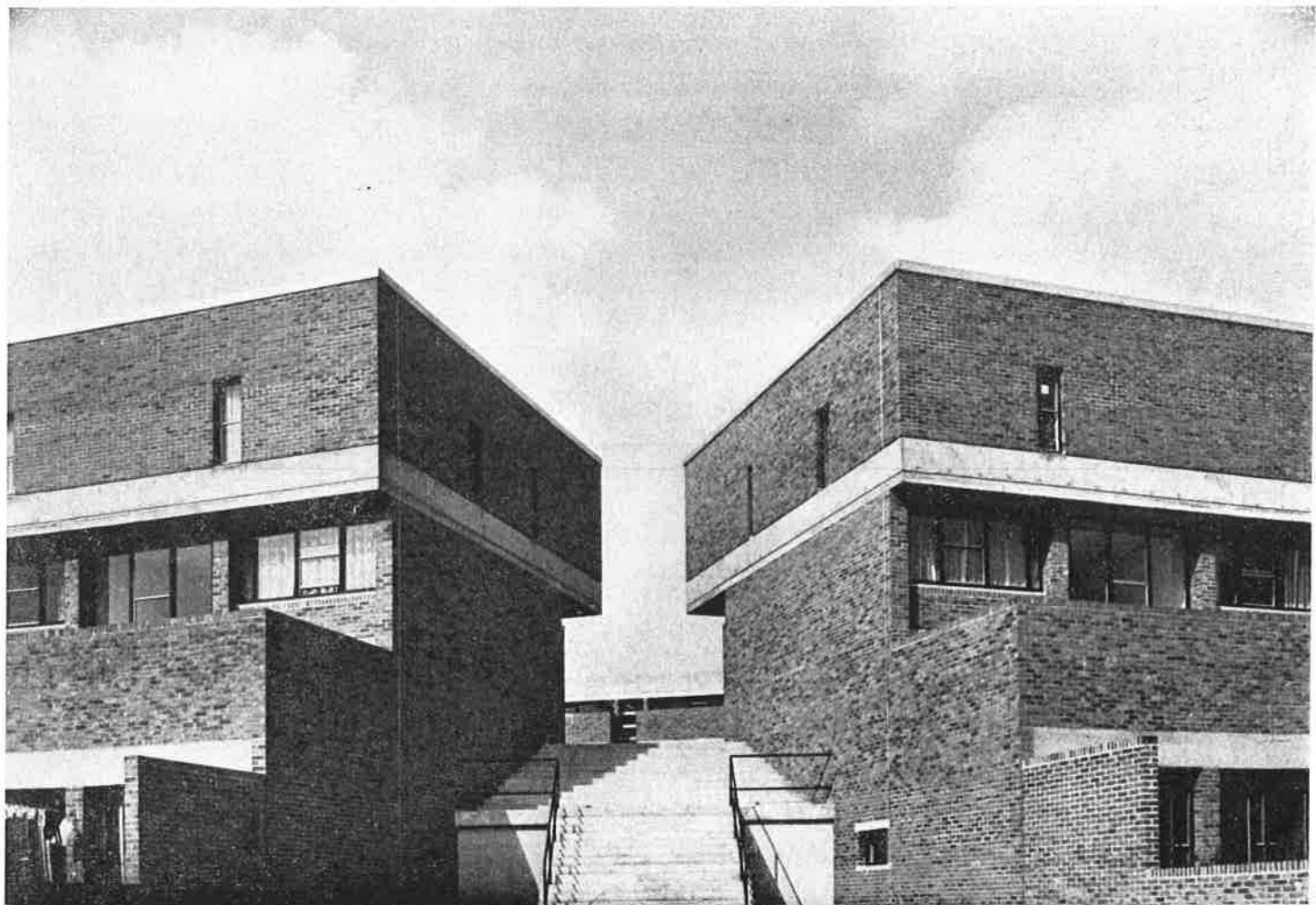
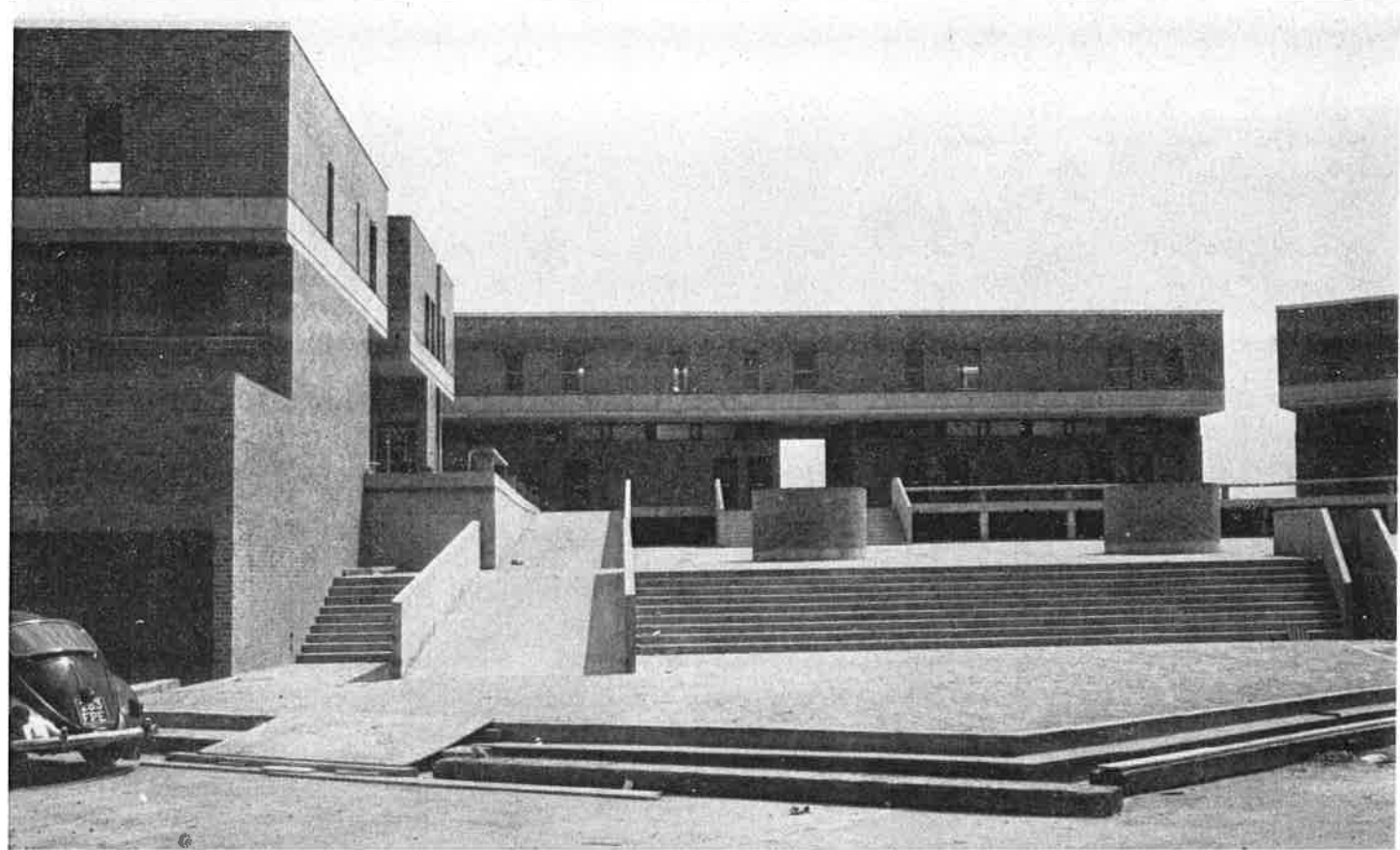
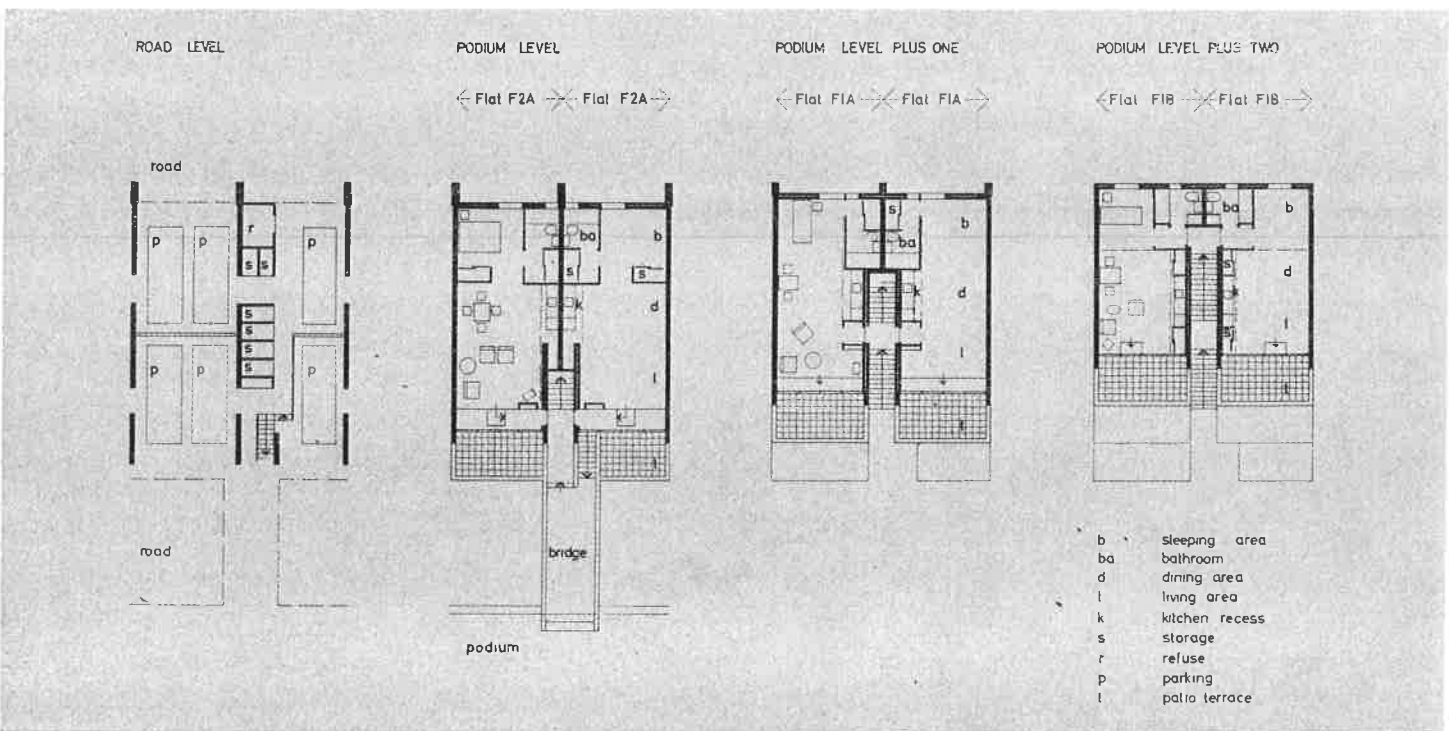
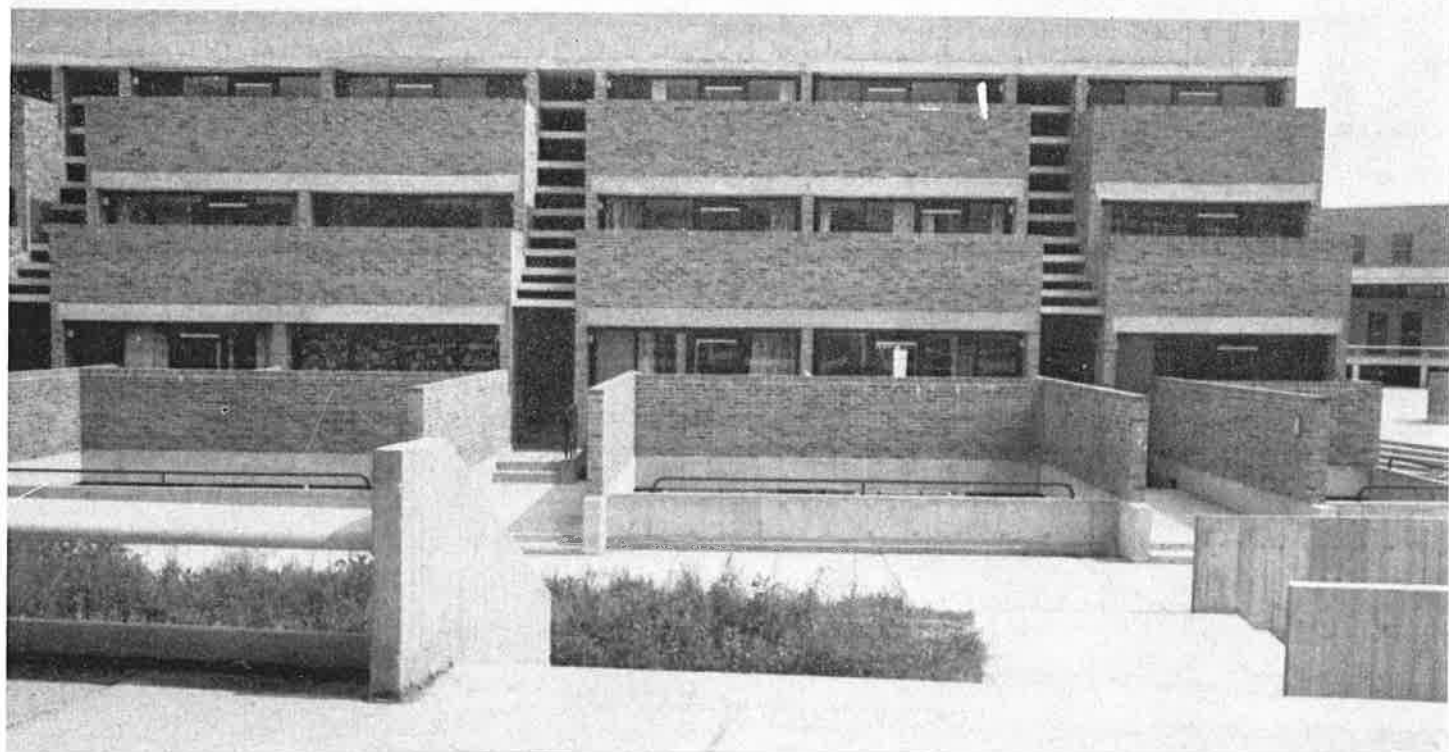
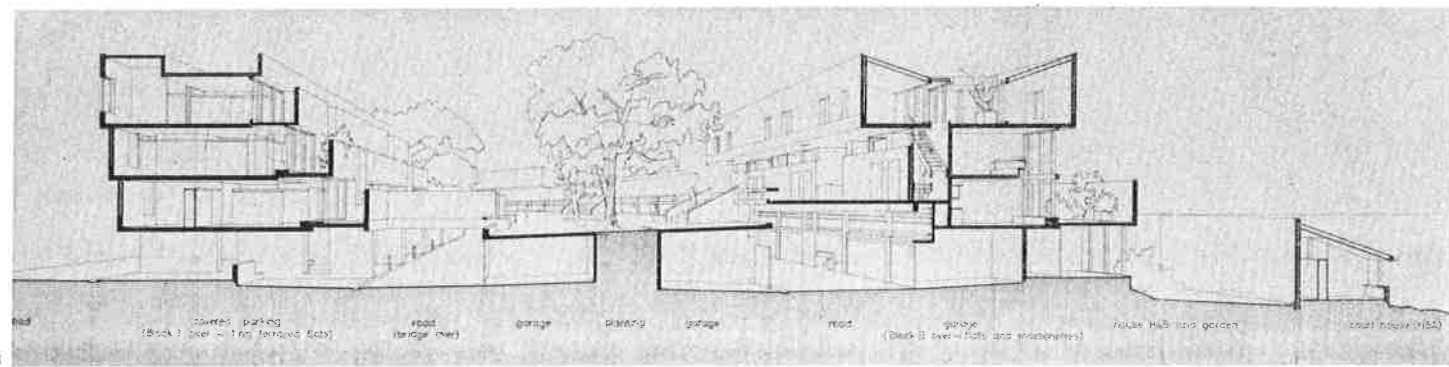
c) Blocks of mixed maisonettes and flats surrounding the platform which also have private walled terraces or courtyards on the roof of the dwelling below.

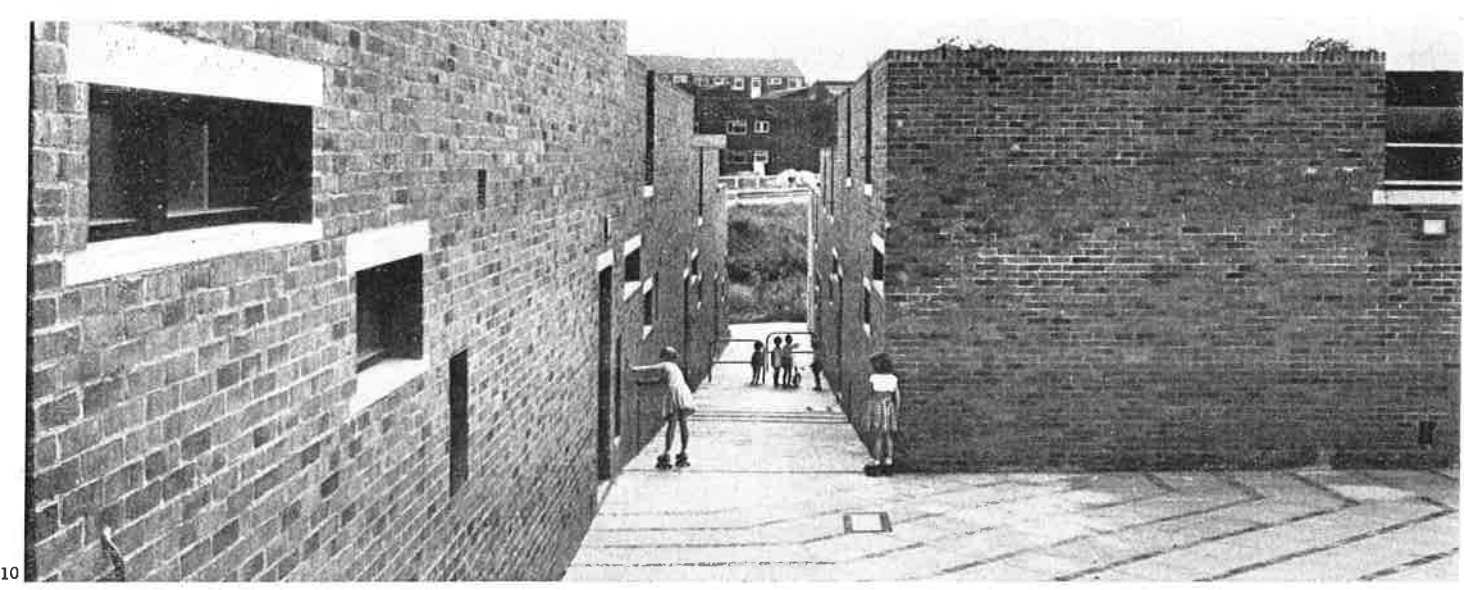


- 1 access road
- 2 visitors parking
- 3 pedestrian podium with parking under
- 4 flats
- 5 maisonettes
- 6 patio houses
- areas for pedestrians and trolley delivery only

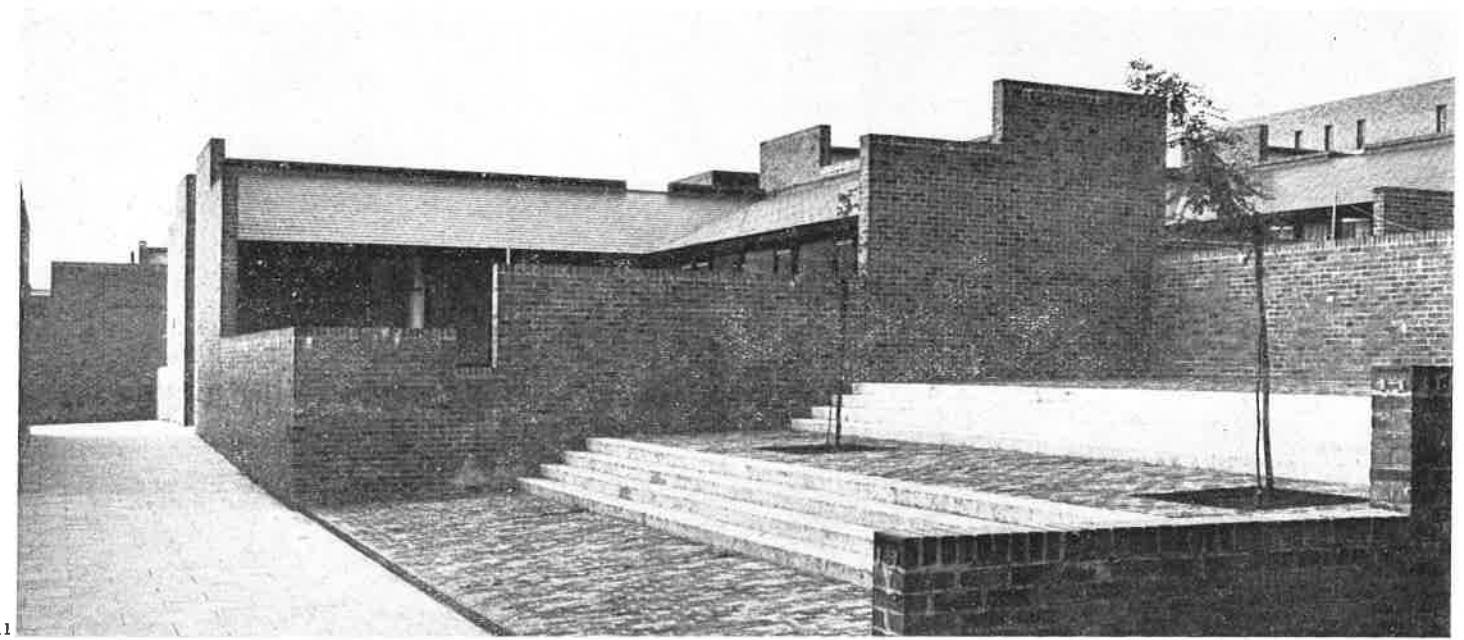
site plan



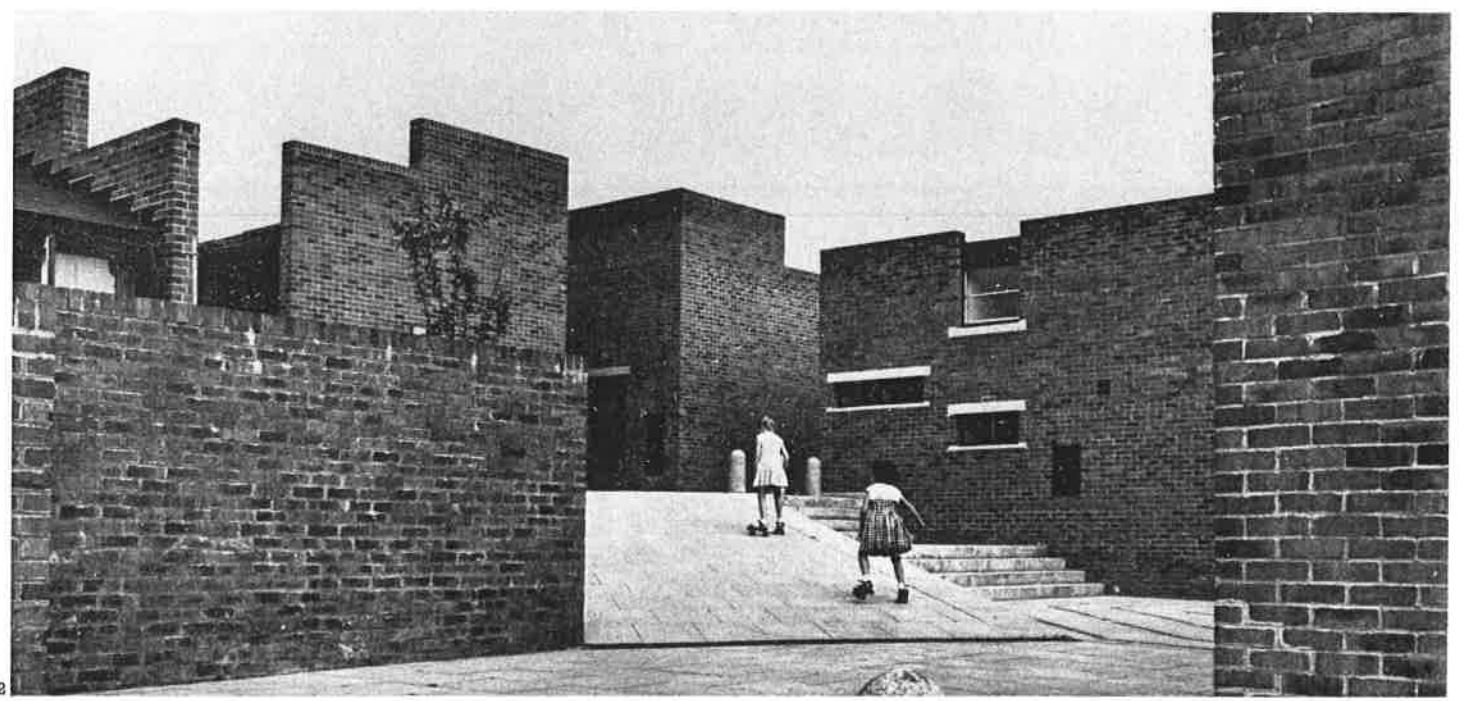




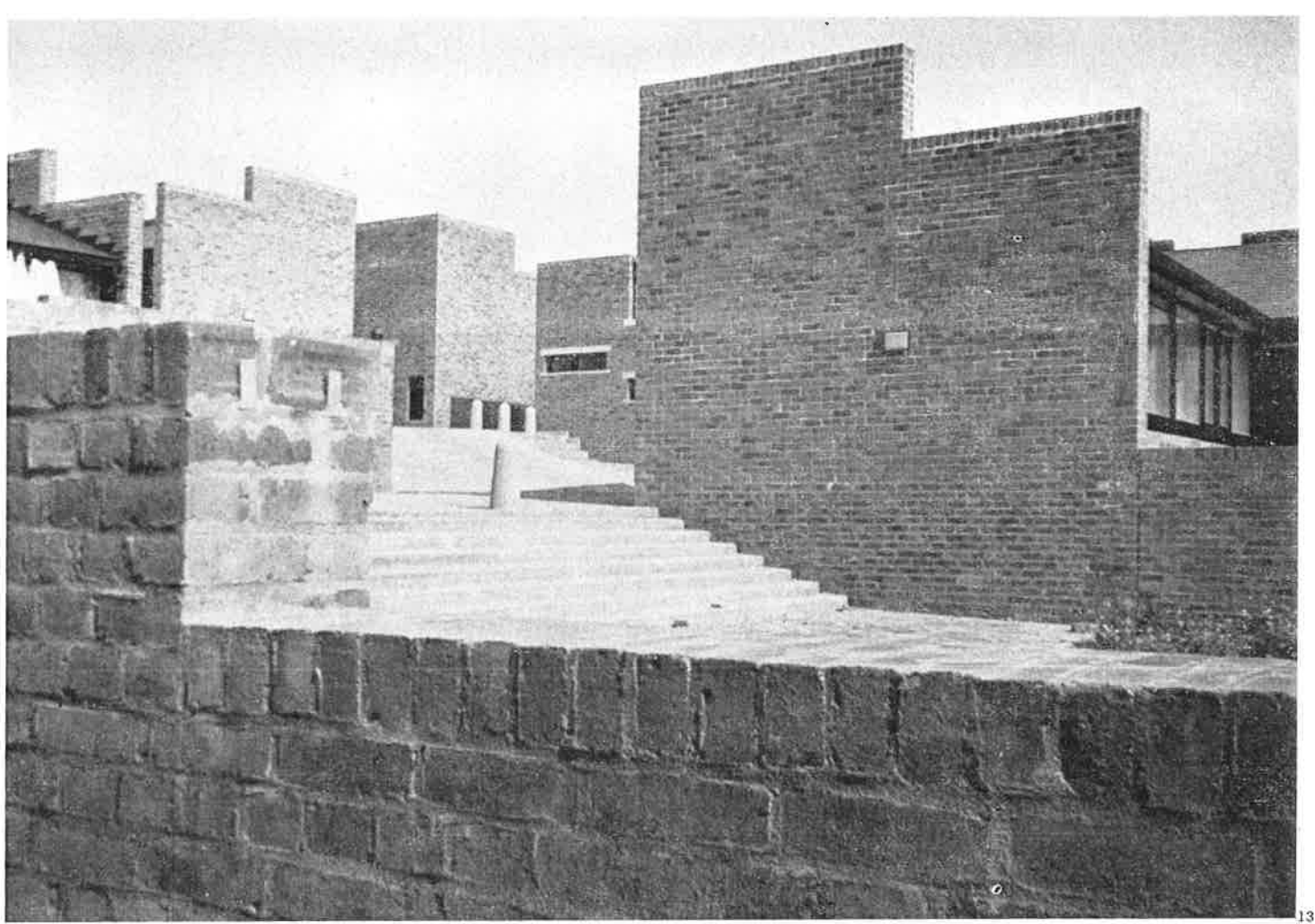
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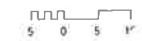


13

- l living room
- d dining area
- k kitchen
- h hall
- b bedroom
- ba bathroom
- p porch
- s store
- u utility area
- r refuse
- er extra room



