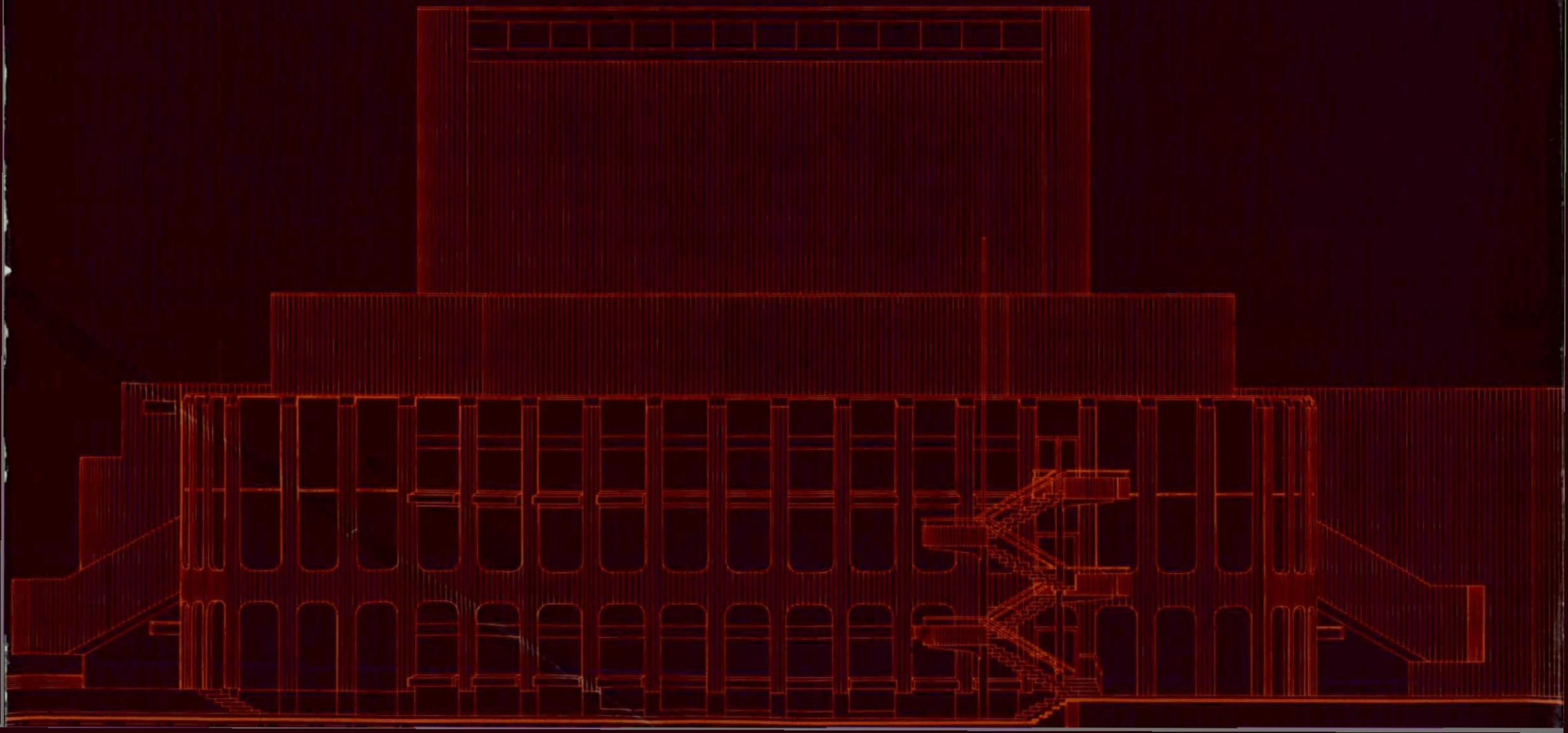
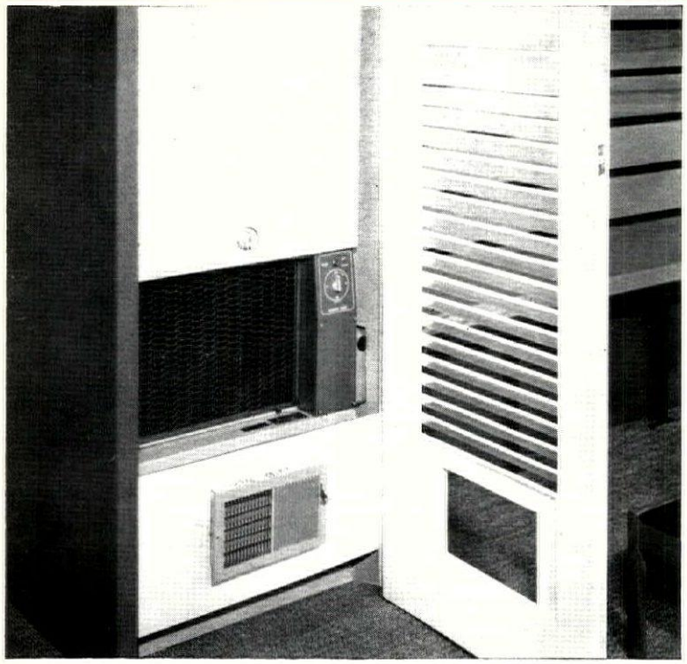
AR PREVIEW

BIRMINGHAM AND WEST MIDLANDS



4 POINT PLAN FOR ELECTRICAIRE CENTRAL HEATING . . .



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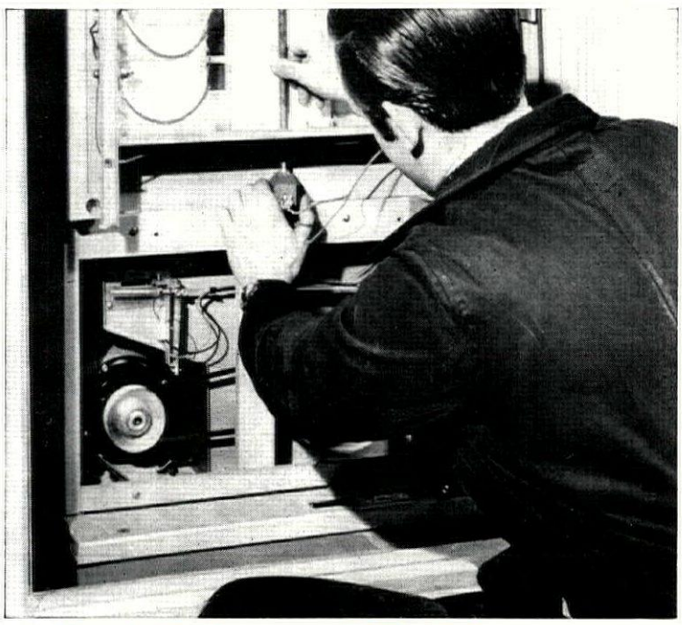

4 Installation and Training

Through Electricity Boards or our network of Approved Installers, to ensure on-schedule site installation of the heating system. Full training and instruction concerning design and service as well as installation is given if necessary on site or at Simplex Electric Co. Ltd.

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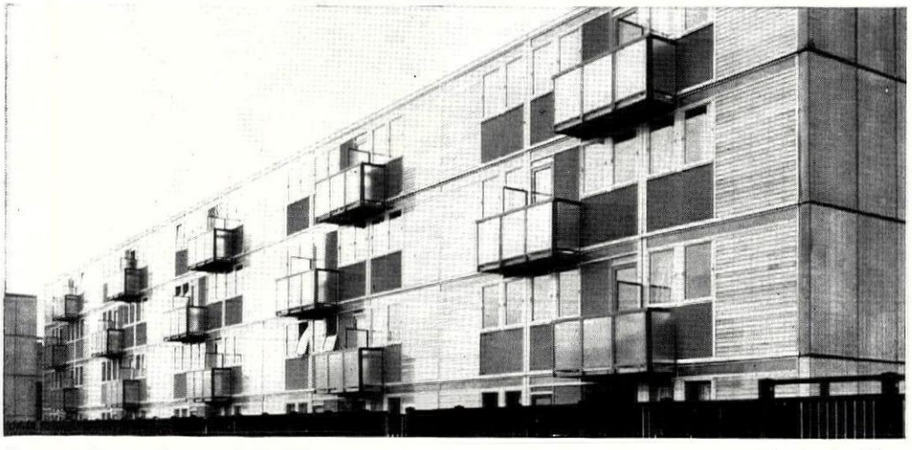

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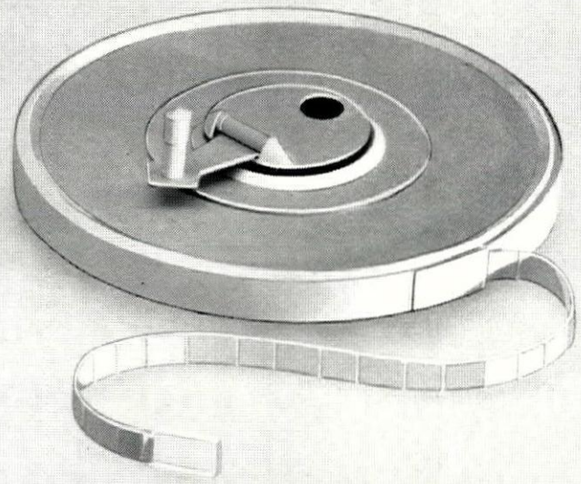

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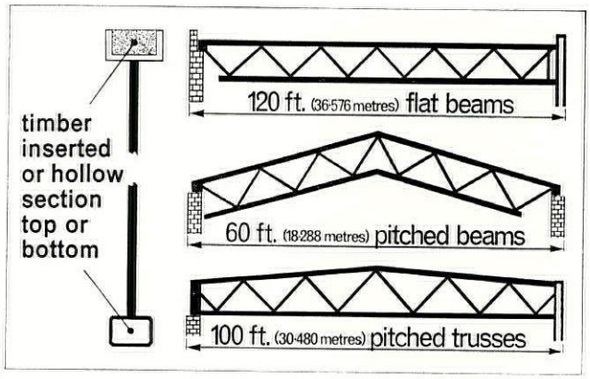

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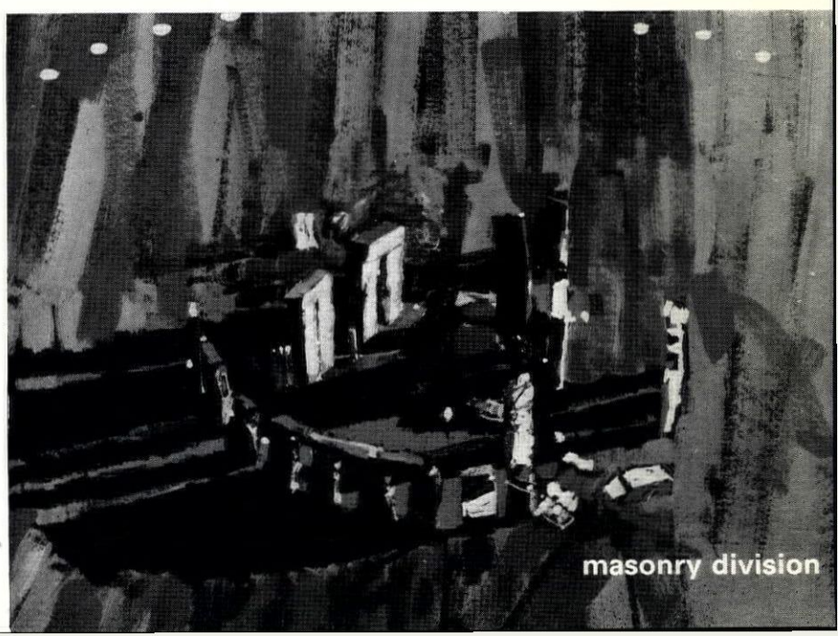

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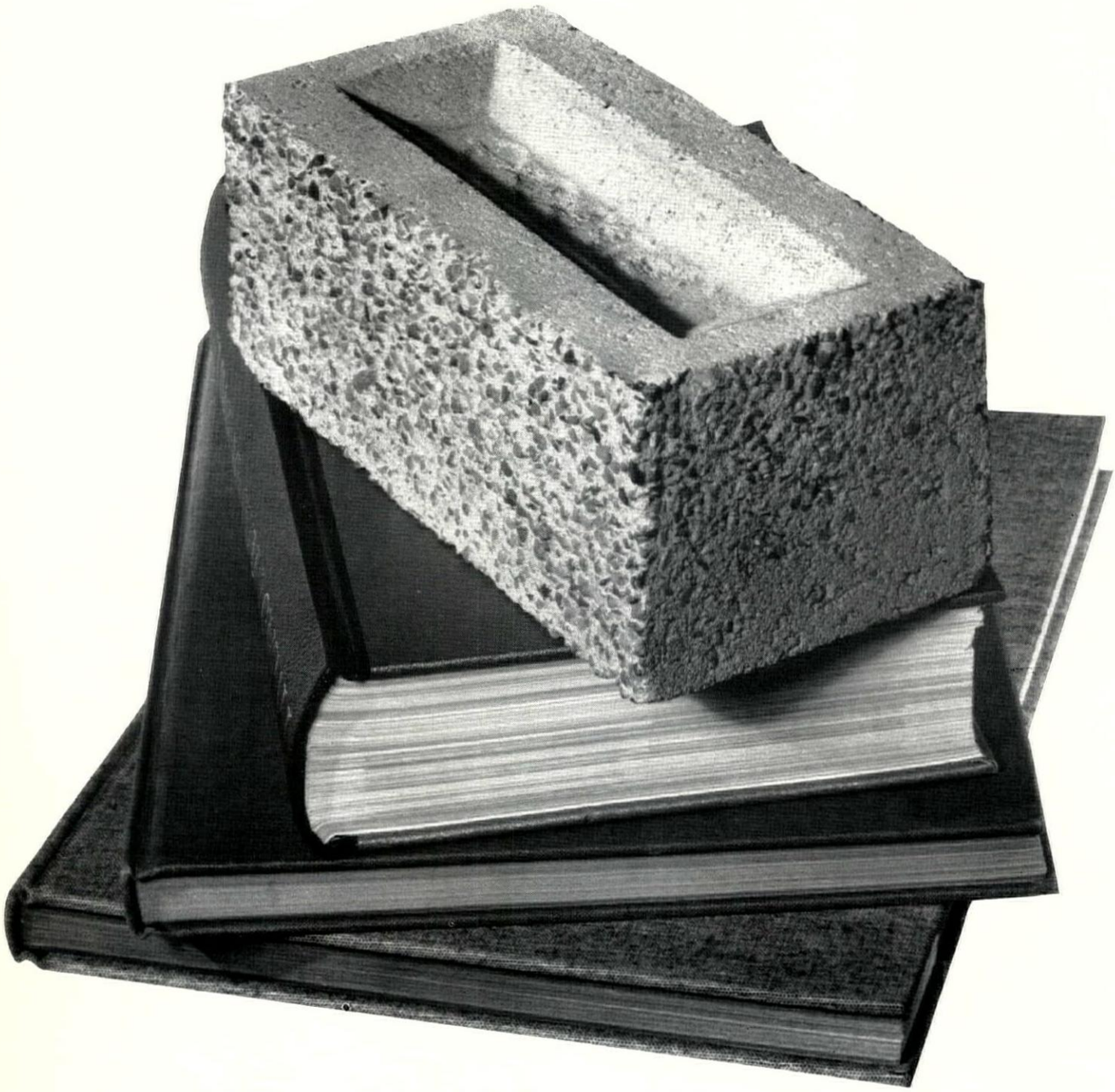

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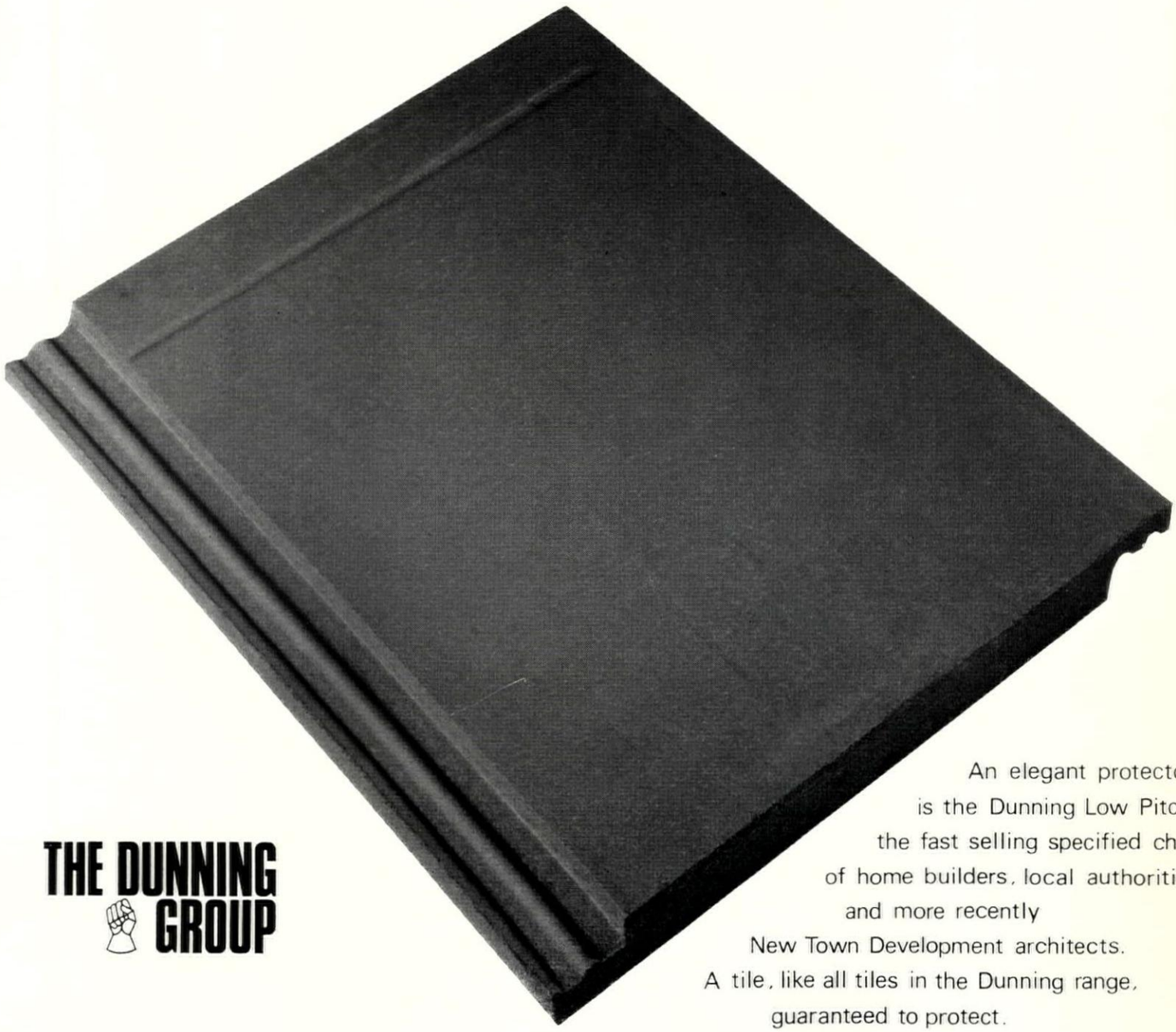

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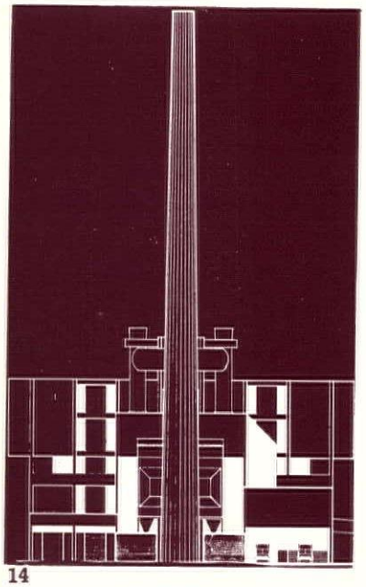

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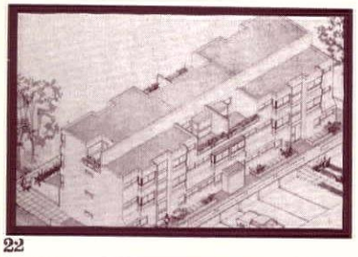

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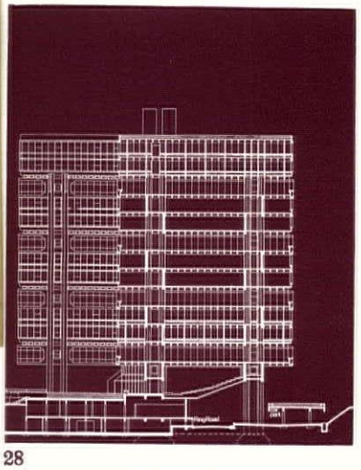

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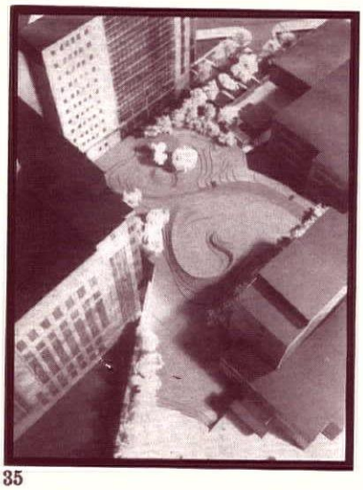

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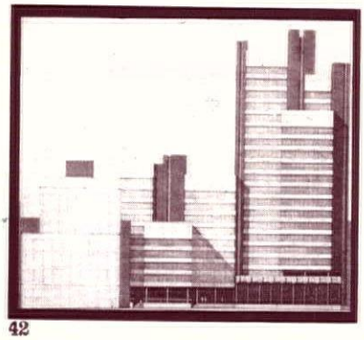

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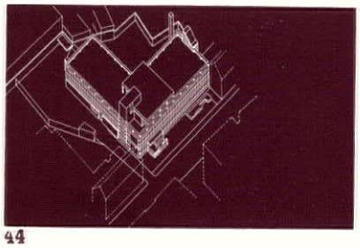

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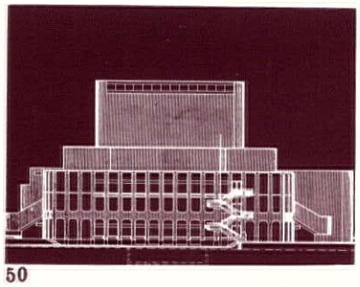

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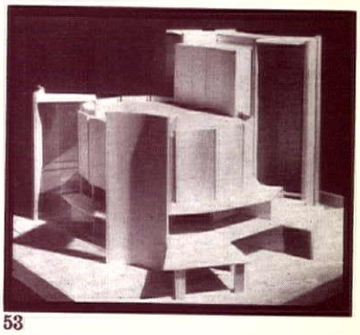

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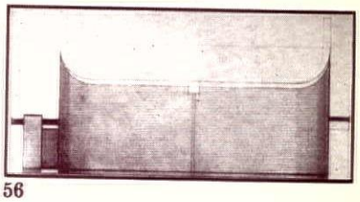

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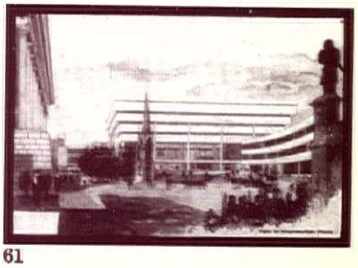

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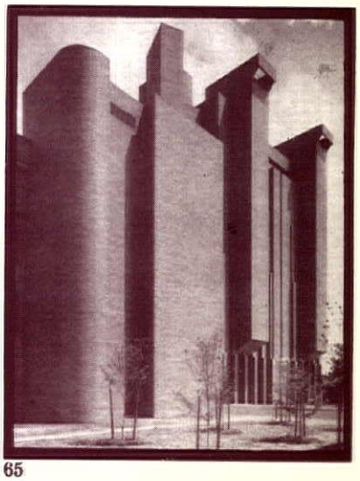
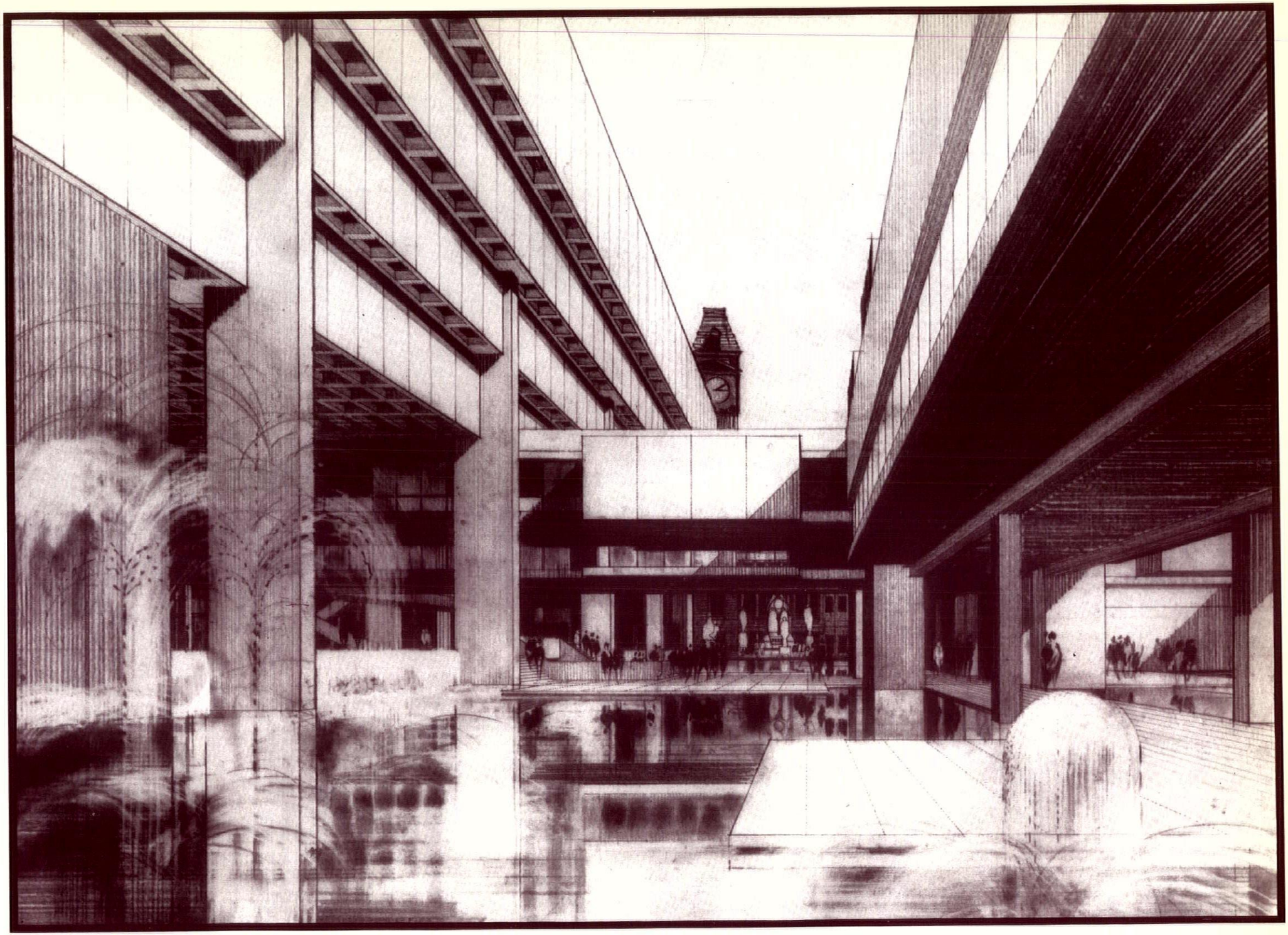


65

(*The John Madin Design Group*)

page 65, World—Agronomy building, Cornell University, USA
(*architect: Ulrich Franzen*)



The inner courtyard of the school of music (designed by The John Madin Design Group) in the heart of the new Birmingham civic centre. It occupies the site of the late lamented Reference Library (see AR September 1968) and most of the original civic square, which was named Chamberlain Place after its creator Joseph Chamberlain. Out of the courtyard can be glimpsed one of the last significant links with Birmingham's nineteenth-century municipal magnificence, the tower of the council house

Preview

This year the long established pattern of AR Preview issues, which have been published every January for fifteen years, undergoes a change. In order to give this annual survey of projects on architects' drawing-boards more sharpness and depth it has been decided to concentrate on one region of Britain only. This year's Preview is devoted to Birmingham and the West Midlands.

The change of pattern has been timed to coincide with the new emphasis on the regions that has resulted from the RIBA's decentralization policy. Regional branches of the RIBA are being set up, each with a permanent secretariat, to replace the old voluntarily-run Allied Societies, and one of the first two such branches to establish itself—early last year—was that of Birmingham and the West Midlands.

The material contained in this issue was collected with the help of the Birmingham and West Midlands region of the RIBA, and the Editors are greatly indebted to them, and to their secretary Mr. David Barclay, for their willing cooperation. They made the initial choice of material, through selection committees appointed by their own local branches, and the final selection (which includes not

only projects by architects practising in the region but projects designed for the region by architects with offices elsewhere) was made jointly by the RIBA regional committee and the AR editors. The work illustrated is thus to a large extent the region's own choice of what is interesting and significant in its architecture. Projects all from one region gain added significance if something is known about the background against which they are designed. This selection of projects is therefore preceded by an article by Mr. Leslie Ginsburg, who was until recently head of the Birmingham School of Planning, in which he discusses the particular problems in the way of land-use, social demand and building resources that confront the Birmingham and West Midland Region and the planning and architectural traditions the region represents.

Birmingham and West Midlands

Britain's Heartland

Leslie Ginsburg

To most people the West Midlands probably means one thing—Birmingham. Possibly a few will remember the Black Country. Yet this region, some 80 miles across in each direction, includes five counties, three of which, Herefordshire, Shropshire and Worcestershire, are predominantly agricultural while Staffordshire and Warwickshire include some of the finest countryside in England. The same region contains a cross-section of typical English towns and cities—ranging from country and market towns like Evesham in the south, to the miniature nineteenth-century pottery conurbation of Stoke-on-Trent in the north, the ancient cathedral town of Lichfield in the east and the Marches frontier outpost of Ludlow on the west.

Geographically it is the watershed of England, and the central conurbation drains partly through the Stour and Avon into the Severn Basin, and partly through the Tame and Trent into the Humber.

With a population of just under 5 millions, the region is one of the most prosperous in the country. Its industrial activity rate of 62 per cent is higher than that for London and the south-east, at 58.9 per cent, and contrasts with the poorer northern regions' 53 per cent. Its population is still growing—a further 800,000 are expected by 1981—yet there are all the signs of a labour shortage, and in spite of national policies to divert industry from the region, the struggle to find sites for new housing and industry continues unabated.

The heart of the whole region is Birmingham, a city unique among world industrial cities in that it is not sited on a major waterway or a lake. The Romans took the Fosse Way across central England well south of the midland plateau, passing a few miles to the east of Leamington Spa and Coventry. Watling Street too avoided the thick forest of Arden and the inhospitable plateau.

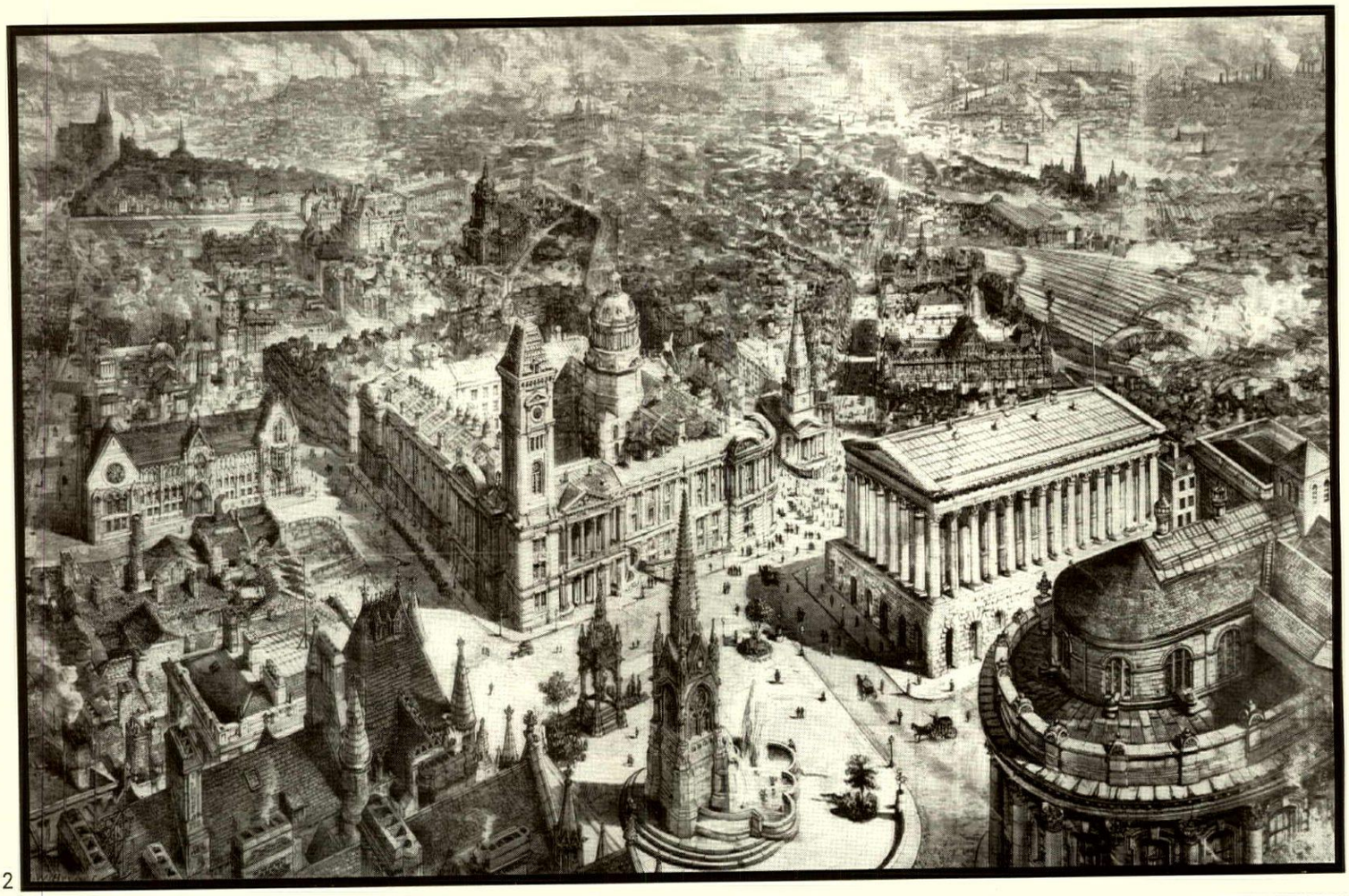
So Birmingham's growth is late in the history of our cities. It is largely succesful not merely because of its proximity to coal and ironfields, but because it was not an historic city, and therefore became the home of innovators, inventors, dissenters and others who wanted to work freely outside the restrictive influences of the old centres. Transport had to find its way to Birmingham. Only in the seventeenth century did communications begin to focus on the city. In the eighteenth century the great West Midlands canal system formed a ring round the conurbation, whose four main branches took the narrow boats to the estuaries of Mersey, Humber, Severn and Thames. Today the national motorway system is slowly penetrating through, the M1, M5 and M6 all agonizingly unconnected on the fringes of the conurbation.

With over a million population at the southern end of the conurbation, Birmingham is the second city of the kingdom, but is so close to London in time that, in spite of its almost metropolitan character, it somehow lacks the independence of such regional capitals as Leeds, Manchester and Newcastle. At the northern end of the conurbation is Wolverhampton, its centre only three miles from the Staffordshire countryside, a city which still retains something of a market town atmosphere in spite of its hideous nineteenth-century industrial overgrowth. There is strong polarity in the conurbation between the two cities—Wolverhampton in many ways is the 'capital' of the Black Country—that vast morass of industrialized villages and small towns which coalesced to become a virtual powerhouse of European industrial growth in the late eighteenth century. Away to the west lies Ironbridge, now a district of Telford New Town, where it all started, with Abram Darby and his ovens. Down south, on Birmingham's border is Smethwick, where Boulton, Murdoch, and Watt introduced England's industrial *'quattrocento'*. In James Boswell's words—'I visited the great works of Mr Boulton at a place called Soho, about 2 miles from Birmingham, which the ingenious proprietor showed me himself to the best advantage. I shall never forget his expression to me: "I sell here sir what all the world desires—POWER," I contemplated him as an iron chieftain.'

Yet Birmingham itself grew rather as a city of small workshops and as a great entrepot, so that today it is the business and commercial centre of the region. This role was already being played a century ago when Joseph Chamberlain drove Corporation Street right through some of the city's worst slums, as part of the great Victorian 'civic improvements' scheme, 2. The ownership of so much city-centre property, and the falling in of its leases, made possible much of the city's recent re-development. The tragedy is that with all the new powers available to it, the city planners have re-created what is virtually a new Victorian city, 3.

1

1, the main built-up areas of the West Midland Region, 1958 (from *The West Midlands: a regional study 1965*).



2

3

Facing page: 2, 'In twelve months, with God's help, this town shall not know itself.'—Joseph Chamberlain, Birmingham 1873. 3, 'In 1875 Birmingham spent £1.5 million on slum clearance in the middle of the town. Joe Chamberlain turned it upside but he should see the old town now.'—Geoffrey Moorhouse: *The Other England,* Penguin Books 1964.

Coventry lies 20 miles to the south-east, beyond the upper class suburbs and the narrow Warwickshire green belt. The renewal of Coventry's central area following war damage, together with its extensive new housing projects, has brought that city into the limelight as a popular instance of contemporary British planning. Now it is becoming the centre of a sub-region. Steps are being taken to try and identify a future sub-regional pattern whose growth may be planned even by the disparate organisms of county council, county borough and several 'delegated authorities'. This linear sub-region runs north-east from Stratford-on-Avon, including the joined towns of Warwick and Leamington Spa, on to Kenilworth, through Coventry and Bedworth to Nuneaton, and over the Watling Street border to Hinckley in Leicestershire. This is a modern sub-region, quite separate from that of Birmingham, with an intense internal mobility. It is of fairly low density, and the forms of suburban growth and spread-out industry around the historic nuclei give some idea of what the American spread city could become in England. 'Surreyfication' has so far been avoided, though only narrowly, by Warwickshire county council's very restrictive development control policy together with a heavily wooded countryside without long views that gives a sort of 'Broadacre City' feel, except that the good transport routes are notoriously absent.