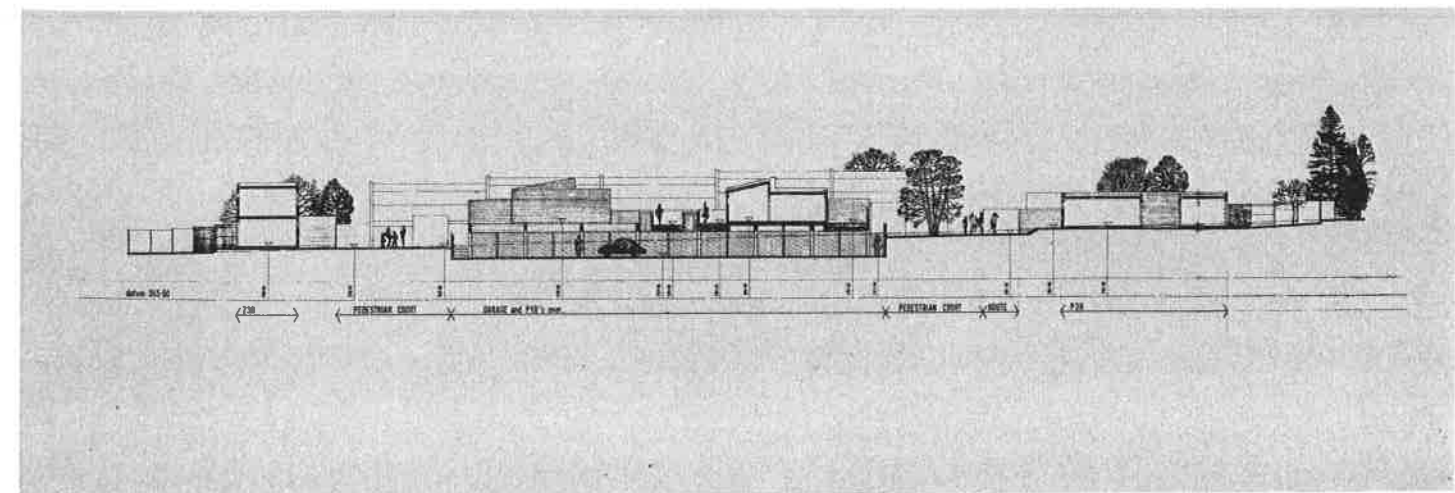
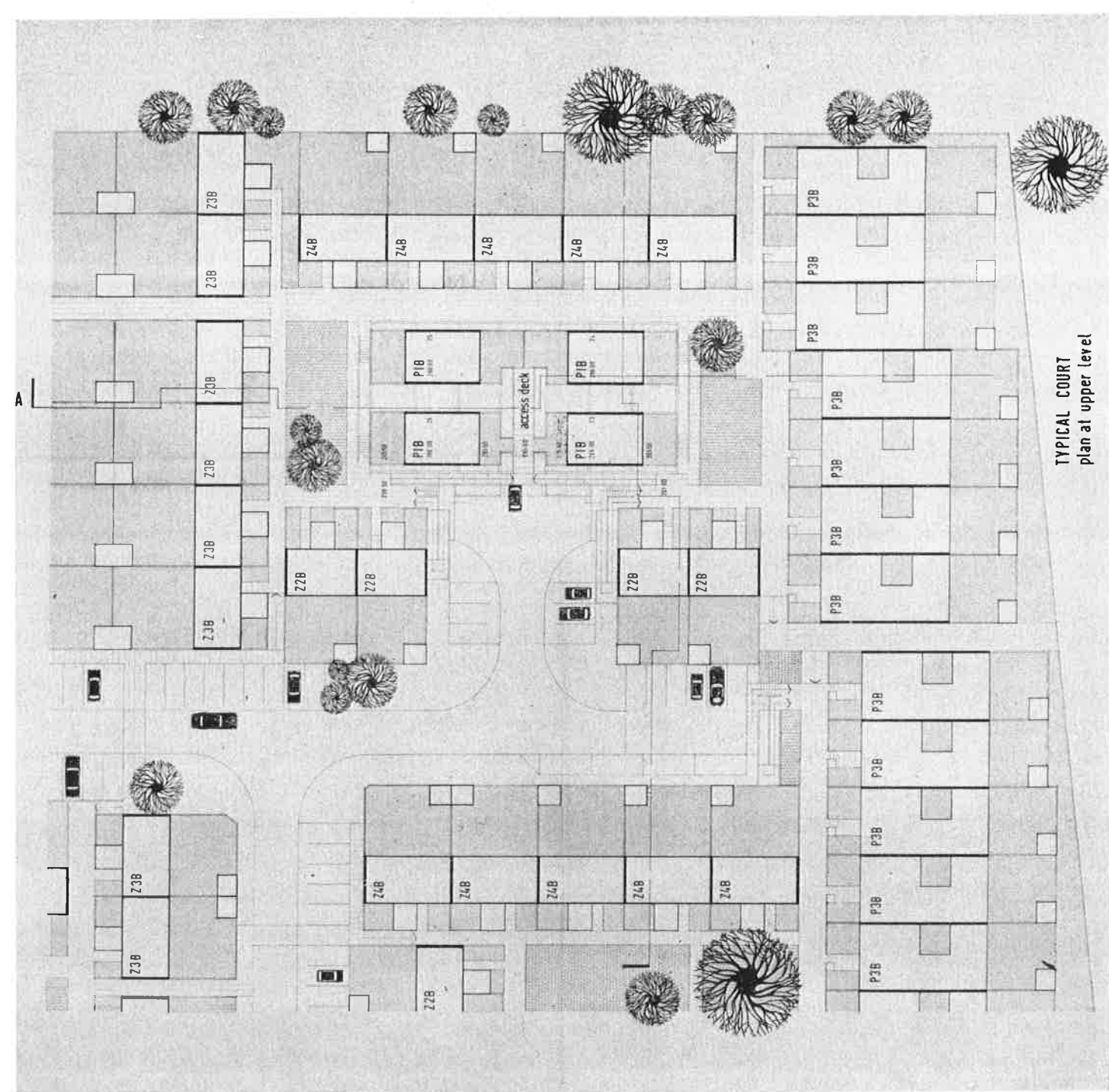
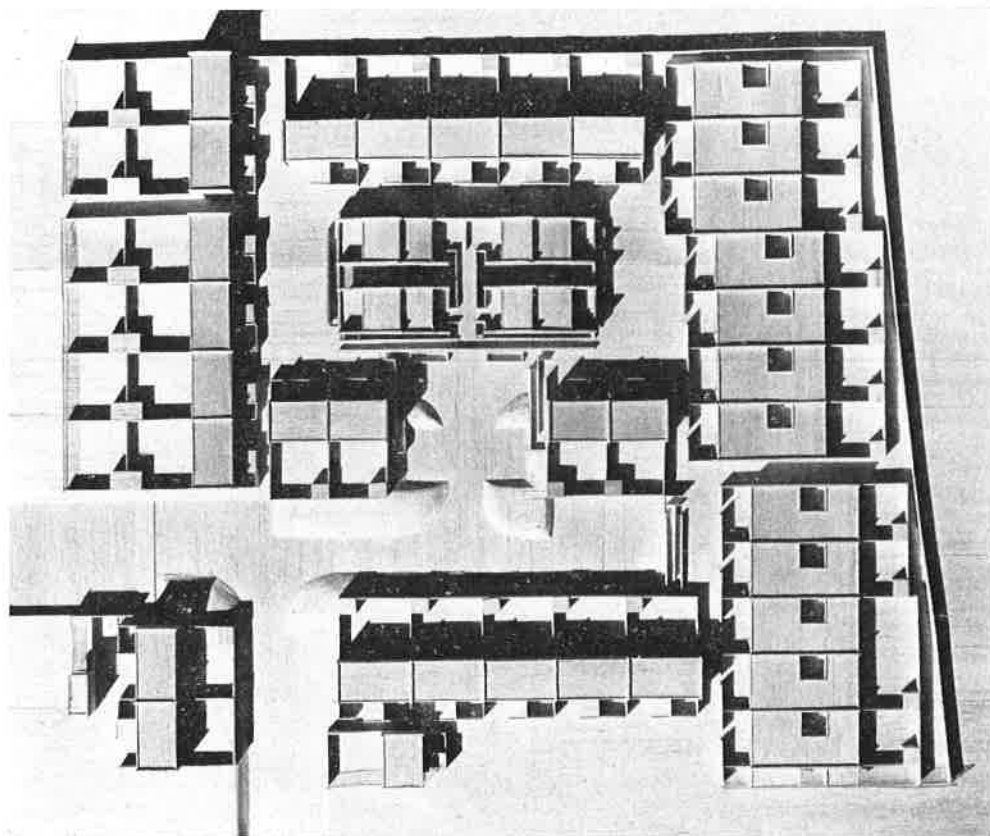
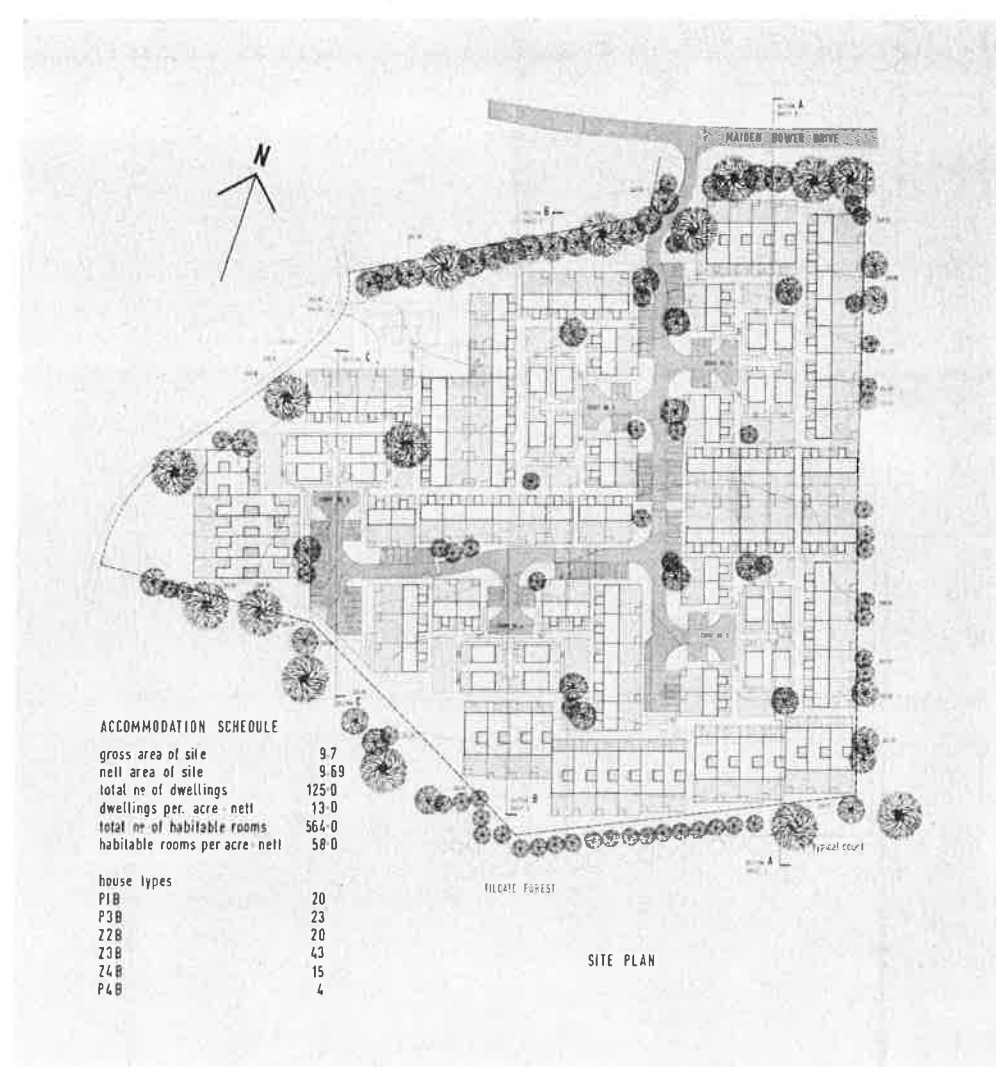
1. General view from South; 2. Section through central area and lanes; 3. Site plan; 4. Central platform visitors car park; 5. Section through one room terraced flats, central area and maisonettes; 6. View of one room terraced flats; 7. Plans of one room flats; 8. View of central area; 9. View of maisonettes; 10-13. View of patio houses; 14. Plans of typical patio houses.



PETER PHIPPEN & ASSOCIATES

CRAWLEY 125 HOUSES FOR COASTAL COUNTIES HOUSING SOCIETY LIMITED

A basic cluster of 25 houses has been used. The houses are grouped around a central garage space with provision for an equal number of cars which is attached to the access road by a vehicular access court with parking space for cars and service vehicles. The connection between the pedestrian level and the vehicular access court is by means of ramps and steps. Loading and unloading of vehicles will be in the access court, the garage area being used solely by house owners. The access road runs in a shallow cutting with planted banks and screen walls as sound insulators. Houses around the perimeter of the site are generally single storey and this will enable views of the woodland from within the scheme both from inside and outside the houses. The single storey houses raised half a level above garages have views over the roof of those at ground level. 2 storey houses have views from windows at first floor level over both single storey types. Pedestrian circulation generally is confined to ground level. Access to houses at the half level is by ramp and a short access deck. Refuse will be contained in sacks situated in cupboards at the front of each dwelling which can be withdrawn from the exterior. Servicing will be from the vehicular access courts.



1. Site plan of a cluster; 2. Aerial view of the model; 3. Typical court: plan at upper level; 4. Section A, through central access deck.

F. LLOYD ROCHE

of this scheme; consequently there must be inbuilt flexibility. As more information has become available Professor Ling and the Development Corporation have discussed and evolved certain principles which it was considered must be observed in the design of the town centre, and it has been possible for the team responsible for the detailed work to incorporate those ideas in the present proposals. The more important principles evolved are:

1. That there should be complete segregation of vehicular and pedestrian traffic;
2. That there should also be segregation of different types of vehicular traffic, i.e. private cars, service vehicles, rapid transit;
3. That the shopping centre and all facilities linking into and forming a part of the whole centre should be under cover;
4. The design must have inbuilt flexibility to adjust to unforeseen changes in shopping habits or other changes in social habits;
5. That the design must be such that it should not detract visually from the dominance of Halton Castle and the rock upon which it stands.

This latter is a magnificent natural feature which already dominates the landscape of the designated area, and the aim of the Development Corporation has always been to preserve this visual aspect of Halton. As is well known from the Plan already published the present village of Halton is to be treated in very much the same way as a "close" within a cathedral city. It must also be made quite clear that the scheme which is now being published forms only the basis from which the final detailed town centre design will be evolved. It is in itself no more than a general plan for a town centre at Halton. Much work remains to be done to ascertain with accuracy the likely cost of construction, income, type of shopping and other services and facilities which will be attracted to this new centre. An attempt to answer these questions must be made before a final decision can be reached. In presenting a sketch design it must, of course, be appreciated that although the present preliminary design proposals incorporate the planning principles which we consider desirable for a town centre suitable for the future Runcorn, detailed work which will progress on the design will, inevitably, lead to some modification and refinement.

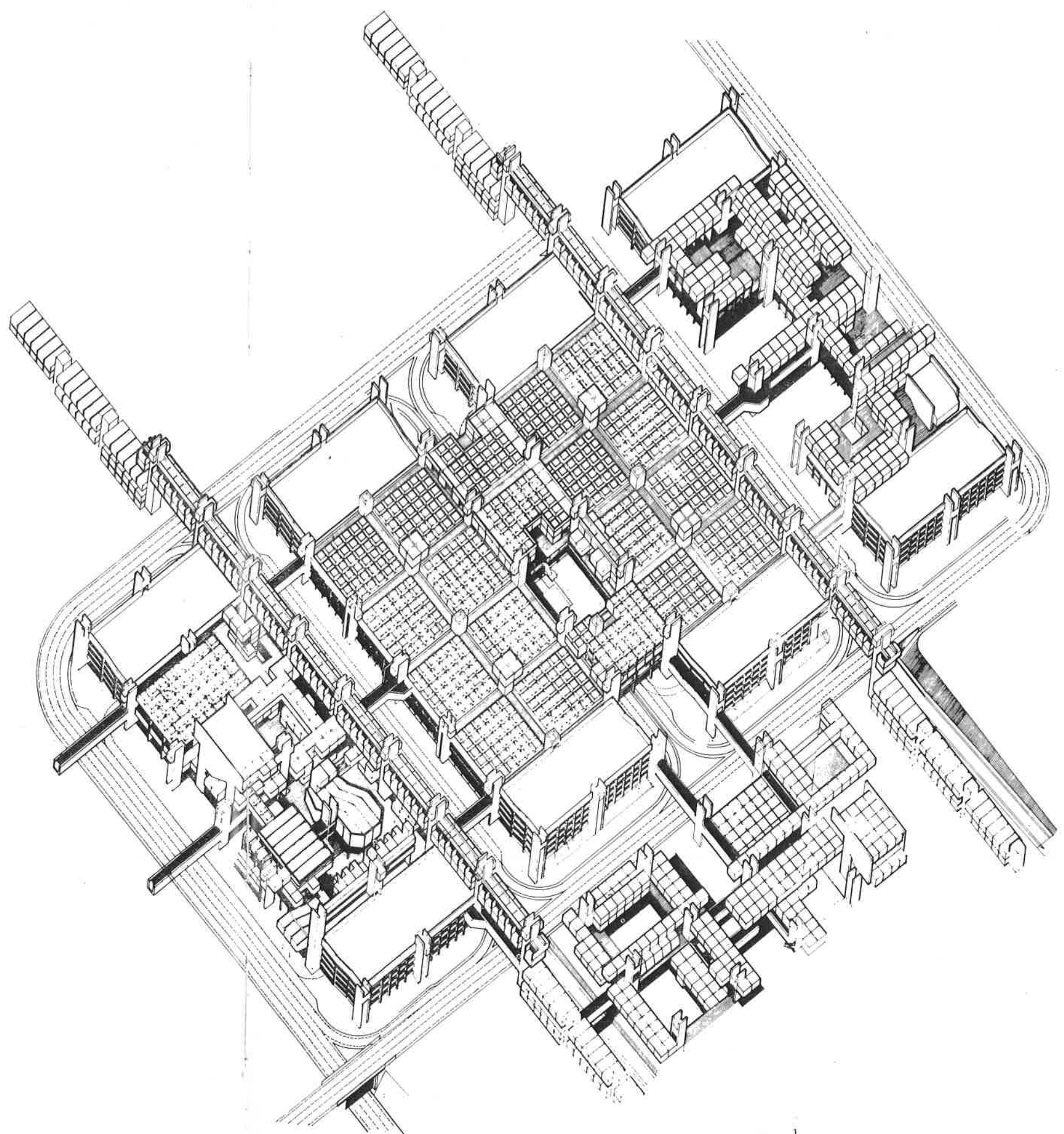
There are, however, certain constants in this situation namely:

1. That the centre must provide a complete range of services, commercial, cultural, and social, to serve the needs of a population of about 100,000 people;
2. That the design must look ahead to the year 2000 to ensure that the standards selected now are likely to be acceptable then;
3. That it will be possible to phase the development of the centre

RUNCORN NEW TOWN TOWN CENTRE

The draft Master Plan for Runcorn, which was published in January, 1966, recommended that the town centre should be located south of the present village of Halton, which is approximately in the geographical centre of the designated area. Following careful examination of various sites, in particular the existing town centre, there has been general agreement between the Development Corporation and the local authorities concerned that the recommendation as to the site town centre in the draft Master Plan is the most suitable. In the meanwhile, however, it was necessary for a great deal of detailed work on shopping trends, both in the district and in the new town, to be considered and for advice to be sought from as many reputable sources as possible upon the likely needs for which the town centre would have to provide. It must be remembered that a town centre is not only concerned with shopping, but if it is to form a natural focus for the interests of the town should, at the same time, cater for the whole range of community activities such as entertainment, welfare services, public services of all types and social activity generally.

The Development Corporation in formulating its proposals cannot confine its attentions to the present or immediate future only but also has to consider what would be regarded as a suitable town centre for a town of 90/100,000 people for the year 2000 and beyond; thus they had to take into account the enormous expansion in car ownership and the fact that shopping patterns and living conditions will change dramatically during the life



in relation to the growth of the population of the town; 4. That it will comply with the requirements of the overall Master Plan for the new town.

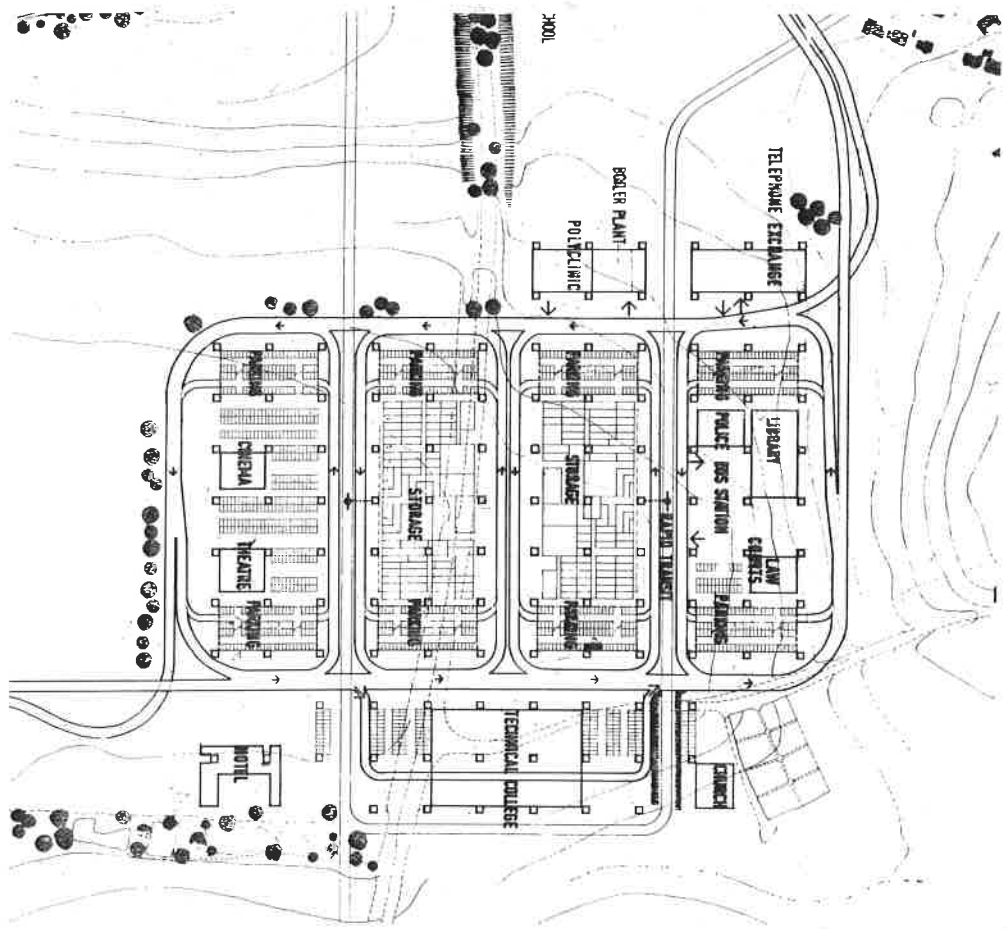
SPECIAL FEATURES OF THE INITIAL DESIGN

The most important feature of the design, which allowed all the basic planning principles to be achieved is the development of the vertically segregated town centre and the concept of the "shopping deck". The pedestrian moves on the surface of the deck, the vehicle either below or at the side of the deck. The deck is placed across a natural valley which has a shallow basin in the central part of the site. Shops and pedestrian ways are on the surface of this deck.

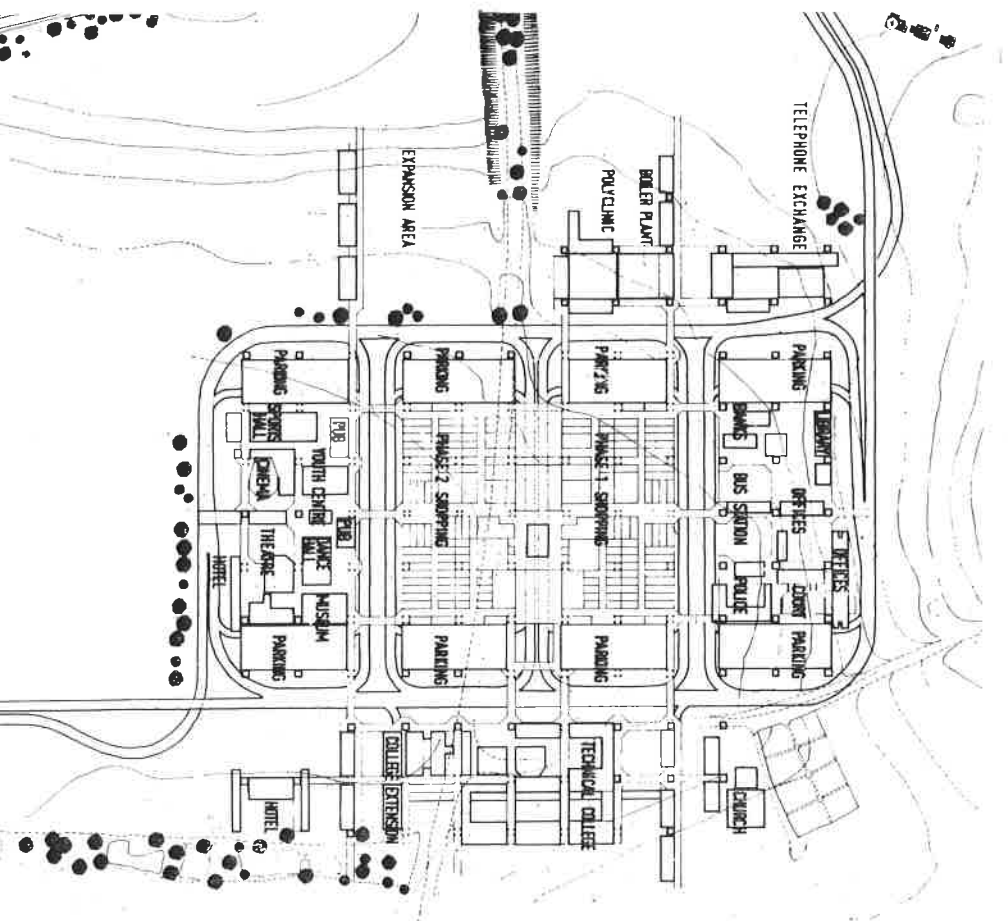
The Road System: The road layout consists of a series of one way loops in a rectangular pattern running north/south. The main traffic generators, car parks, shops, service areas, are placed within the road system.

The Car Parks: When the town centre is completed parking spaces for 4,500 vehicles will be available in multi-storey garages (4 storeys high) most in immediate contact with the shopping deck.

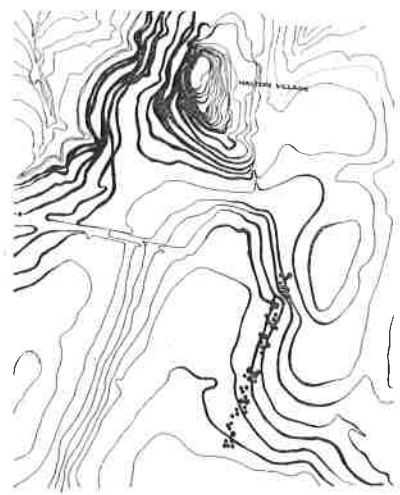
The Shopping Deck: The shop units on the surface of the deck will be within an entirely enclosed building, to provide a totally weatherproof and controlled shopping environment. Each shop unit will have its own storage area and most shops will have direct



3



4



TOPOGRAPHY AND LANDSCAPE
1:2500
CENTRAL AREA

1. Axonometric projection, showing Runcorn centre when completed;
2. Topography of central area;
3. Town centre service level;
4. Town centre deck level;
5. Central area: model.

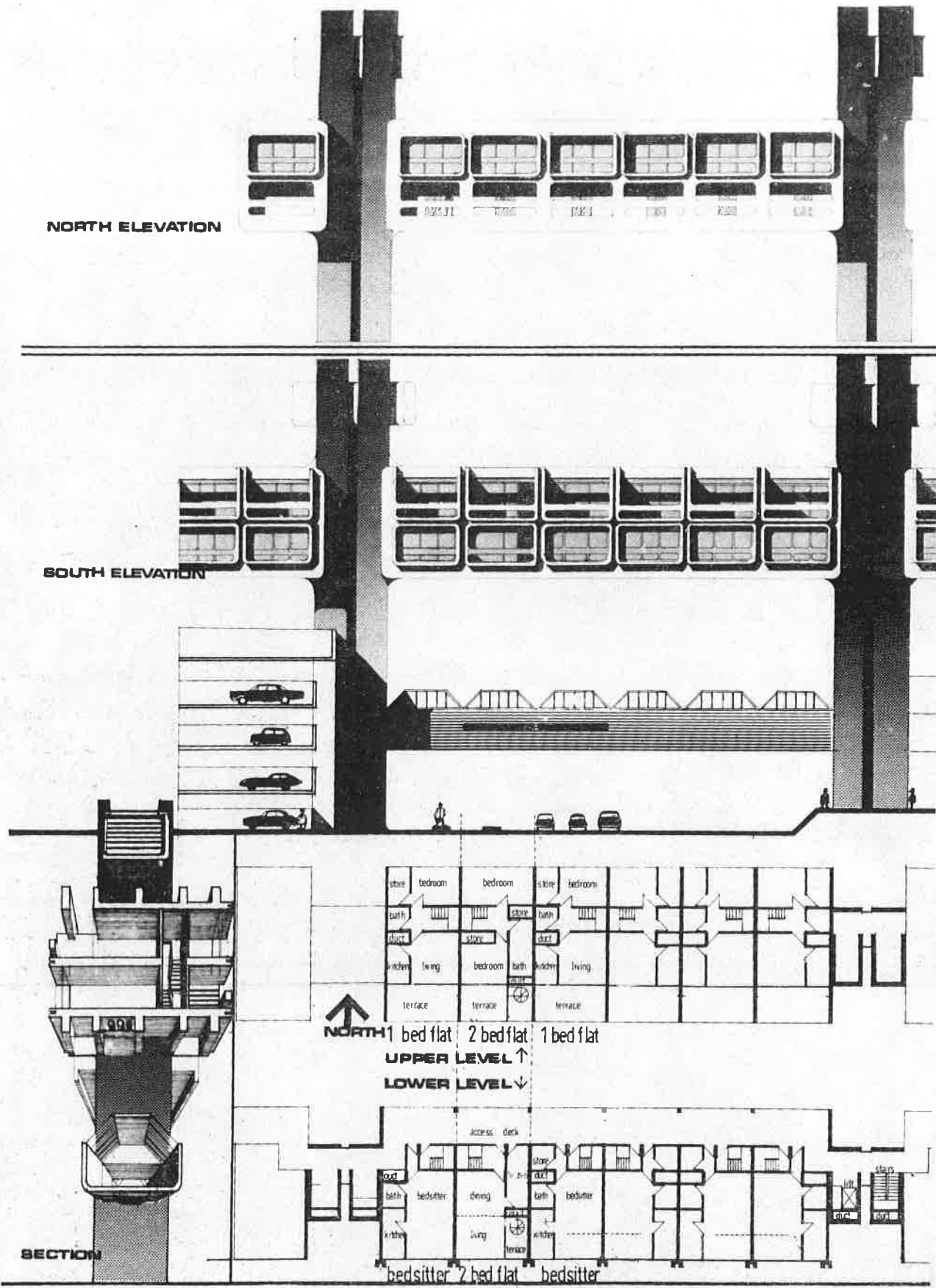


5

CENTRAL AREA OVERDECK HOUSING

NORTH ELEVATION

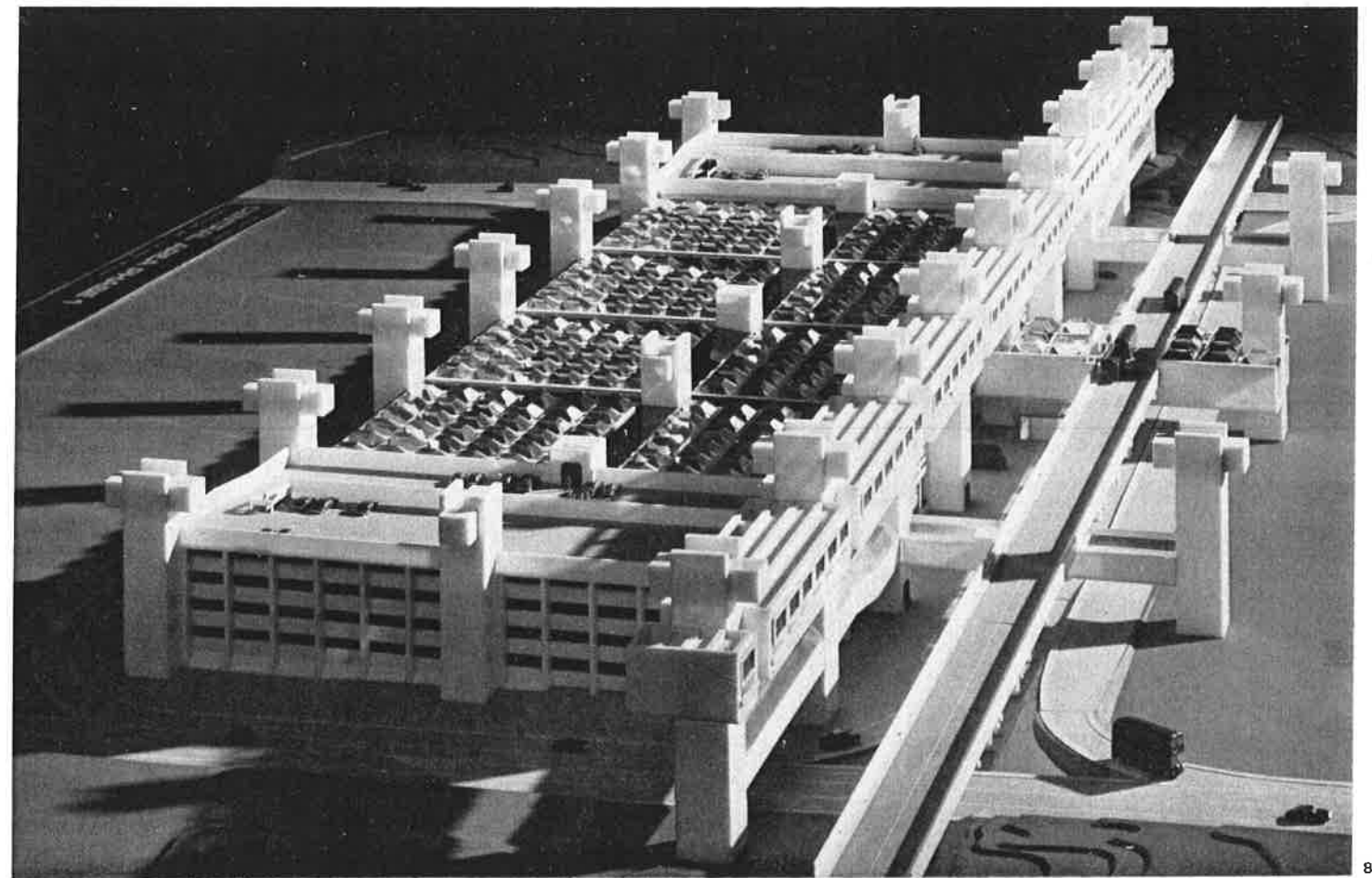
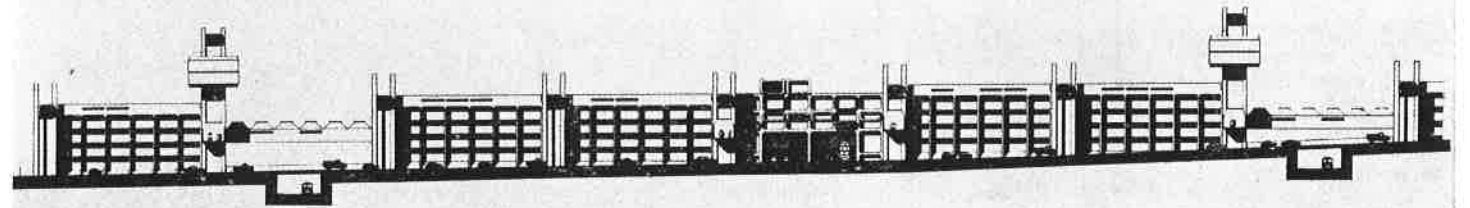
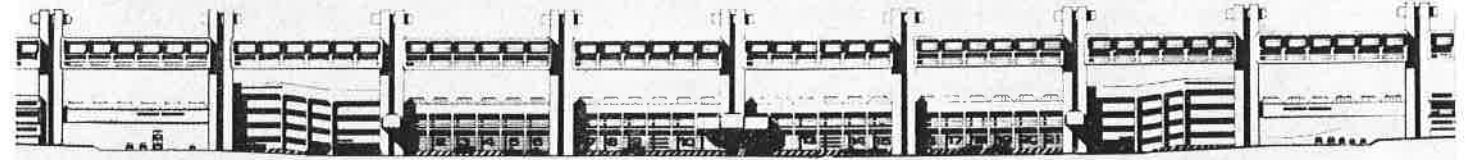
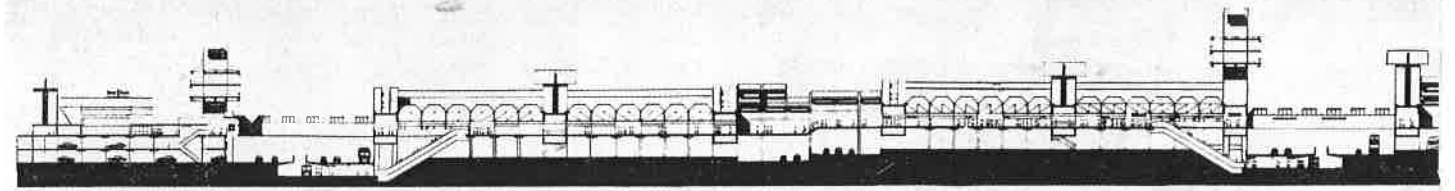
SOUTH ELEVATION



SECTION

september 1966

RUNCORN DEVELOPMENT CORPORATION chief architect : F. Lloyd Roche

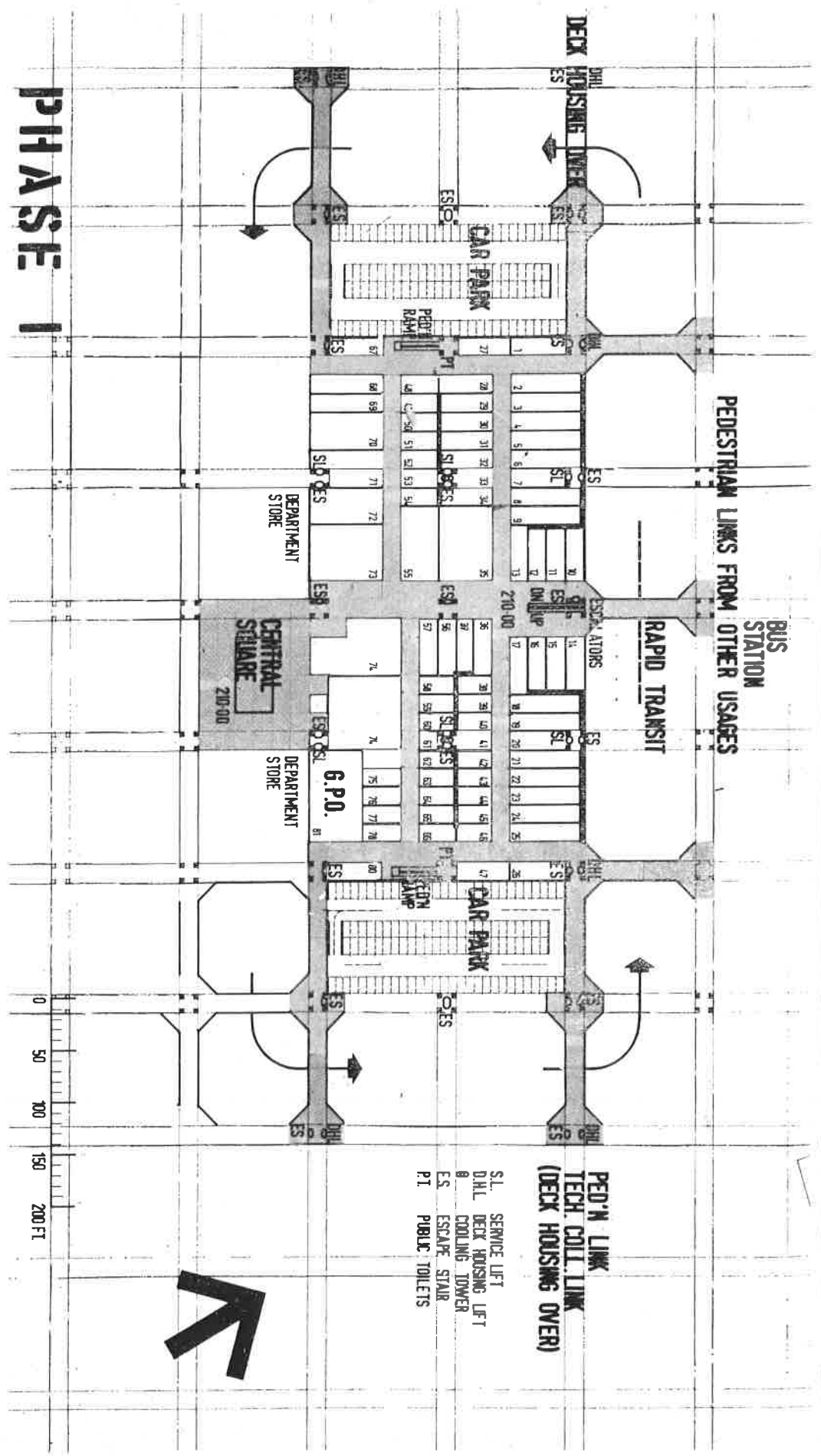


vehicular access from loading areas. When the centre is complete there will be 426,000 sq. ft. of gross retail floor space and the first phase opening in 1971/72 will contain about 150,000 sq. ft. of gross retail floor space (together with service trades and some other uses) and be associated with about 1,100 car parking places.