Both Birmingham and Coventry have carried out major re-development programmes since the end of the war, yet the contrast between the two is considerable. Coventry's commercial activity is small compared with Birmingham's, though for its size it has carried out a larger programme than any other city. This has been done through a combined architectural and planning department which had a single-mindedness of purpose and a clear knowledge of what they wanted to do. The result is striking but not inspiring, 4; it works, the traffic moves, the pedestrians have their precincts, the architecture is seemly but not great, the shops are occupied, there are few offices, but a new theatre and some flats tower over the central area, the cathedral is an anachronism and the new railway station is divorced from the bus station. Somehow, like much Swedish planning, it is correct, seemly, yet dull. Birmingham's centre follows two precepts—and these not too successfully—get the highest rents and let the traffic flow freely. Here it is the road that is the anachronism, while the baroque church of St Philip, now become cathedral, loses its peaceful quality as the inner city roads are widened around its churchyard. Birmingham's road planning demonstrates the theory that traffic will always fill the spaces made available to it. Precincts, if any, occur only within buildings and are usually locked at night.

Traffic planning has played far too significant a part in central area re-development schemes in most of the region. Birmingham with its 'inner ring road' is the supreme example of this: toothpaste strip building lining Ringway, and the Bullring, 5—bold, brash and exciting though it may be compared with Coventry's more anaemic precincts—impossible for any but the able-bodied to get in, under, over, or around its maze of highways and pedestrian tunnels. It also succeeds in being the ultimate in traffic failure too, with policemen controlling entry to the enormous traffic gyratories to avoid complete clog-up. In spite of this awful warning the Birmingham civic centre development threatens worse injury. The place of the pedestrian in cities is still only slowly being understood. Can the planning of the inaptly named Paradise Circus central group of buildings really make a worth-while contribution to the city of the future, or is it just a last-minute attempt to retrieve another urban design disaster as great as that of south London's Elephant and Castle?

Office towers and slabs shoot up all over the place and give the approach to Birmingham from the south a most dramatic quality. Yet the Rotunda tower is still advertising empty office space after several years. And this in a city where office building is now restricted and where the city has landlord as well as planning control over most of the central sites. A Birmingham diarist wrote of his city in the early nineteenth century: 'a place where no gentleman would choose for his residence because of the noise, overcrowded population, noxious fumes and continual smoke'. Railway electrification and the Clean Air Act have cleared the air, and Birmingham's hill top centre positively gleams now, but traffic noise is hideous and living in the central area is very limited, though a few flats are appearing above the rebuilt New Street railway station.

Housing is the biggest planning problem after the highways.

4

4, Coventry's commercial redevelopment is 'correct, seemly yet dull'.

Housing conditions in nineteenth-century Birmingham were on the whole much better than in most other industrial cities at that time. Engels, in his 'Condition of the working class in England' quotes from the paper, *The Artizan,* October 1843: 'The courts of Birmingham are very numerous exceeding 2000 and comprising the residence of a large portion of the working class . . . it is but just to remark that the courts of more modern date are built in a more rational manner . . . and the cottages, even in courts, are far less crowded than in Manchester and Liverpool, the result of which is that the inhabitants, in epidemic seasons have been much less visited by death than those of Wolverhampton, Dudley and Bilston . . . .' Nevertheless countless courts of back-to-back housing remained in the city after the war, but under the 1944 so-called 'Blight and Blitz' act, Birmingham designated its five great areas—larger in size than anything outside the LCC developments. The city has created what are virtually five 'new towns' within itself, obliterating over 7000 slum dwellings and re-locating or giving a facelift to many badly located factories.

5, 'Toothpaste strip building lining Ringway, and the Bullring—bold, brash and exciting though it may be compared with Coventry's more anaemic precincts . . . succeeds in being the ultimate in traffic failure.'

5


Institutional
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Industrial
Commercial
Educational
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Agricultural
Civil engineering
Roofing/Claddings
Linings and partitions
Ceilings
Roof lighting
Walls
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Protection. Weather/fire/thermal
Other building components
Other civil engineering components
Universal Asbestos Cement
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Sandwich constructions
Flat sheets
Decking/Insulating tiles
Insulated hollow decking
Rainwater pipes and gutters
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Ceiling Grid Systems
Window boxes
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Bricks
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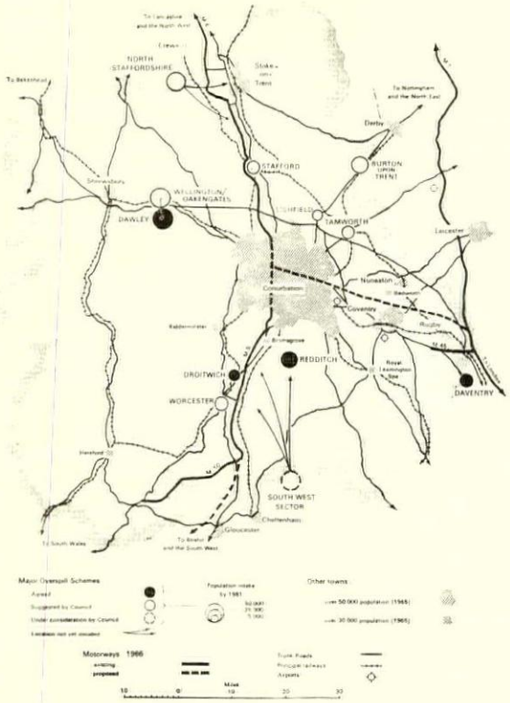
6

6, 'Kenilworth, with its castle, forms with Warwick and Stratford-on-Avon the "tourist triangle" of Warwickshire.'

Today these five areas are rapidly nearing completion, together with a sixth area, the famous private enterprise Calthorpe estate. New ring and radial patterns of through-routes skirt and penetrate these areas, but the main contribution is the filtering of greenways and new landscape through once densely built-up areas right into the city heart. The trouble has been that the use of medium density, and rather unimaginative 'block' layouts have to some extent exacerbated the overspill problem, added to which Birmingham and the Black Country as a whole have attracted thousands of immigrant workers from the Commonwealth. Without them, many of the industries and services such as public transport would have been desperately short of unskilled and semi-skilled labour, but their coming has created 'twilight' zones and local racial ghettos, and hastened the general housing shortages.

In 1965 the conurbation had 64,000 unfit houses. Of these two thirds were in Birmingham. This represents 9 per cent of the region's housing stock, and is well above the national average of 5.5 per cent unfit dwellings. Up to 1981 it has been estimated that 630,000 new houses will be needed throughout the region, and by far the greater number of these, 305,000, are for the new households. These stem from factors of growth such as smaller households and earlier marriages which are affecting the whole country and this region more dramatically than any other. Of the total, some 355,000 are for the needs of the conurbation, and by careful planning sites could be found within it for 170,000. This means an overspill problem of some 185,000 households, to be solved between now and 1981. Already agreements under the Town Development Act with Daventry and Droitwich, together with several smaller projects, are



7

7, agreed and suggested overspill schemes (from *The West Midlands: Patterns of Growth*, 1967).

8, 'as the conurbation redevelops so the overspill is affecting the countless smaller towns in the counties'—Shrewsbury.
9, 'the traffic problems of these old towns remain unsolved, yet the new motorways bring more cars into their centres regularly.'—Warwick.
10, 'Warwick was only saved from a "development disaster" by the intervention of the Civic Trust.'

building up to 54,000 dwellings, but the political arguments under this act have been most vicious and it has required persistent action by the Government to get agreements ratified. In the case of Redditch, it was necessary to wield the big stick and create a New Town development corporation.

Rancour between authorities over accepting conurbation overspill, but chiefly from Birmingham, has been at the root of much of the West Midlands bad planning record. Staffordshire, a heavily industrialized county, has been willing to take a fair amount but the other counties only under considerable pressure. One, cause of discontent has been the feeling that Birmingham was rebuilding at too low a density—and certainly a tougher policy in this respect would have been better in the city. There was also the knowledge that much under-developed or waste land existed in the Black Country—often 'reserve land' for industry with options that were never taken up. To some extent it was the West Midlands Study, initiated by the Ministry of Housing and then taken over by the Department of Economic Affairs, 7, which began to sort out the problems. Pressure for a New Town under the financial arrangements of the New Towns Act rather than the Town Development Act was advocated by many, especially by a very active research and propaganda group led by Professor Sargant Florence and Dr David Eversley of the University of Birmingham. This group was heartily resented by the city, who were worried when they produced housing statistics at variance with the official ones, yet which have been proved correct. The city, like so many others, preferred boundary extensions to leapfrogging the draft Green Belt. This was partly for reasons of prestige on population figures, but also because the city does not wish to lose any of the city-based industry. Countless industries—mostly small—sided with the city. Cadbury's maintained their high social standards and moved a large part of their expanding industry to a development area—Merseyside, but the British Motor Corporation required state inducement before they would move to Scotland.

In 1967 the Government at last agreed to designate a New Town, and a site was selected at Dawley, between Shrewsbury and Wolverhampton, and adjoining the old semi-obsolescent towns of Wellington and Oakengates. A feasibility study was carried out by Sheppard Fidler, the then Birmingham city architect, and though a derelict mining area with much unstable ground, it was considered suitable. The idea for a site here had been mooted at regional level in the old Ministry of Planning as early as 1948, but never discussed in public. One idea behind this site was to use the New Town machinery to help restore derelict landscapes—just as Basildon New Town, in Essex, was used to clear up the shanty towns of Pitsea and Laindon. It was obvious that a sub-regional study should have been carried out prior to designation, but at that time the Ministry of Housing had a distaste for doing anything which it was thought the local authorities could do, and as Dawley was entirely in Shropshire it was felt the county could do it. In fact at that time the county was quite incapable of carrying out any serious planning exercise. Its staff was tiny, and in any case there was fear all round that a regional study would reveal the obvious—Dawley should be planned together with its neighbours, Wellington and Oakengates. This of course would lead to a town of some 100,000. That would mean county borough status, and the county of Shropshire would lose rateable value! So a small New Town of Mark 1 style was envisaged, though the consultants wisely produced an outline plan capable of extension to the other two towns in due course. Last year the Government authorized a study to be made to see how the other two towns could be brought into the programme. In October this year the Minister of Housing authorized a designation order to bring the three towns into a single new city—to be called Telford—creator of the A5 which passes through the area. This is likely to have a population of nearly 225,000 in 20 years time.

On the design side the region has shown a consistently poor standard, with only a few bright spots here and there. Partly this is the heritage of restrictive planning in the 'bye-law' sense as used throughout the conurbation. Most planning departments began as 'control' units within borough engineers' departments, so that they have been unable to attract architectural and planning staff of the right calibre. This is curious because on the research side the voluntary movements in planning have been very strong indeed, first with the West Midlands Study Group and later the West Midlands New Town Society.

8

9

10

As is well known, Coventry became almost a 'planning primer' to city planners everywhere, yet the period of post-war austerity gave even that city a dull look, while Birmingham's more brash quality at least makes one feel that it is a *real* city. Possibly this is because of its ugliness rather than in spite of it—a reflection on the aesthetic of the ordinary man as to what a city should look like in the twentieth century. Many architects and planners in the private sector have prepared interesting projects for most Midlands towns, yet few have ever been completed as planned, and in many cases they have been abandoned. The compromise between best designs and best rents offered all too often has led to poor designs gaining the tender, while successive economic squeezes have reduced quality even further. Possibly this is a basic problem of architectural standards, and one which the intensive activity of this region highlights more than anywhere else.

The road and building pattern for the next century is already almost fixed in the larger cities of the region; Wolverhampton will need many years of building before the ring road and its surrounding developments make sense, but the gashes in the urban fabric have been made, the new markets and central shops have extended—or distended—this once compact centre, and the potential of its levels remains largely unexploited. Walsall and Dudley each have small bright encouraging spots that bring some of their historic buildings back into the public eye, but a much broader approach towards both townscape and landscape is needed for these towns to demonstrate any of the energetic qualities that their citizens seem to have. The curious thing about the Midlands, but especially the conurbation towns, is a reluctance to spend money on anything *outside* the home itself. That is characteristic of the inner parts of the region; for the external environment has so long been beastly that even with the possibility for change local councillors do not seem to have the vision, nor are the local architects and planners given the chance to create new external environments befitting the richest industrial zone in the country. When one sees what the cities of the Ruhr are gradually doing, one can only regret the lack of effort here. It may also reflect the fact that the Ruhr has an overall planning organization—not with full executive powers by any means, but at least an organization that has a positive forward-looking policy which the authorities within the region all subscribe to. Here in the West Midlands, voluntary effort seems to underline the lack of willingness for official action.

As the conurbation re-develops, so the overspill is affecting the countless smaller towns in the counties. Leamington Spa, with its late Regency core contrasting so strangely with adjoining Warwicks' mediaeval pattern, is already a sprawling dormitory and a small manufacturing suburb of Coventry. Attempts to sort out the traffic problem of its high street or Parade are thwarted by the shopkeeper-mentality of its council, so any dignity its heart might have is destroyed, while the richer members of the community and county move ever outwards into the villages beyond the green belt. Warwick was only saved from a 'developers' disaster' by the intervention of the Civic Trust some few years ago, but even so nothing very positive has yet come out of this county town. Abercrombie's classic plan still lies dusty on the shelf, though only a few modifications would be needed to bring it bang up to date. The 'square' at Kenilworth was destroyed by bombs during the last war, and in spite of that town's enormous outward spread, its central heart remains a mess. This must seem incredible to our visitors. Kenilworth, with its castle, forms with Warwick and Stratford-on-Avon the 'tourist triangle' of Warwickshire, yet investment here in the public sector is confined exclusively to immediate obligatory things like schools and clinics. Hotels are appalling, or else accommodation is expensive in uncomfortable but awe-inspiring obsolete country houses. Stratford-on-Avon is about to provide itself with a few thousand more square feet of shopping space—trinkets for the tourists no doubt, and a few more 'olde teashoppes'—yet the only real worthwhile piece of development there, the opening up of the old canal, was the result of voluntary effort. The traffic problems of these old towns remain unsolved, yet the new motorways bring more cars into their centres regularly.

Droitwich Spa, now becoming 'Droitwich Industrial' in a Town Development project, lies west of the conurbation, and is part of Worcestershire's contribution to finding housing land. The county set up a special team to do this job, and it has worked fairly well. To the east, the cathedral town of Lichfield has made a small contribution but gained little for its own centre

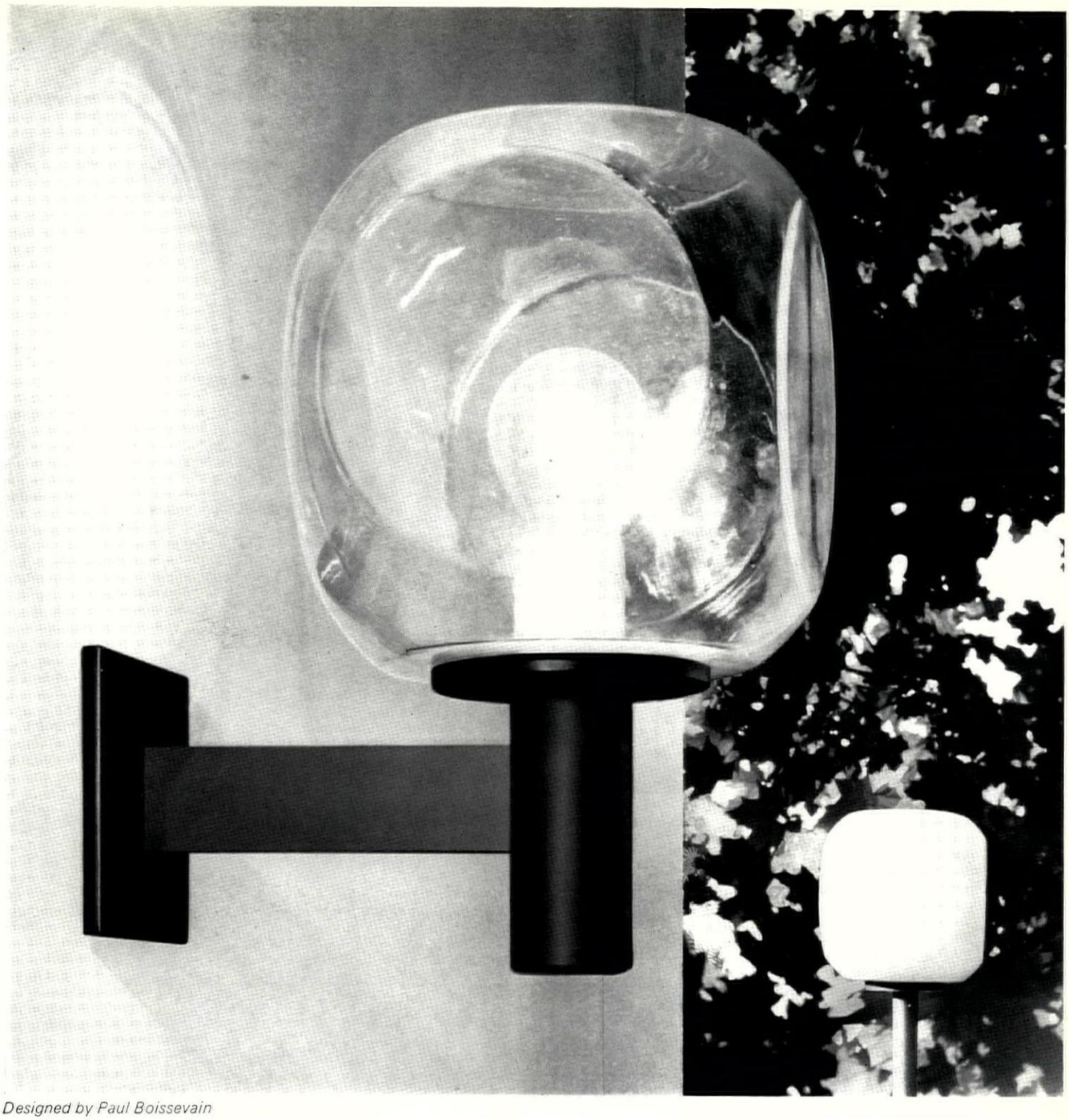
or congested roads; possibly the Birmingham business men who commute there prefer this sort of pseudo-mediaeval congestion as a contrast to the modern congestion of the big city. Now Tamworth, the Norman crossing point of the Tame and once capital of Saxon Mercia, is extending and re-developing, and has appointed its own consultants to design a new civic centre. Worcester, that city whose red sandstone cathedral stands so proudly above the Severn, and whose back streets hold innumerable bargains in pottery 'seconds', has time and again been on the verge of architectural disaster. Until recently it had only a very small borough, or city planning department without adequate architectural guidance, and was typical of so many of our most beautiful historic towns whose planning has descended to the level of building bye-laws and road widths. 'The greatest set-back a city can have', Thomas Sharp wrote of Chichester, 'are "set-backs".' Already the first gashes in the city fabric have been made, and far too close to the cathedral to be pleasant. Now almost too late a city architect has been appointed, but one questions whether his council will give him the powers that Wood has been able to gather to himself at Norwich. Let us hope so. A sad fact about our town and country planning legislation and its application is that the strongest staffs are in the counties, but they are policy-making—not even responsible for housing. The lovely old towns, even if under the county, are either too small to have their own competent staff, or too proud to be willing to accept county advice on design even if it is offered to them. The surge of development for both public and private housing that will sweep over the smaller Midlands towns in the next decade could bring in its wake a tidal wave to overwhelm the central areas of these places. Keen for business and incomes to offset some of the initial burdens of new housing development, the councils of these towns are all too ready a prey for the developer whose rents are more appealing than his designs. Experience shows however that the best developers now know that good design can pay. Some form of regional design team for urban design, as distinct from town and country planning, is clearly needed. It is a service that could be carried out by private architects acting as planning consultants, but only if such consultants are in touch with all the realities of modern planning needs, in terms of finance and transport as well as buildings.