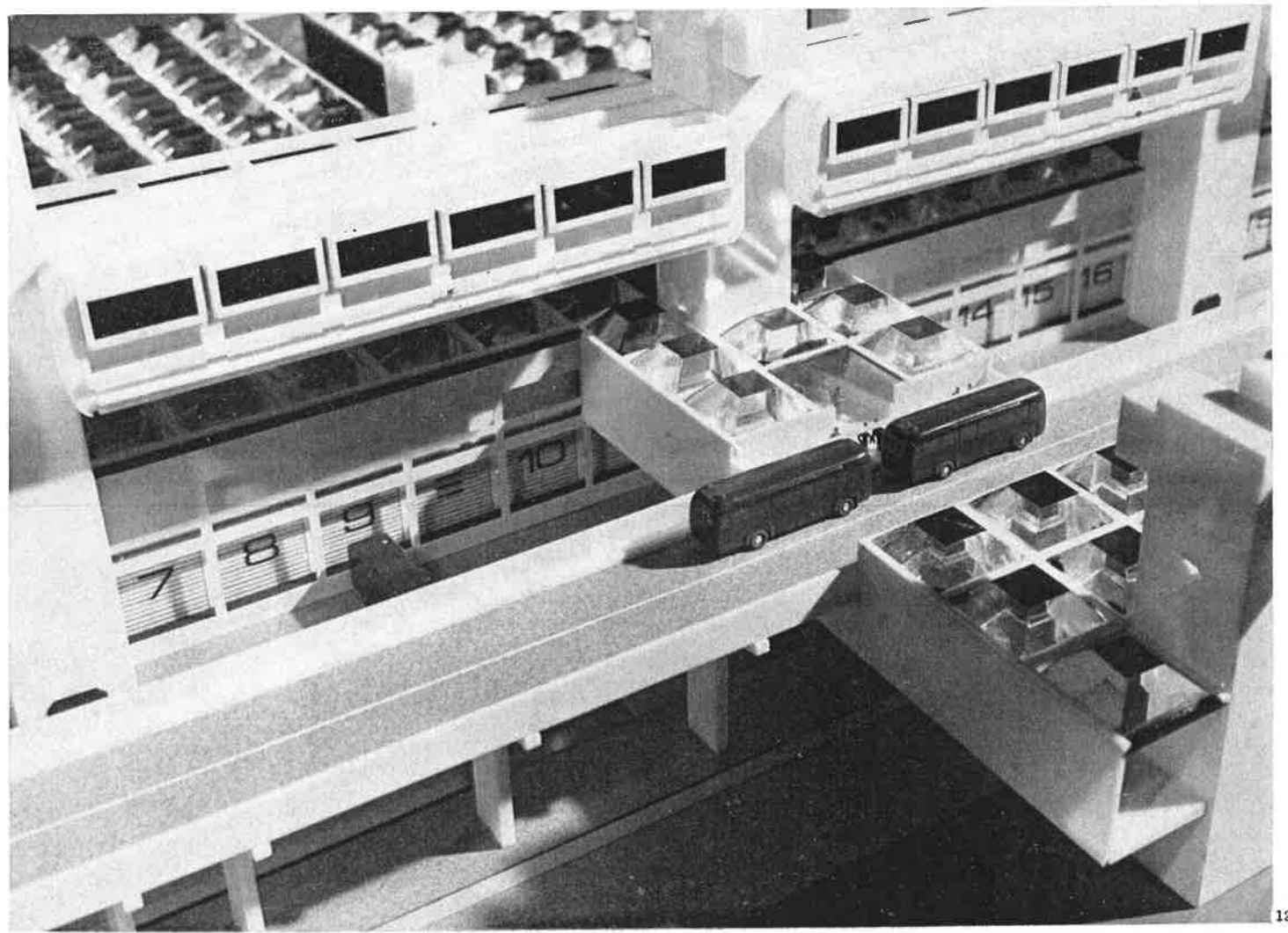
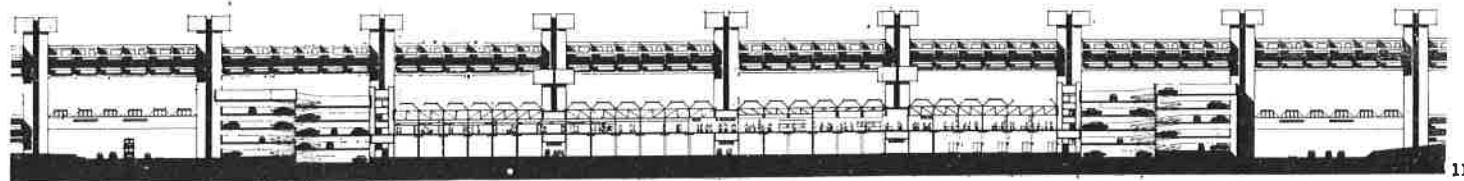
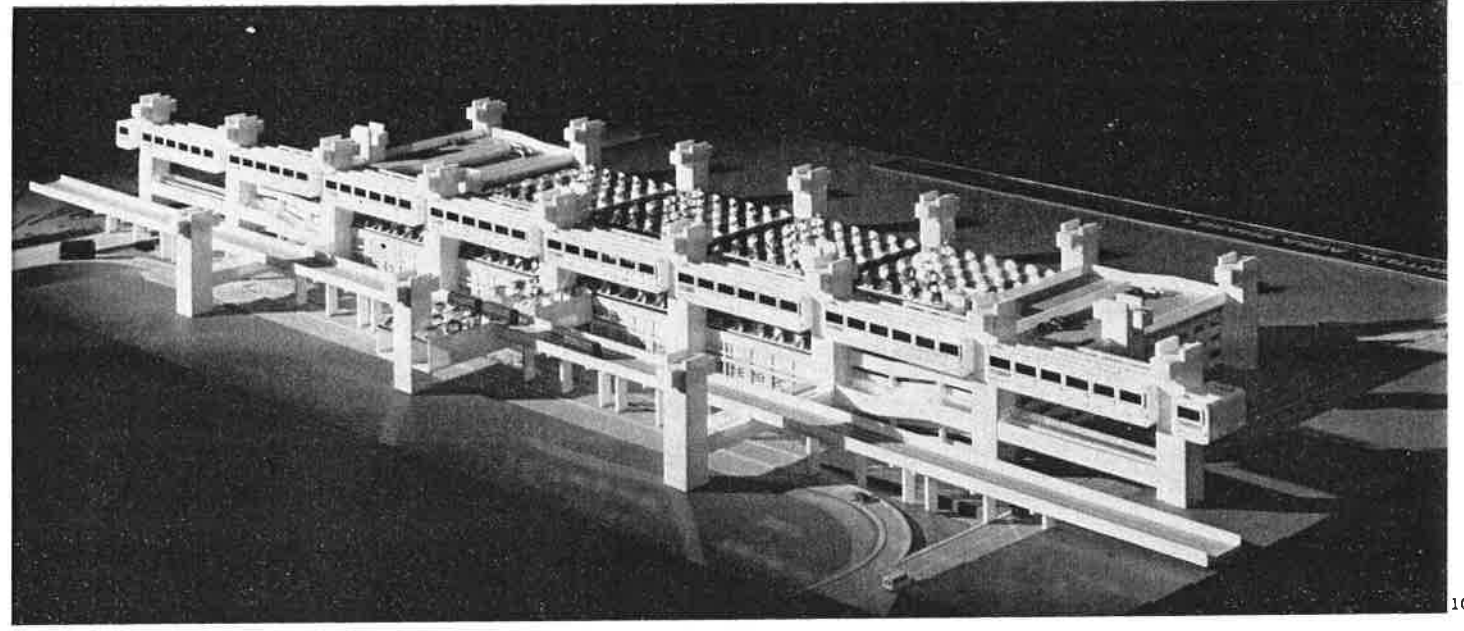
The Pedestrian Ways and Rapid Transit: The public transport system (the rapid transit buses running on their separate track) is an essential feature of the Master Plan. The rapid transit route is brought directly into the core of the town centre on an elevated track running at shopping level. Pedestrians can thus move directly from transit stop into the main shopping halls.

Other Uses: The areas within the northern and southern loops of the road system contain other uses. The northern loop contains civic buildings, police station, law courts, library, bus station, etc., and an area of commercial office development. (It is planned that the centre when complete should contain about 290,000 sq. ft. of commercial office development). The southern loop will contain the major entertainment buildings, the cinema, dance hall, art gallery, etc., these areas and buildings being connected directly to the shopping deck by elevated pedestrian ways to maintain continuous unbroken pedestrian movement.

Housing: Housing is an intimate part of this town centre design. In the housing areas around the centre about 8,000 people live within 10 minutes walking distance. Clearly defined pedestrian ways link these housing areas to the town centre. When the pedestrian ways run at one level (the shopping deck level) the sloping nature of the site allows housing units to be developed vertically (up to 4 storeys) and the elevated pedestrian way (the "housing deck") forms a street within the housing area. A striking feature of the design is the use of about 200 luxury "penthouse" units suspended over the shopping deck, the over deck housing.



6. Central area overdeck housing; 7. Longitudinal section of shopping deck; cross elevation showing service bays; long elevation of shopping deck and car parks; 8. Shopping deck: first phase from North-East; 9. First design: shopping deck first phase, deck level; 10. Shopping deck: first phase from North-West; 11. First design: cross section through shopping deck; 12. Shopping deck, first phase: detail of rapid transit stop.



R. ROGERS
S. ROGERS
N. FOSTER
W. FOSTER

INFILL HOUSES CAMDEN TOWN

Site: 50' x 30' plots in heavily built up areas.

Orientation: East west.

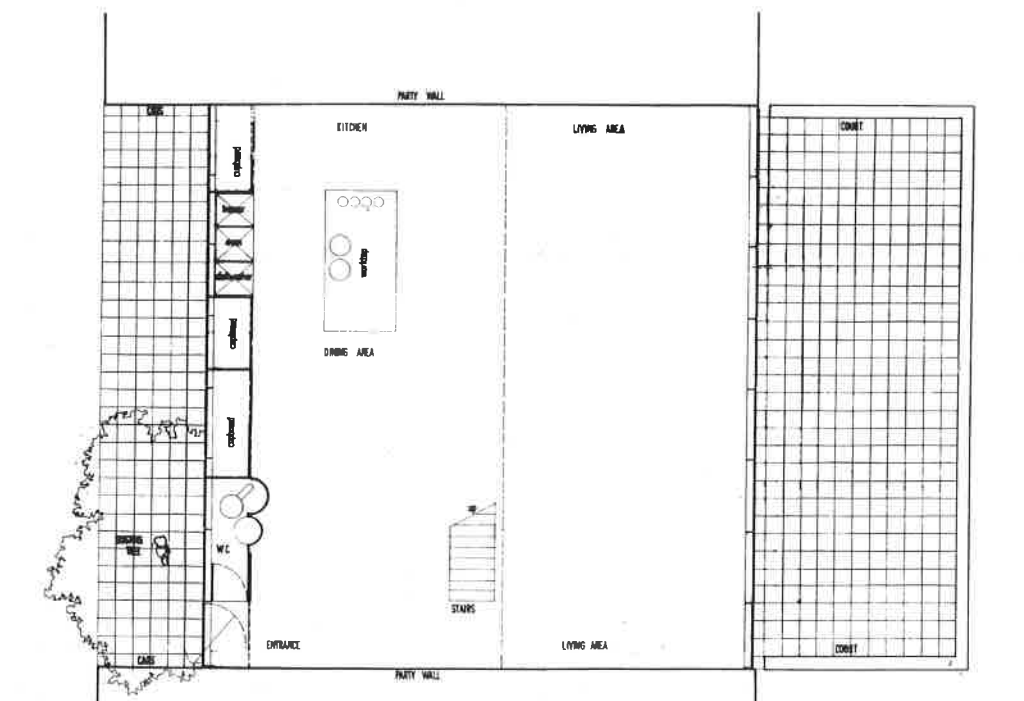
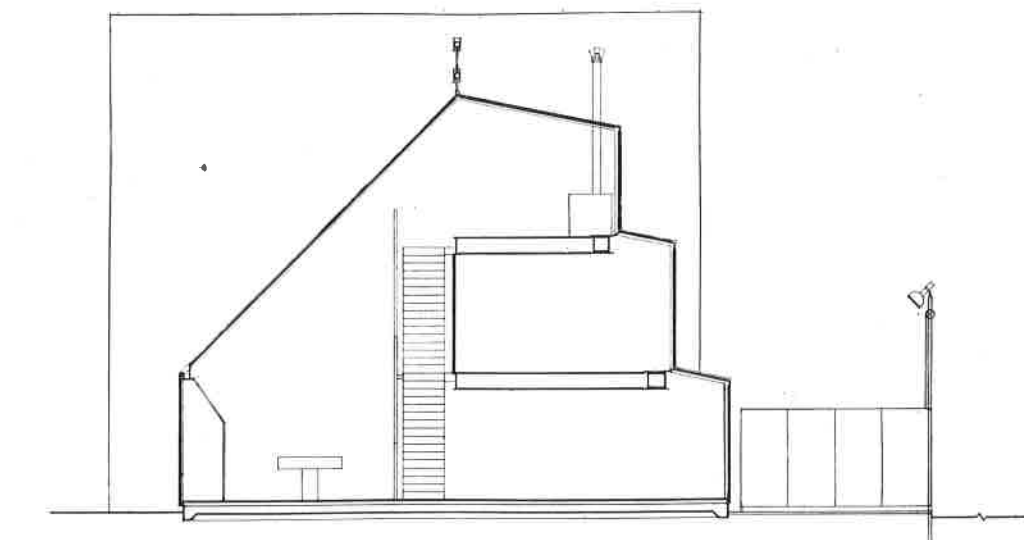
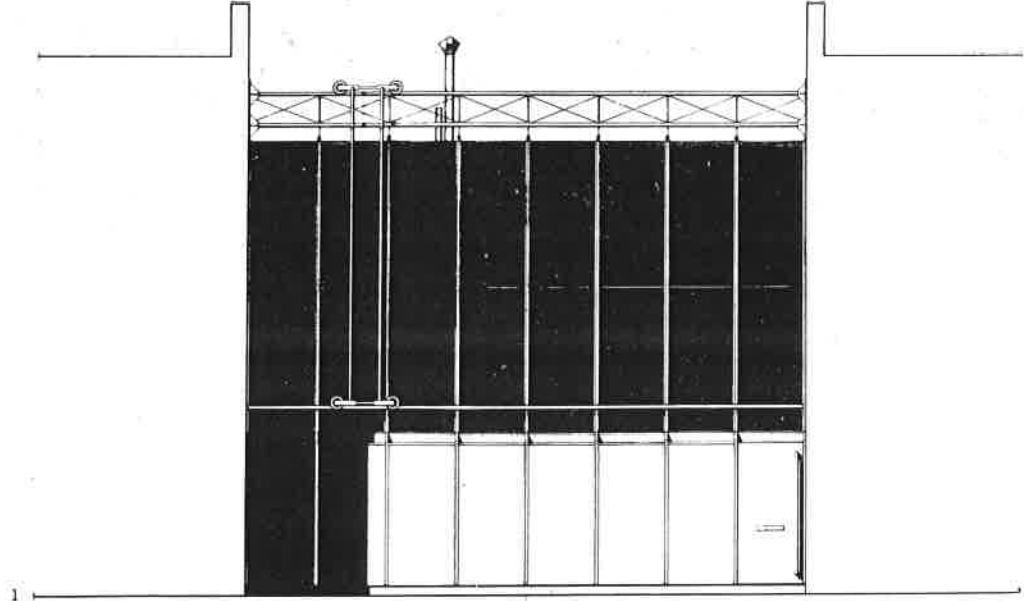
Programme: To design 2 to 5 bedroom houses on a number of one off sites squeezed between existing buildings. Privacy from surrounding mews housing, maximum sun and a fast construction time.

Aim: To create a typical light weight envelope capable of responding to differing client needs.

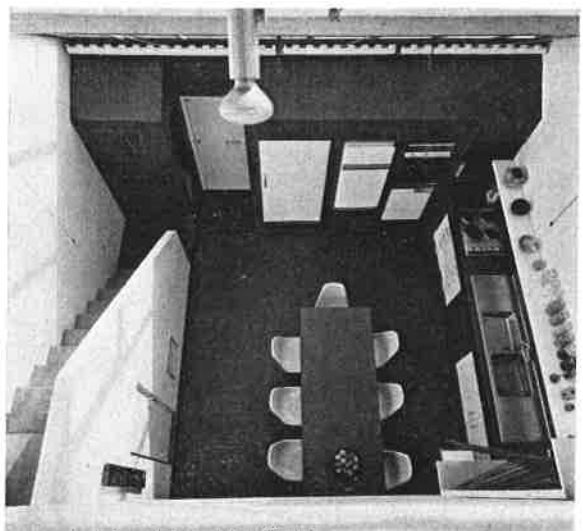
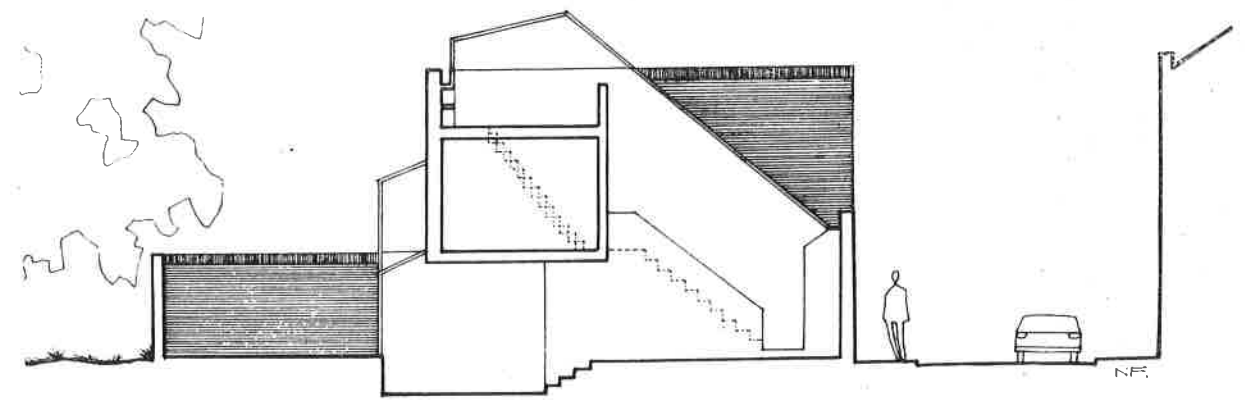
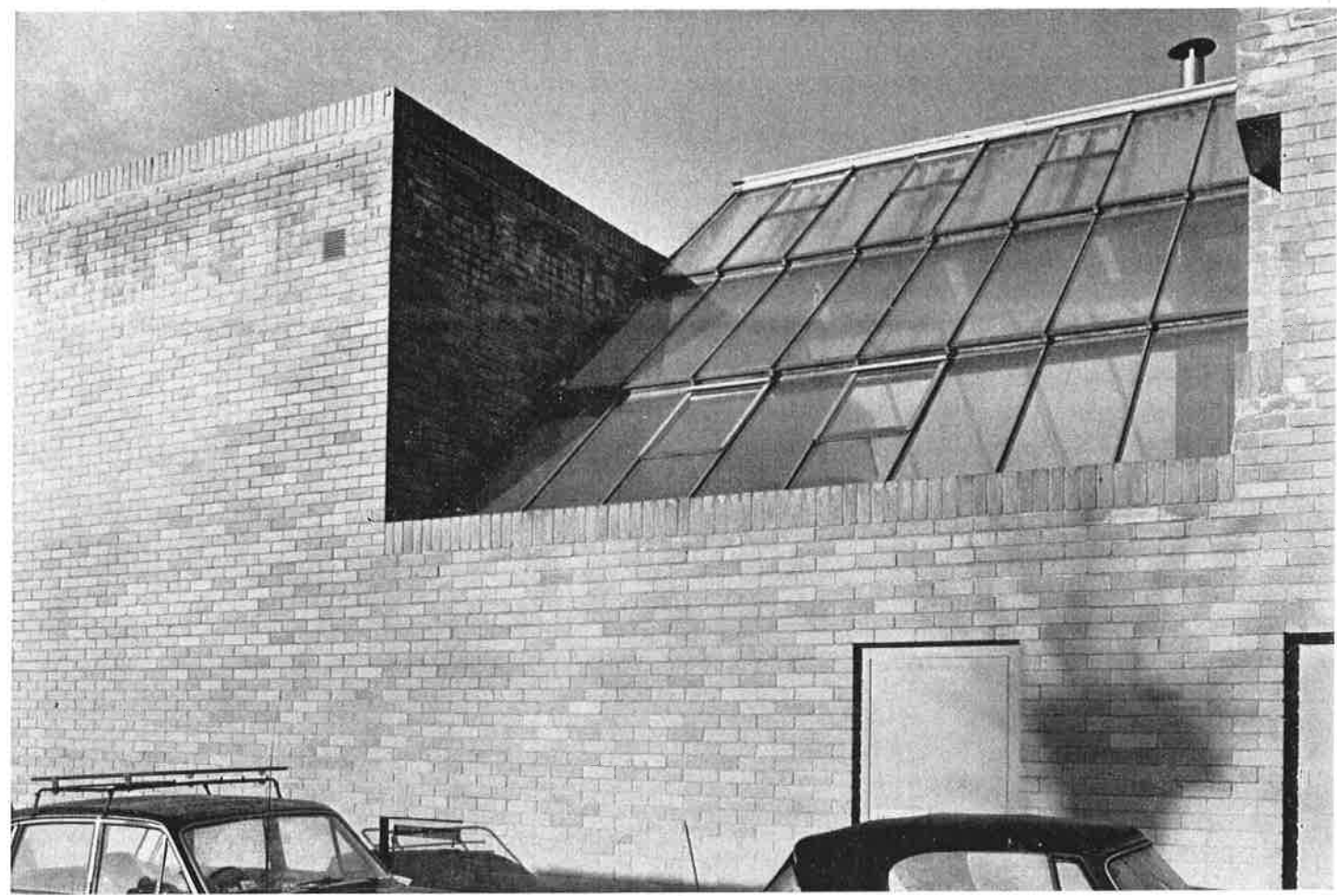
Solution: A light aluminium envelope of T sections encloses the various realms and is supported at the top by a warran truss suspended between party walls of the two neighbouring houses. Neoprene gaskets hold either double glazing units or 1" thick light weight aluminium panels with foam plastic cores to the aluminium T's. Floors are also suspended from the party walls on exposed rolled steel joists. Internal space can be divided off in various ways within the envelope by clip on plastic panels. A steel staircase runs the length of the house linking up the various realms.

The west face is modeled to catch the sun and exclude the view of the houses opposite. The court is enclosed by aluminium panels and a steel structure at the end of the court which carries lights and roller blinds for privacy.

1-3. Project for a house in Camden Mews by Richard and Su Rogers: street elevation, section, plan; 4-7. Group of town houses, London, by Richard Rogers, Norman Foster, Wendy Foster: street elevation, section, view of the kitchen, court elevation.



HOUSE IN CAMDEN MEWS GROUND FLOOR PLAN SCALE: 1/2" = 1' 0" RICHARD + SU ROGERS ARCHITECTS 37 DUKE ST W1



6 7

R. SHEPPARD ROBSON & PARTNERS

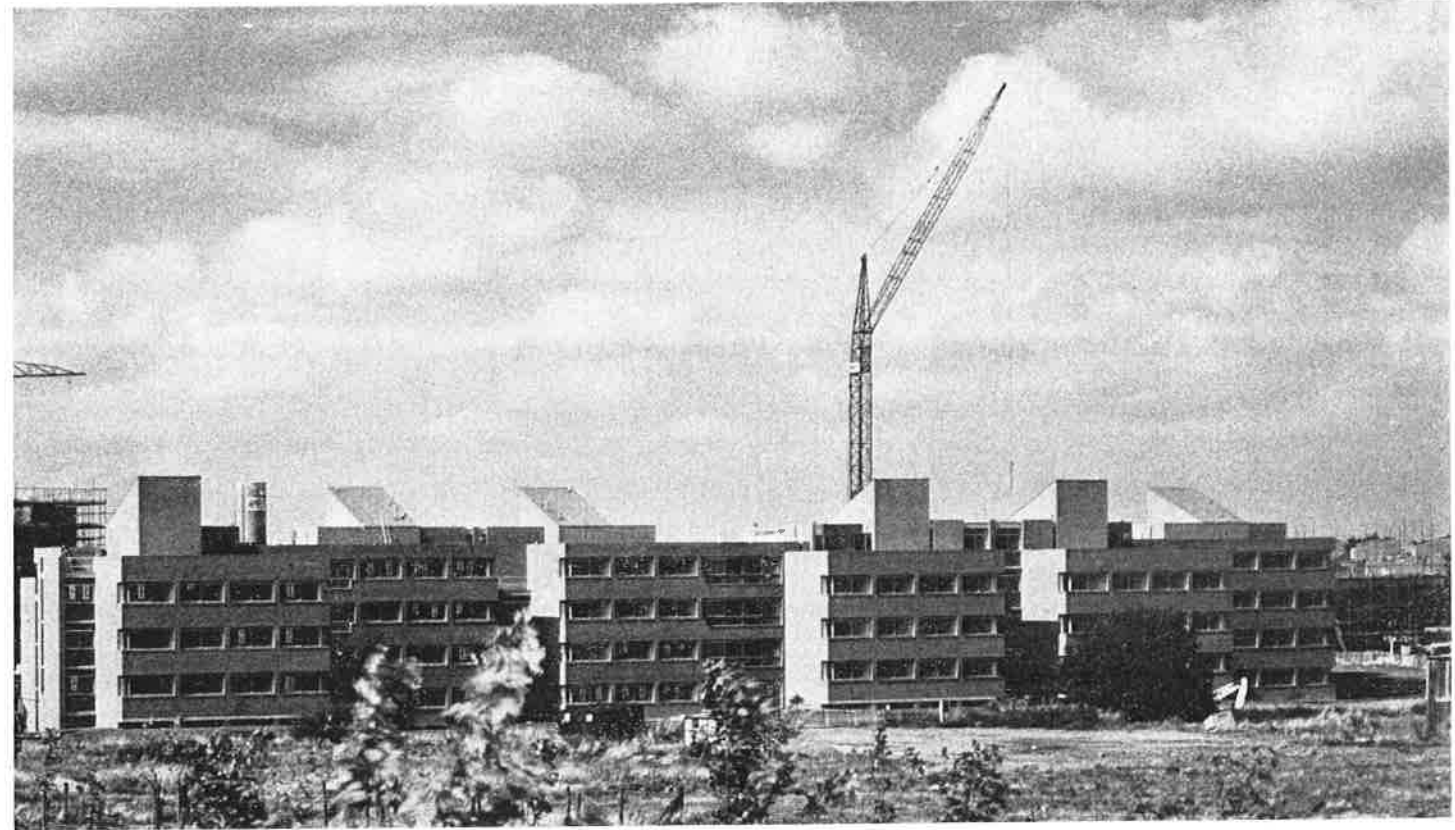
BRUNEL UNIVERSITY UXBRIDGE, LONDON

This Residence is designed as a long terrace giving east and west orientation to the study bedrooms. It is built up of six units, each designed round a central staircase. The floors of this staircase are split off the half landings of the stairs so that the building is built-up of three and four storey units. Each staircase houses 30 students who are split up into two groups of fifteen within each staircase who share a common kitchen and breakfast room as well as the usual sanitary facilities.

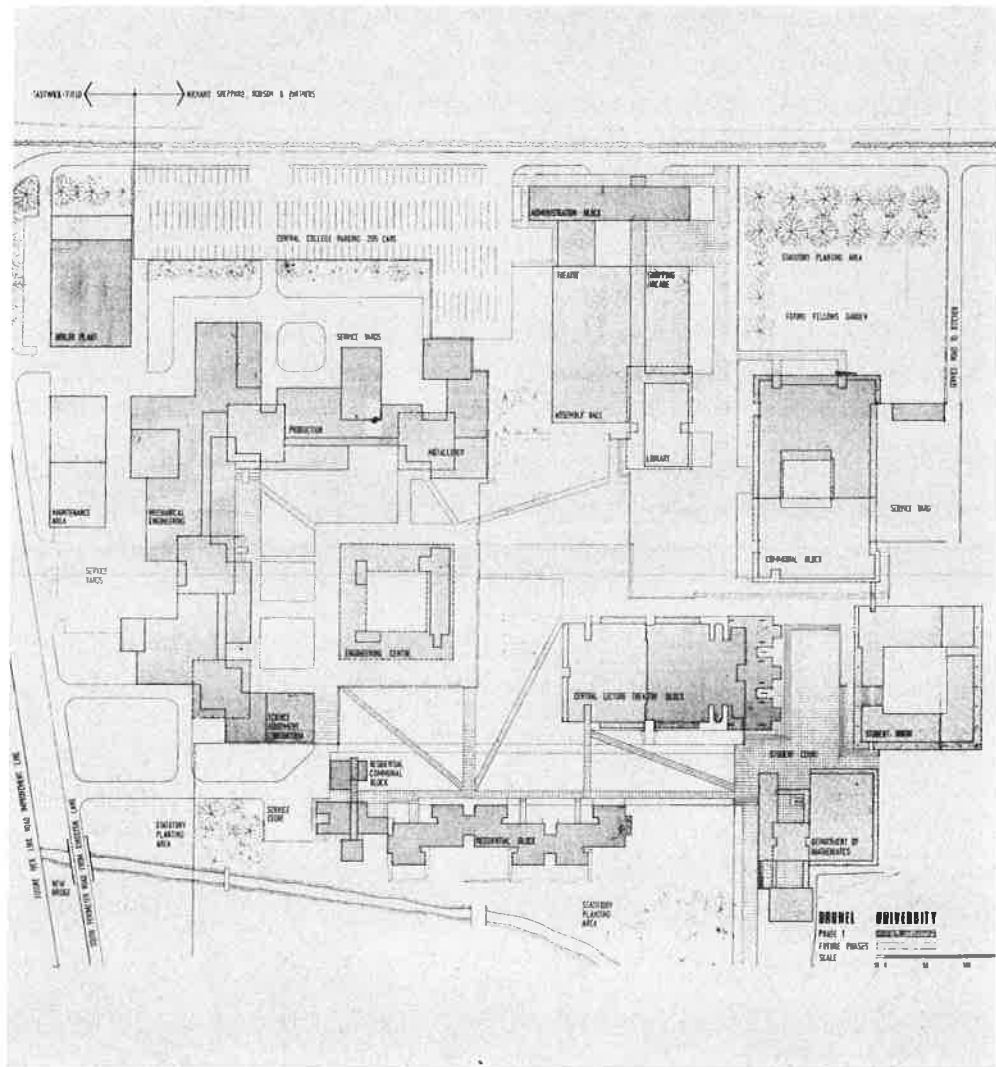
The students have the use of the breakfast kitchen room in which to prepare any meals that they desire. They have the full use of kitchen equipment and utensils but no food is provided. Each study room area is 135 sq. ft. net. This first Residence, which has been in occupation a year, was used to house students who were still studying in the old University buildings eight miles away; to a certain extent it was experimental. Female students are accommodated within one separate staircase. The breakfast rooms promote the grouping of students who come together from different faculties within the University. At the end of the terrace some communal accommodation is provided for the students use together with the Porter's flat, offices for the housekeeper, etc.



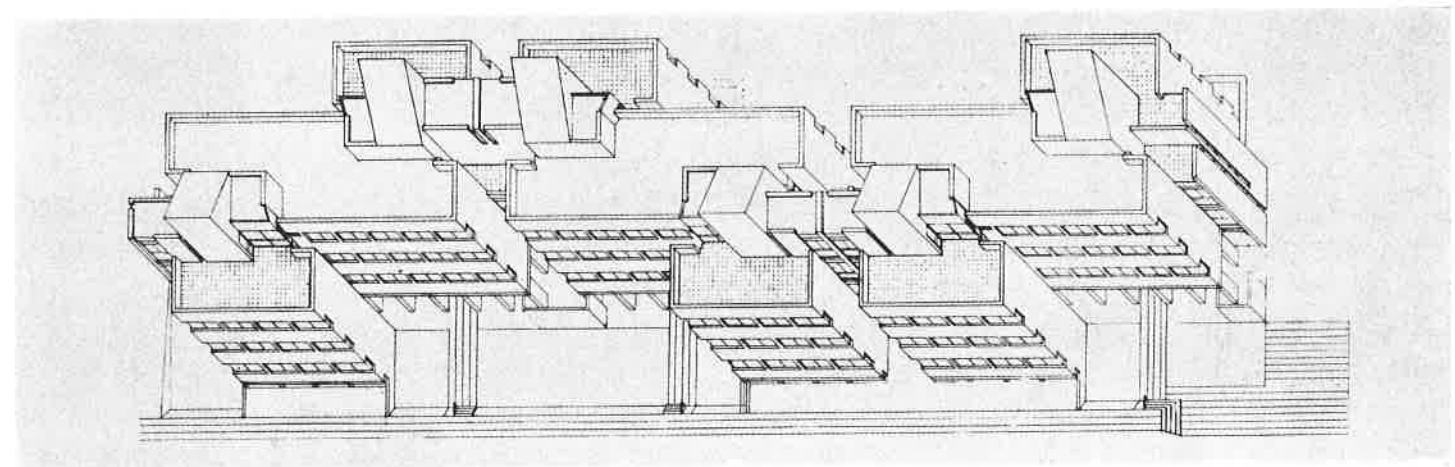
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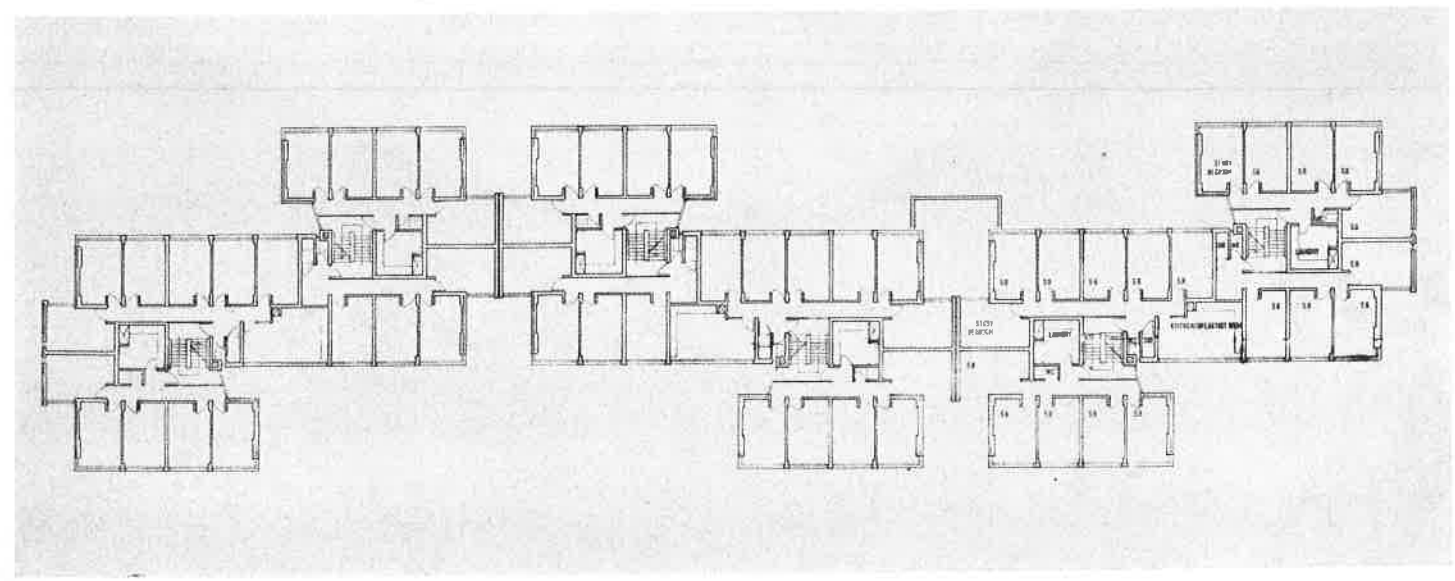
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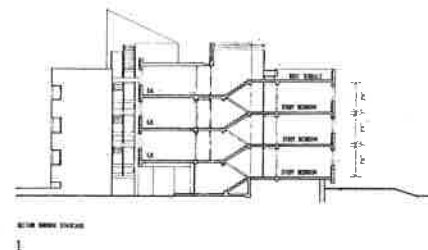
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1. Residence block: cross section;
2,4. Views of the Residence
block; 3. Brunel University:
site plan; 5. Axonometric drawing;
6. Typical floor plan of the
Residence block.

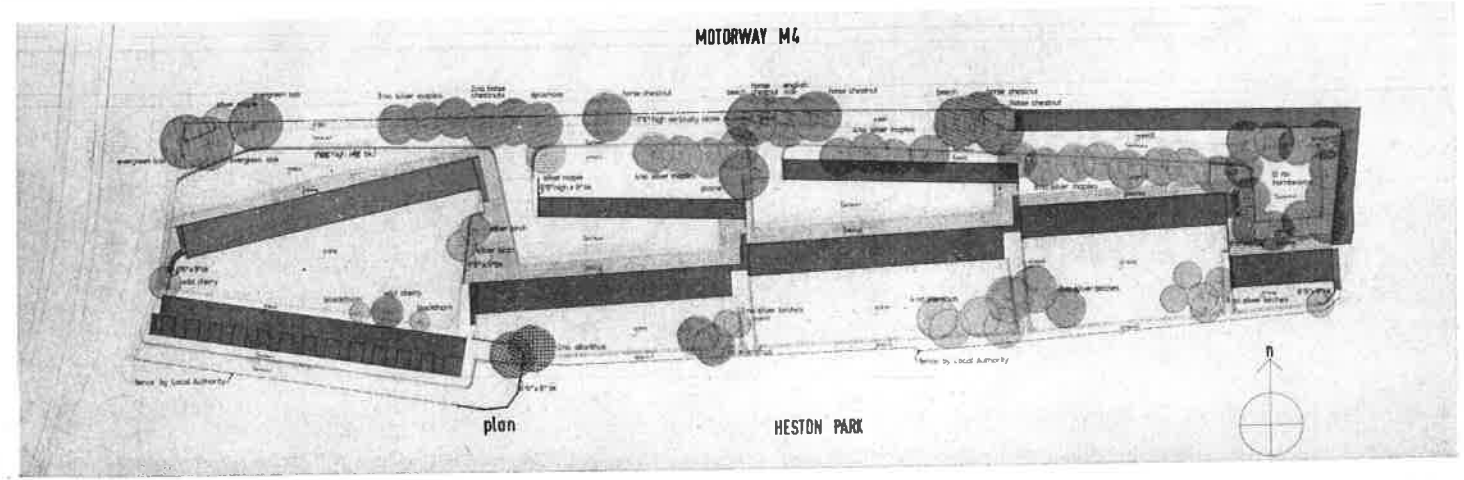
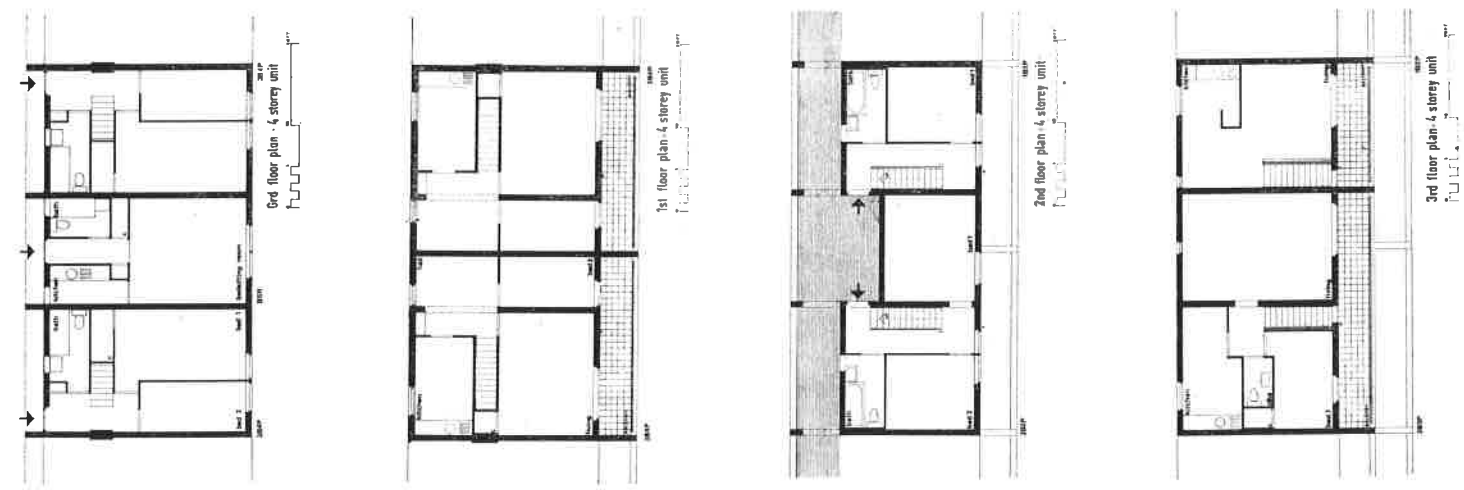
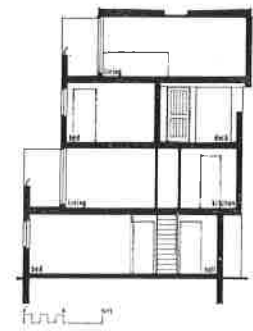
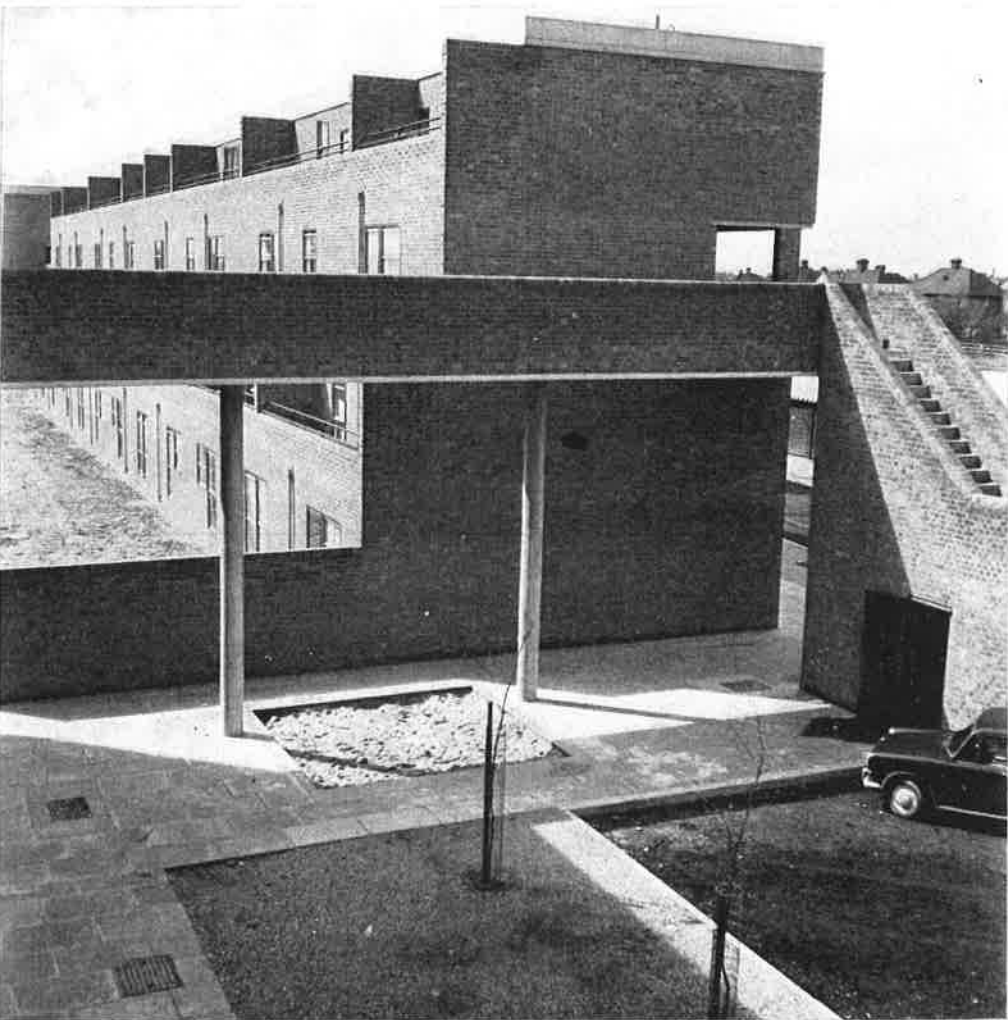
I. SMITH M. LUPTON

HESTON GRANGE - BUILDING ON A MOTORWAY

The centre of Heston is some 400 yards away just beyond the Park, and includes almost all neighbourhood amenities - a useful shopping centre, banks, Churches, halls, public library, swimming baths, a clinic etc.

SCHEME

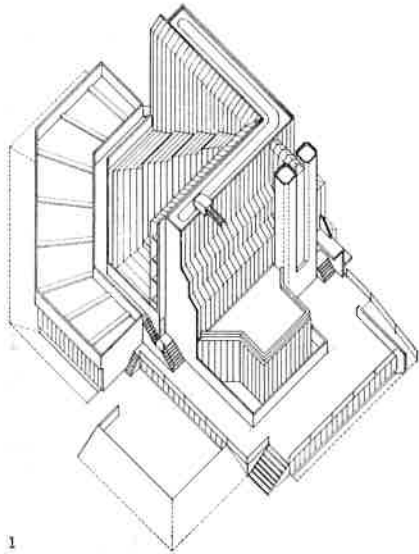
A simple terrace form four stories high overlooks the park and turns its back on the motorway. Access by car is on the north - the hard side in contrast to the south which is soft and green. The building blocks are staggered on plan. On the south this serves to enclose the park, and on the north sub-divides the housing into groups with their own garages. The blocks are joined by bridges - providing a choice of routes for those that live above the ground - and helps neighbourliness among the tenants. The dwelling blocks consist of a repetitive basic unit occupying 45 ft of frontage and the full height of the building. This unit contains, as it were, a cross section of the community - a one-person flat and two four-person maisonnettes occupying the ground and first floor, and a two-person and a five-person maisonnette on the two top floors. Dwellings are planned with a buffer of service rooms against the noise of the motorway. Not only the access deck, but halls, bathrooms and kitchens are on this side hence the small windows. All living rooms and all bedrooms are on the south, and can open their windows to the relative quiet of the park. On the south side, the building steps back in terraces at the first and third floors.



1. Section; 2. View from the motorway;
3. Detail of an open passage;
4. Plans; 5. Site plan.

JAMES STIRLING

FACULTY OF HISTORY
CAMBRIDGE UNIVERSITY



This is the first building to be positioned on the North side of the Sidgwick Avenue development (Consulting Architects, Sir Hugh Casson, Neville Conder & Partners), and it will, therefore, be approached by students coming from the direction of West Road and also from Sidgwick Avenue, in addition to the cross circulation from various buildings on the site. To receive this multi-directional approach, four entrances to the building have been provided, two at ground level into separate entrance halls which are connected by a wide corridor adjacent to the Library, and a private entrance for senior members from the terraces, and also a minor entrance at first floor level adjacent to the common rooms intended for the use of students taking a short cut across the top of the building from the bicycle park and the canteen, etc. The building consists mainly of a reference library, for 300 readers (12,600 ft. of shelving), and this accounts for approximately half the total floor area of the entire building. The remaining accommodation is staffrooms, seminar

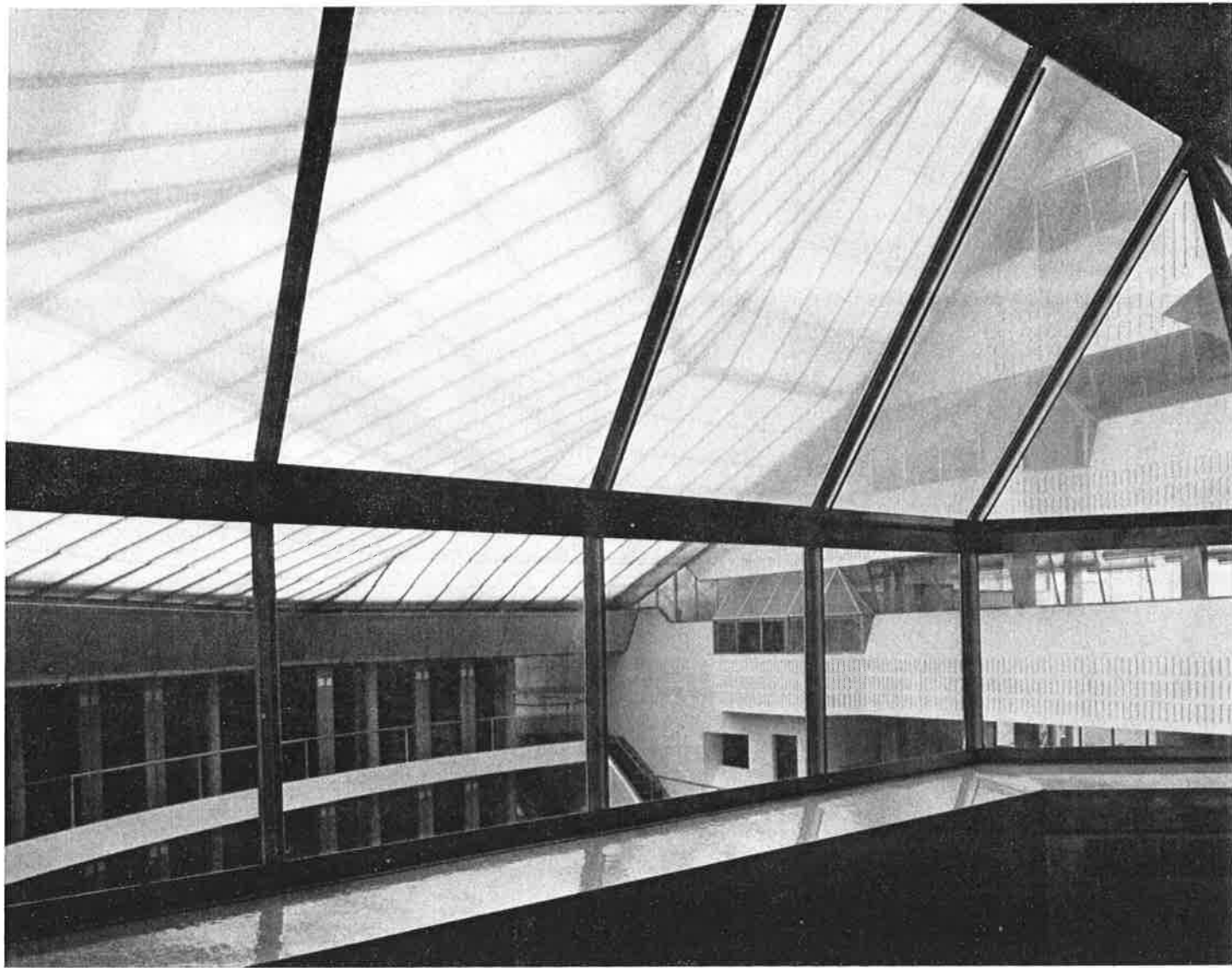
rooms, and students and staff common rooms. The entrance (exit) to the Library opens directly onto a Control and Enquiry area where the catalogues are housed and the floor of the reading room is 4 ft. below this level. All the reading bays and book stacks fan radially about a mid-point of the Control desk and there is total supervision of the entire Library. A variety of seating has been provided, either in the form of reading bays with a 12 ft ceiling height and clerestory windows behind; or large tables in the free space under the Library roof lantern; and beyond the book stacks is a row of carrels for individual readers.

The majority of books are in two levels of open stack shelving and the mezzanine level can be approached direct from the control area or up from the reading floor. For reasons of supervision both levels of stacks fan radially, and it is intended that readers should enter the stacks at their widest end. The new building is organised on the principle that there should be close contact between the Library — the motivating element of the Faculty — and all its parts, and, therefore, windows are set into the corridor walls around the upper floors and these appear under the roof lantern. These head level strip windows and projecting standing bays allow members in the upper parts of the building to look down into the reading area and maintain a visual, but non-intrusive and silent contact, with the Library.

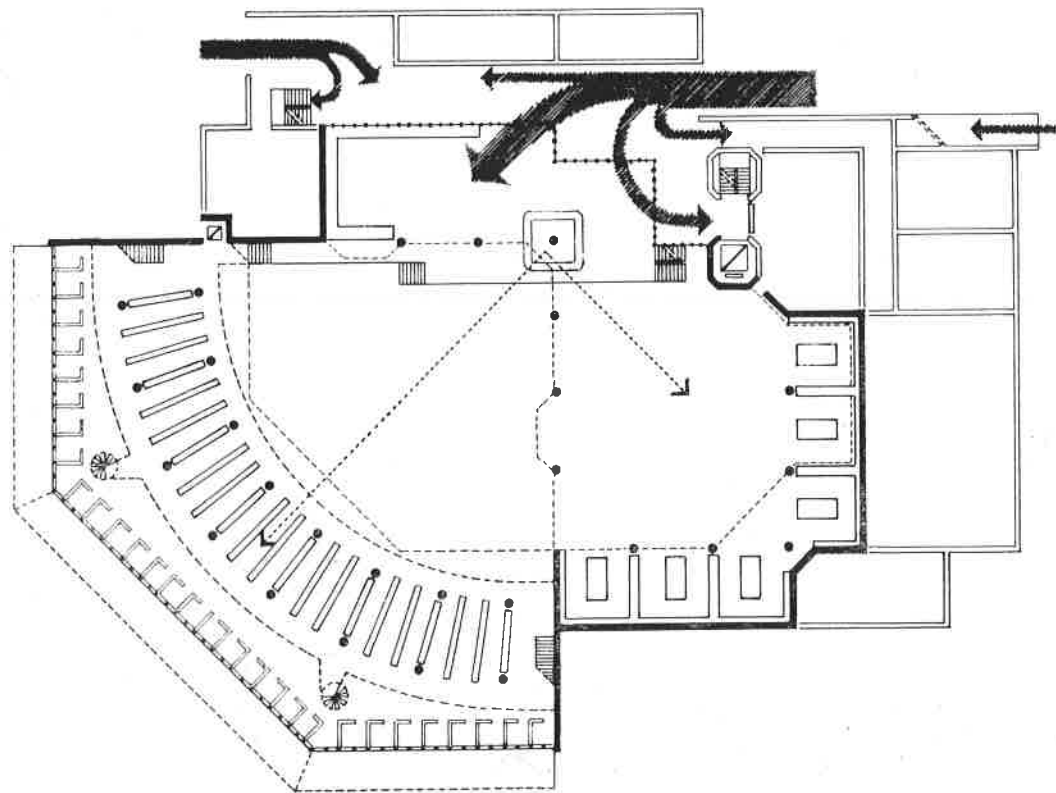
In addition to the main reading room there is a special room for research, intended for the use of senior members. This also is only accessible by passing the supervision desk and by going up half a flight of stairs. This room projects over the lower terraces and in itself

1. Axonometric of the buildings;
2. Glazed corridors looking into the reading room;
3. Looking down into the reading room from a standing bay area;
4. Plan of the reading room;
5. The library stacks;
- 6,11. The roof lantern looking toward book stacks;
7. Top of roof lantern;
8. Section through reading room;
9. Working drawing: plan of library roof showing catwalks, ladders and ventilation equipment;
10. Working drawing: section through library roof;
12. Detail of top of roof lantern with the three huge machines for ventilation;
13. Projecting standing bay to look down into the reading area;
14. Working drawing: section through basement to fourth floor looking north;
15. Strip windows of corridors, projecting standing areas and detail of finish of fibrous plaster panels;

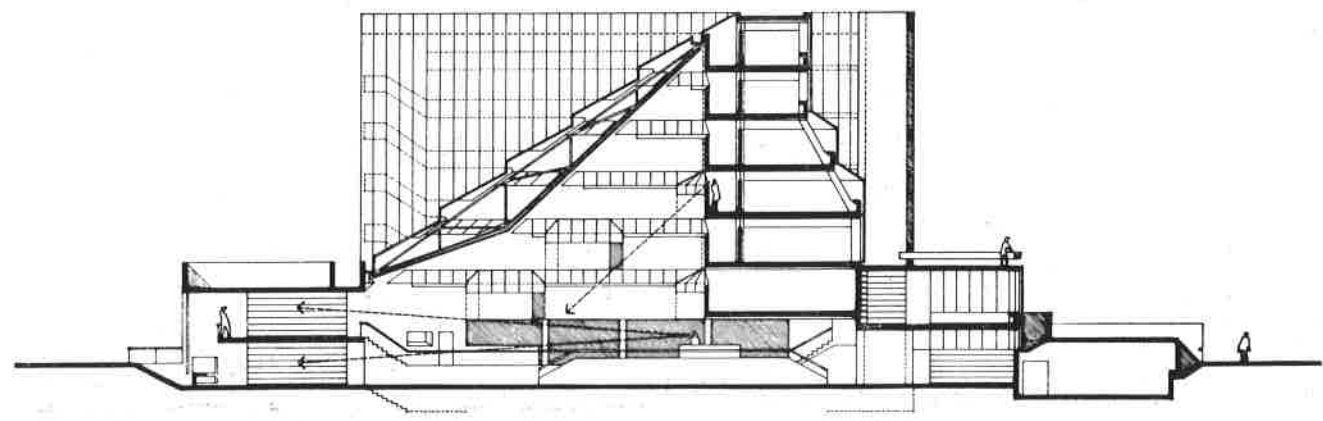


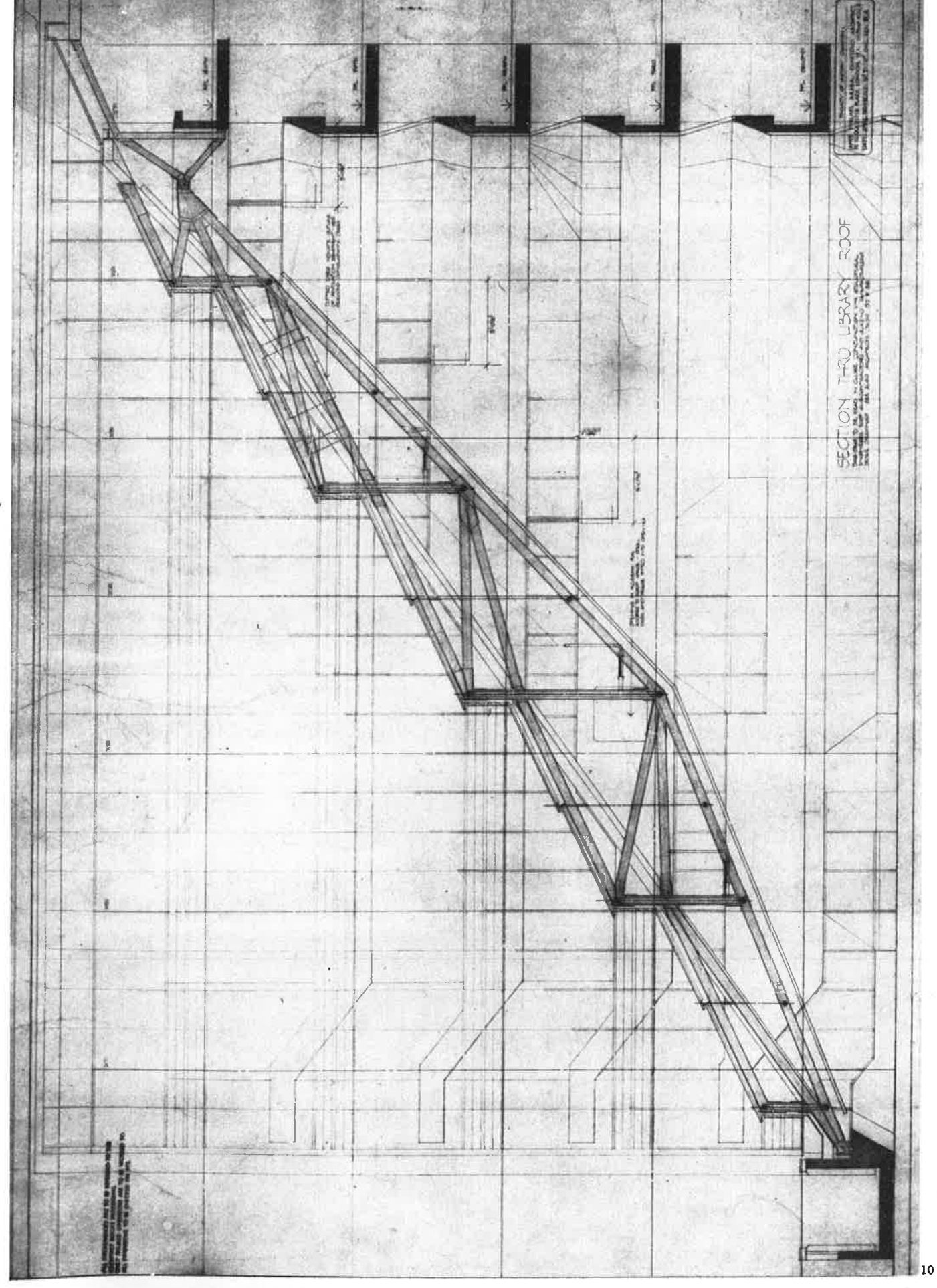
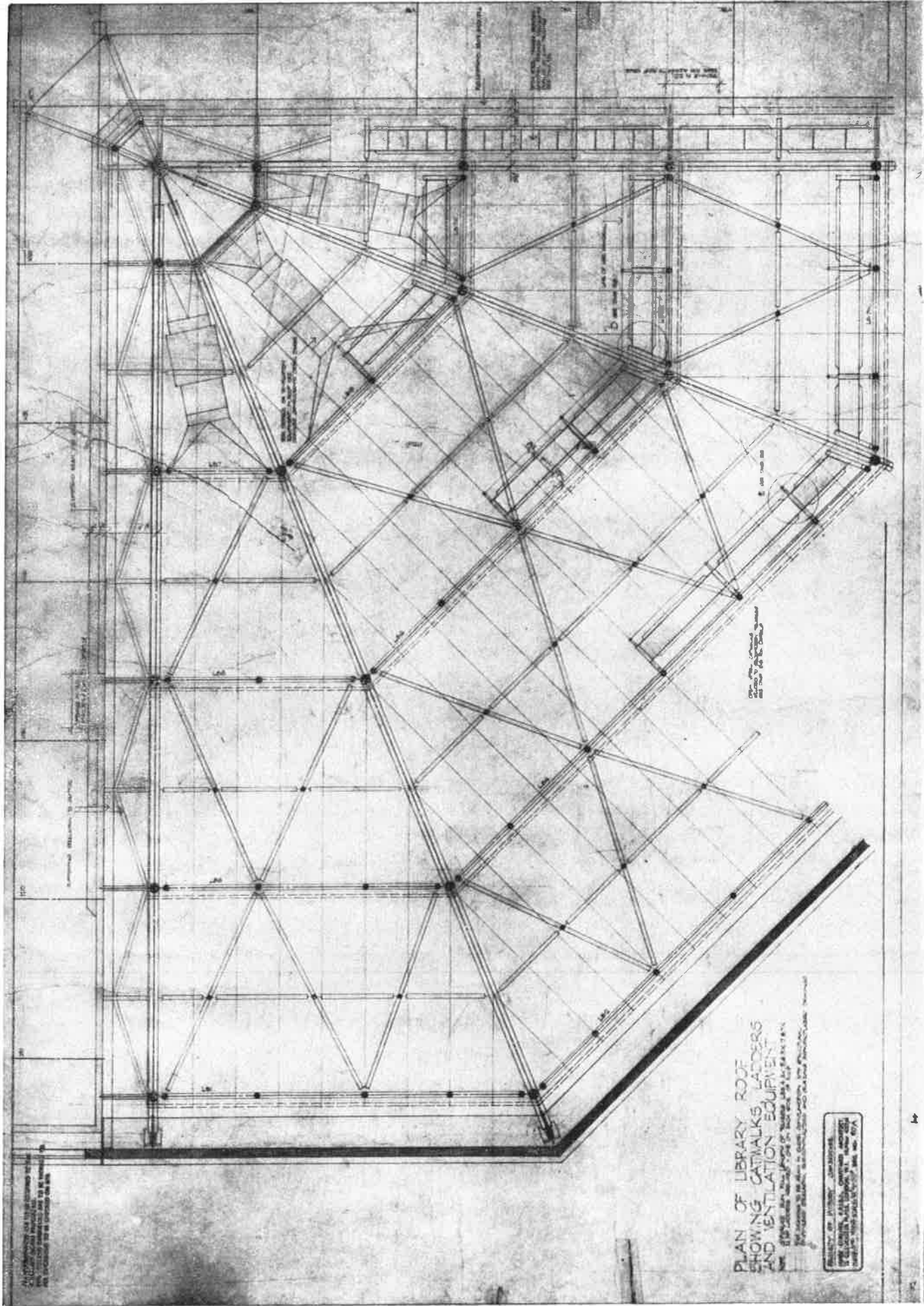