To this surge of development in the county towns that have some character must be added the suburban accretion of housing in the private sector for a middle class managerial society, which is rapidly taking over the villages and converting the countryside into one vast country club. Yet for these smaller developments there is only the most negative of development control—from the county planning authorities, through delegated rural districts, with observations from the parish council thrown in as well! Erosion of the English countryside by motorway and overhead wires is well enough advertised and bemoaned, yet a comparable if not worse erosion by this suburbanization goes unrecognized and unchecked because the planners themselves are not prepared to demand good design. In many cases of course the Ministry itself is to blame; local planning authorities complain that where private developers put up typical low standard housing schemes, any design turned down on aesthetic grounds is usually approved on appeal.

The first report by the West Midlands Economic Planning Council, rightly concerned with economic growth in the region, spends a few paragraphs on further education and the re-training of man power to help provide the skills needed for the advancement of industry. Unhappily there is no parallel organization which could advocate an 'aesthetic effectiveness' programme, to take a deep look at the operations of planning as a *design* operation and to seek ways of improving it throughout the region. At present whatever attention is paid to this remains at the level of local government administration.

When this inadequacy within the region as a whole is looked at in the context of over a half million new dwellings by 1981, together with the highways and workplaces, schools and recreation areas that go alongside this—equivalent to five more Milton Keynes—the prospect is alarming.

The wholesale redevelopment of Britain's heartland controlled by inadequate machinery, designed by unskilled designers, planned by overworked planners, and approved by low calibre elected representatives, is indeed a frightening outlook for a region richly endowed with beautiful urban and rural landscape and trammelled with a nineteenth-century legacy of squalor and waste.



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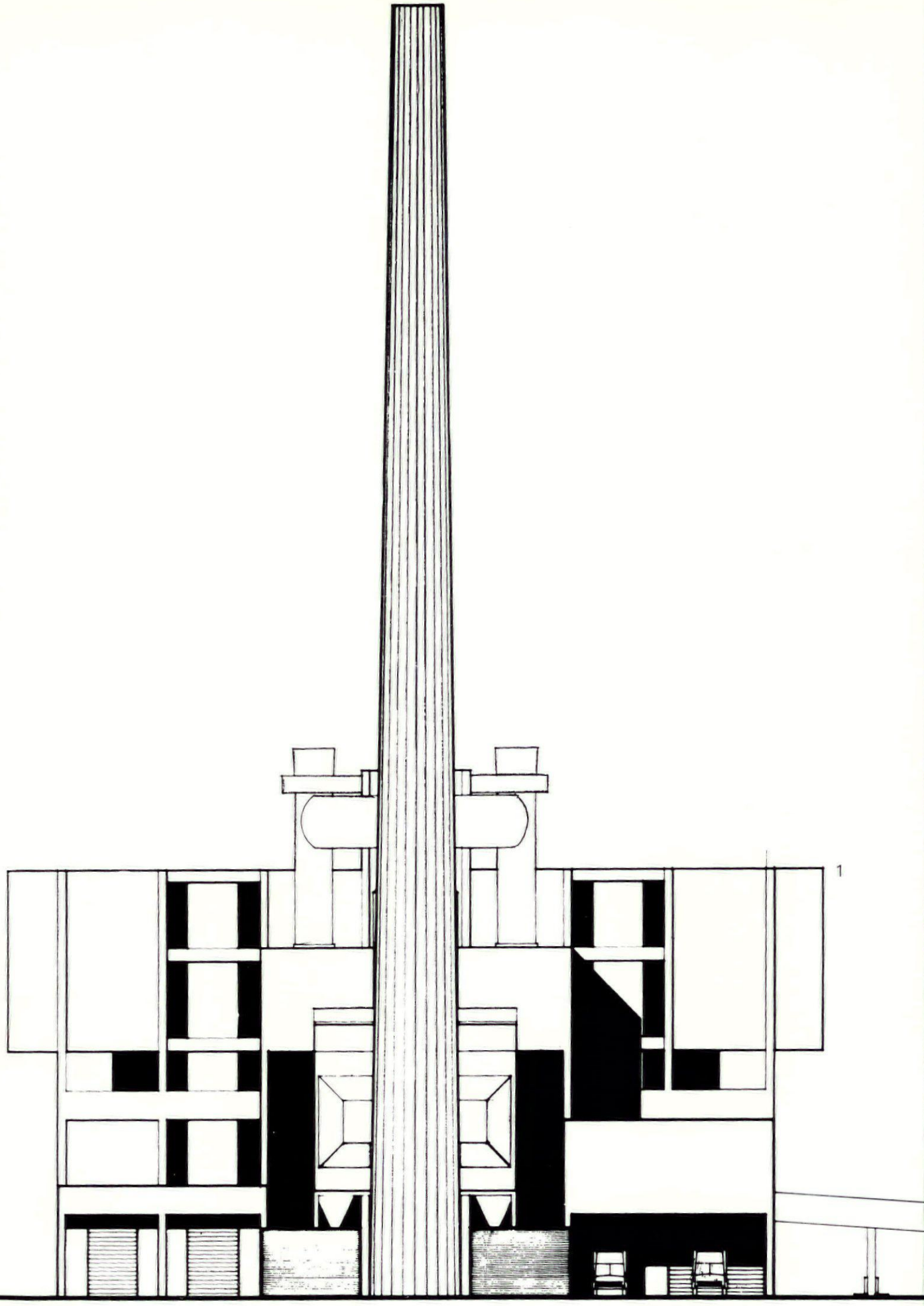


1

Refuse disposal works, Perry Barr, Birmingham

J A Maudsley, city architect in association with Edward L Preston

Client: Birmingham city council

Site: 7.70 acres at Holford Drive four miles from city centre

Accommodation: main building housing plant capable of receiving and handling by direct incineration 350 tons of refuse per sixteen hour day in two eight-hour shifts; offices, cloakrooms and canteen in separate but interconnected blocks

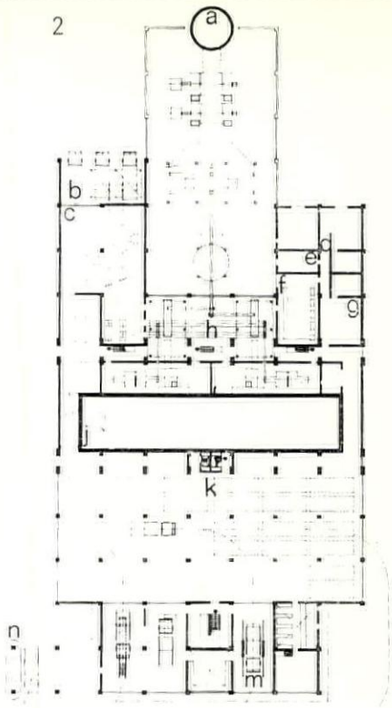
Structure: main building and canteen—in situ rc with facing brick external cladding to main building and glazing in steel frames to canteen; offices—light steel and glazing in steel frames; cloakrooms—loadbearing brickwork and rc top lit roof slab

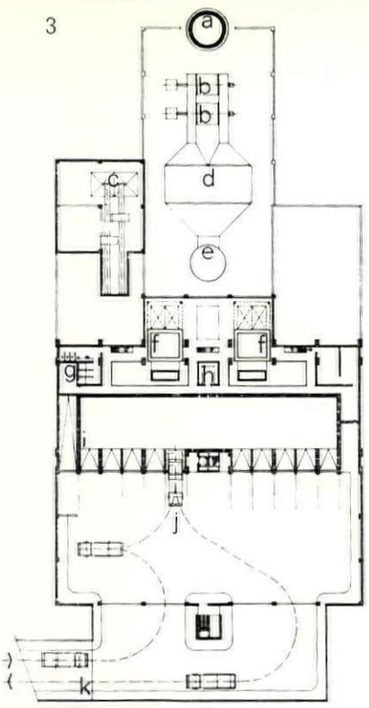
Services: electric heating for main block; hot water radiators in offices, canteen etc; oil fired boiler

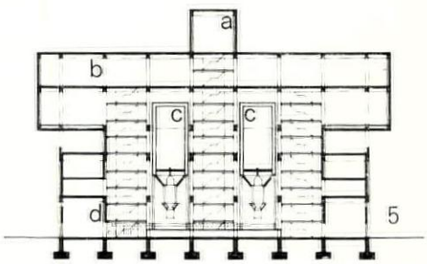
Contract: mid 1969

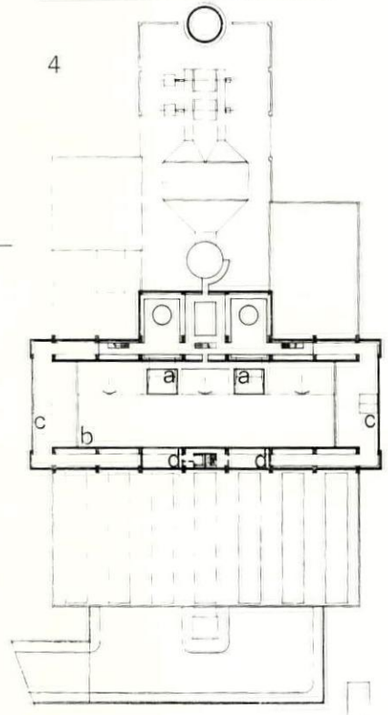
General manager, city of Birmingham salvage department, Alan E Barton; quantity surveyors, L C Wakeman & partners; structural engineers, Laing Mellors Associates; mechanical and electrical services, Neville Borg, city engineer and surveyor

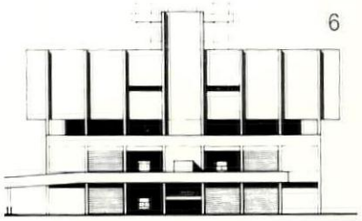
1, west elevation
2, ground floor plan: a, chimney; b, vehicle loading bay; c, metal separation and baling; d, fitters' workshop; e, switch room; f, sub-station; g, electrician's workshop; h, incinerator; i, dust collector; j, refuse storage bunker; k, garage; l, vehicle workshop; m, wash bay; n, fuel
3, first floor plan: a, chimney; b, L D Yan; c, clinker bunkers; d, precipitator; e, conditioning tower; f, incinerator; g, mess room; h, control room; i, refuse storage bunker; j, tipping floor; k, ramp
4, plan at incinerator charging level: a, feed chute; b, upper part of bunker; c, crane maintenance; d, crane cab
5, section: a, tank room; b, crane gallery; c, incinerator; d, scrap metal
6, east elevation
7, section: a, crane cab; b, chute feed; c, wash bay; d, garage; e, bunker; f, incinerator; g, tipping floor
8, south elevation

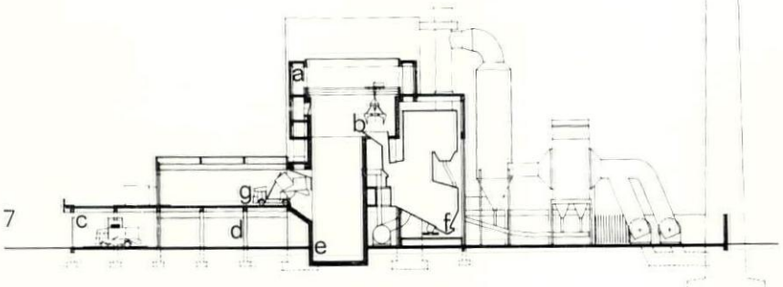


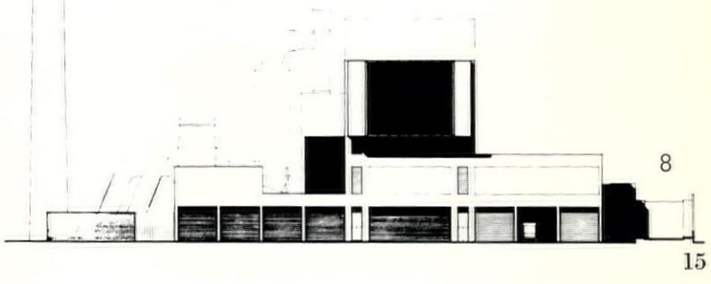












Unit factory development, Droitwich town development

G Rhys, architect and planning officer

Client: Droitwich town development

Site: 3 acres on industrial estate bounded on west by Birmingham, Worcester, Oxford railway, on south by embankment of primary distributor, and on west by existing estate road. Access by cul de sac on north boundary

Accommodation: phase 1 approx 22,000 sq. ft. office space

Structure: loadbearing brickwork with glass reinforced polyester

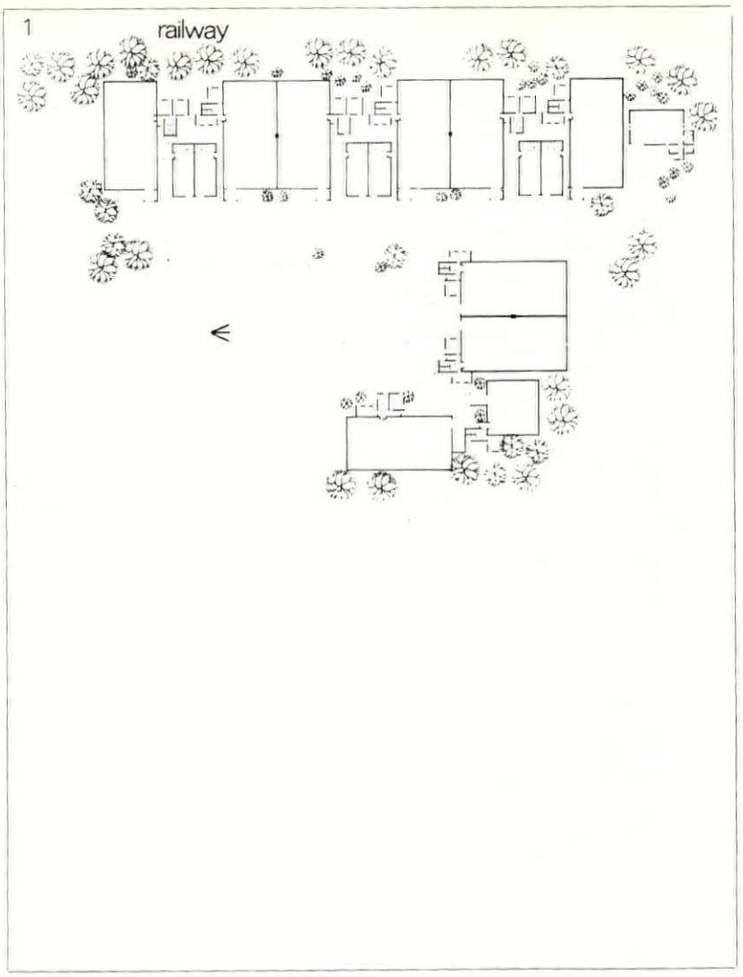
Services: gas, water and electricity

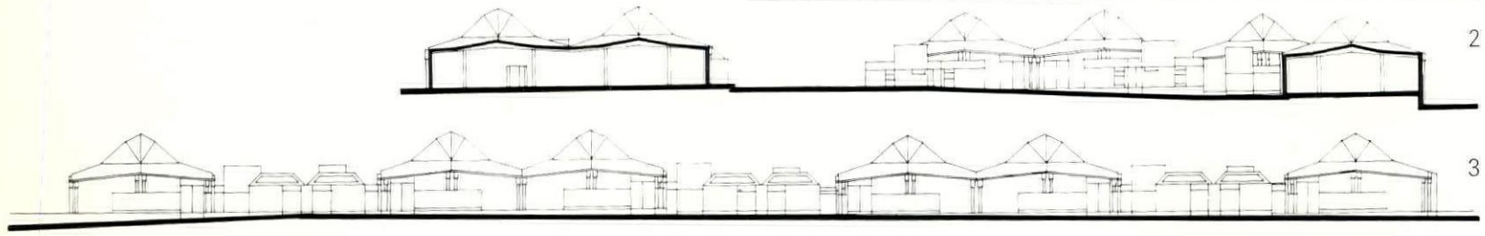
Cost: £228,000

Contract: April 1969–December 1969

Architect-in-charge, C Mercer; consultants for design of glass reinforced polyester, John West Design Group

1, plan.
2, east-west sectional elevation.
3, north-south elevation.
4, (facing page) axonometric from north west.





Automatic parcels and letters sorting office, Birmingham

Hubbard Ford & partners in association with Ministry of Public Building and Works

Client: G P O

Site: part of existing GPO premises and British Rail's marshalling yards bounded by Suffolk Street, Severn Street and Commercial Street

Accommodation: 130,000 sq ft housing latest electronic automatic sorting equipment and staff of 1,300

Structure: steel frame with light weight precast concrete floor slabs and rc retaining walls and sub-floors. Profilit glazing and exposed aggregate cladding panels as cladding

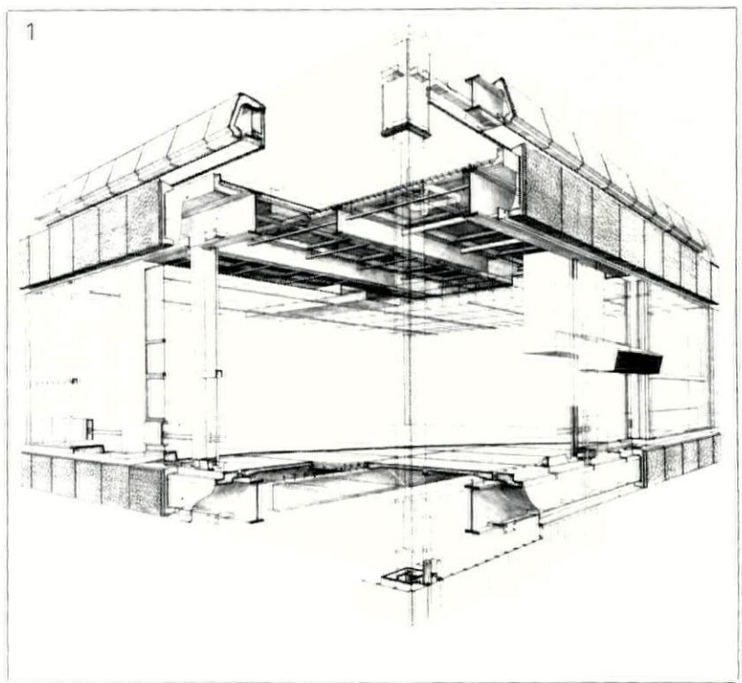
Services: air handling ventilation units within external cladding system. Background heating by perimeter hot water radiation

Cost: estimated cost £4½ m

Contract: September 1966–February 1969

Ministry of Public Building and Works staff: senior architect, R H Ouzman; project architect, H A E Giddings; structural engineer, S G Silhan; services engineer, W Haddow. Hubbard Ford & partners staff: partner-in-charge, D G Lawrence; project architect, E R Winters; site architect, R Lee; quantity surveyors, L C Wakeman & partners

1, cut-away drawing showing structure
2, (facing page) elevation to Severn Street
3, lower ground floor plan: a, parcel yard; b, lockers; c, letter yard; d, transport workshop
4, first floor plan: a, parcels; b, letter sorting office