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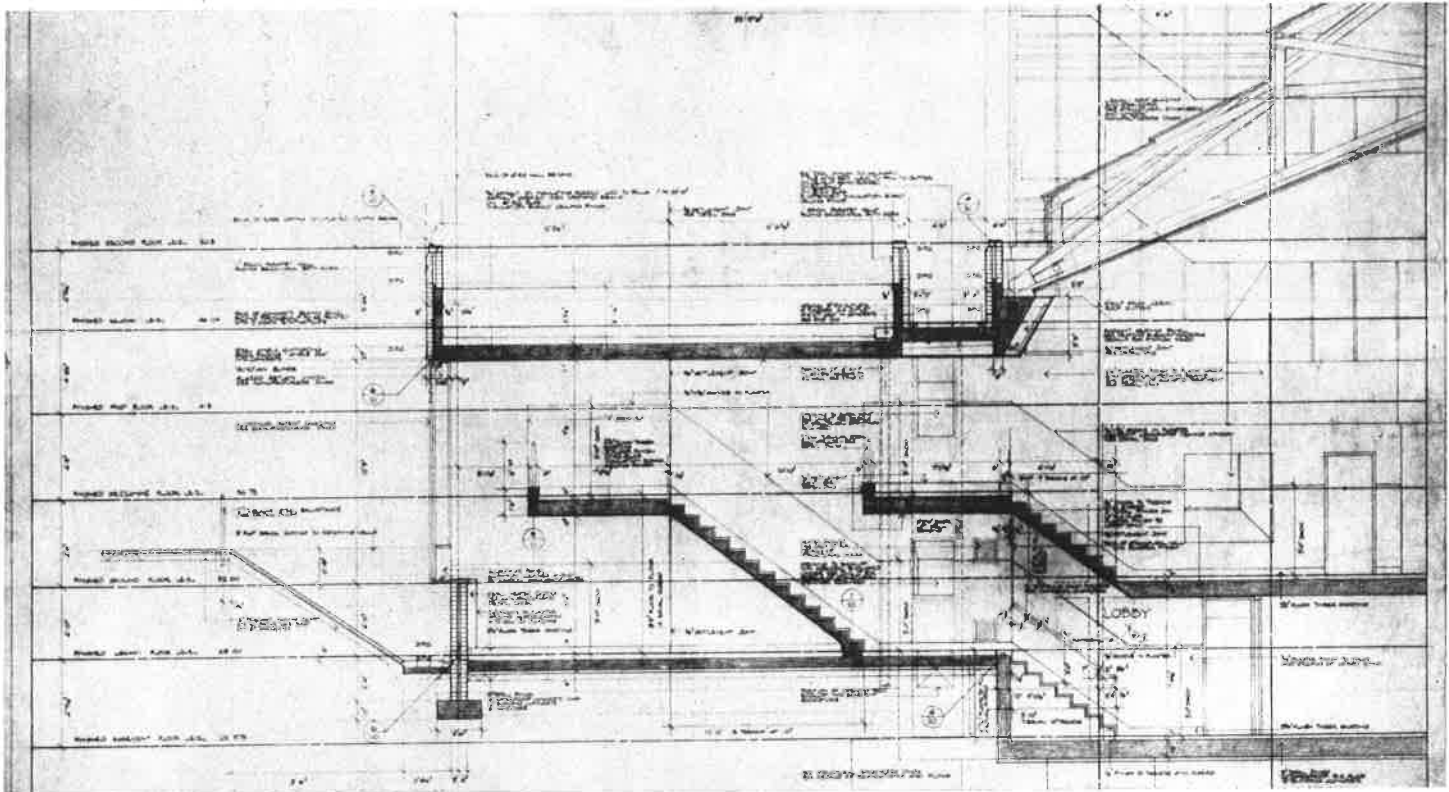








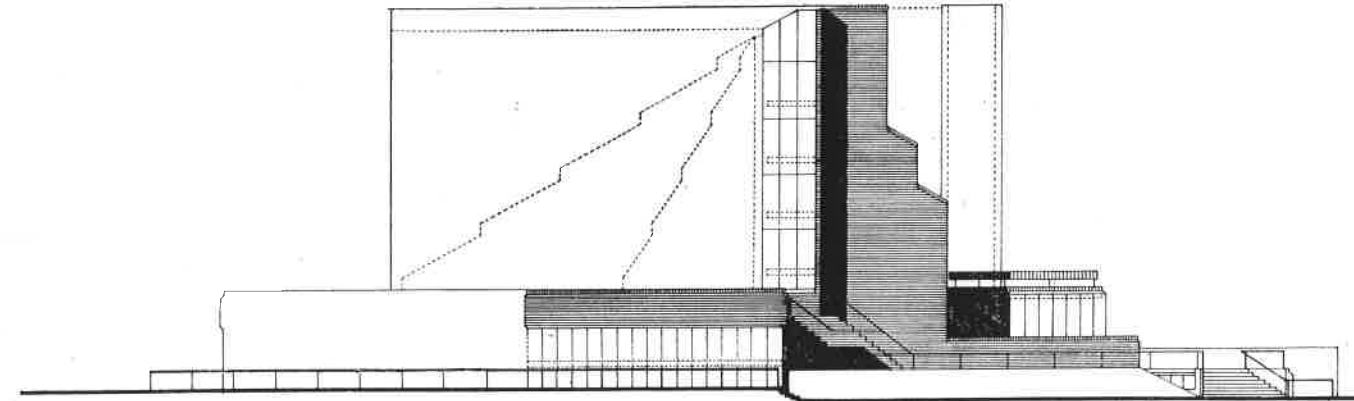
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JAMES STIRLING

ST. ANDREWS UNIVERSITY

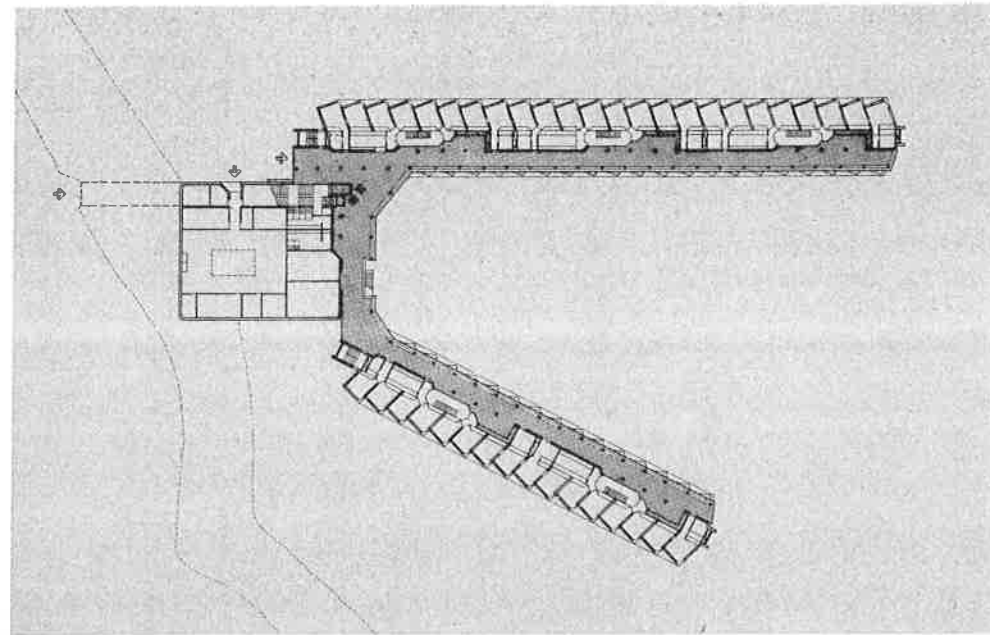
The scheme is for the residential expansion of the University and the requirement is for four separate Residences each of 250 students, (both sexes).

It is hoped to start a new building each year — in all about a six year building programme — though it is considered necessary to design each residence as an independent building to allow for a halt or pause in the construction sequence.

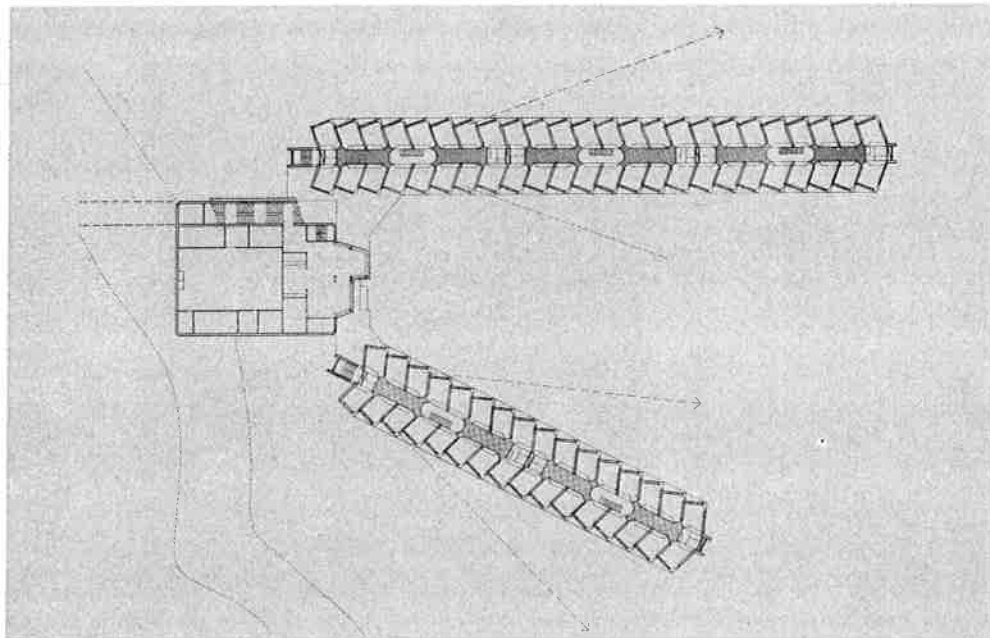
The site is about one mile from the town and the view is magnificent across the Scottish mountains and the North Sea and all rooms in the Residences have windows orientated with regard to this prospect. The main approach from the town is by a footpath which runs along the ridge and entry into each of the Halls is down an enclosed stair.

The two-way (up/down) stair which drops into each of the buildings has wide landings off which entry is made at different levels to the various rooms in the central block. This entrance staircase terminates at the promenade level and coincides with the secondary entrance from the service road. The promenade gallery runs out the length of both wings and off this gallery there are five internal staircases up or down to the student study/bedrooms (one person to each). As the promenade level is already midway up the building, there is no necessity for lifts; as well as being the main circulation route, the promenade gallery is also the major socialising element. Integrated with the gallery and adjacent to each internal stair, is a tea area with seats, small tables and vending machines. From the staircases, the study/bedrooms are reached by an internal corridor (artificially lit and ventilated) and service rooms are located at the ends of these corridors. All study/bedrooms

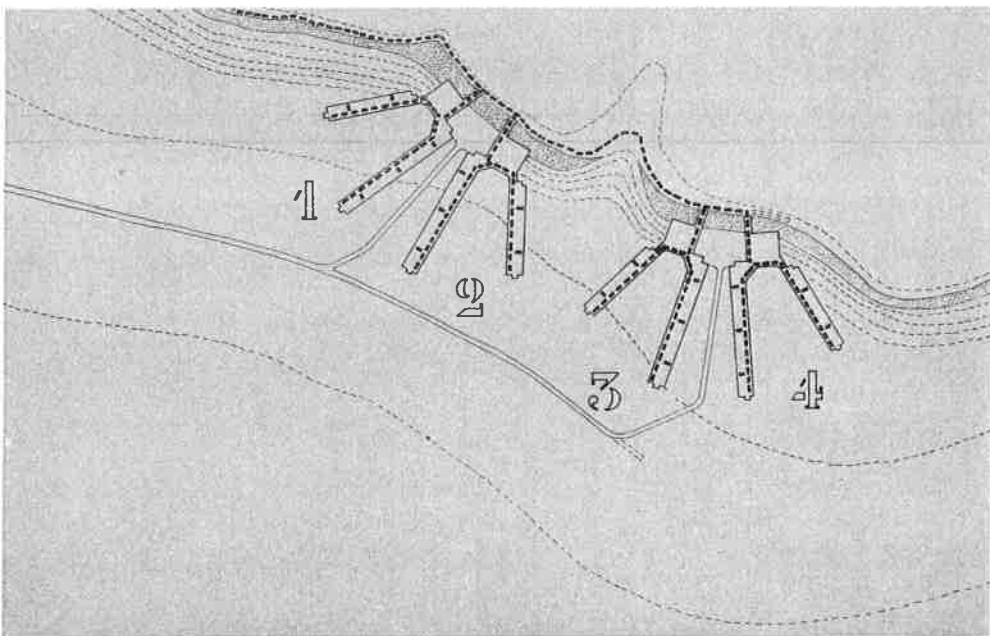
1. Promenade level plan; 2. Typical floor plan; 3. Site plan, circulation diagram; 4. Detail of the precast assembled panels; 5. External elevation of the major wing, showing entry stair to the Halls; 6. Perspective drawing of the promenade gallery showing tea areas and stairs to bedrooms; 7. Elevation with the promenade gallery under construction; 8. Assembly of a facade; 9. Internal elevation of the major wing with gallery; 10. Axonometric drawing of the precast structure; 11,12,13,15. Assembly of the precast structure; 14. Working drawing of typical bedroom windows sections; 16. Detail of the precast elements.



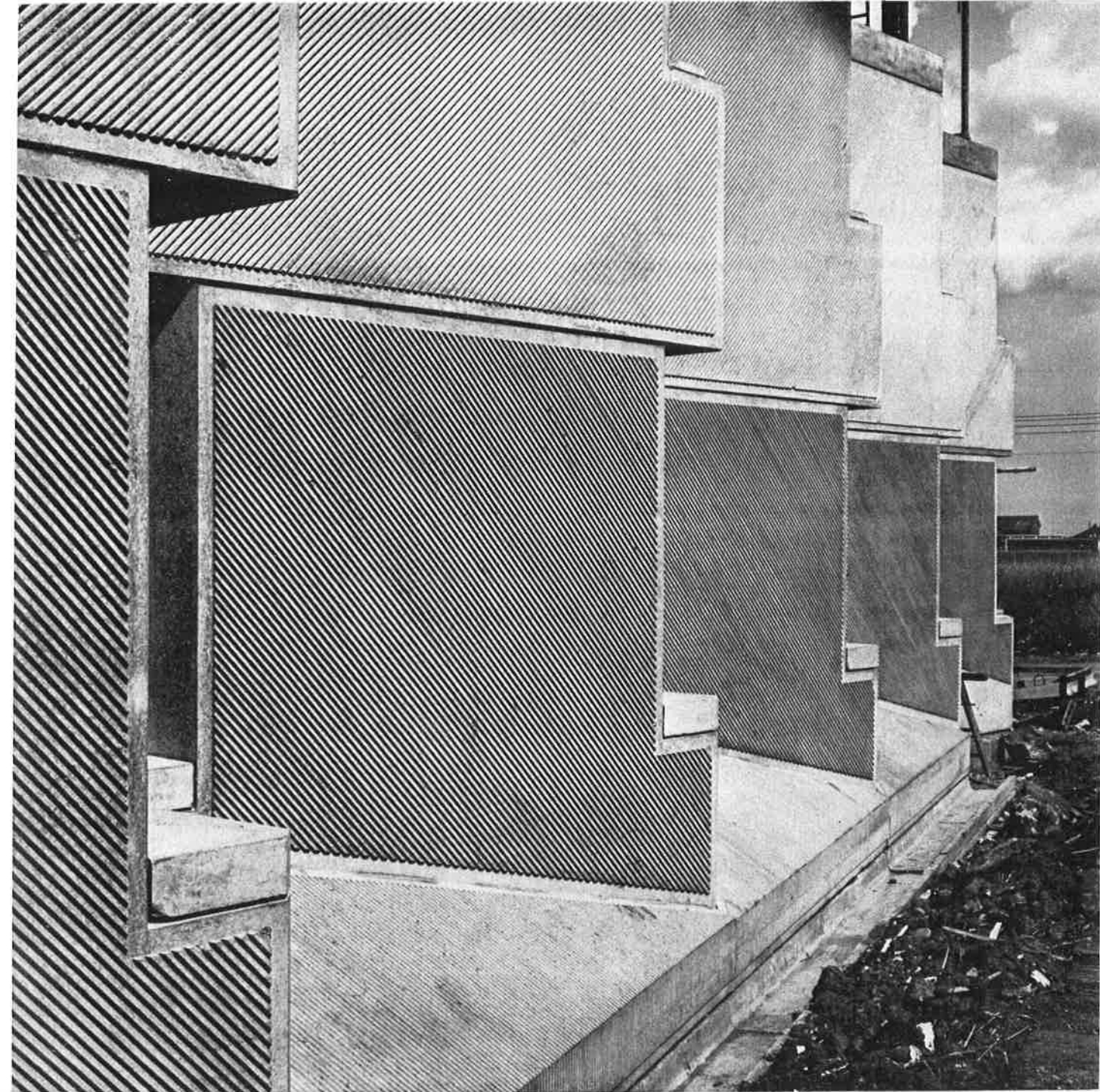
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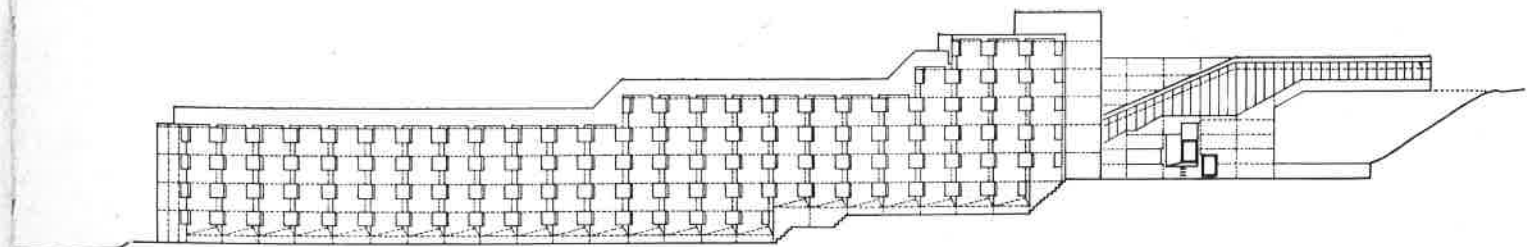
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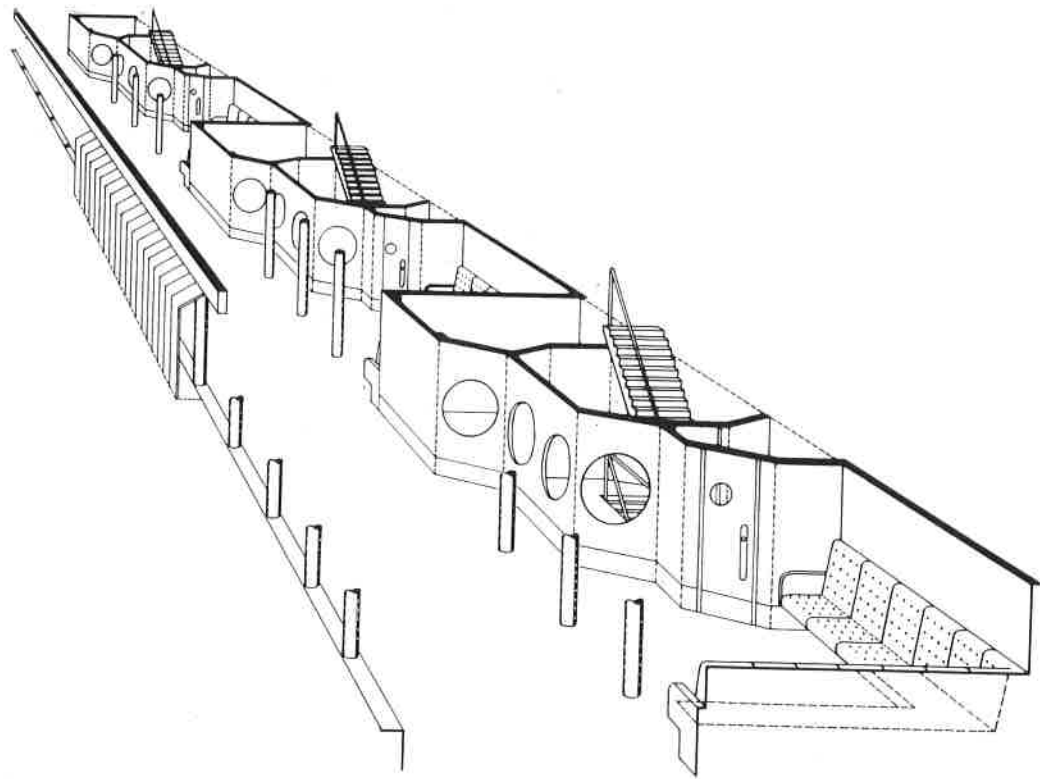
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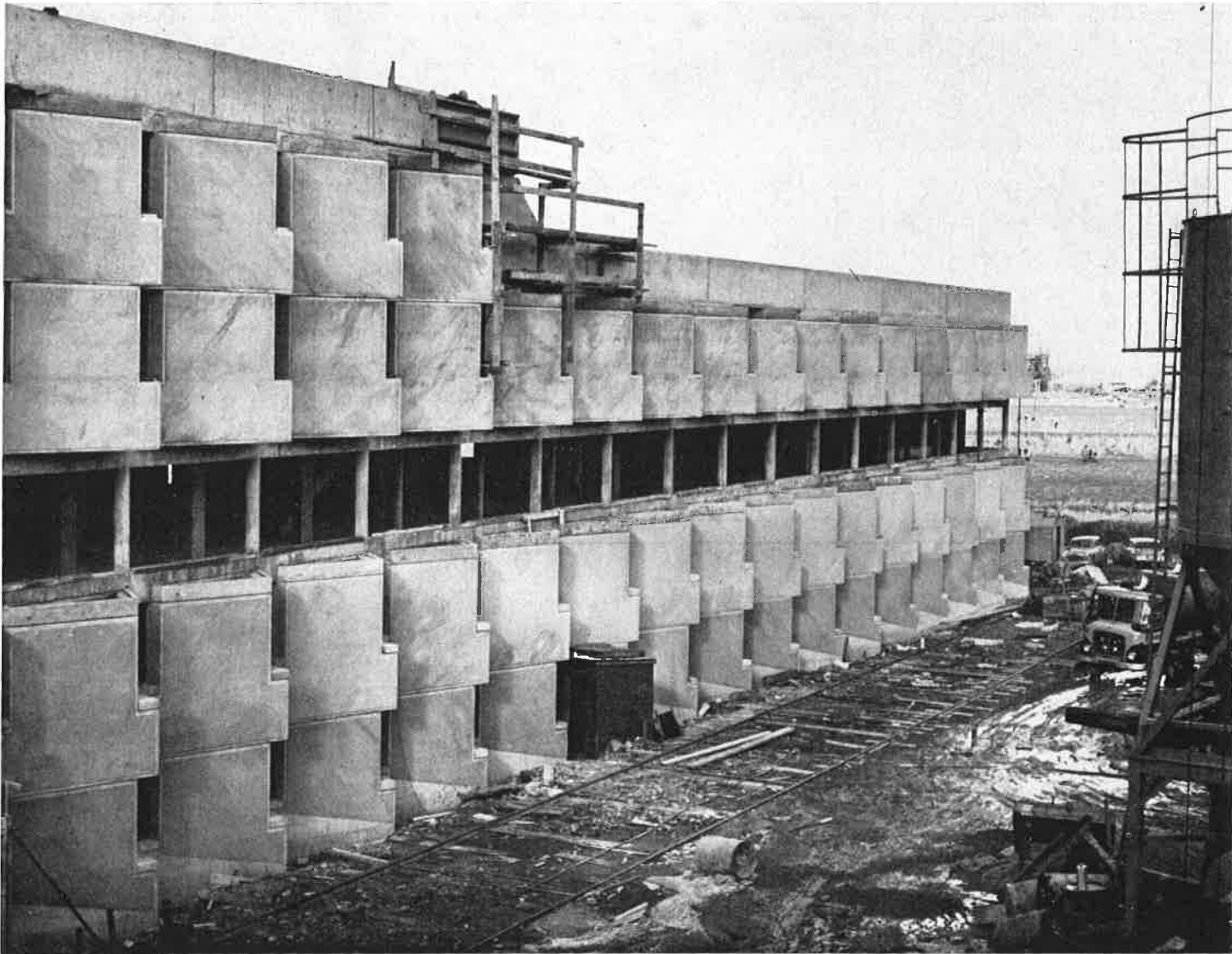
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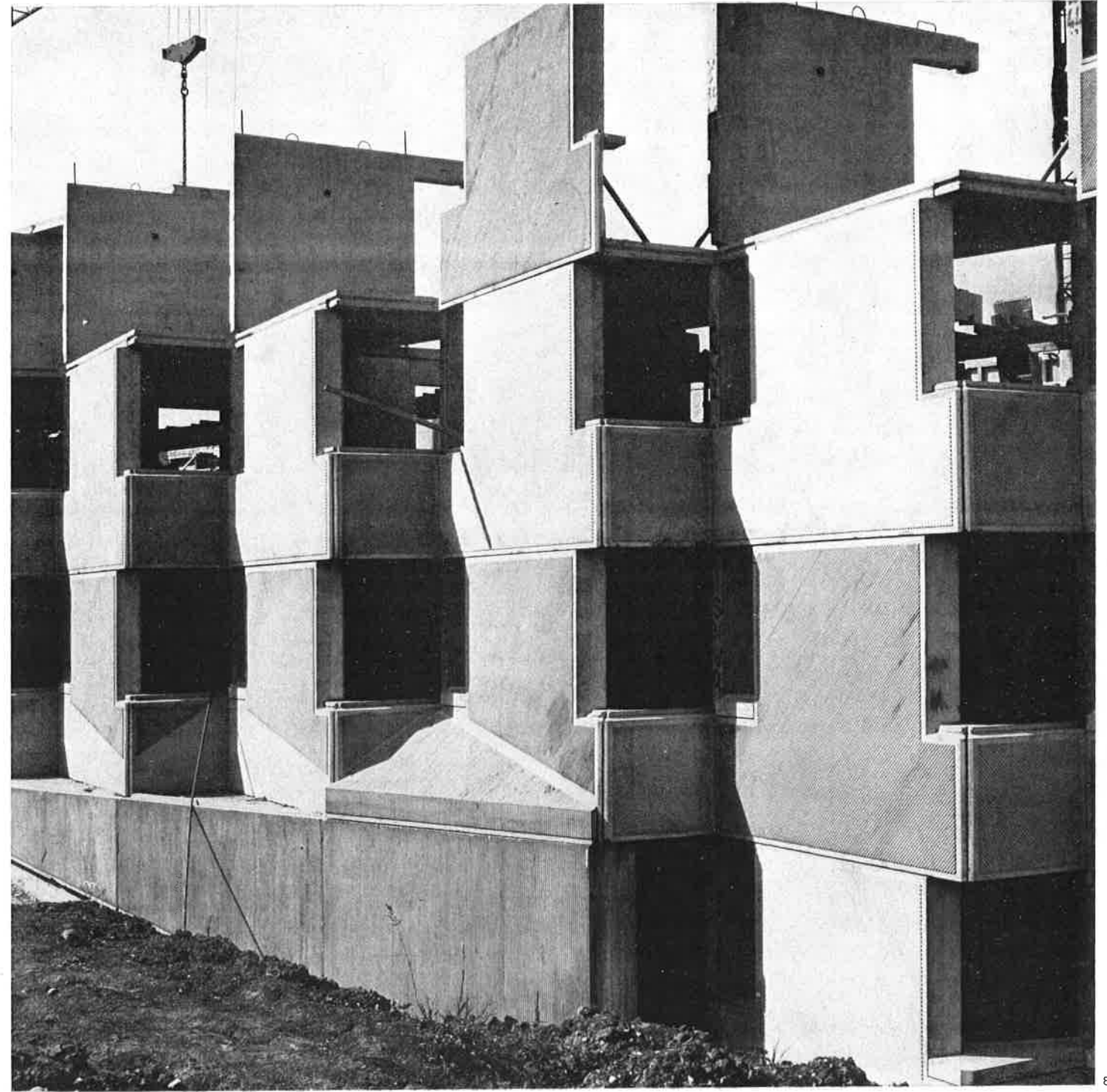
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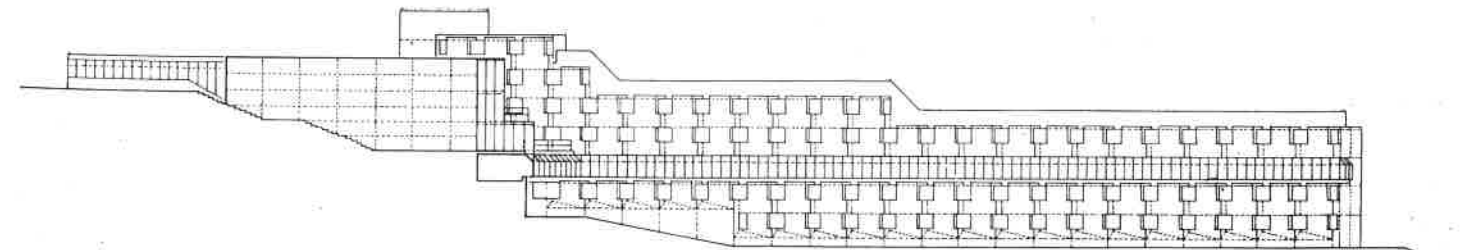
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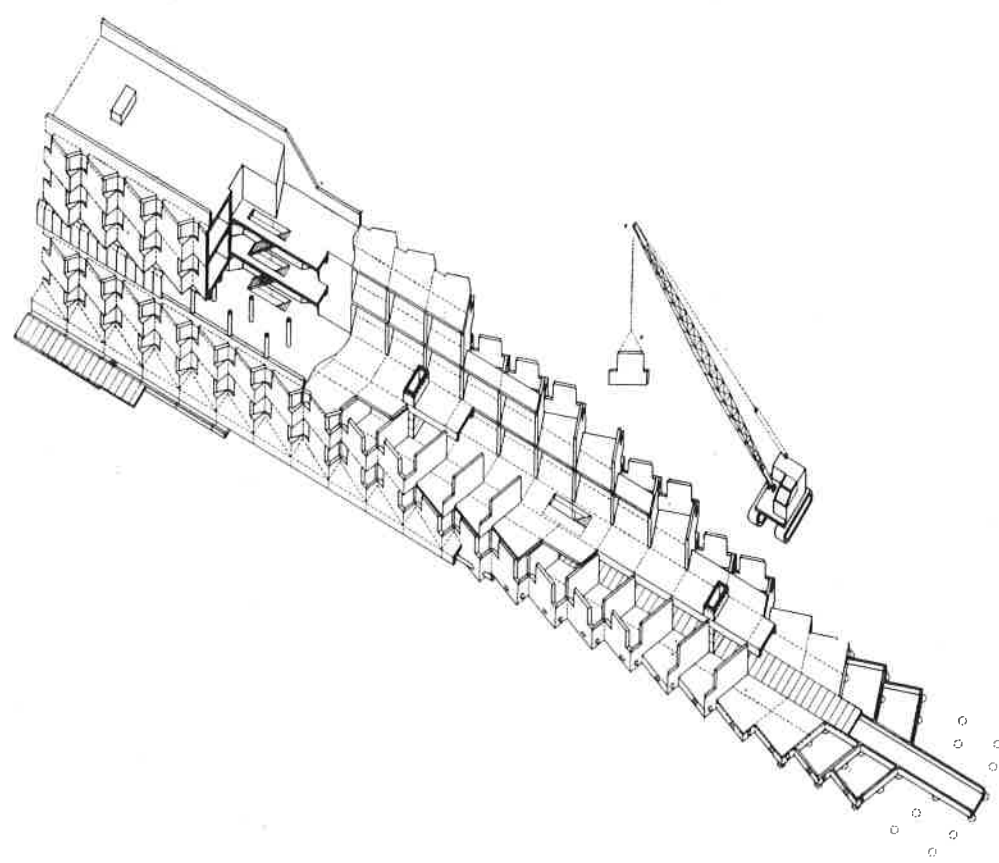
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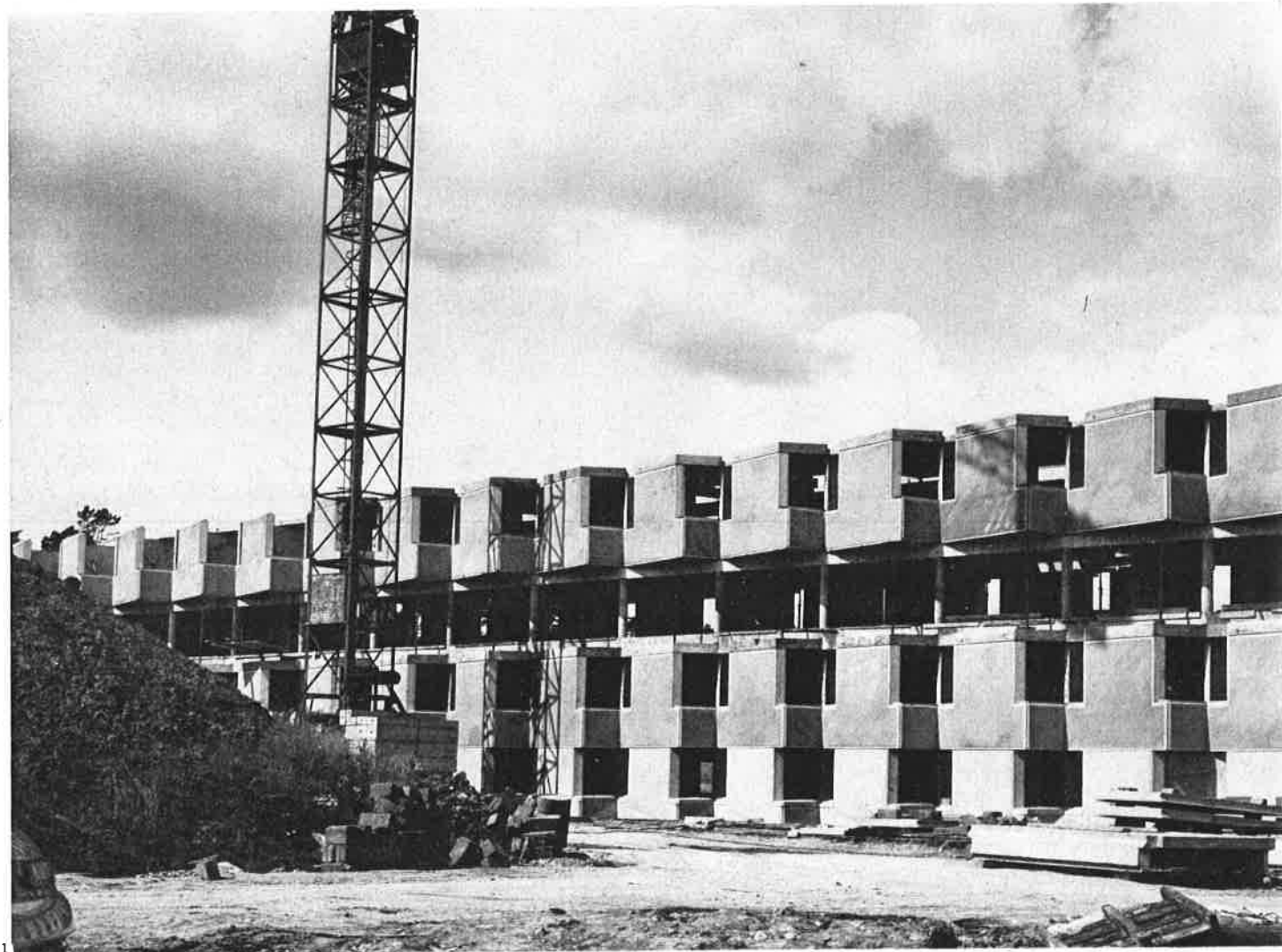
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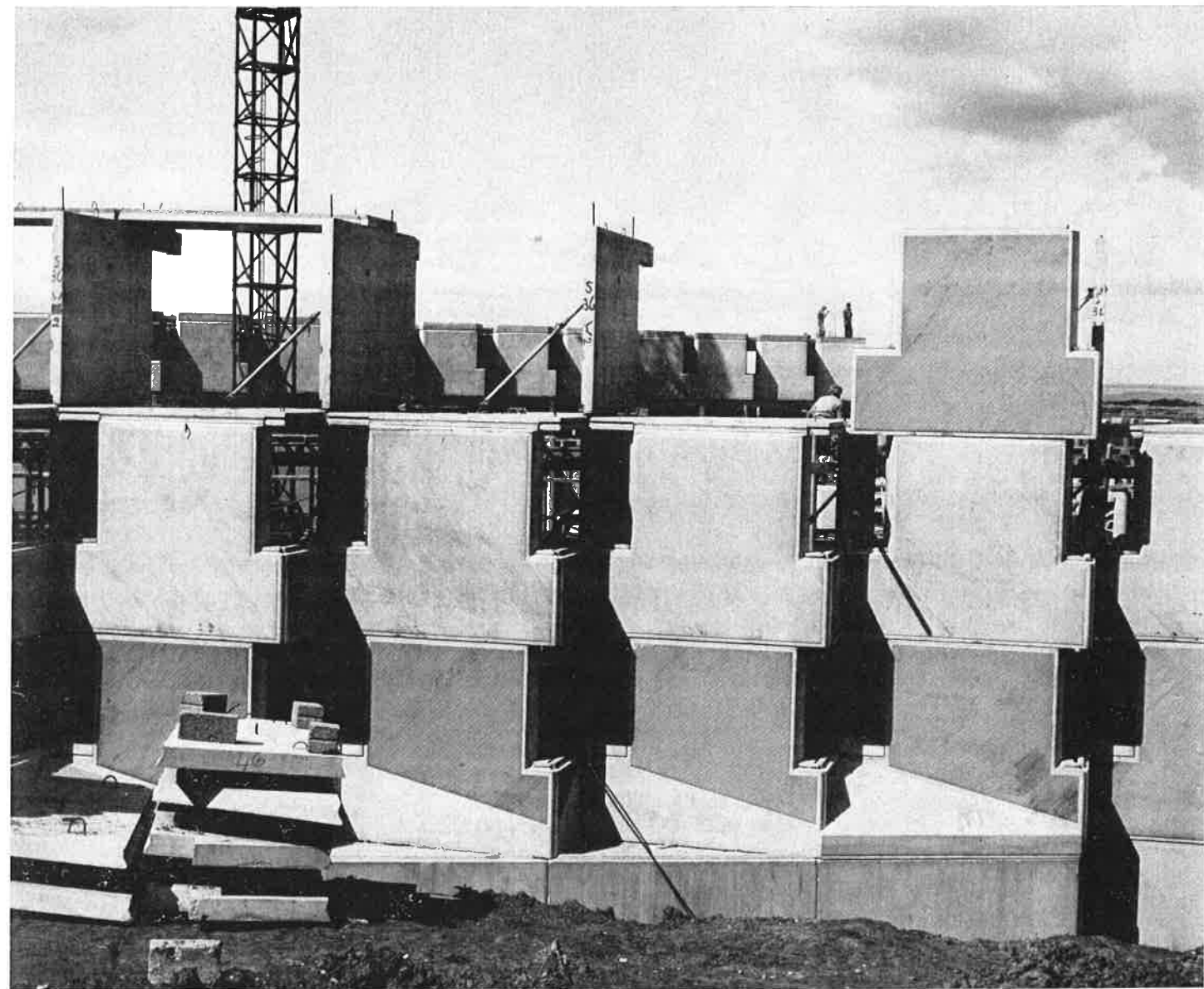
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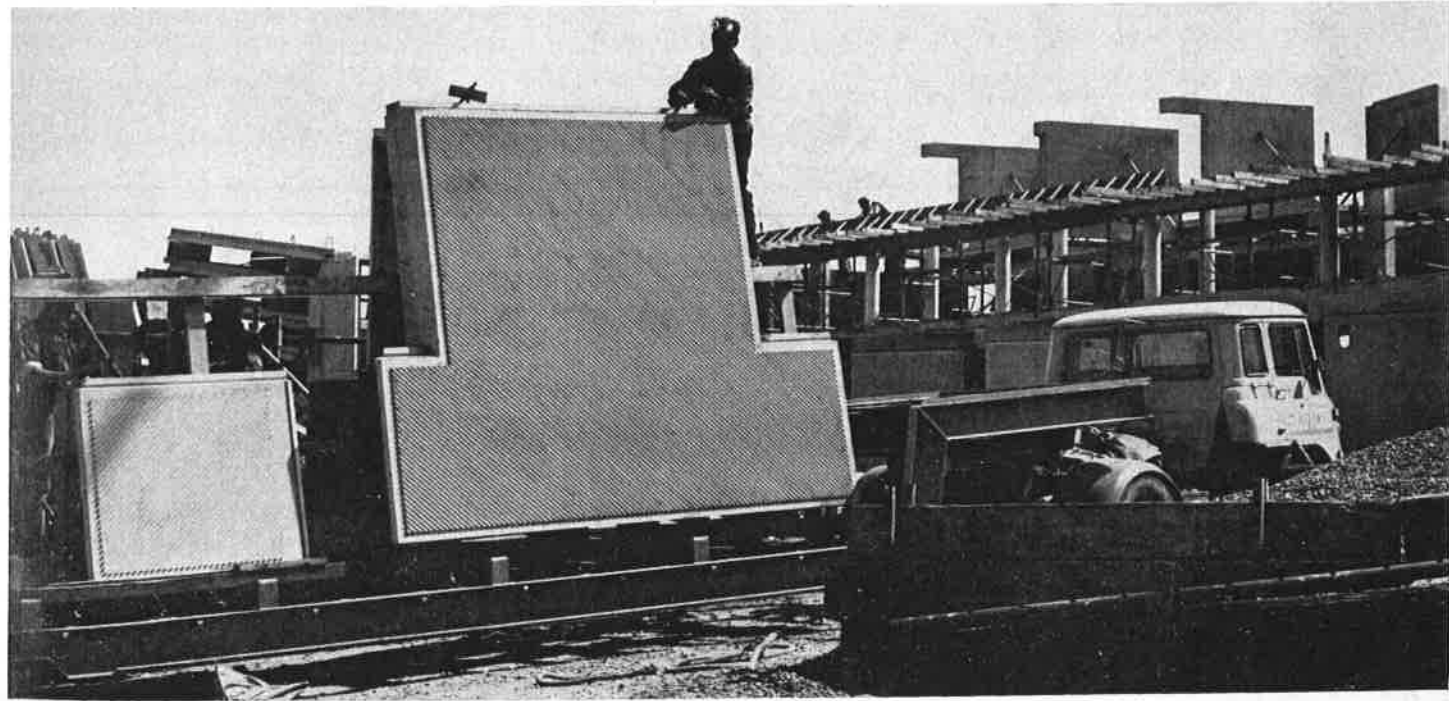
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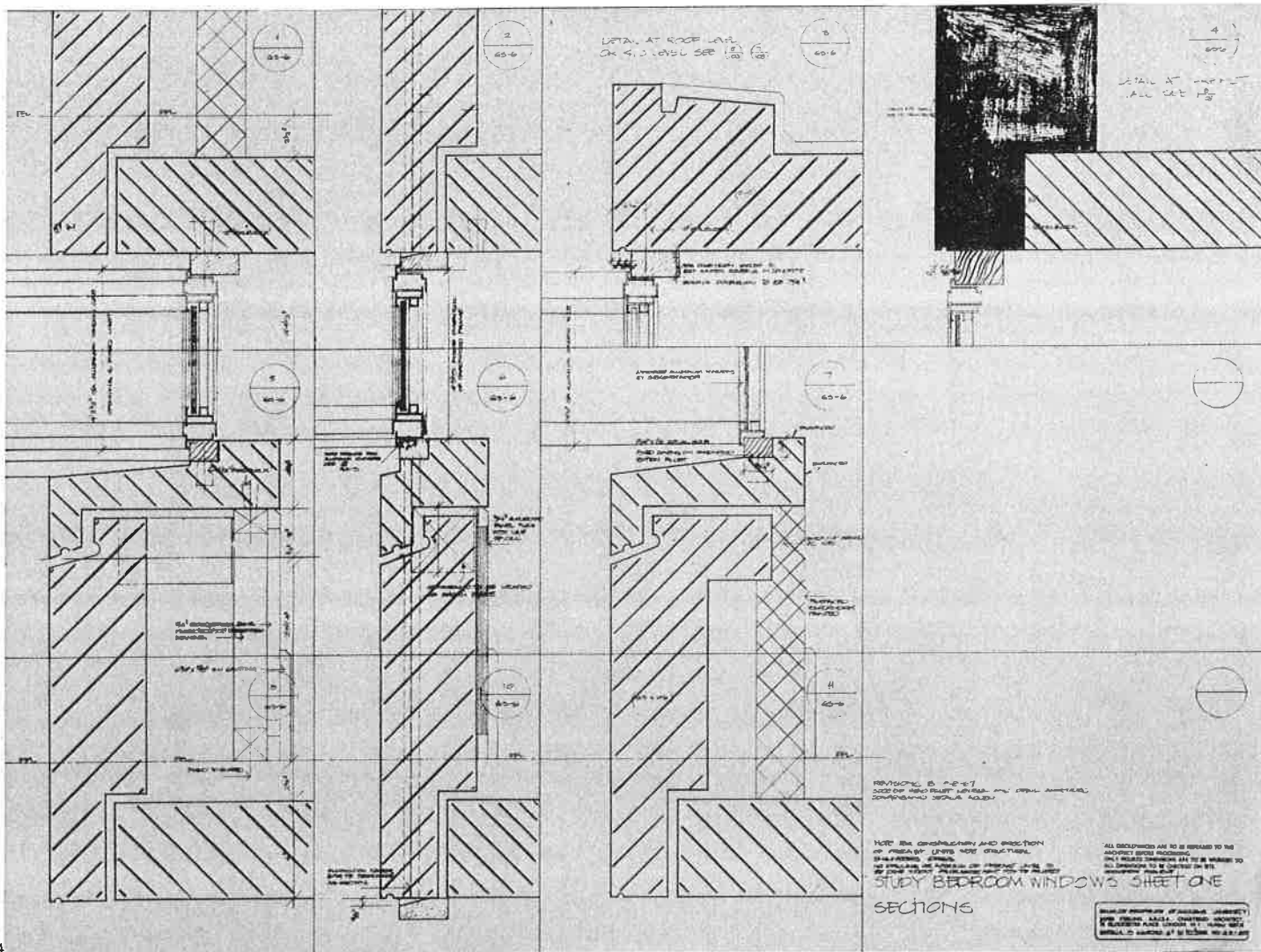
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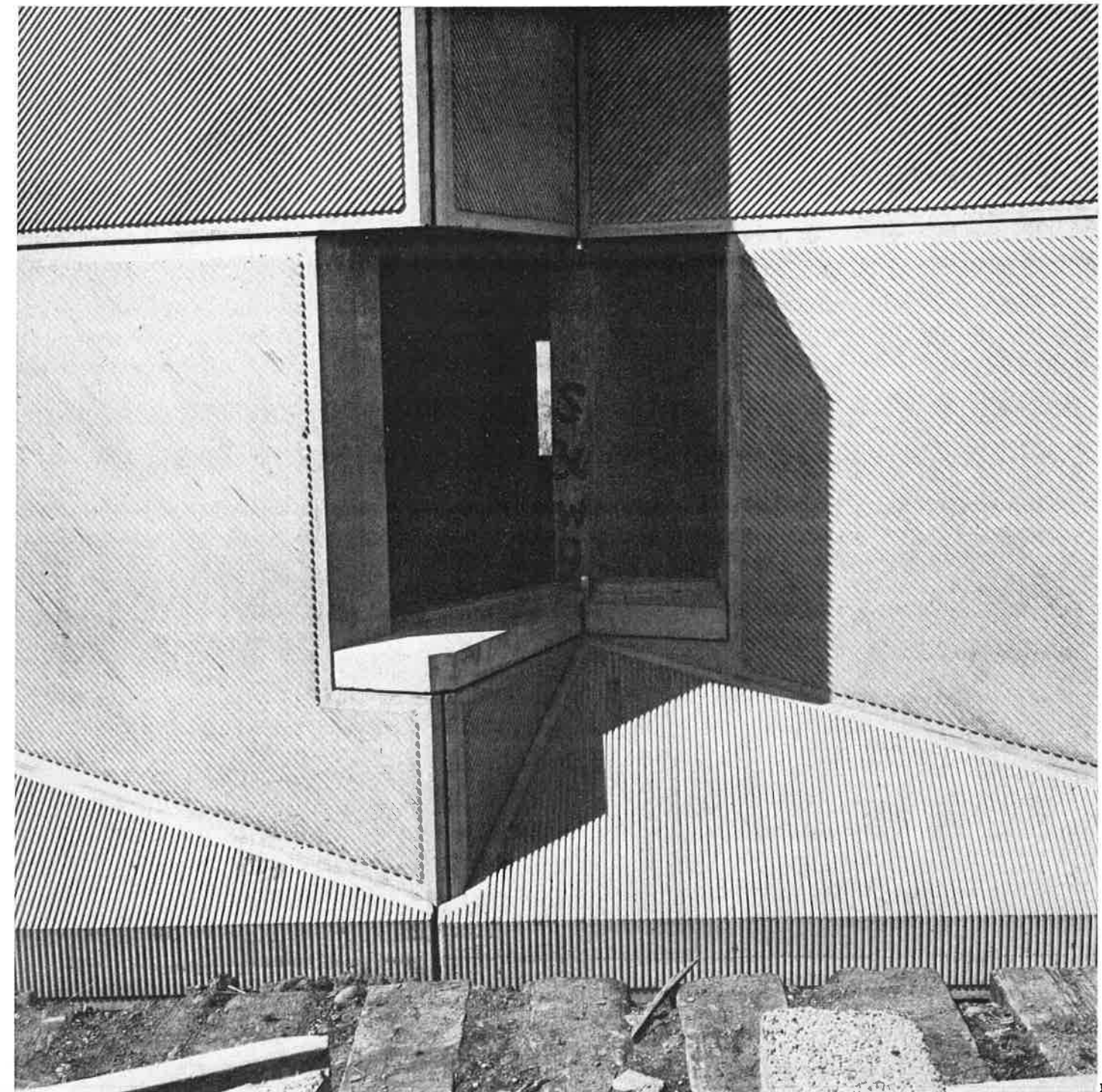
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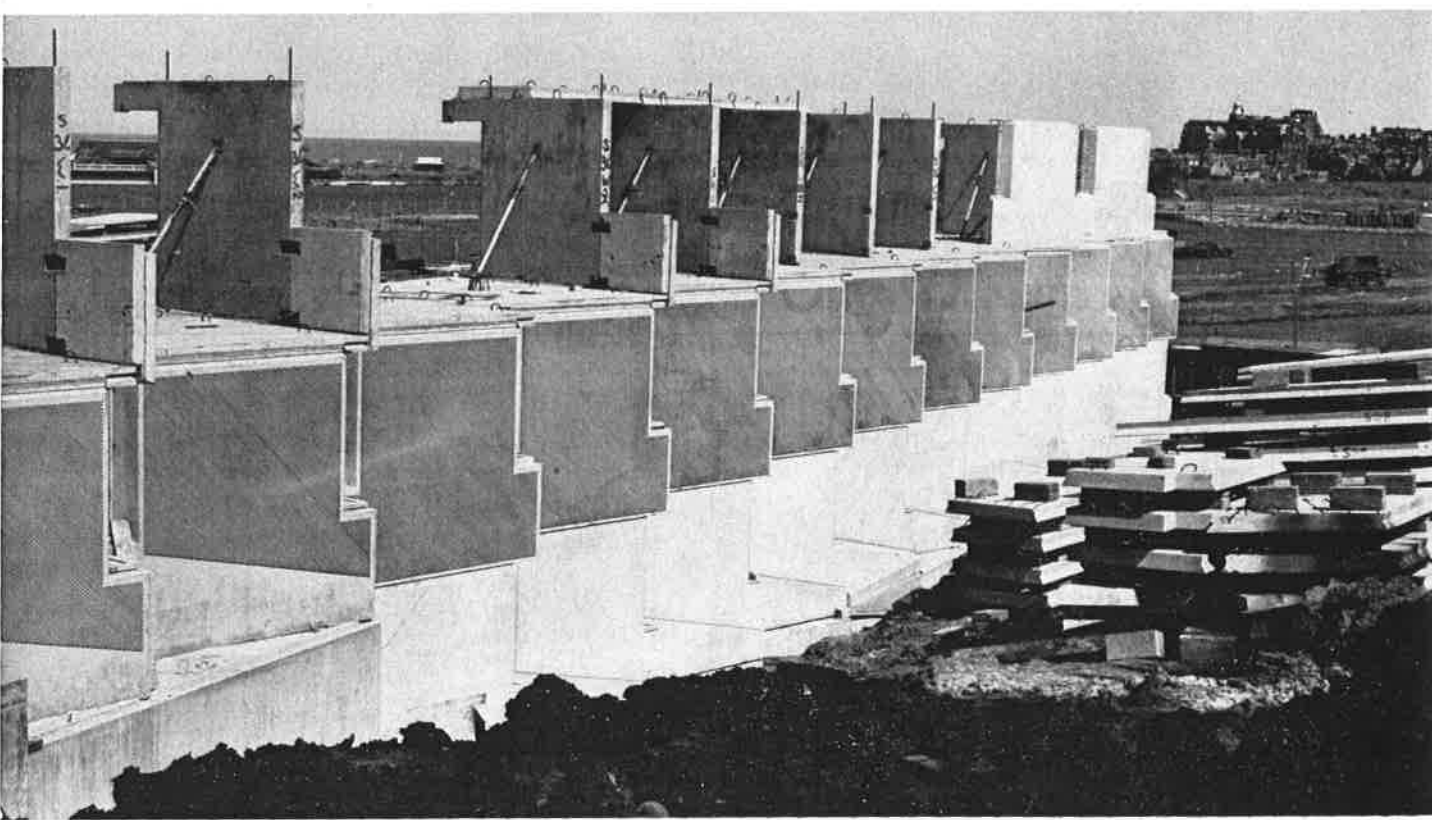
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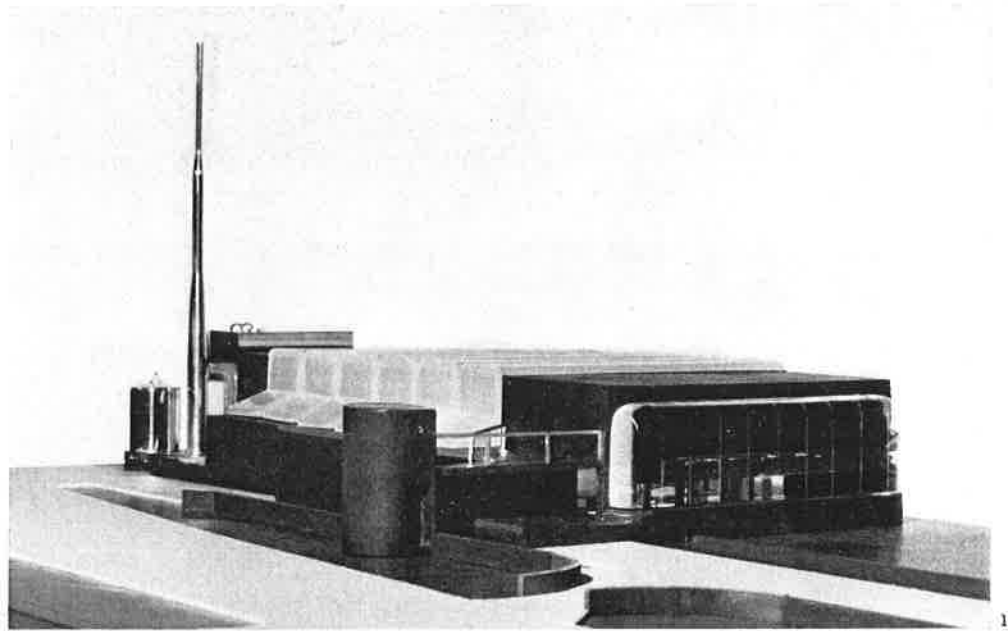
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have washing and storage facilities and there are two windows in each room; the larger window is angled from the building so that all rooms have the maximum advantage of the view, and the smaller window light the back of the room. Similarly the wings of each Residence have been angled to allow for unobstructed views. These wings are constructed of precast concrete wall and floor units and, although future residences could vary in length, they will all be constructed from the assembly of structural units. These units are battery-cast in a factory at Edinburgh and transported to

the site. (The Precasting Contractor declined to cast on site because of weather problems and the expense of transporting skilled technicians). There is no building labour or material available in the St. Andrews area and it will be necessary to transport workers daily or set up a camp on site. The top floors of both wings are constructed in modified structural units to make apartments for the Warden, Deputy Warden, Bursar and living-in staff. Adjoining these flats are roof terraces for the staff in lieu of gardens. The external finish of the precast units is ribbed concrete, formed by placing industrial rubber mats

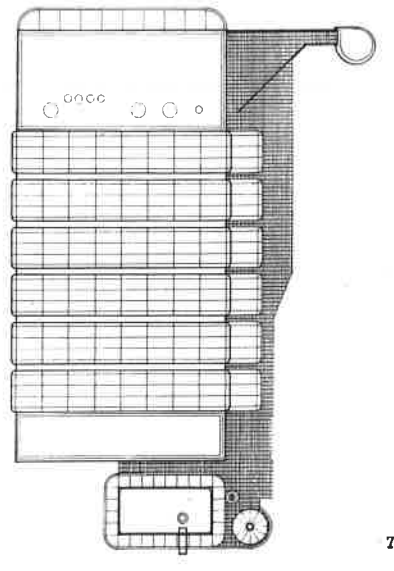
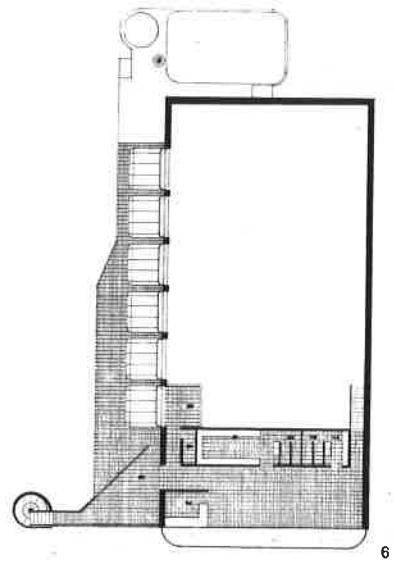
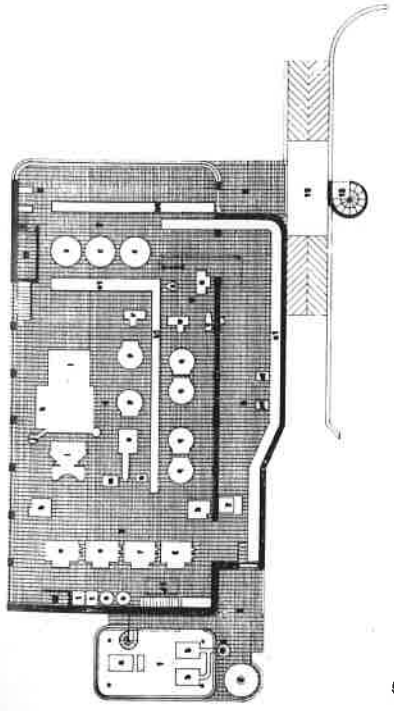
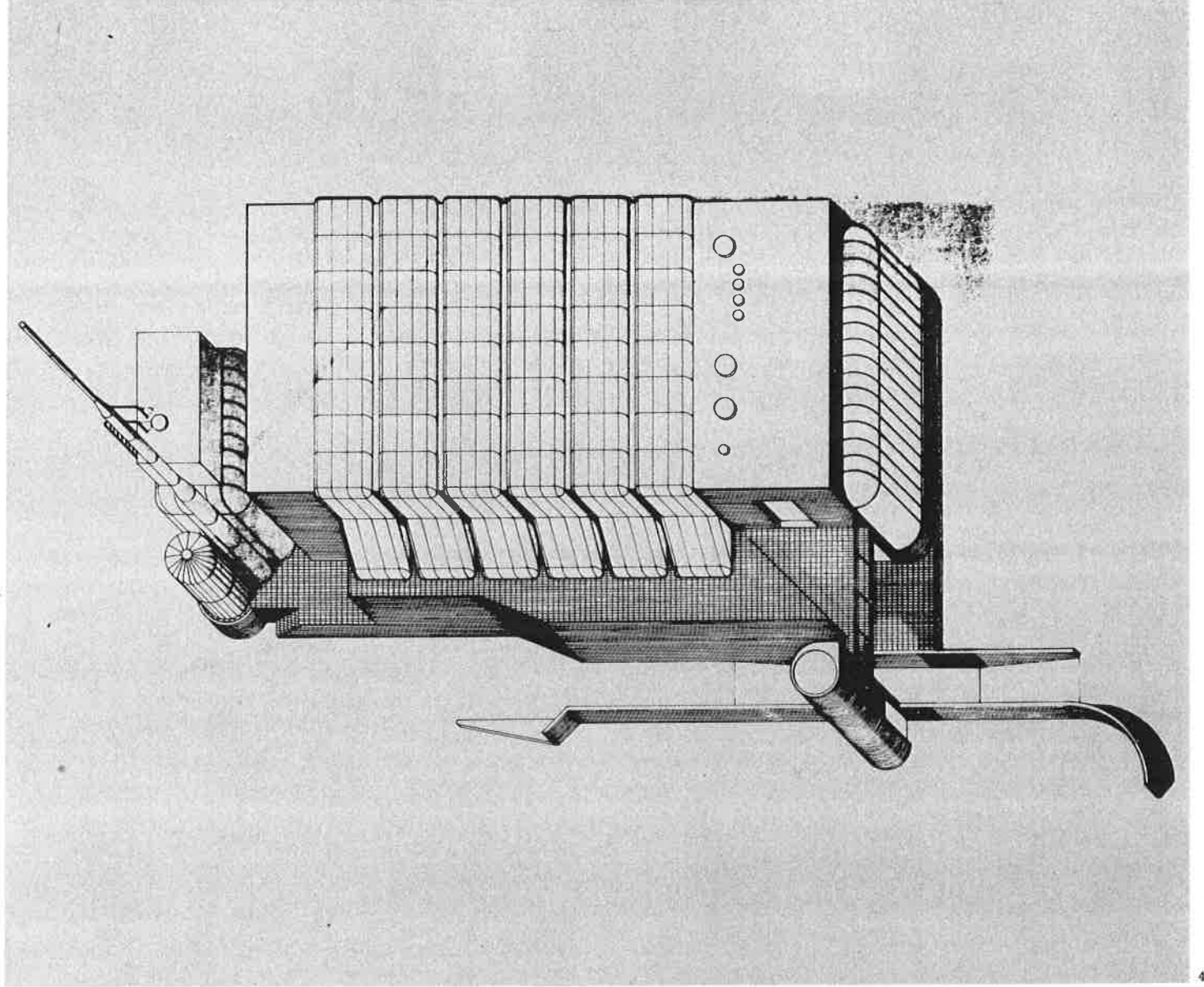
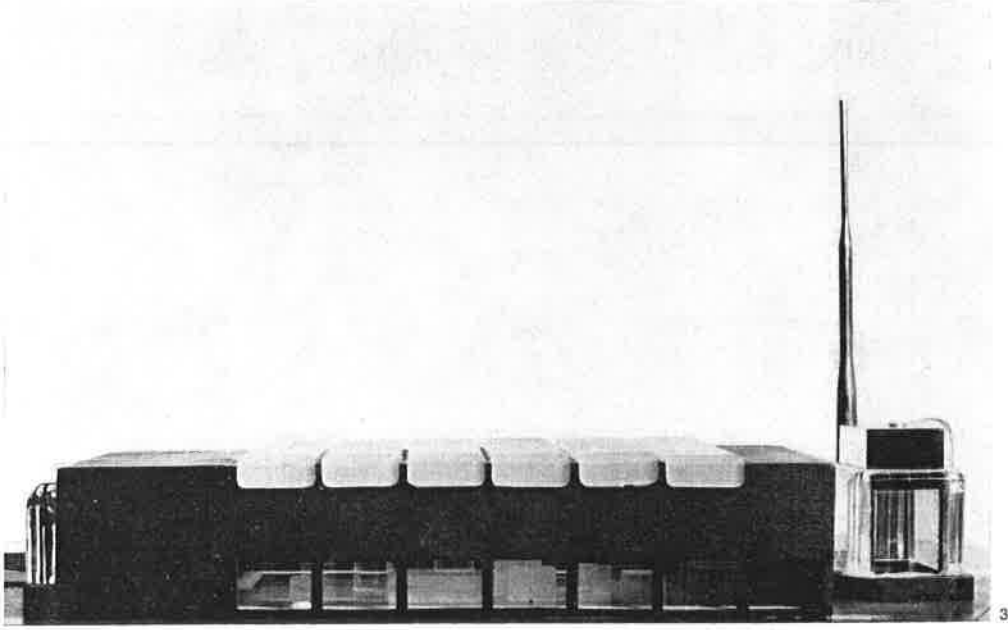
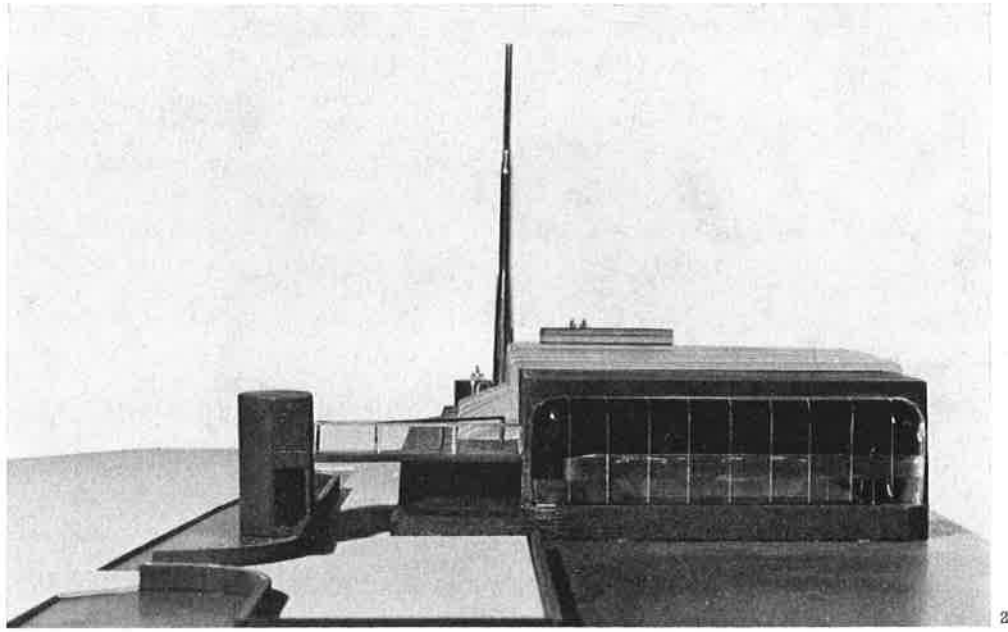
against the inner walls of the moulds prior to pouring. At the ridge end of the wings and joining them at the web is a central block of accommodation containing all the non-repetitive rooms (i.e. refectory, common rooms, T. V., kitchens, etc.) and the planning of this block — which is made of insitu concrete — will probably vary in the future Residences (i.e. in No. 2. there may be an Art Gallery). This block has a full width bay window running up through all floors. Views from the rooms are down the valley, formed by the study/bedroom wings, and over the North Sea.