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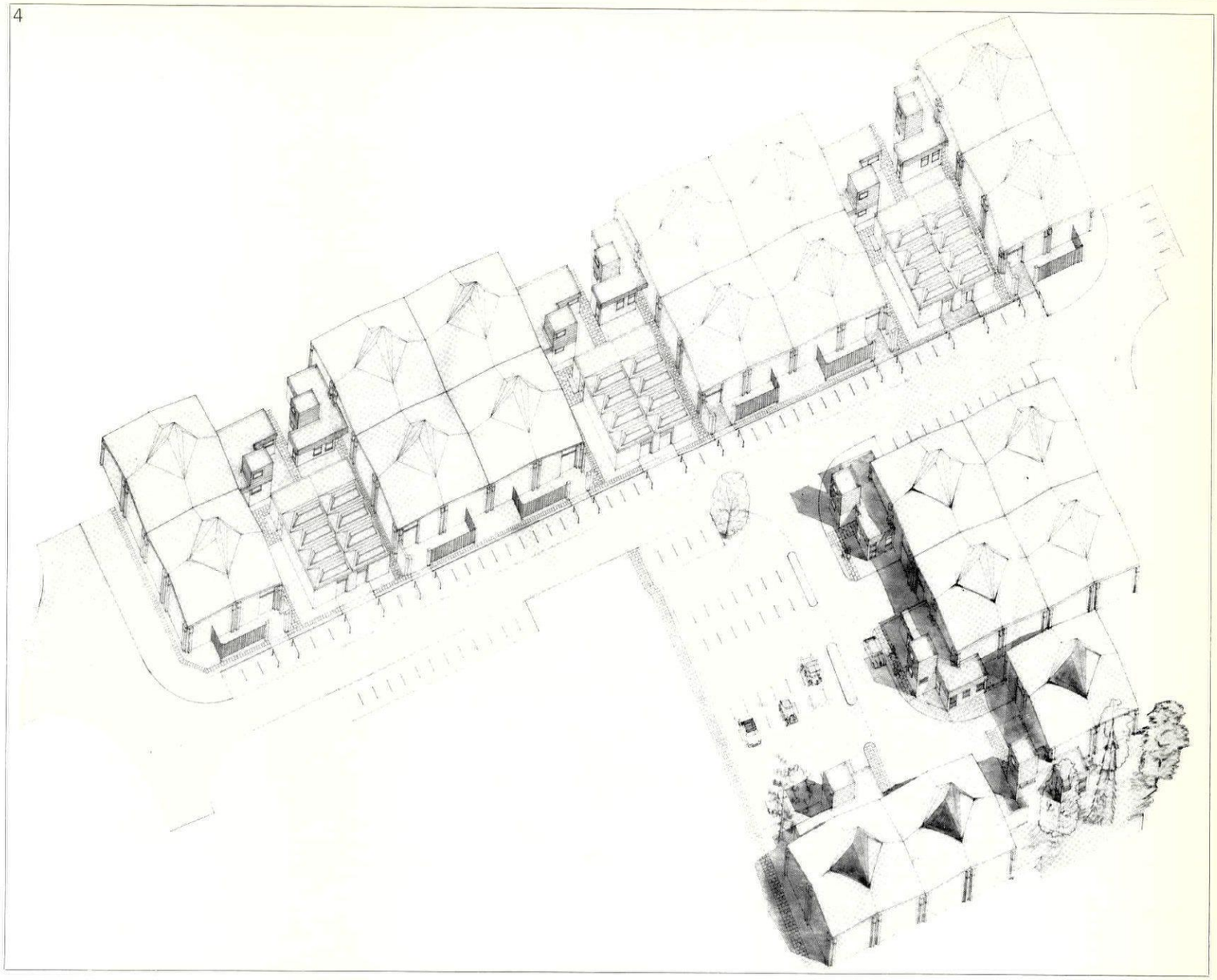

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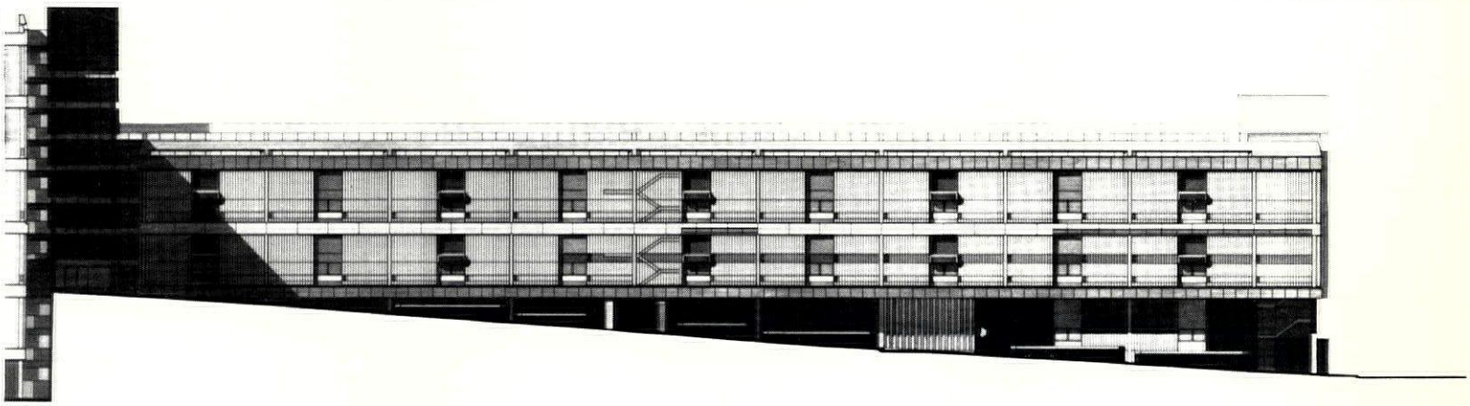

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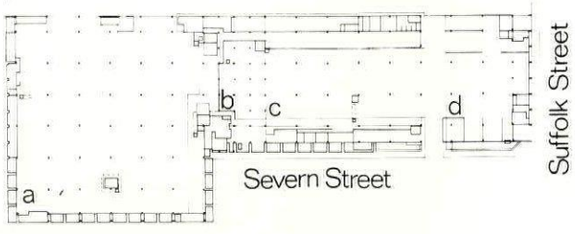

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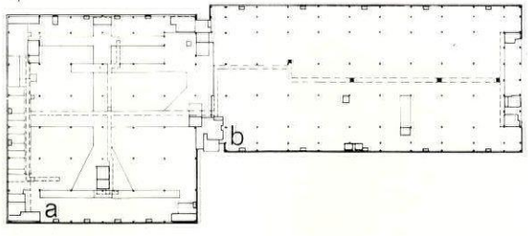

Screenhouse, Sutton Coldfield

Harry W Weedon

Client: Upper Tame main drainage authority

Site: Minworth New Works, Kingsbury Road, Minworth Green, Sutton Coldfield

Accommodation: super-structure only to main building to accommodate penstocks and screening machinery at sewage intake together with annexe block containing attendants' rooms, assembly hall, kitchens, toilets, projection room for visitors

Structure: main block, precast concrete frame and cladding. Annexe block, in situ concrete frame with brick and glass infill

Services: heating, lighting and ventilation services to annexe block

Cost: £134,869

Contract: October 1967–February 1969

Quantity surveyors, L C Wakeman & partners; structural engineers, G K N Reinforcements Ltd; electrical consultants, Walker Brothers (Electrical) Ltd

1, ground floor plan: a, draught lobby; b, attendants; c, sub-station; d, boiler house; e, loading bay; f, screen house
2, first floor plan: a, assembly room; b, kitchen; c, screen house
3, second floor plan: a, upper part of assembly room; b, tank and projection room
4, perspective looking south

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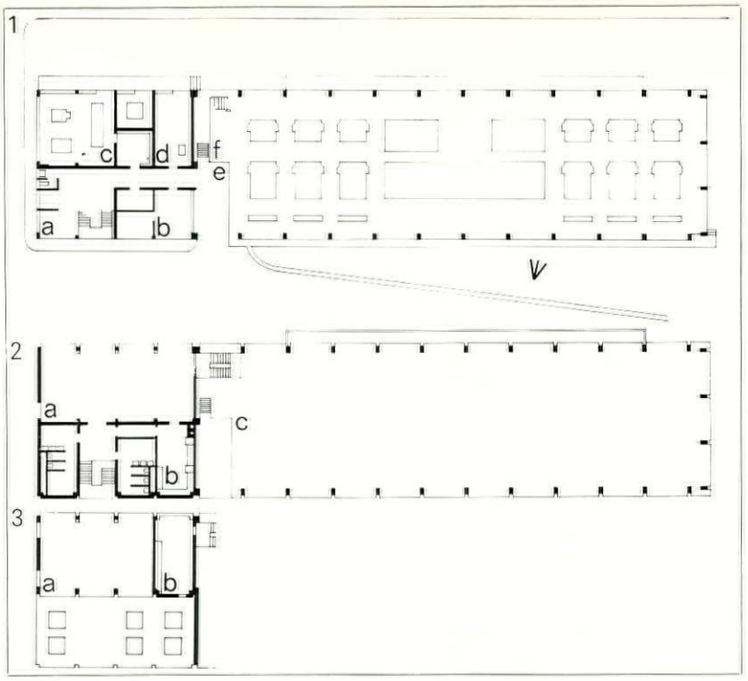

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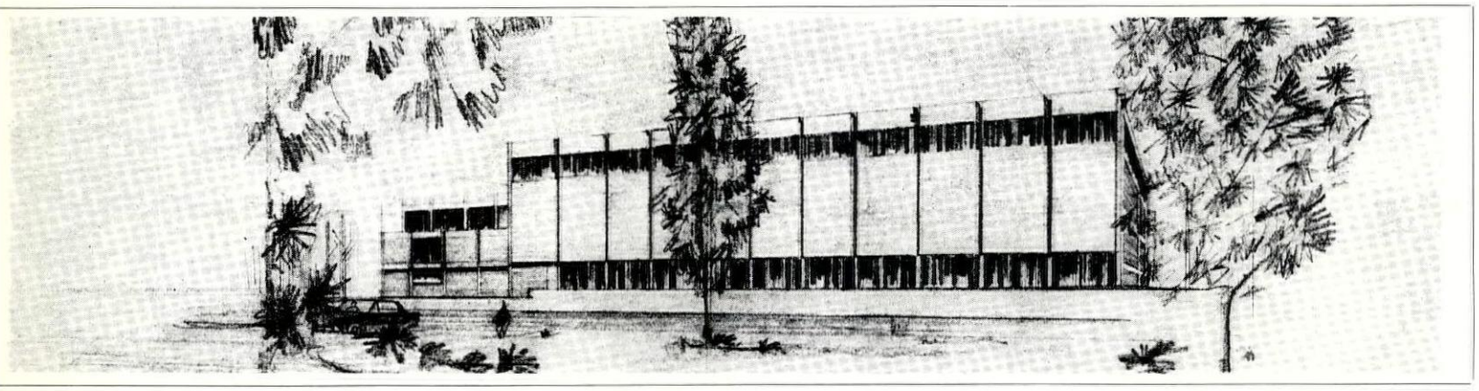

Timber merchants' headquarters

Wood & Kendrick & Williams

Client: Home timber merchants association

Site: National agricultural centre, Stonleigh

Accommodation: reception, display area, chairman's and general offices

Structure: timber frame structure with open frame timber roof trusses. Insulated boarded ceilings and wood tile roofs horizontal and vertical shiplap

Services: off peak electrical heating with fluorescent and tungsten lighting

Cost: £5,000

Contract: May 1969–July 1969

Partner-in-charge, W B R Ellender

1, 3, elevations
2, plan: a, entrance hall; b, display; c, chairman's office; d, general office
4, section

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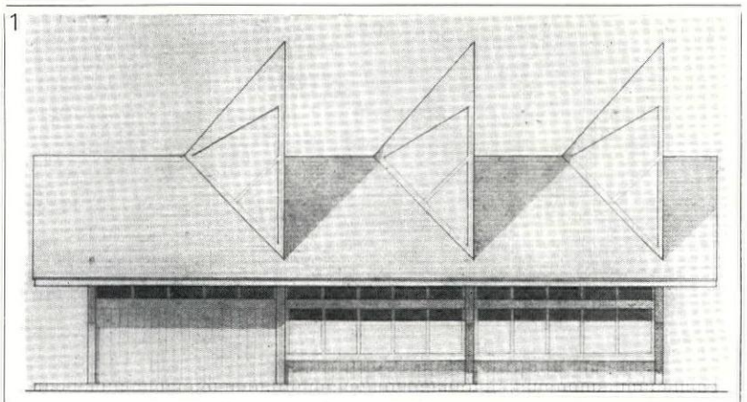

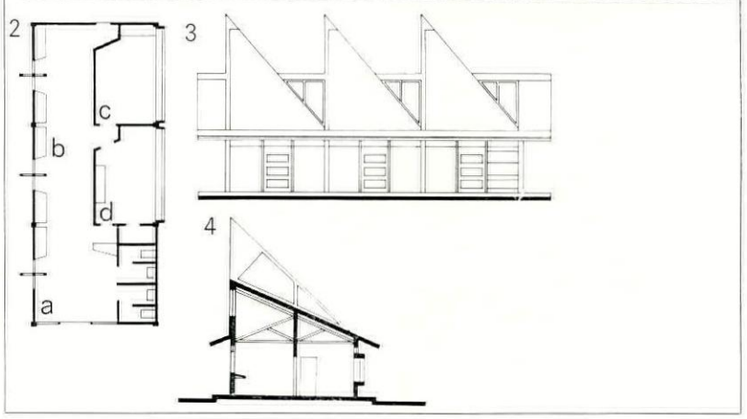

Housing

Civic centre canalside redevelopment phase I, Birmingham

J A Maudsley, city architect

Client: Birmingham city council

Site: 7 acres bounded by Birmingham and Fazeley canal, Cambridge Street and Summer Row

Accommodation: 240 dwellings in high blocks, 12 in medium rise and 5 in rehabilitated houses. One hundred and twenty-seven 1-bedroom 2 person, one 2-bedroom 3 person, one hundred and twenty-four 2-bedroom 4 person, five 3-bedroom 5 person. Density 112 bedspaces to the acre. Two shops, offices, public house, coffee bar, moorings and canalside walk

Structure: high rise – in situ rc mosaic finish: medium rise – brick and in situ rc

Services: high rise – gas warm air; medium rise – gas fired small bore with fan convectors; rehabilitation – electric water heaters and radiators

Cost:

Contract: high rise: blocks I and II completed, blocks III and IV 1968—1969; medium rise: 1968—1969; rehabilitation: being completed

Deputy city architect, W G Reed; senior architects, A Hurrell, P White, A Gray; landscape architect, G Hyden

1, ground floor (left) and first floor plans, Kingston Row
2, Kingston Row rehabilitated house, ground, first, second and third floor plans
3, Kingston Row elevation
4, (facing page) aerial view of scheme
5, 6, canalside walk

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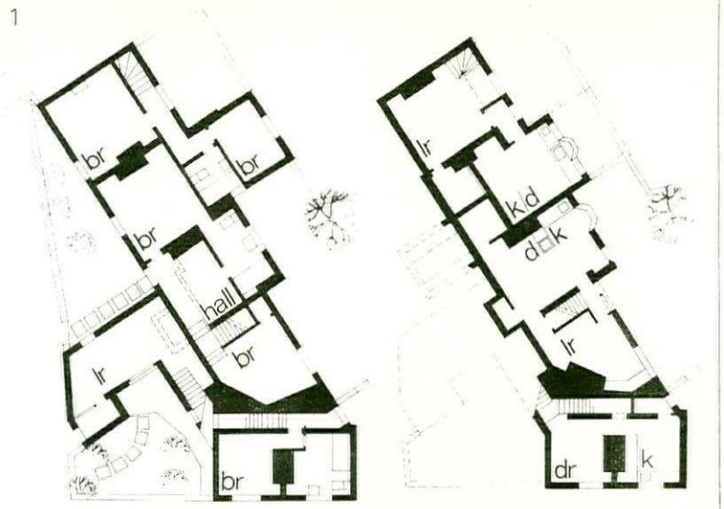

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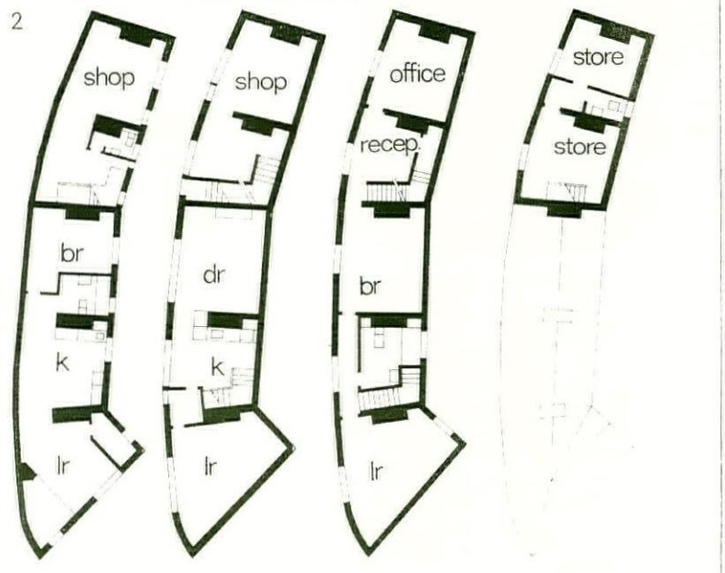

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Kingstanding housing development, Birmingham

Birmingham school of architecture, live projects department in association with J A Maudsley, city architect

Client: Birmingham city council

Site: 3.44 acres, Kingstanding

Accommodation: 64 dwelling units (houses) for 283 people. Fourteen 1-bedroom, seventeen 2-bedroom, twenty-two 3-bedroom, eleven 4-bedroom; 6 garages; 29 parking spaces

Structure: loadbearing brickwork

Services: electric warm air heating

Cost: £½ million

Contract: April 1969–1971

Quantity surveyor, D D Bergman

1, block layout plan
2, first floor plan
3, (facing page) aerial view of model
4, site plan: a, group of 3-bedroom houses; b, group of 4-, 3- & 2-bedroom houses with 9 garages; c, group of 4-, 3-, 2- & 1-bedroom houses; d, group of 4- & 2-bedroom houses with 9 garages; e, group of 4-, 3-, 2- & 1-bedroom houses; f, group of 4-, 3- & 2-bedroom houses with 9 garages; g, 3-bedroom house and 8 garages; h, group of 4-, 3- & 2-bedroom houses
5, 6, typical elevations

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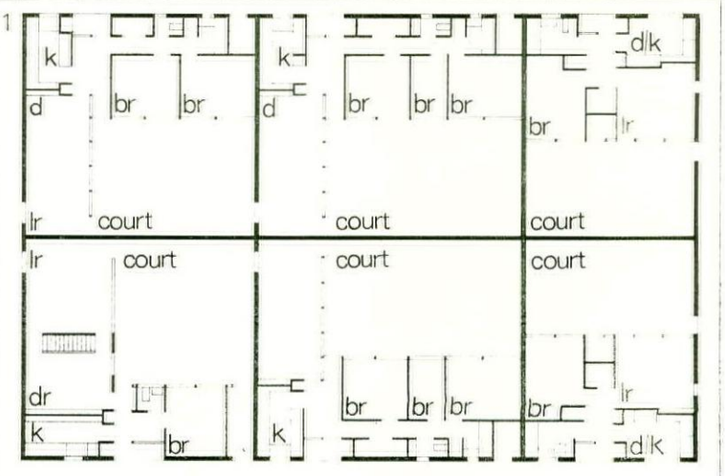

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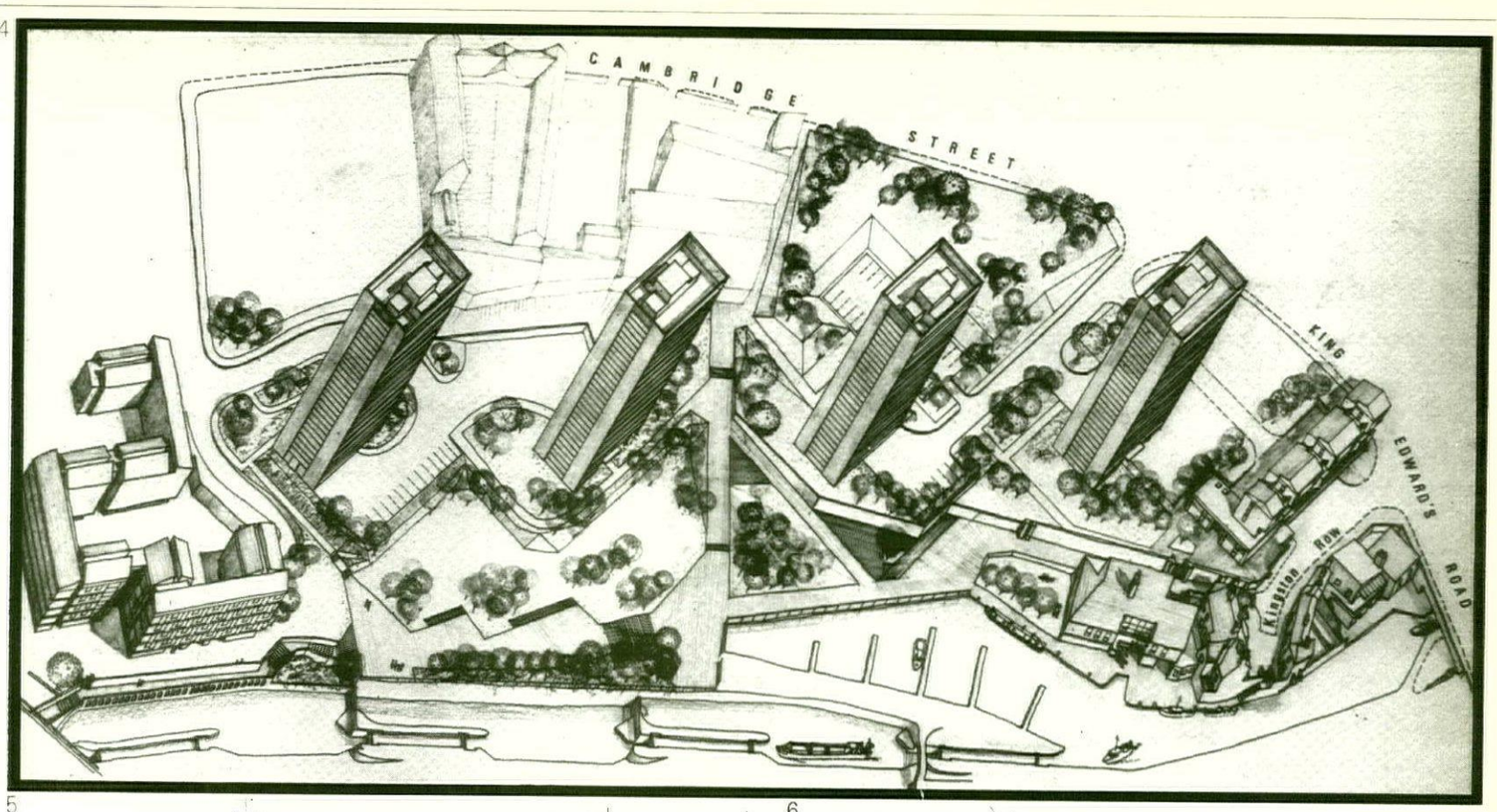

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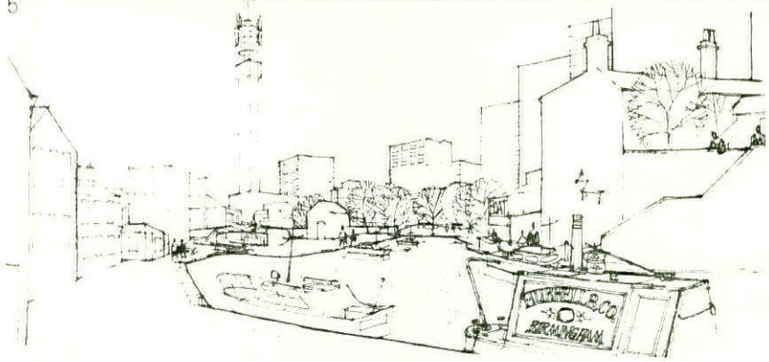

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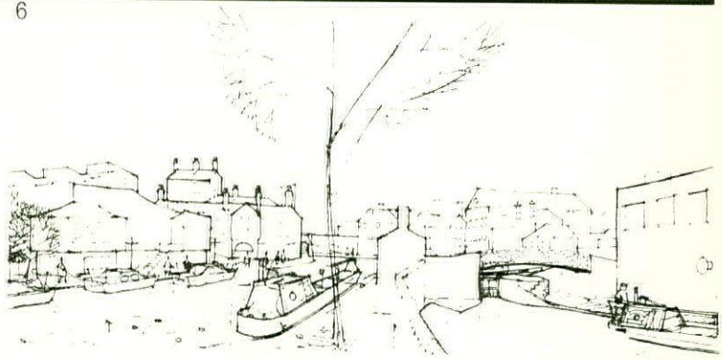

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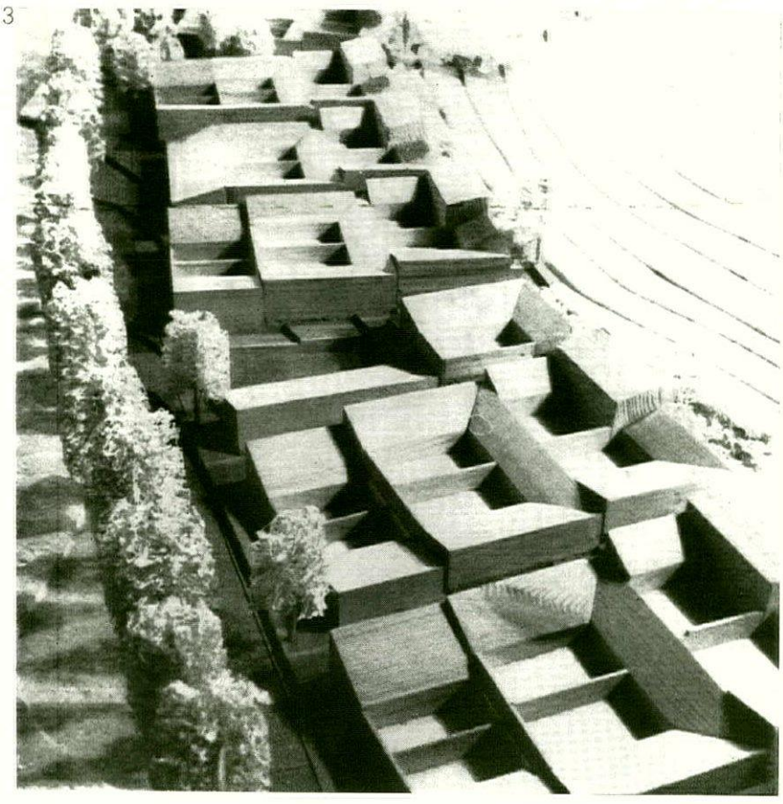

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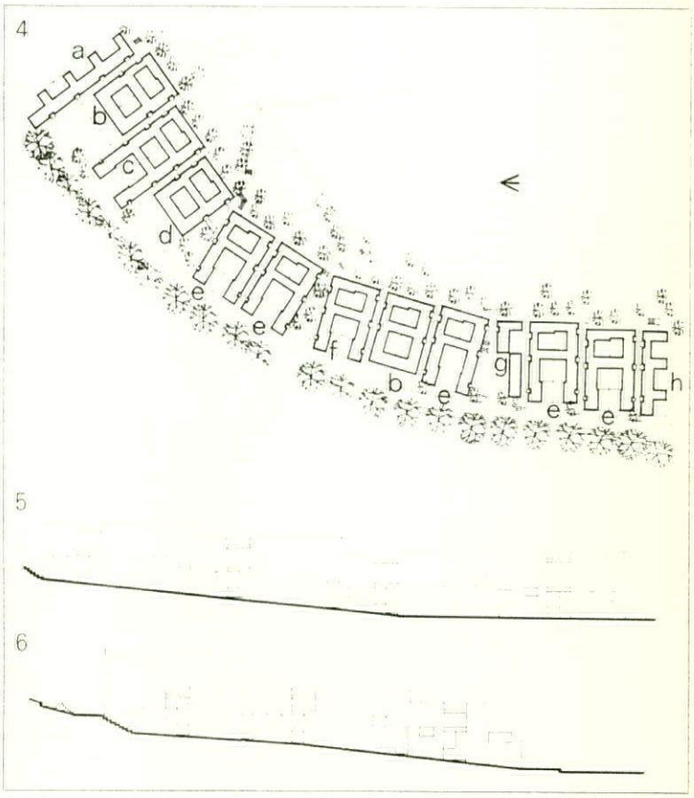

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6

Islington Row, Birmingham

J A Maudsley, city architect

Client: City of Birmingham Civic Housing Association

Site: 7.1 acres bounded by Five Ways centre, middle ring road, Edgbaston expressway

Accommodation: 184 medium rise, 64 high rise: seventy 1-bedroom 2-person; fifty-six 2-bedroom 3-person; sixty-six 2-bedroom 4-person; fifty-six 3-bedroom 5-person. Density 120 bedspaces to the acre. One hundred and twenty-eight garages in medium rise blocks. Remainder in two-level garage

Structure: medium rise – brick; high rise – precast concrete, mosaic clad

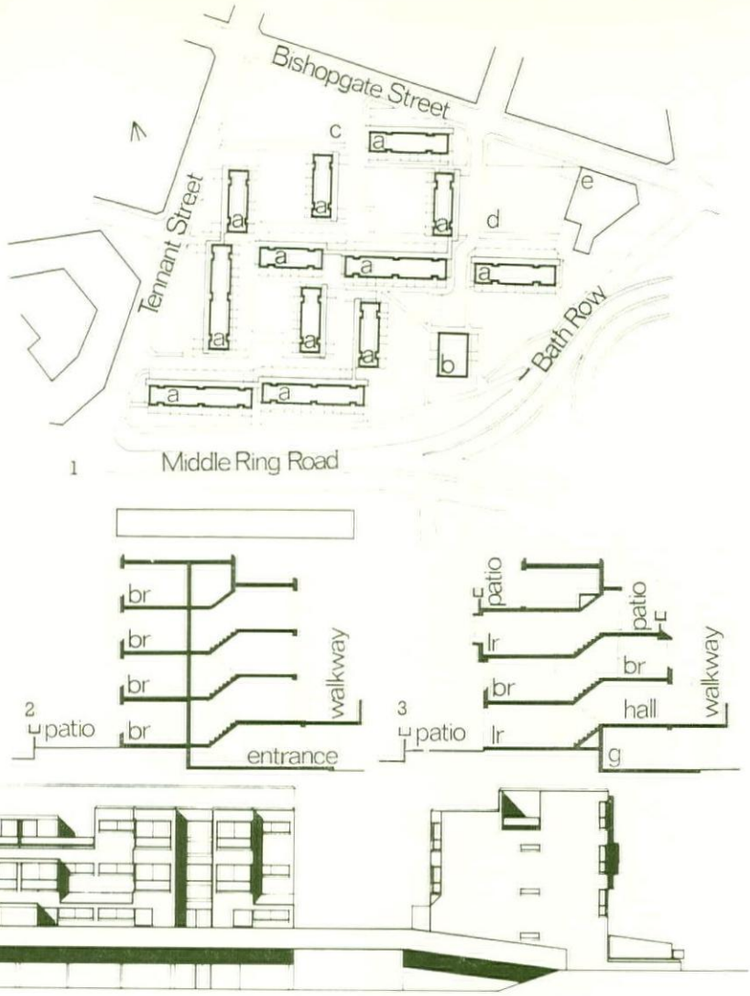
Services: gas fired small bore with fan convectors

Cost: £975,000

Contract: 1969–1970

Deputy city architect, W G Reed; assistant city architect, J T Meson; senior architect, K Howie

1, site plan: a, medium-rise blocks; b, 16-storey block; c, possible three-storey car park; d, future 2-level garage; e, existing garage
2, 3, sections through medium-rise blocks
4, typical elevation of medium-rise blocks
5, (facing page) isometric of typical medium-rise block



Heath town, Wolverhampton

A Chapman, borough architect

Client: Wolverhampton county borough

Site: 39 acres of demolished housing, 1 mile from town centre. Bounded on east by railway cutting, south by railway embankment and by light industrial areas to north and west. At extreme eastern end, group of mature trees. Fall of 30 ft from east to west. Divided by Wolverhampton-Wednesfield road

Accommodation: 30% 2-person, 50% 4-person, 17% 5-person, and 3% 7-person dwellings. Four blocks of 21-storey flats above deck level; three 9-storey blocks; remainder in 4-7 storey maisonettes and flats. 4574 persons in 1265 dwellings. Shopping centre, community centre, school, public open space, children's play areas, future pub and church hall

Structure: system built (Wales), precast and in situ concrete

Services: heating by fan-assisted warm air units with heat exchanger battery supplied with hot water from coal-fired district heating boiler. School will also be connected to system

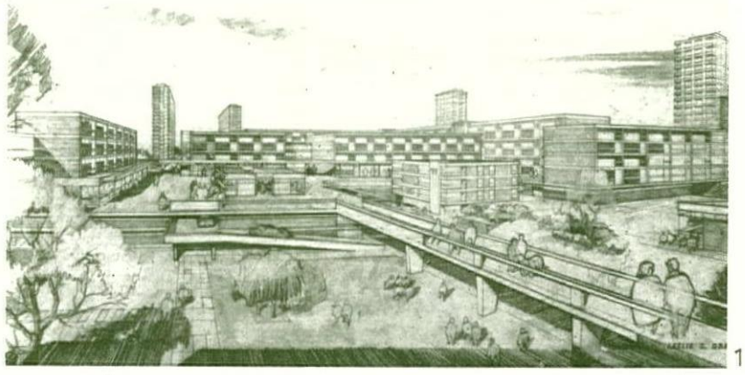
Cost: phase I £1,988,658; phase II £2,108,408.

Total £6,000,000

Contract: phase I July 1967-June 1969
Phase II June 1968-May 1970; remainder January 1969

Group architect, L J Simonds; assistant, J B Beech; quantity surveyors, Henry Vale & Sons; heating and mechanical services, Oscar Faber & partners; electrical services, H Schofield, borough engineer; structural engineers, W V Zinn & associates

1, view east showing pedestrian bridge
2, view north towards shopping centre
3, (facing page) site layout plan: a, shopping centre; b, pedestrian bridge; c, proposed primary school; d, railway viaduct; e, flats; f, three-storey houses; g, seven-storey maisonettes and flats; h, maisonettes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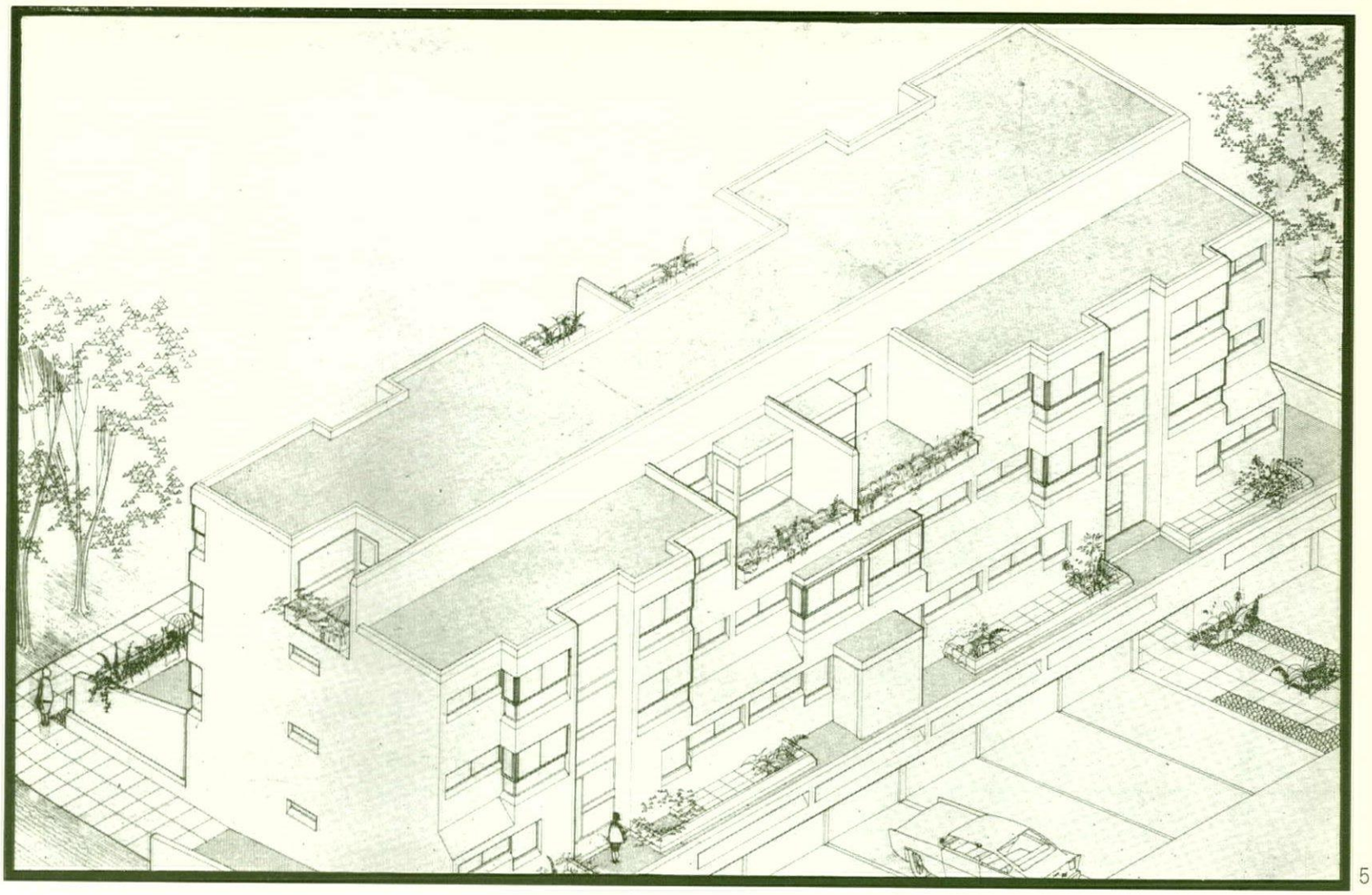