DEREK WALKER



LAUNDRY LEEDS

The main washing area is spanned to provide for roof services, pipe work and conduit: the principle structural members consisting of pitched castellated beams at 12ft 0in centres providing adequate cross fall. "2" purlins run transversely to carry the aluminium decking which incorporates a double skin in moulded glass reinforced polyester resin with a light transmission of 35-40 per cent. This curtails the penetration of direct sunlight which is detrimental to the laundry process, and the smooth lower surface also serve to prevent the collection of heavy lint on complex surfaces. The floor is 6in reinforced concrete on solis with individual bases for the larger machinery. Internally, the walls are tiled with a white 8in x 4in glazed tile. The floors throughout are tiled with dark red brindle quarries. The reserve water tank for the laundry process is supported in a system of tubular members and provides in itself the floor to the boiler house. The boiler house cladding consists of fibreglass mouldings carried from the same supporting structure. The freestanding chimney in mild steel sheet reduces in section in accordance with the temperature gradient.

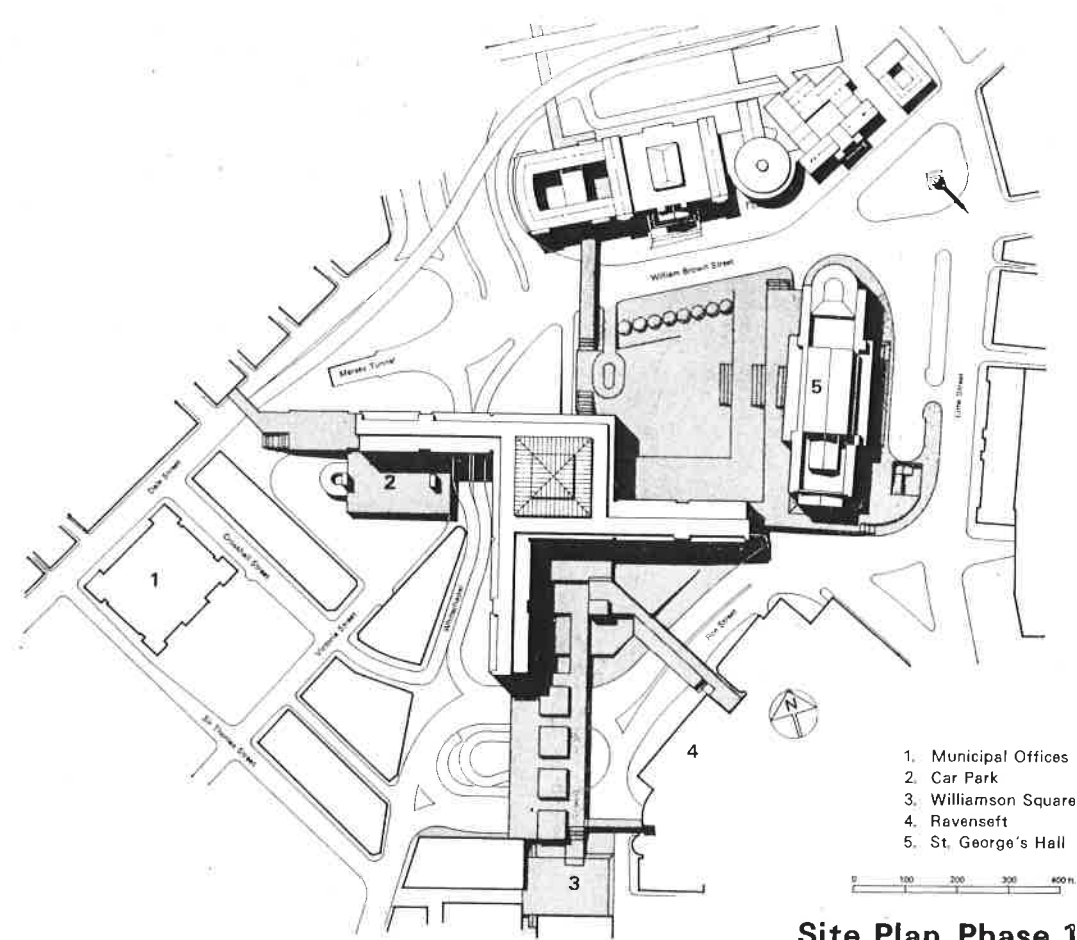


1,2,3. Views of model; 4. Axonometric drawing; 5. Ground floor plan; 6. First floor plan; 7. Cover plan.

LIVERPOOL SOCIAL AND CIVIC CENTRE

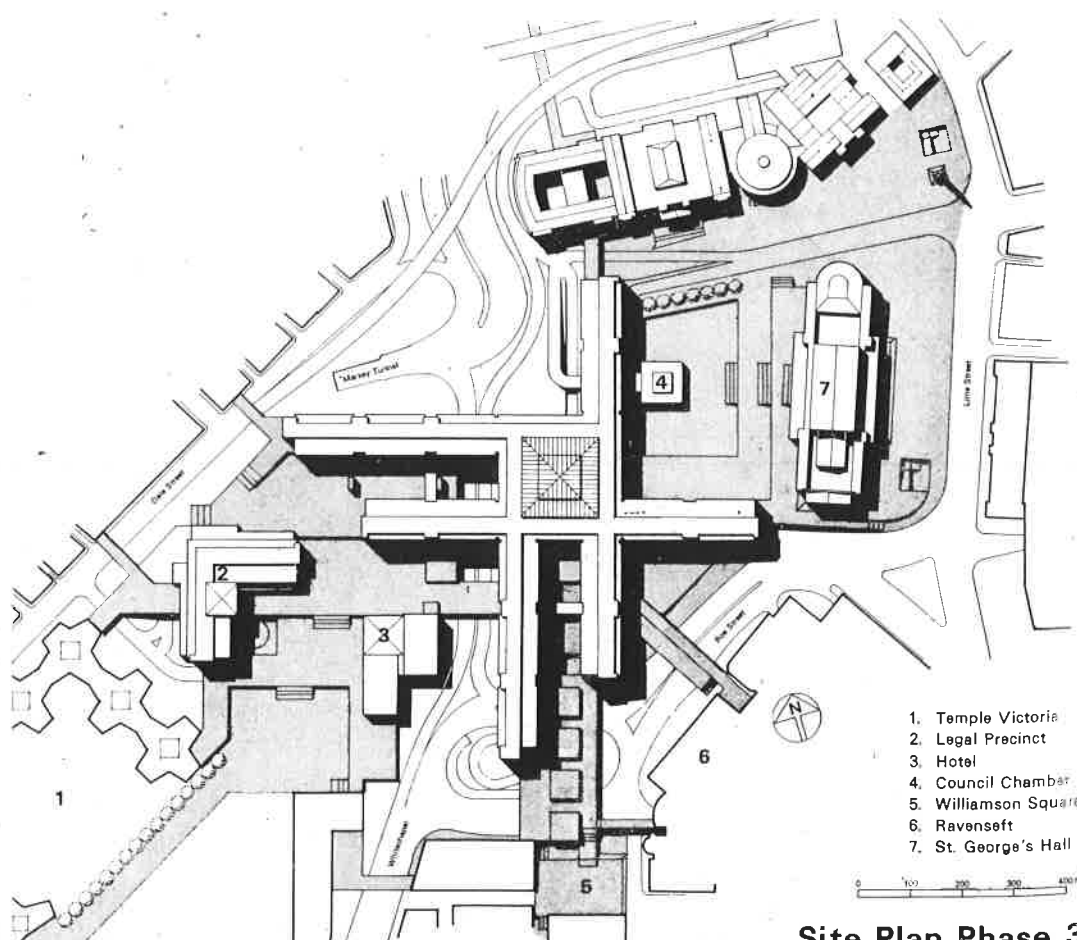
This project will provide

- 1 A communication centre which concentrates in one place (that is easily accessible by both public and private transport) all of the facilities of Local Government.
- 2 The form of the Public Reception Hall ensures that the visitor can easily find his way to it and within it since all of the enquiry counters and interview rooms of all Departments are grouped around the Galleries of one single Hall. This is both easy to understand and efficient.
- 3 From this it follows that the office wings can be planned as freely, flexibly and economically as possible since the requirements of security (which made the old type of corridor necessary) no longer apply. They will be planned for full air-conditioning and installed to receive the growing range of electronic equipment available both now and the future.
- 4 As a contribution to the City as large this administrative complex is itself used to provide shelter in the form of a protected arcade crossing the centre of the City (West-East) from Lime Street station to the office quarter in Dale Street



1. Municipal Offices
2. Car Park
3. Williamson Square
4. Ravenscroft
5. St. George's Hall

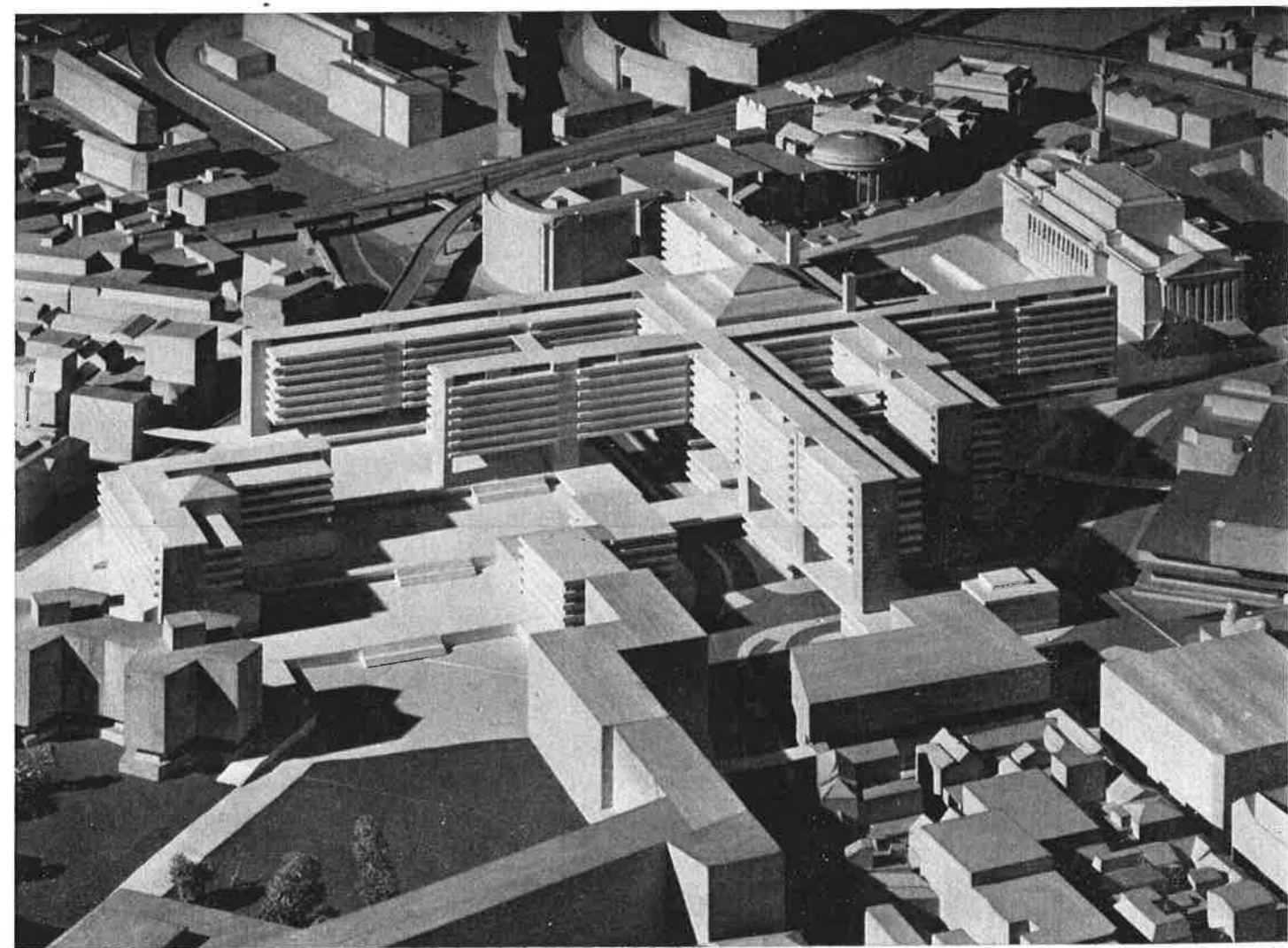
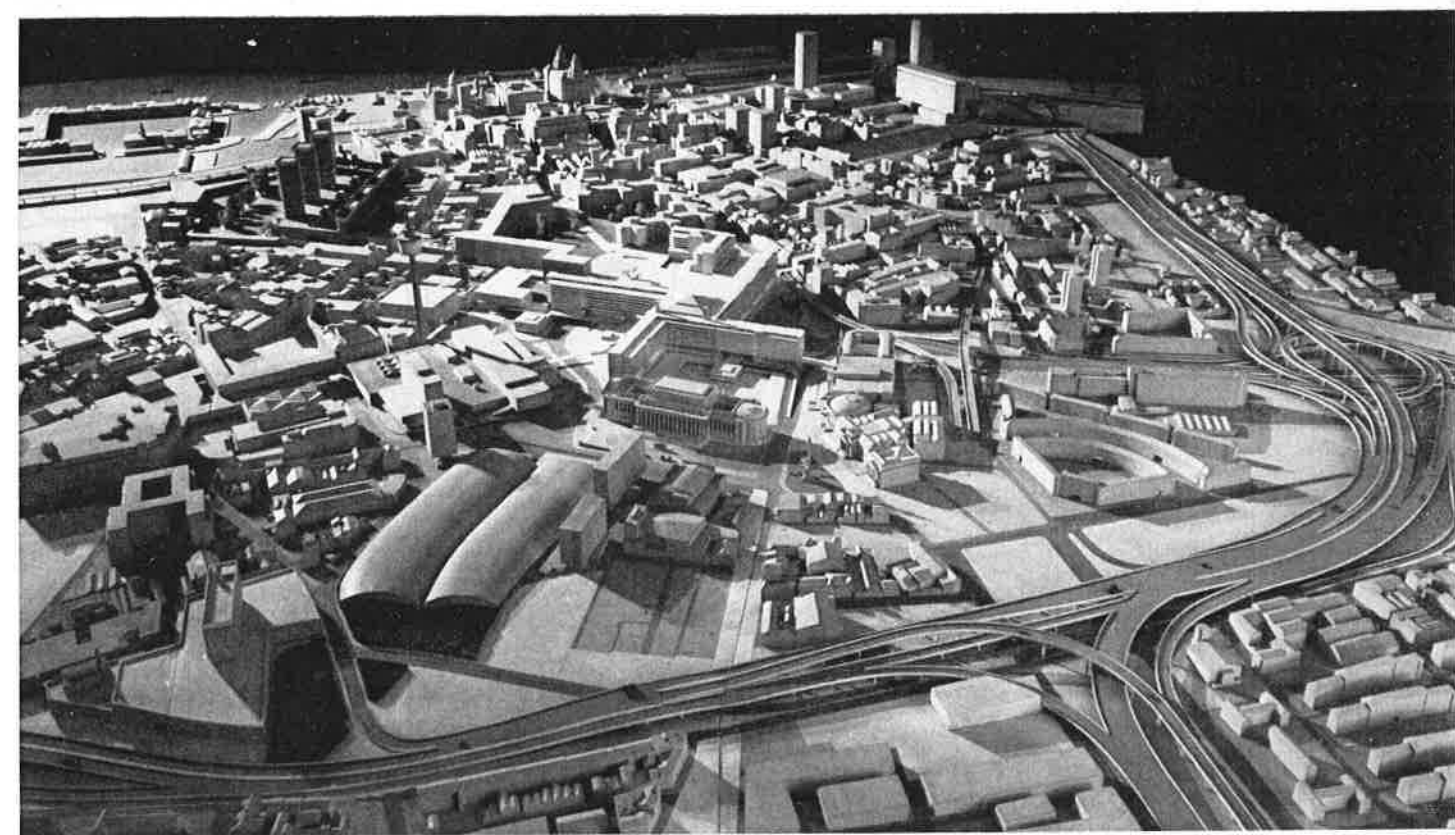
Site Plan Phase 1



1. Temple Victoria
2. Legal Precinct
3. Hotel
4. Council Chamber
5. Williamson Square
6. Ravenscroft
7. St. George's Hall

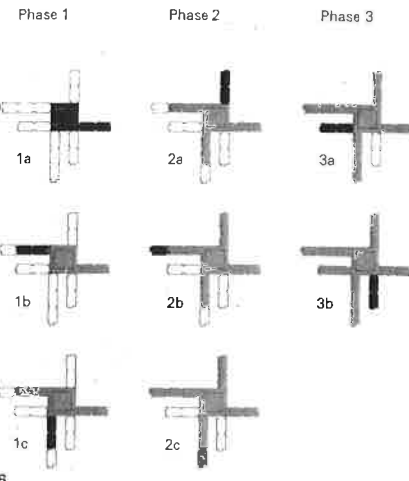
Site Plan Phase 3

1. Site plan phase 1; 2. Site plan phase 3; 3,4. Site plan, model.



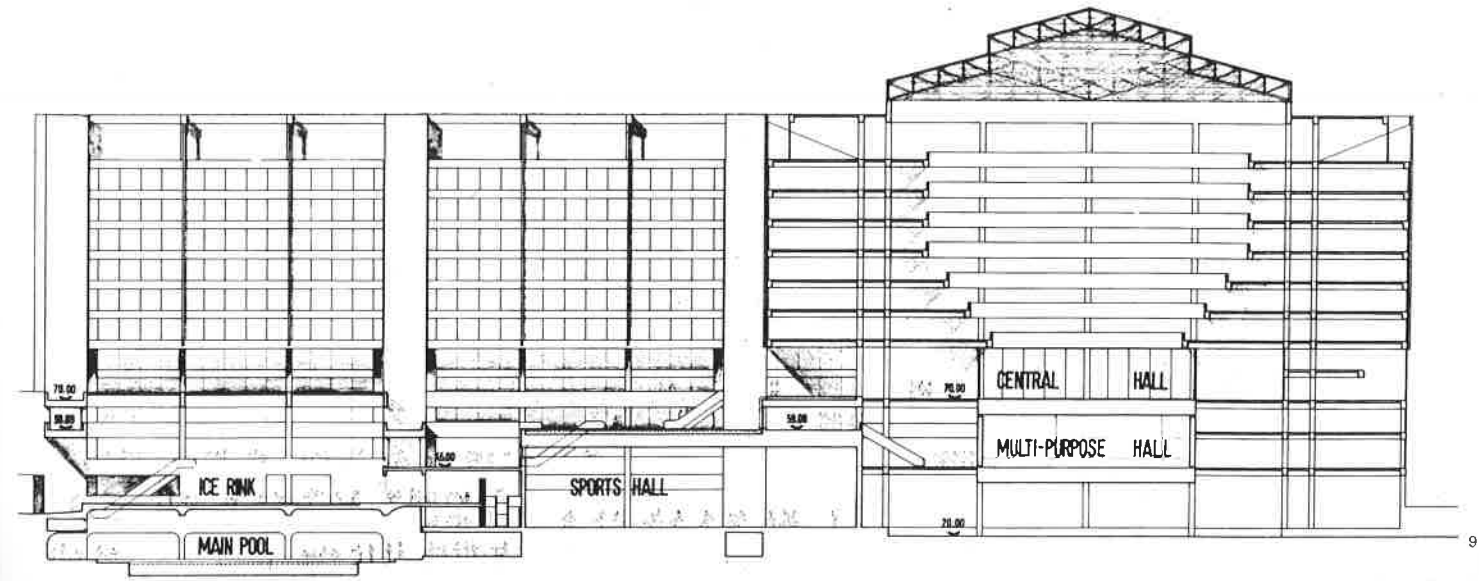
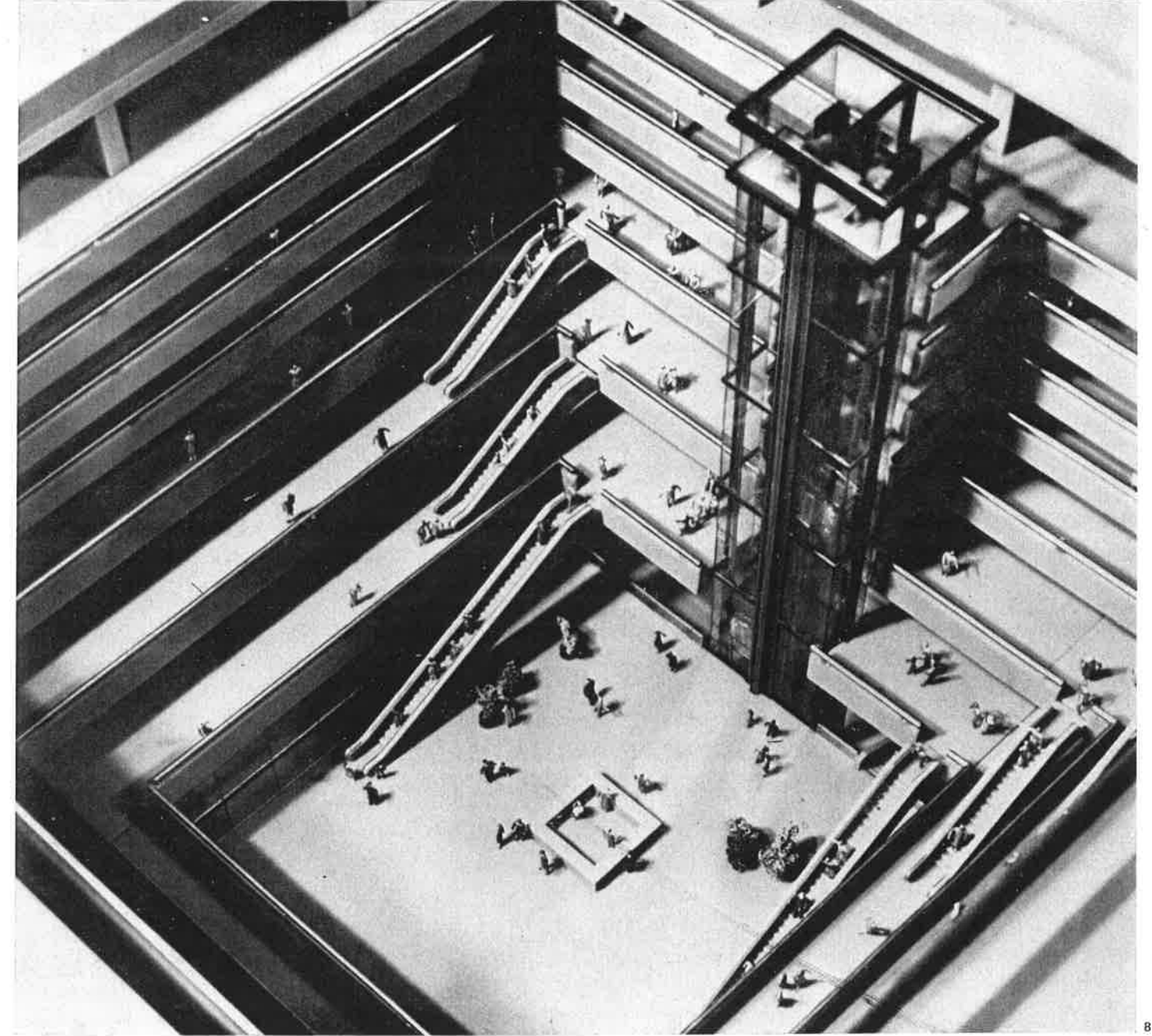
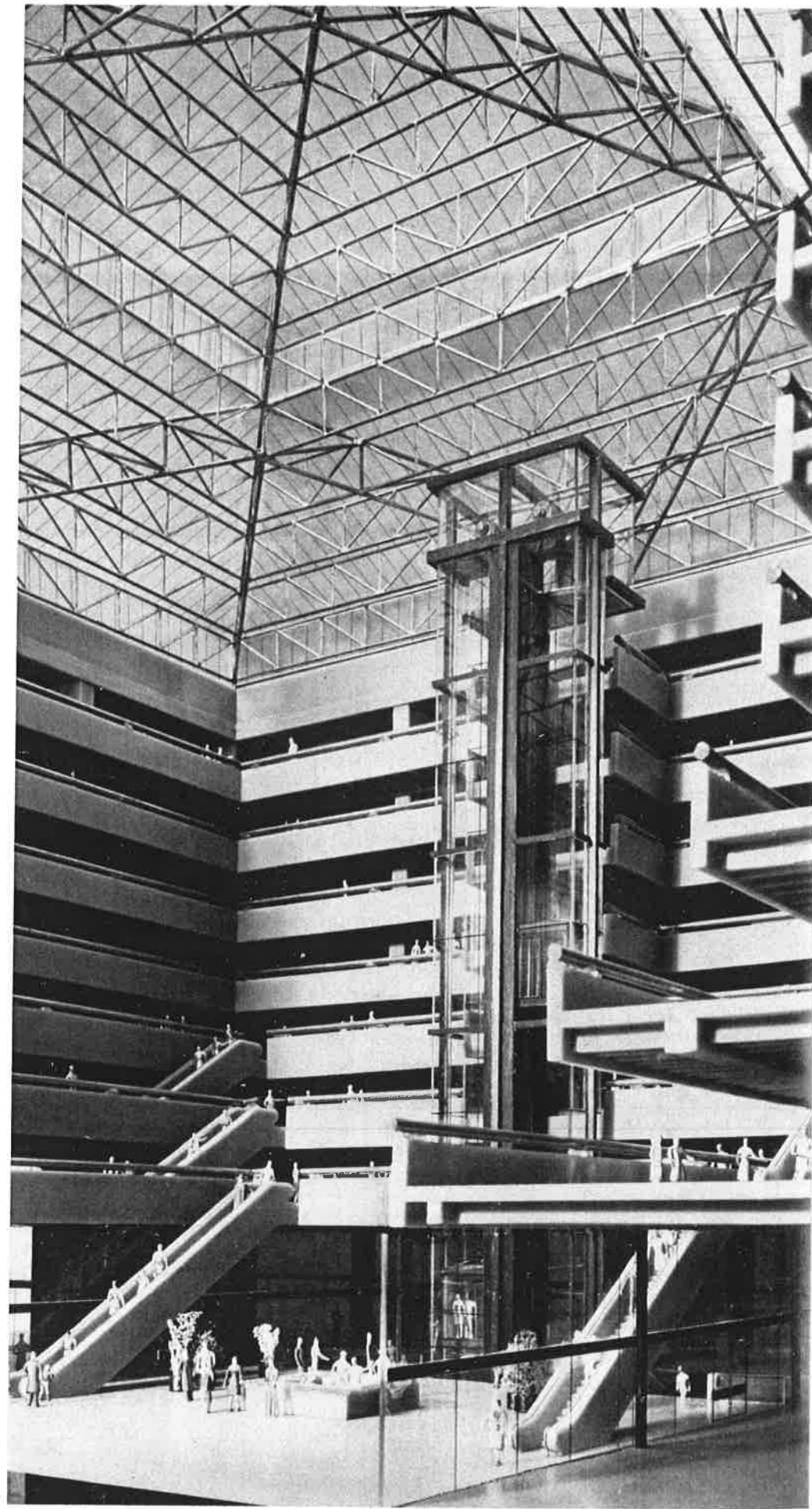
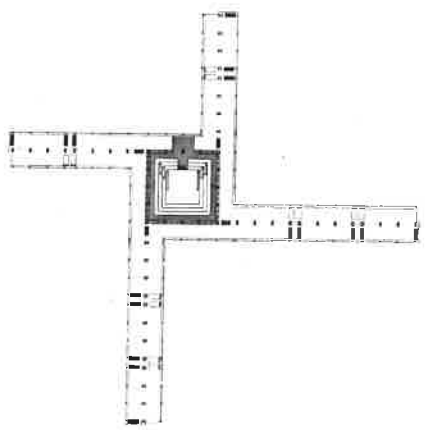
and (South-North) from the shopping quarter in Williamson Square to the cultural centre formed by the Museum, the Library, the Art Gallery and the proposed conference centre based upon St George's Hall.

5 This arcade crosses the site at a constant level with the plateau of St George's Hall, and since the ground drops away in the centre at the mouth of the Mersey Tunnel a broad division between upper and lower layers of the building is formed. The upper layer contains the administrative offices described above: the lower layer (including the arcade itself) will house



recreational and commercial facilities such as Swimming Pool and Sauna baths, shops, restaurants, pubs, a multi-purpose Hall for Club activities.

6 Easy access to the site is provided for public transport by the bus stops in Williamson Square and the proposed extension of the underground loop to incorporate a station alongside St George's Hall. In addition access to the car park (particularly at night) for approximately 800 cars will make



the use of the recreational facilities on the site convenient.
 7 Finally the design of the building is based upon a principle of growth which allows not only for a controlled phasing of construction but also for possible further growth in the future in accordance with developments in Local and Regional Government and expansion in population. The present Municipal offices were already too small to house the Departments on completion of the building a hundred years ago, and the failure to provide for some organised

principle of growth is the universal defect of every known City Hall. The proposed design, which was based upon extensive studies by the Corporation's Organisation and Methods team, contains the possibility of growth either by extending existing Departments (growth from the end of the wing) or by the emergence of new Departments (new parallel wings springing from the Reception Hall). The new design of the building is so devised that the appearance and facilities of the structure will be self-sufficient at any one stage in this which absolutely required completion and symmetrical definition. It is claimed that all of these aims have been achieved in this project and that in doing so it will offer operational advantages which are without precedent hitherto in any other City Hall.

CONSTRUCTION OF TYPICAL WING (OLD SOLUTION)

Primary Frame is in the form of reinforced concrete columns along the perimeter and central spine of the wing at approximately 12 metre centres. *Secondary rib beams* span 10 metres from the spine beams to perimeter beams at (modular) centres of 1.70 metres. *Lateral wind bracing* occurs at the location of staircase, lifts and lavatories.

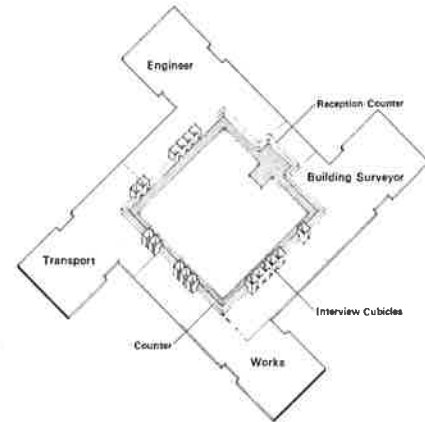
(REVISED SOLUTION)

Primary Frame is in the form of composite pylons containing staircases, lifts, lavatories and service shafts which are set approximately 36 metres apart. Intermediate structural shafts in the spine are located at approximately 12 metre centres. At the head of each spine shaft there extends a cross truss of lattice steel at roof level. Further lattice beams span along the perimeter from pylons to cross trusses. From these perimeter trusses are suspended steel tension members at 2.40 metre centres to support the upper six floors of offices. *Secondary vault beams* at each floor span 9.75 metres the spine beams to the perimeter where they are connected directly to each suspension column at 2.40 metre centres (which therefore constitutes the basic planning module of the building). *Wing bracing* is inherent as an integral property of the shape of the pylons. The structure of the pylons will probably be reinforced concrete erected in slip-form shuttering.