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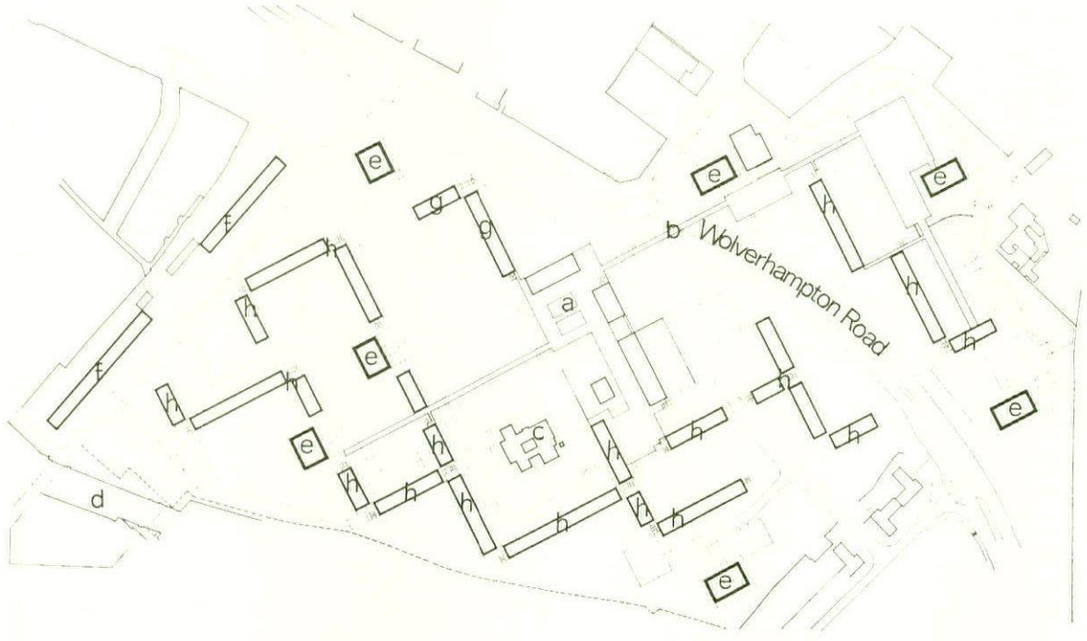


Henley Road housing development, Coventry

Terence Gregory, city architect and planning officer

Client: Coventry city council

Site: 4.2 acres on north-east side of city adjacent to Bell Green district centre

Accommodation: twenty-seven 2-bedroom 4-person houses, twenty-four 3-bedroom 5-person houses; five 3-bedroom 6-person houses; nine 4-bedroom 6-person houses. One 4-storey block of flats; six 4-person maisonettes; five 1-bed 2-person flats; four 1-person bedsitters. 74 lock-up garages, attached to housing or in garage courts. Density. 19 units per acre and 79.19 ppa

Structure: loadbearing brickwork on concrete slab foundation. 4-storey block loadbearing brickwork and in situ concrete floors with precast concrete balconies

Services: full house gas warm-air heating

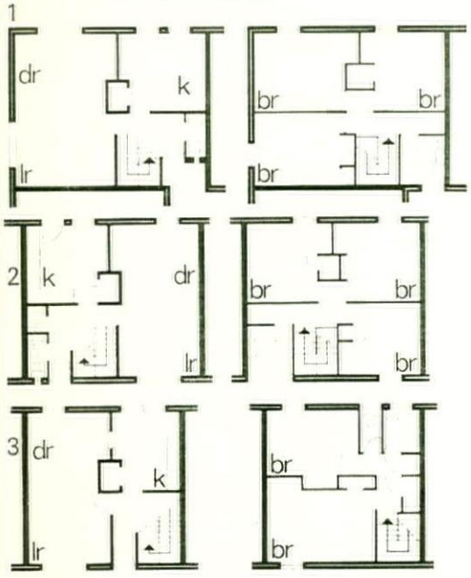
Cost: £236,000

Contract: 82 weeks from April 1968

Principal architect, J M McLellan; assistant principal, P Beney; assistant, M O'Brien; quantity surveyors, Bridgewater and Coulton in collaboration with R F Lear; consultant: structural, heating and electrical, N Rayman, city engineer and surveyor

1, ground and first floor plans, three bedroom corner house, type B
2, ground floor plan (left) and first floor plans, three-bedroom house, type B
3, ground floor plan (left), two-bedroom house, type a
4, ground (top) and first floor plans, four-bedroom house, type B2
5, aerial view of scheme

1



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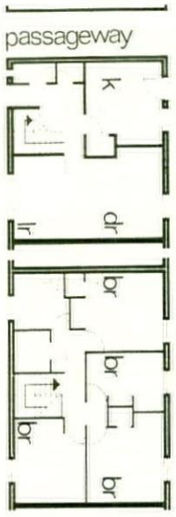

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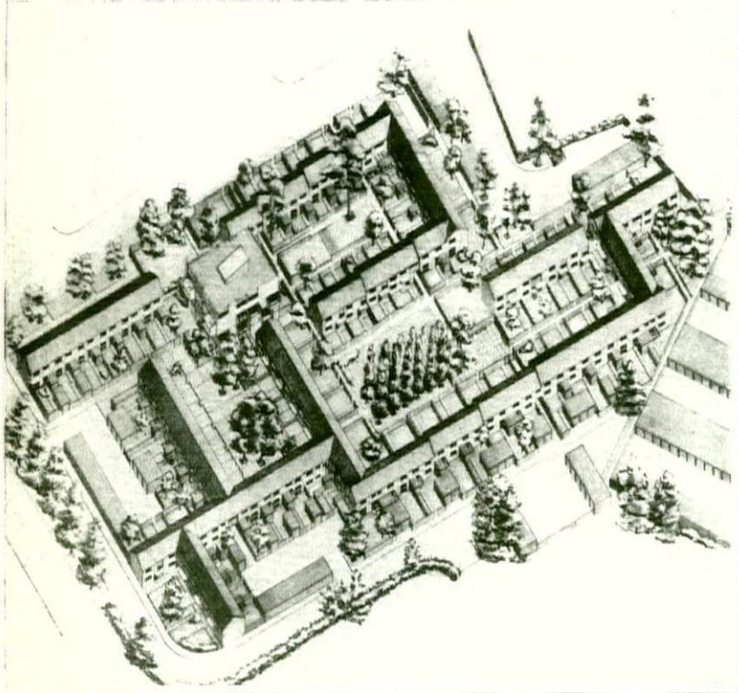

Stowe Street development, Lichfield, Staffordshire

Graham Winteringham of S T Walker & partners

Client: Lichfield city council

Site: 1.67 acres in Stowe Street

Accommodation: phase I—flats for aged persons; corner shops; phase II—houses and single storey dwellings—and new road

Structure: loadbearing brick

Services: gas fired central heating

Cost: £450,000

Contract: phase I—August 1968–January 1970; phase II—estimated start—March 1969

Job architect, F Bailey; quantity surveyors, Townsend & Renaudon

1, house type A: ground floor plan
2, house type B: first floor plan
3, old people's flats: section
4, (facing page) Cruck cottage: section: a, hall; b, tea-room; c, solar
5, Cruck cottage: south elevation
6, Cruck cottage: ground floor plan: a, entrance; b, tea room; c, hall
7, site plan: a, old people's flats; b, shops, flats; c, houses type C with corner shops; d, corner shop; e, houses type A; f, houses type E; g, houses type F; h, houses type D; j, garages
8, perspective with Cruck cottage on left

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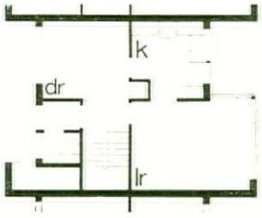

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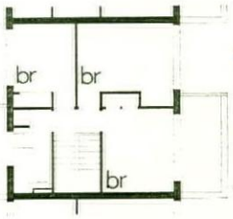

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Woodside, Dawley (now Telford New Town), Shropshire

Ceri Griffiths, chief architect and planning officer, Dawley

Client, Telford development corporation

Site: 196.5 acres north west of Madeley of gentle to severe slopes with wooded top mound on southern boundary. Bisected by existing road serving housing area of Madeley projecting into centre of site. Rapid transit reservation runs parallel to existing road. Net residential area is 156 acres

Accommodation: 3 low rise housing areas, local centre, 3- and 4-storey flats and maisonettes complex, central play area, 2 primary schools. Four housing areas: 471, 746 and 815 houses and 384 flats and maisonettes: fifty one 1-person units, one hundred and forty-four 2-person units, sixty-nine 3-person units, two hundred and fifty-four 4-person units, seven hundred and sixty-nine 5–person units, three hundred and thirty-nine 6-person units and twenty 7-person units. 3 shops, 1 pub and 2 nursery school sites within the housing areas. Local centre contains shops, clinic, group practice, pastoral centre, community centre and central play area. One garage and one parking space per dwelling. Average density 68.78 bedspaces per acre

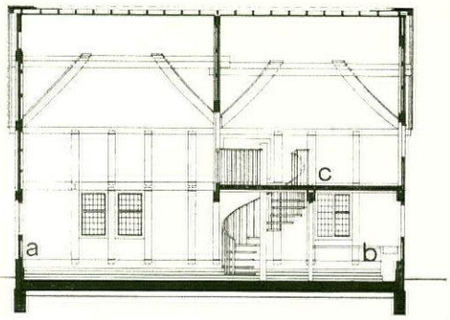
Services: all dwellings centrally heated, 400 by electricity, remainder by gas warm air or gas fired small bore system

Contracts: 1st Housing started June 1968; local centre started July 1968; 2nd housing started December 1968; 3rd housing started January 1968; 4th housing starts April 1969

Deputy chief architect, D G Fenter; principal housing architect, L K Robinson; group architect, H T Phillips succeeding A D Nicholls; job architects, H T Phillips, T Stubbs, G Whitlock, J Kirnig, R Brazier, D Percival; assistant architectural staff, R Manning, B Chambers; chief engineer, L W Buckthorp; chief quantity surveyor, J F Boyce

1, (facing page) perspective of school in centre
2, site plan: a, two storey houses; b, three storey flats and maisonettes; c, shops and pub; d, rapid transit system reservation; e, primary schools; h, children's playground; i, medical and community buildings; j, local centre and pub; k, shops; l, three storey pitched; m, Woodside distributor road; n, nursery school; o, play area; p, two storey housing
3, perspective of typical housing cluster

4



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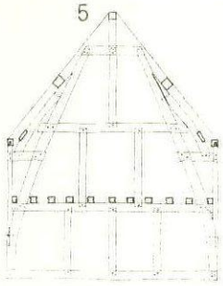

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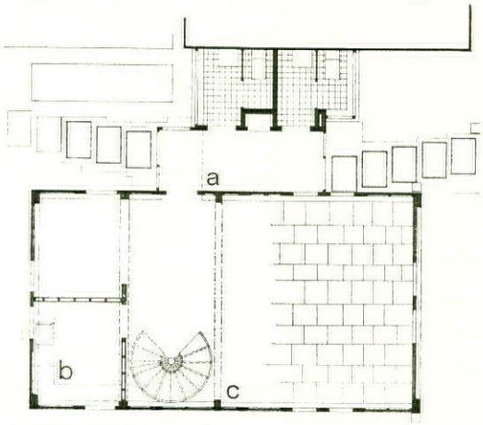

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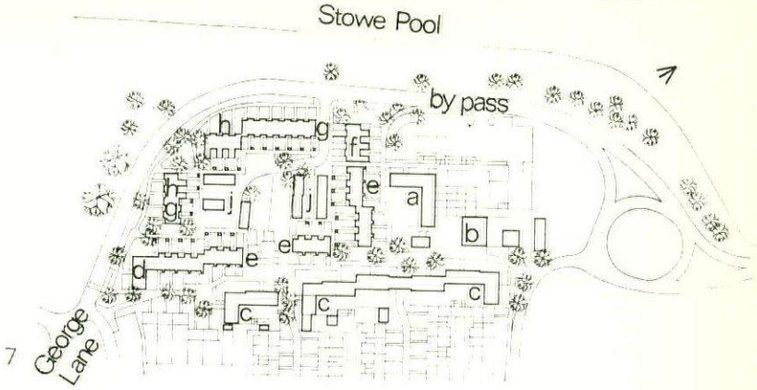

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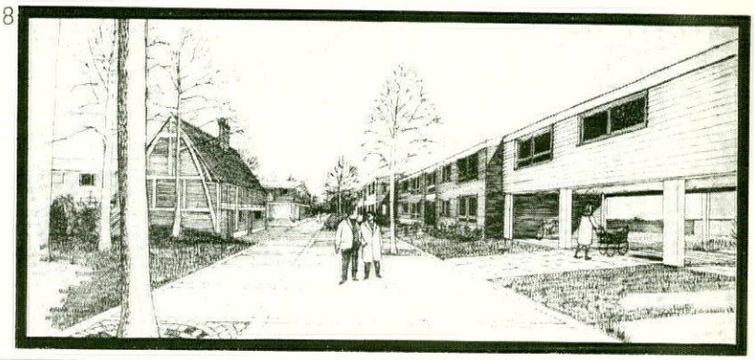

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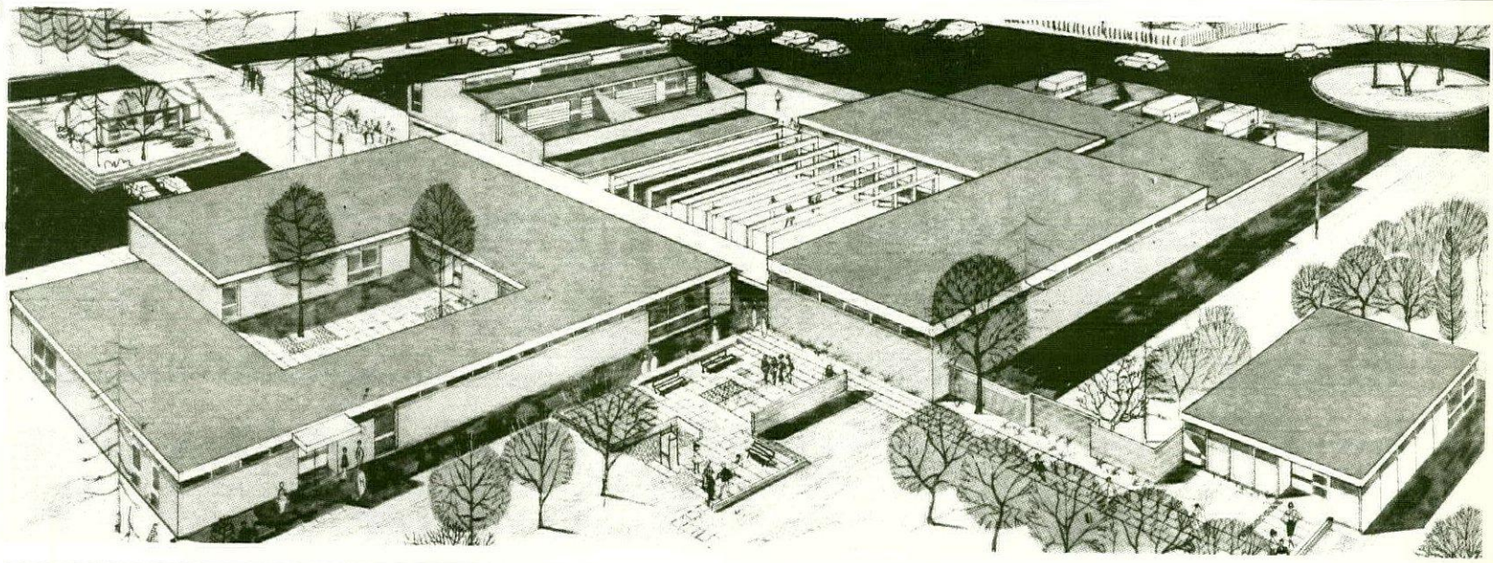

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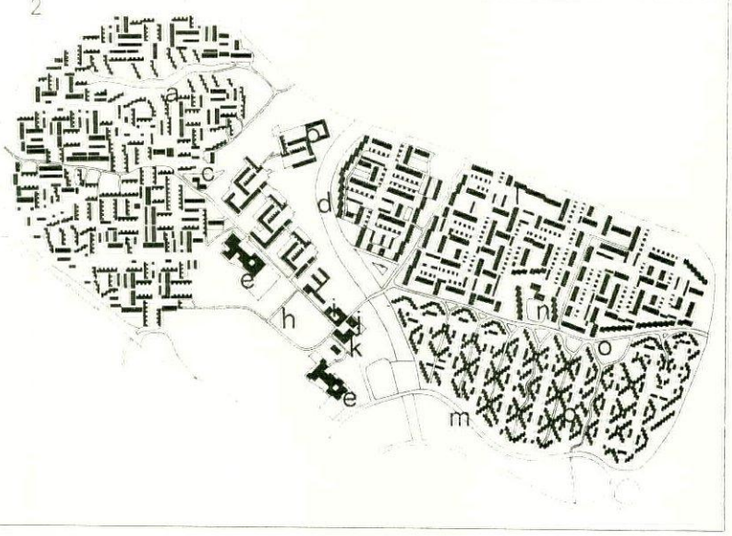

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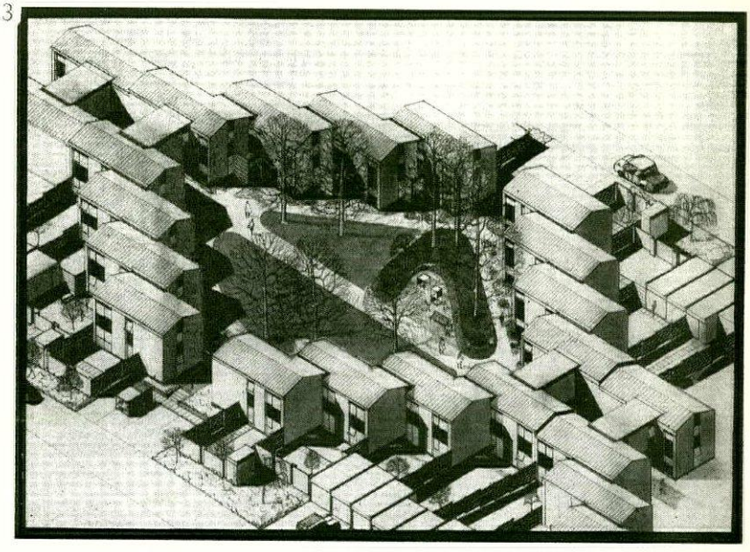


Flats, Walsall

Burman & Goodall

Client: Artee Housing Society

Site: on Birmingham to Walsall road where St Ronan's House once stood

Accommodation: two connecting blocks, one 3-storey and one 4-storey; twenty-six 2-bedroom flats, 2 bed-sitters, 1 garage to each flat and bedsitter

Structure: loadbearing brick walls, precast concrete unit floors and timber roof. Mass concrete foundation

Services: Heating by off peak underfloor electric cables

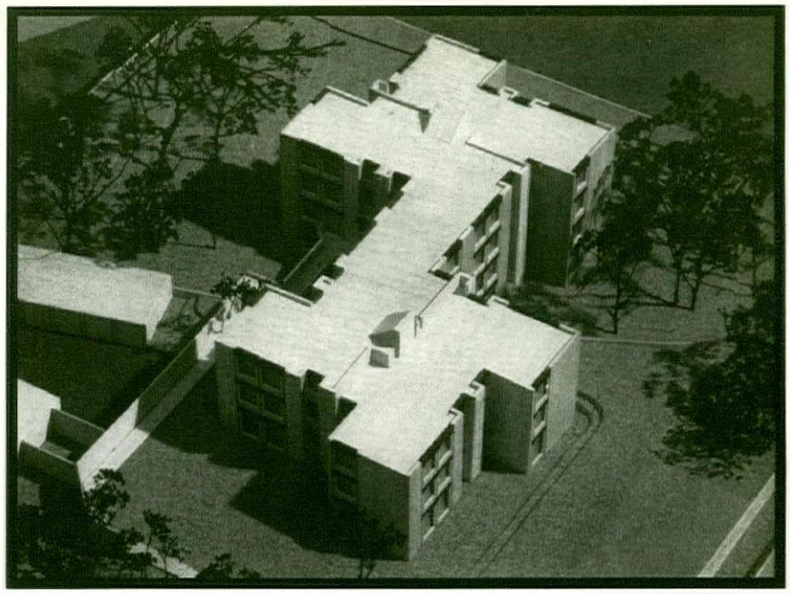
Cost: £65,155

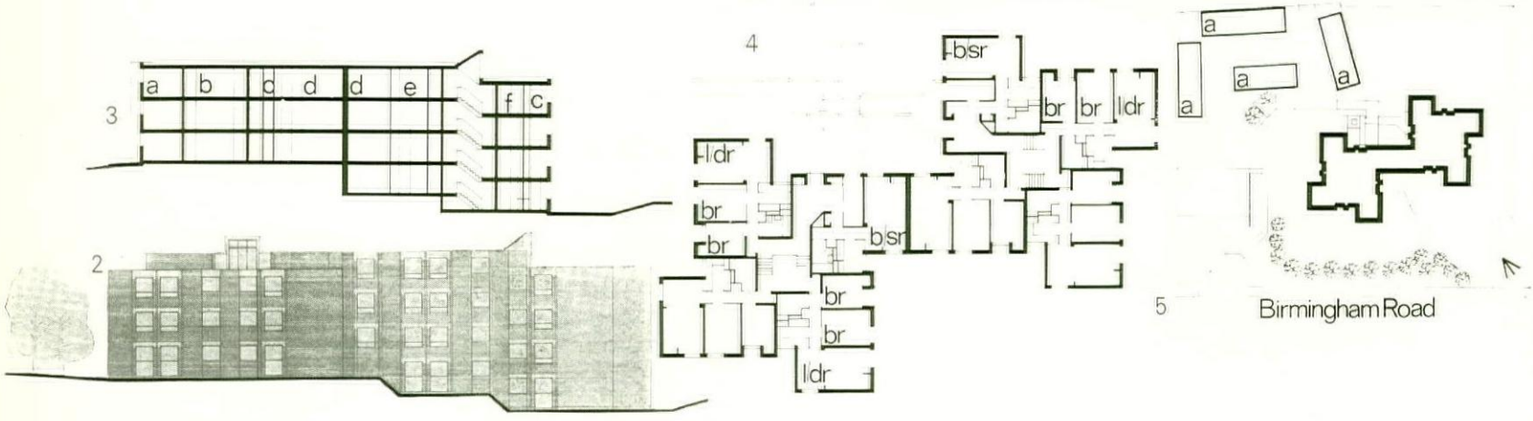
Contract: 48 weeks

Quantity surveyors, Poole Stokes Wood Associates: structural engineers, Laing Mellors Associates.