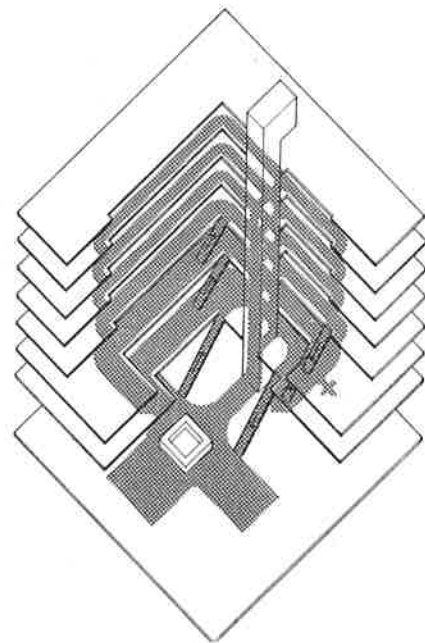
Structure of central reception hall
 There are two principle innovations in the revised scheme in comparison with the old solution:

1. In the four corners of the public galleries an enlargement of the balcony by a re-entrant

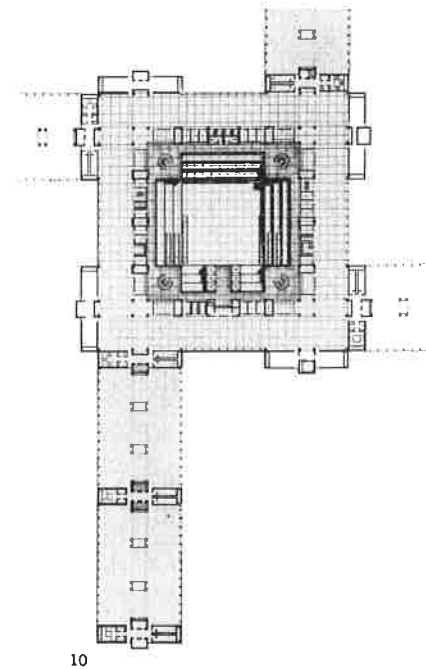
projection into the centre of the building has been introduced. At the apex of each re-entrant is located a column; and a central staircase connecting the balcony levels is disposed on each of these four corners. (The reason for this enlargement of the balconies is that the counters for interviewing the public are now located solely in the corners of the Reception building while the private interview rooms are located in the central bays).
 2. The introduction of the four new columns makes possible a revision to the structure of the roof itself. The four columns are approximately 24 metres apart and from the head of these there spring (mushroom capitals) in the form of exposed steel tetrahedral elements which support an open work steel space frame. This space frame is covered by pyramids of translucent plastic.



Typical Floor Public Reception Area

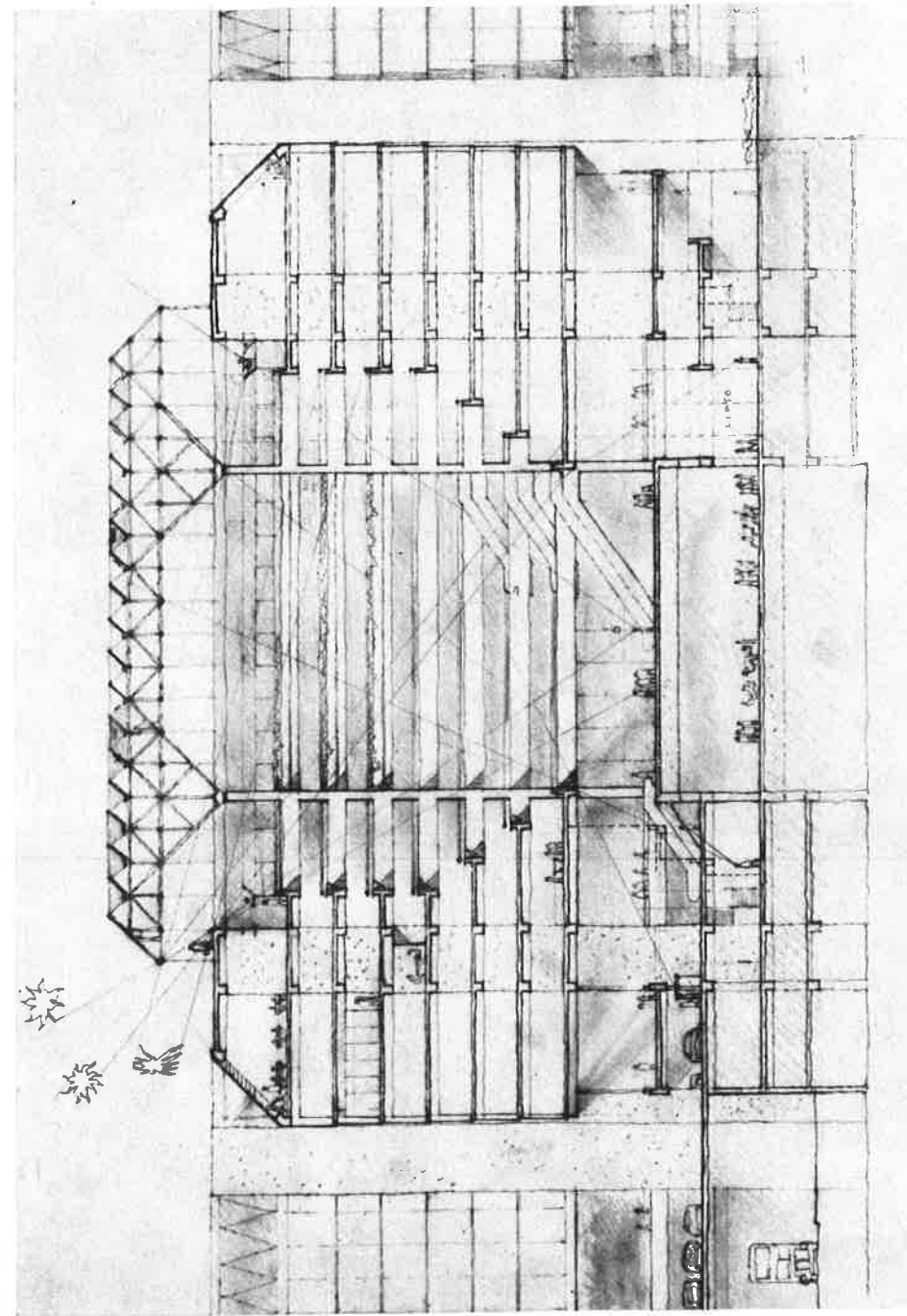
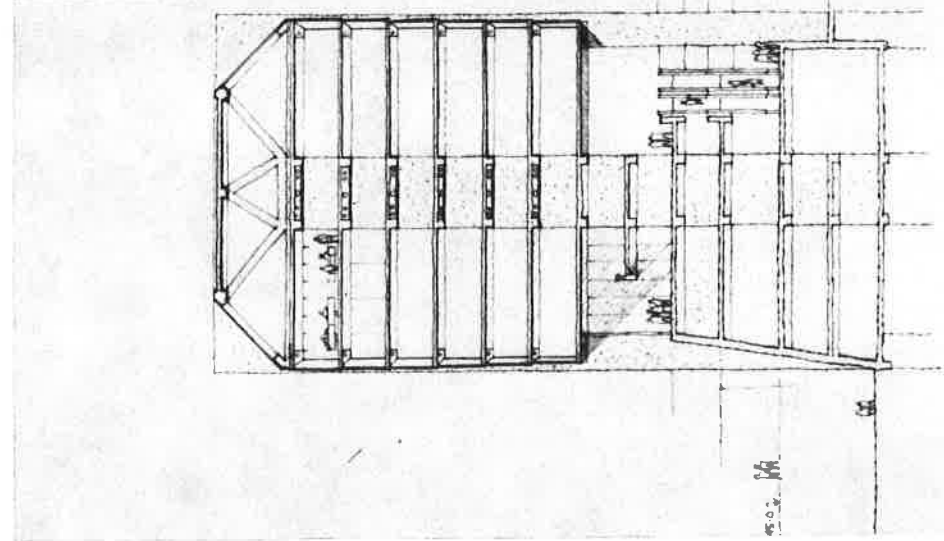


Public Circulation In Central Hall

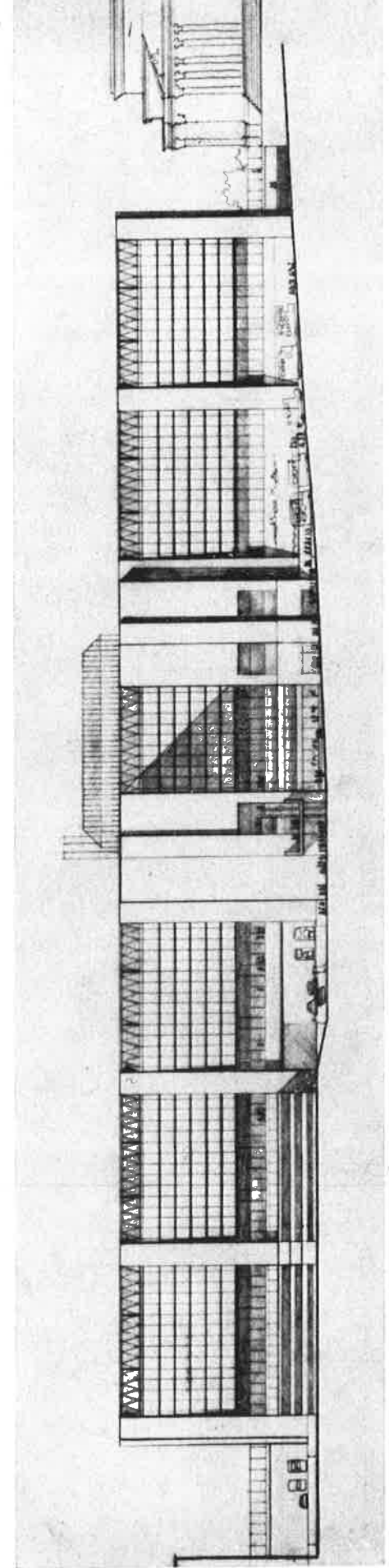


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5. Different successive phases of growth; 6. Typical plan; 7,8. Model of the first project: interior of the central hall; 9. First project: section through central hall; 10. Second project: plan of central hall; 11. Second project: section through central hall; 12. Second project: section through a wing; 13. Second project: elevation of central hall and lateral wings.



11



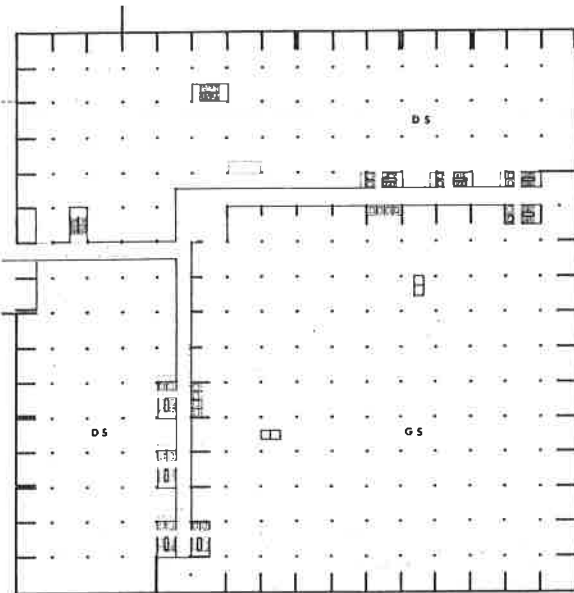
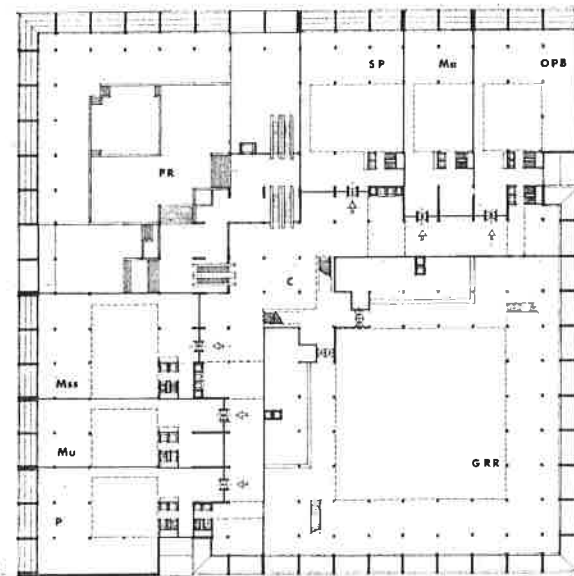
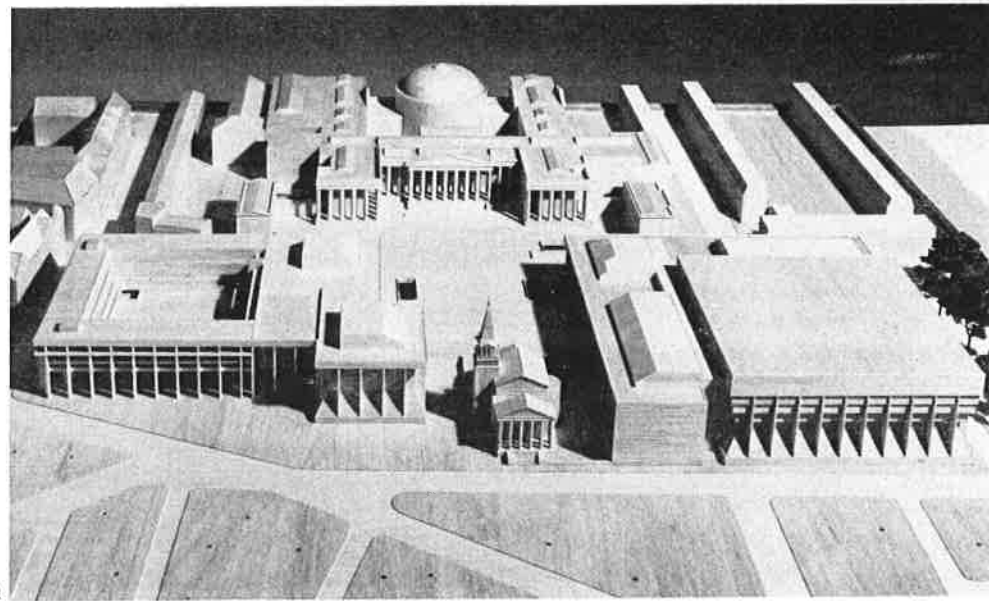
C. ST. JOHN WILSON LESLIE MARTIN

BRITISH MUSEUM NEW NATIONAL LIBRARY

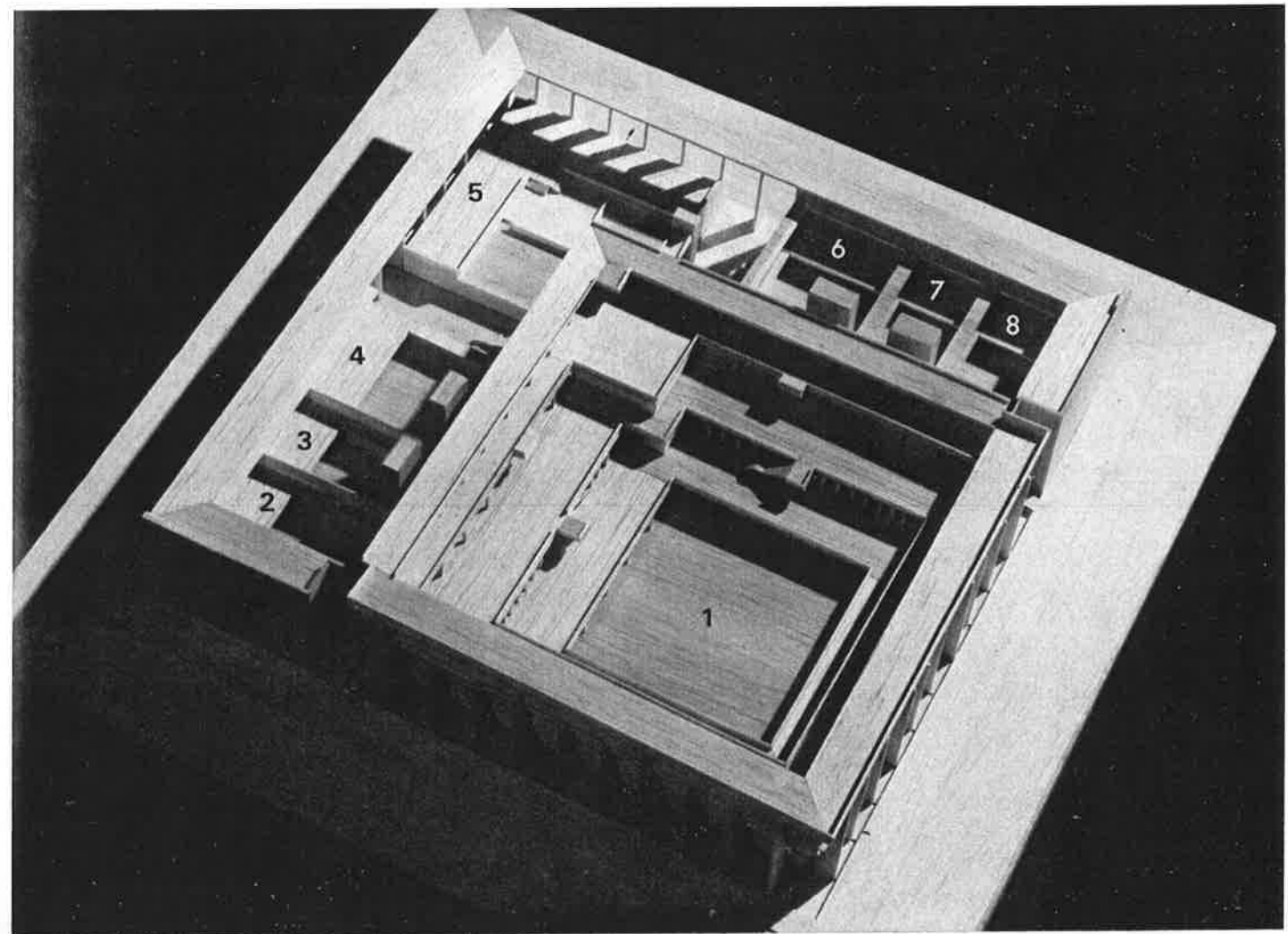
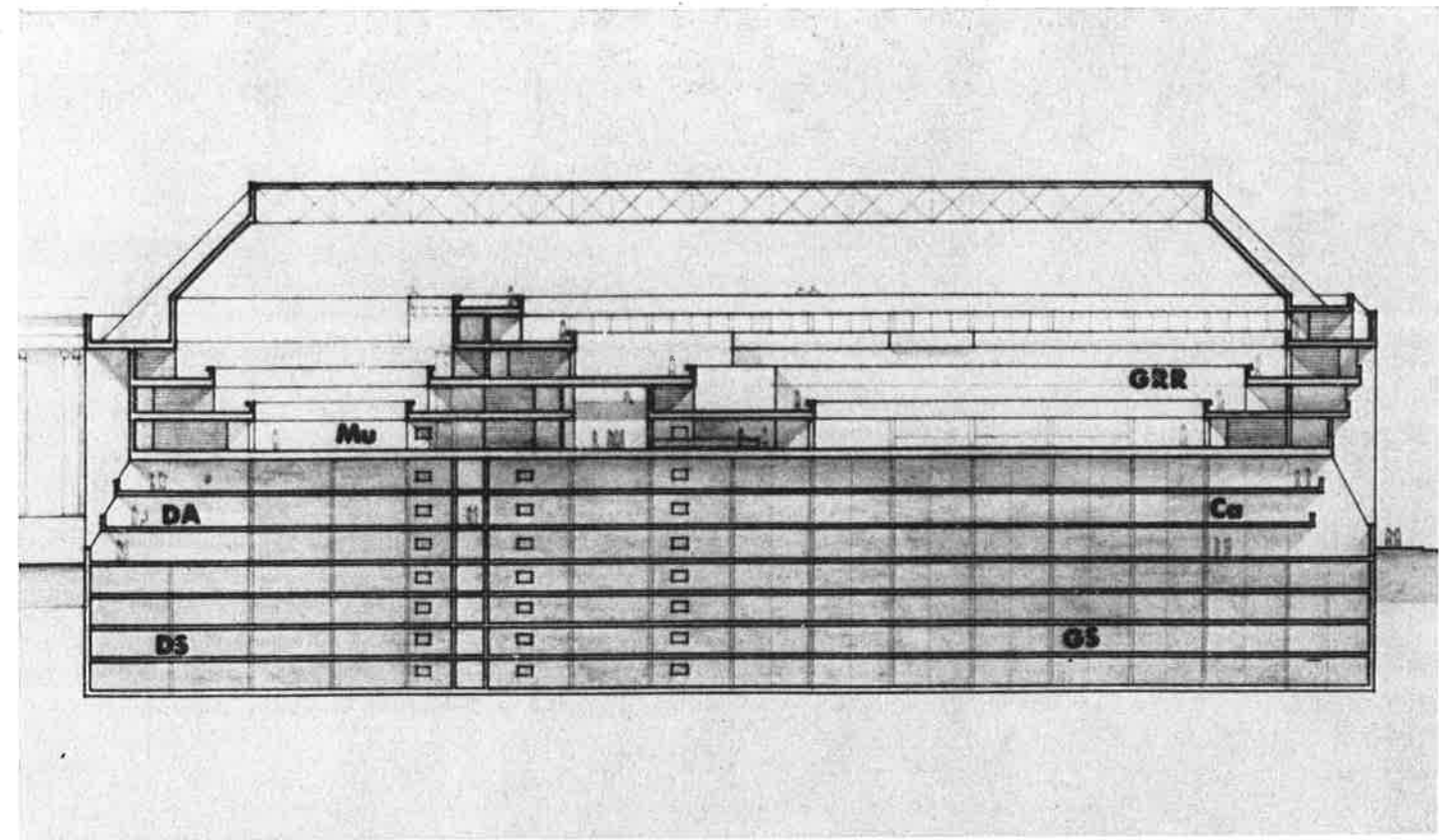
The Library building has been located to the East of a large Place completing the present southern forecourt of the British Museum and comprises the main group of reading rooms, clustered around the Catalogue Hall. To the West, the Department of Prints and Drawings, (a permanent Exhibition of the History of the Book etc) and certain subsidiary functions, (Lecture Theatre, Restaurant, Bindery) are linked to the housing with shops at street level. The Place is defined to the North by the Portico of the British Museum and the church of St. George completes the southern edge at the same time permitting a clearly marked pedestrian entry to the site from Bloomsbury Way.

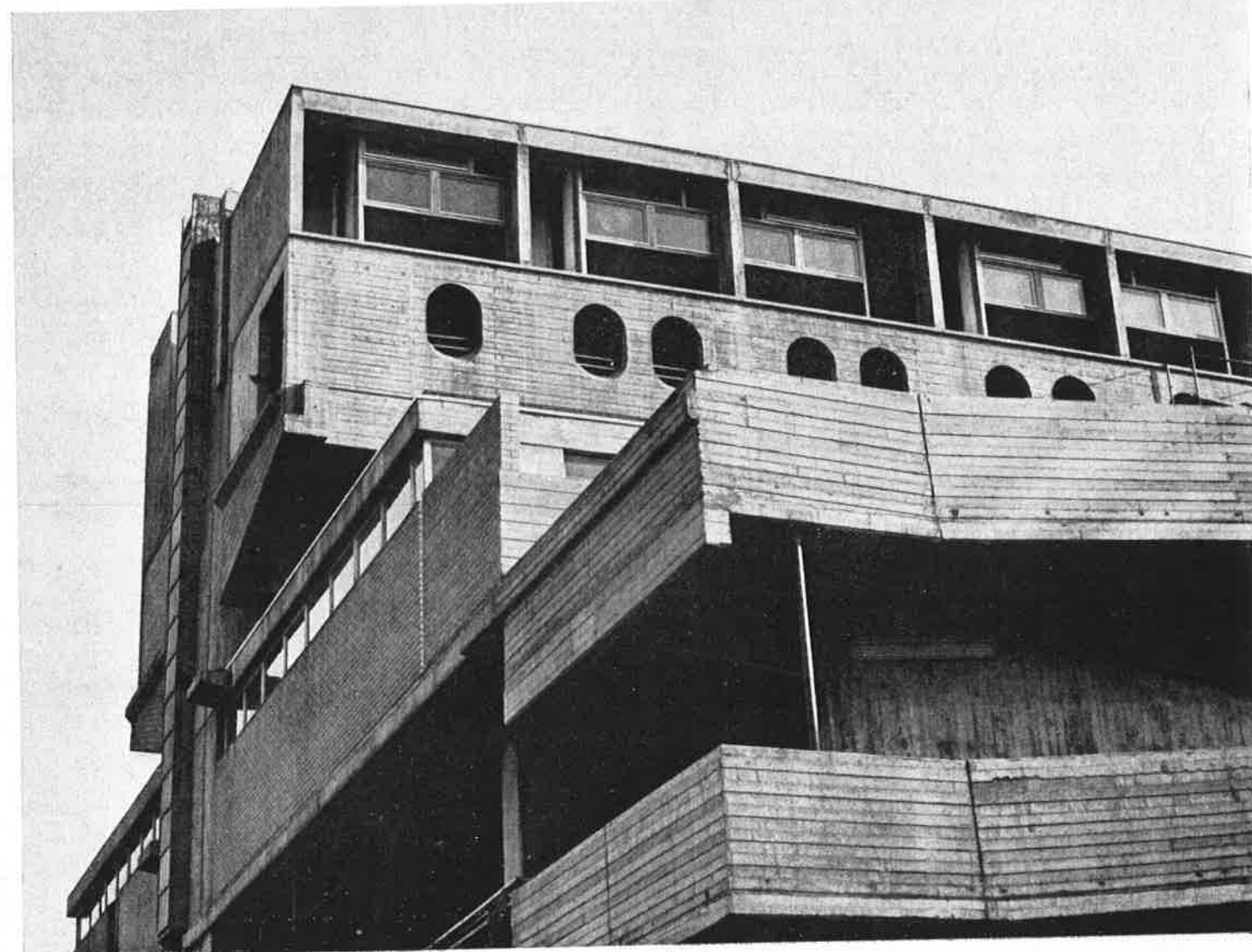
The library itself provides reading-space for approximately 2,500 readers and a bookstack capacity of 10,000,000 volumes so disposed that the subsequent installation of further stacks (in some such form as the "Compactus" system) will permit a phased expansion which could ultimately be extended to take in some of the space at present allocated to car park.

The body of readers are distributed in a series of Reading Rooms, all at the same floor level and grouped around the Main Catalogue Hall and it is this relationship which is the key to the anatomy of the building. The one exception to this rule is the Public Reference Reading Room which is introduced as a facility for the general public and to which admission is made without ticket. The General Reading Room in the Department of Printed Books is embraced on two sides by the L-shape Catalogue Hall each arm of which is enclosed in turn by three self-sufficient sub-Libraries. The North-South arm serves the Periodicals, Music and Manuscript Libraries, and the West-East arm serves the Maps, State Papers and Oriental Printed Books Libraries. Within the General Reading Room of the Department of Printed Books a further service of six subject reading areas are disposed on two set-back terraces which bridge over the Catalogue Hall and a further terrace which houses the Rare Book Section with its special care reading room and carrels. This series of terraces is completed by a final gallery level (directly accessible by lift from the Main Entrance Hall) from which members of the Public may obtain a view the "valley" section of reading terraces in both directions.



1. Site plan, model; 2. Plan at level 111,00 showing the catalogue hall, the general reading room and the departmental libraries; 3. Typical plan at storage level. Key to plans: PR-public reference library, SP-state papers, Ma-maps, OPB-oriental printed books, C-catalogue hall, Mss-manuscripts, Mu-music, P-periodicals, GRR-general reading room, DS-departmental stacks, GS-general stacks; 4. Section through the Department of Printed Books. Key to section: Mu-department of music, DA-department of administration, DS-department of stacks, GRR-general reading room, Ca-cataloguing and administration offices, GS-general stacks; 5. Model of the department of Printed Books. Key to the model: 1 general reading room, 2 periodicals, 3 music, 4 manuscripts, 5 public reference library, 6 state papers, 7 maps, 8 oriental printed books.





Sono passati circa vent'anni dalla emissione del New Towns Act, strumento legislativo che ha messo nelle mani di un governo la possibilità concreta di avviare e condurre la più spettacolare operazione di pianificazione dall'alto che abbia avuto luogo nel dopoguerra. Per delega di potere la comunità è intervenuta instaurando un controllo cosciente del territorio a un certo livello decisionale, al quale il potere delegato ha istituito fin dall'inizio una prassi di informazione-esecuzione-verifica: ereditando il Barlow Report, che è l'atto di nascita della presa di coscienza del problema della pianificazione a livello nazionale, la situazione del paese è stata attentamente seguita nei suoi nodi critici, e documentata in rapporti e libri bianchi. A questi hanno puntualmente corrisposto, quando è perdurata la volontà politica, atti di intervento, voluti e resi possibili dalla disponibilità di mezzi legislativi e finanziari. Vista nella prospettiva dei venti anni trascorsi, la successione dei fatti e delle critiche, conseguenti alla scelta politica iniziale, è in sé un processo che nella prassi non si stanca di verificarsi. Facendo, rileggendo, individuando con metodo più o meno rigoroso i propri errori di impostazione teorica, il processo delle *new towns* continua a battere la strada della sperimentazione concreta. Precisamente in questa concretezza, nella possibilità effettiva di esercitare le proprie verifiche su realizzazioni materialmente fruibili è il valore positivo e civile di questa esperienza.

IL BARLOW REPORT. La situazione a monte del Barlow Report era questa: sotto l'egida del Town and Country Planning Act del 1932 (1) le autorità locali avevano il compito di predisporre piani di *zoning* di natura essenzialmente regolatoria. Essi non garantivano l'effettiva probabilità di uno sviluppo, ma assicuravano semplicemente che, nel caso, questo sarebbe stato controllato in un certo modo (2); il quale modo, per inciso, altro non era che la codificazione delle tendenze in atto assunte intuitivamente. Il sistema di questi controlli per niente

eversivi era essenzialmente locale, guidato da problemi locali, mentre l'autorità centrale, nelle vesti del Ministry of Health, non aveva il potere e tanto meno i mezzi finanziari per intervenire.

In questo clima di tranquillo e slegato piccolo cabotaggio, scoppia il boom del Sud-Est, connesso col degrado delle regioni manifatturiere della prima rivoluzione industriale e caratterizzato da un intenso accentrimento di localizzazioni industriali nelle vicinanze di Londra. Il problema, inteso come massa di manovra nell'equilibrio generale del paese, fu chiaramente percepito e, con la prospettiva di porre rimedio alla situazione, venne istituita dal governo una commissione di indagine, la Barlow Commission, che pubblicò il suo rapporto nel gennaio 1940. I propositi dichiarati della commissione erano « di indagare le cause che hanno influenzato l'attuale distribuzione geografica della popolazione industriale della Gran Bretagna e la probabile direzione di mutamento di tale distribuzione nel futuro; di considerare quali inconvenienti sociali, economici e strategici nascano dalla concentrazione delle industrie o delle popolazioni industriali in grandi città o in aree particolari del paese; e di riferire sulle eventuali misure correttive da intraprendere nell'interesse nazionale » (4). Così per la prima volta si prende atto della scala nazionale del problema, e si propongono in questa nuova prospettiva le soluzioni destinate a influenzare la pianificazione inglese del dopoguerra.

I due problemi principali isolati dal Report furono lo squilibrio regionale del Sud-Est e la conseguente congestione della London Area; per il primo si suggerì una più equa distribuzione degli insediamenti industriali sul territorio nazionale (5); per combattere la seconda fu introdotta la suggestione delle *garden cities* sotto forma di città satelliti. Cioè, mentre da una parte, con una più omogenea distribuzione delle fonti di lavoro si cercava di eliminare la causa prima della congestione, dall'altra ci si occupava della congestione in sé proponendo soluzioni di alleggerimento di carattere essenzialmente locale.

Queste operazioni non avevano la minima possibilità di applicazione pratica da parte dell'apparato amministrativo esistente: di qui la proposta dell'istituzione di una autorità centralizzata dotata di forti poteri esecutivi. Al termine della seconda guerra mondiale, in un clima di fervore innovativo, prevalendo nel neo-eletto governo laburista l'intenzione di fronteggiare decisamente i problemi evidenziati dal Barlow Report, il compito di intervenire dall'alto sul territorio fu assunto da un organismo amministrativo centralizzato, che si era venuto formando con alterne vicissitudini durante gli anni della guerra: il Ministry of Town and Country Planning, l'attuale Ministry of Housing and Local Government (6). Ma il problema della localizzazione industriale fu ritenuto di pertinenza di un organismo a parte, il Board of Trade, con il quale si instaurò una dicotomia che produsse equivoci carichi di conseguenze (7). Esaminata dalla prospettiva attuale, non appare molto chiara la valutazione che si fece allora dell'interdipendenza fra squilibri regionali e congestione del Sud-Est, se, essendo dichiarata la volontà di porvi rimedio, si lasciò che il Board of Trade, fornito di mezzi tutt'altro che grandiosi, per parecchi anni si occupasse delle aree depresse per portarle appena a livelli di sopravvivenza, senza riuscire minimamente a provocare l'auspicata inversione di tendenza insediativa. Pare in realtà che tutta la questione sia stata affrontata con molto ottimismo: « nei primi anni del dopoguerra si riteneva ingenuamente che il meccanismo del *town and country planning*, collegato con controlli sulle nuove espansioni industriali e con politiche positive per creare *new ed expanded towns*, sarebbe stato sufficiente » (8).

Ma dove sorsero queste *new towns*, e con quali scopi? Sulla scorta del piano di Abercrombie, ci fu l'illusione di frenare effettivamente la congestione del Sud-Est strangolando il potere magnetico di Londra con un salto di trenta miglia oltre la *green belt*, e leggendo il problema secondo implicazioni social-comunitarie piuttosto che di programmazio-