1, aerial view of model
2, elevation
3, section: a, bedroom; b, stair well; c, kitchen; d, living/dining room; e, bathroom; f, bathroom
4, ground floor plan
5, site plan: d, garages

1





Malt Mill Lane, Alcester, Warwickshire

Birmingham school of architecture, live projects department

Client: Alcester rural district council

Site: thirteen existing properties in Malt Mill Lane with 3000 sq yds of backland bounded on north east by brick wall to Arrow House garden and to south east by Arrow river

Accommodation: converted property—one 3-bedroom house, two 3-person 2-bedroom houses, one 1-bedroom 2-person house, six 2-person flats, two 2-person bedsitters, two 1-person flats, six 1-person bedsitters and warden's office; new building—thirteen 2-person 1-bedroom units and community centre with community room, kitchen, laundry, health clinic, visitor's flat, boiler house and cloakrooms

Structure: new units—loadbearing brickwork, concrete tiled roofs

Services: boiler in community centre; heating by

Cost: existing £72,100; new £40,559; site works £11,700

Contract: 18 months

1, aerial view of model
2, ground floor plan: a, 1-person bed-sitting room; b, 2-person bed-sitting room; c, 1-person flat; d, 2-person flat; e, 5-person house; f, 3-person house; g, 2-person house; h, visitors' car park; j, community centre

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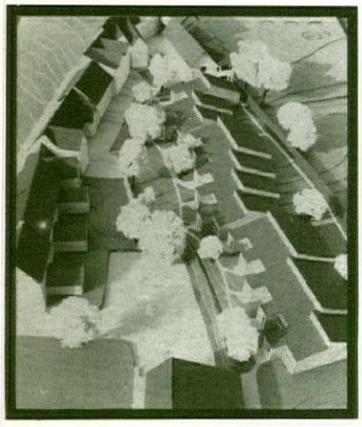

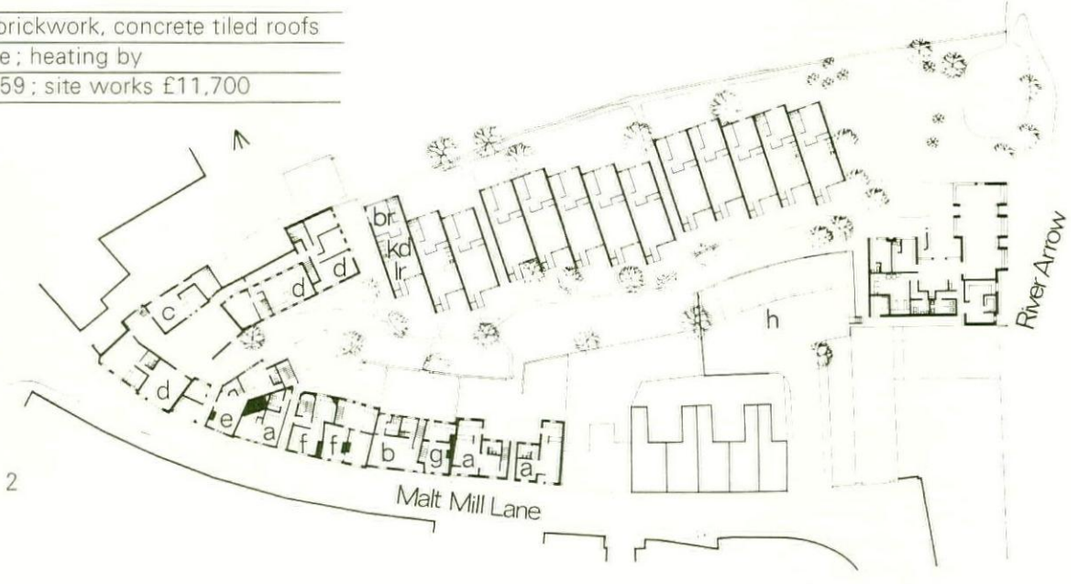

Education

28
Arts and commerce building, Birmingham University
Arup Associates

30
Lanchester College, Coventry
Terence Gregory, city architect and planning officer
Administration building and arts centre for Selly Oak Colleges, Birmingham
Tee & Gale

32
Tile Hill College for the physically handicapped, Coventry
Terence Gregory, city architect and planning officer

33
College of commerce and technology, West Bromwich
Abbey & Hanson, Rowe & partners

34
Madeley educational and recreational centre, Shropshire
Geoffrey Hamlyn, county architect

35
Post graduate medical school, Wolverhampton
Mason & Richards & partners
Pedestrian precinct, University, Birmingham
Birmingham School of Architecture, live projects department

36
Medical school, University of Birmingham
Leonard J Multon & partners
College of Art, Wolverhampton
Diamond, Redfern & partners

37
St Bernadette's R C primary school, Wombourn, Staffordshire
Radford Harper Associates
Westacre primary school, Finchfield, Wolverhampton
A Chapman, borough architect

38
Junior training centre and hostel, Wombourn, Staffordshire
Donald A Goldfinch Associates
Condover Hall for the blind, Shropshire
Sir Percy Thomas & Son

Arts and commerce building, Birmingham University

Arup Associates

Client: University of Birmingham

Site: centrally positioned in university development area and built over university ring road, forming a pedestrian deck connecting two main campuses on each side of road

Accommodation: departments of Faculties of Arts and commerce, who also occupy adjoining buildings. Basement and lower ground floors with offices, cloakrooms at podium level, large drama studio, workshops, dressing rooms and drama tutorial rooms. Tower blocks, lecture and recording rooms, common rooms and other special areas on every third floor, with tutorial and seminar rooms on two floors between. Central link block contains main staircase, lifts and lavatories

Structure: in situ rc storey-height longitudinal girders, at every third floor, supporting two floors above. Four twin column groups support each twelve-storey block over podium deck and ring road. Link block has independent rc structure with cantilevered bridges to each block

Services: perimeter ducts provide electrical power, internal and external telephones. Heating, by gilled tube, in each tower block, with rising ducts in main column ducts and central link block

Cost: £890,000

Contract: Two years

1, model of project
2, ground floor plan: a, porter; b, lecture theatre; c, existing arts building
3, first floor plan: a, lecture room, 75 persons; b, lecture room, 100 persons; c, lecture room, 60 persons; d, committee room; e, servery; f, staff common room
4, second floor plan: a, seminar; b, secretary; c, professor; d, lecturer; e, lecturer; f, machine room; g, seminar; h, secretary; i, lecturer; j, research
5, (facing page) section

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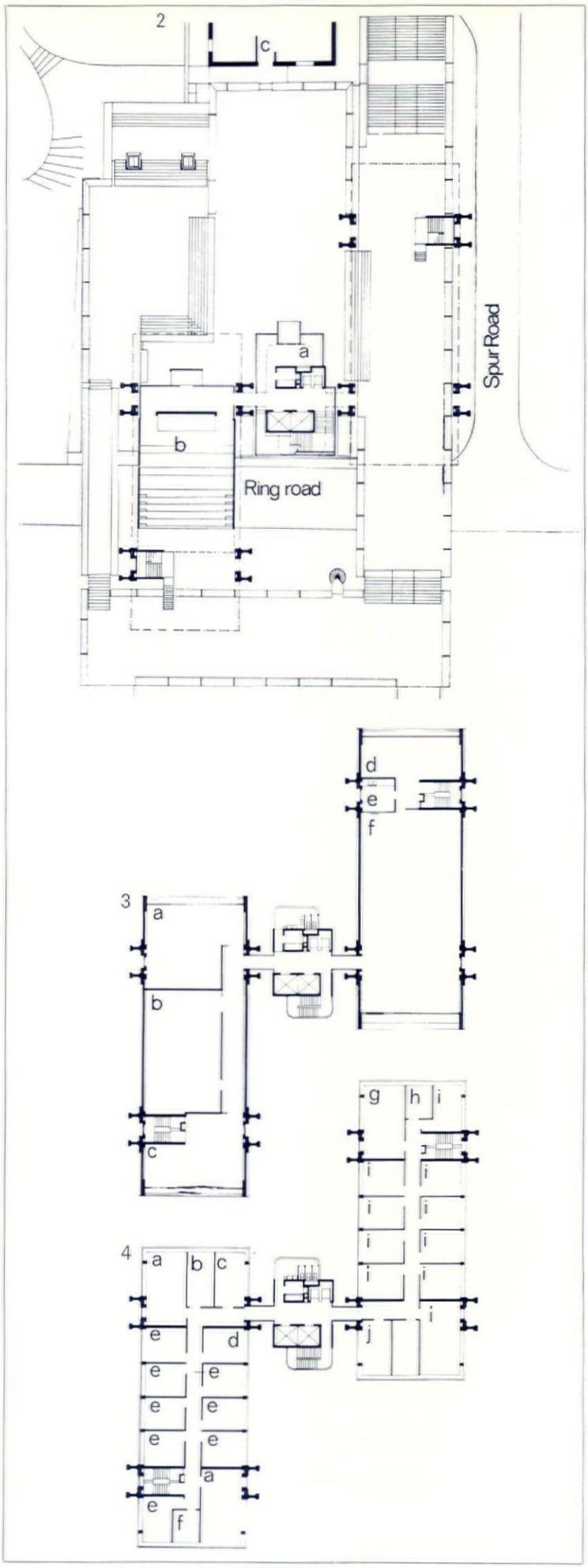

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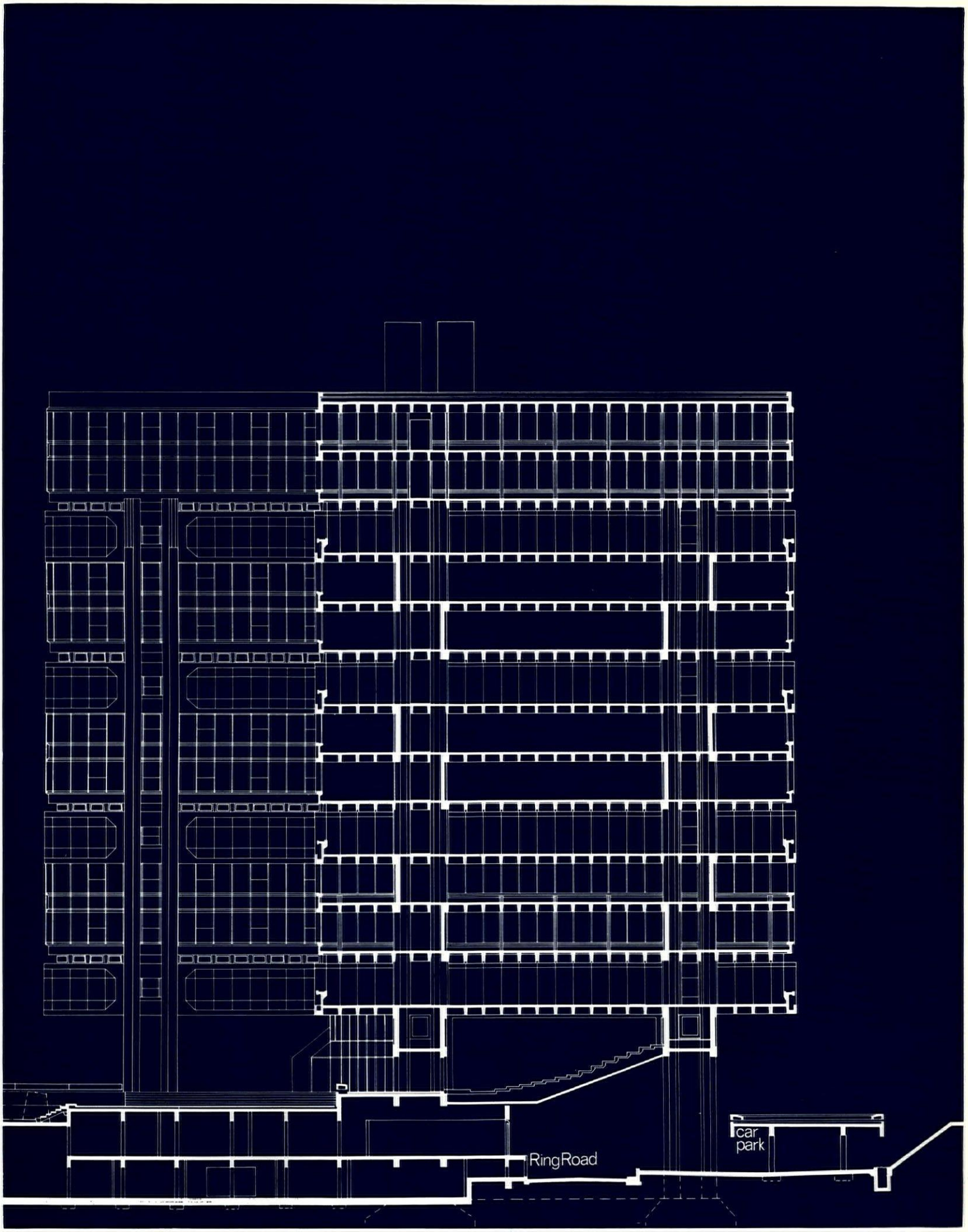


Lanchester College, halls of residence, stage 2, Coventry

Terence Gregory, city architect and planning officer

Site: north of and linked to first stage 20-storey block. Priory Street between College group and cathedral will be closed, and halls of residence will form north and east sides of new traffic free pedestrian square north of cathedral

Accommodation: study bedrooms for 61 women students in 13-storey block; study bedrooms for 308 men students, planned in 5 unit clusters around stair and bathroom cores, in 6-storey block; in 3-storey north-south link block, garaging and storage at lower ground floor level, recreation and administration at upper ground level, restaurant and kitchen at first floor level

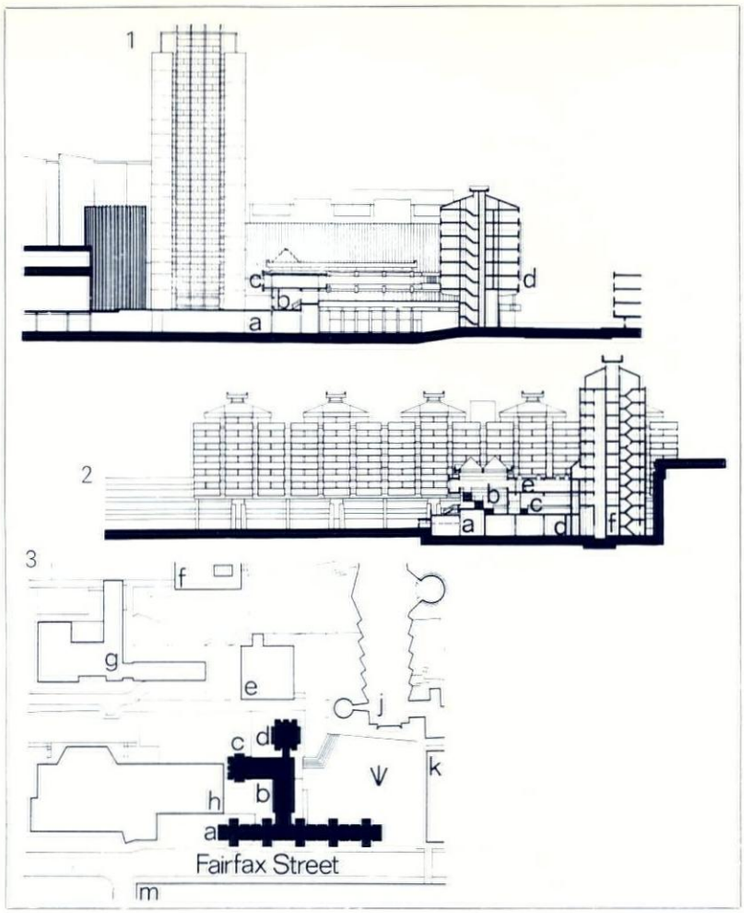
Structure: in situ concrete internal walls, floors, columns with precast concrete panel cladding

Cost: £767,000

Contract: August 1969

Principal schools architect, F J Barnett; job architect, T T Long; chief quantity surveyor, R F Lear; structure and services, city engineer and surveyor

1, south-north section: a, service; b, common room; c, kitchen; d, study-bedrooms (male students).
2, west-east section: a, garage; b, entrance hall; c, common room; d, kitchen service; e, kitchen; f, ten-storey block (female students)
3, site plan: a, six-storey male students' residential block; b, restaurant; c, ten-storey female students' residential block; d, nineteen-storey halls of residence; e, students' union; f, administration block; g, college of art; h, central swimming baths; j, cathedral; k, proposed hotel; m, bus station.
4, lower ground floor plan: a, boiler house; b, garages; c, utility and storage; d, games; e, plant.
5, first floor plan: a, halls of residence (stage 1); b, ten-storey block (female students); c, staff flat; d, kitchen; e, servery; f, restaurant; g, six-storey block (male students); h, warden's flat (5th floor) or staff flat (1st & 3rd floors).
6, roof plans. 7, west elevation.



Administration building and arts centre for Selly Oak Colleges, Birmingham

Clifford Tee & Gale

Client: Selly Oak Colleges

Site: seven miles from city centre on main Birmingham-Bristol road. Flat site in densely treed area

Accommodation: phase I—theatre/lecture hall for 200. Administration building with lecture rooms and offices. Phase II—arts centre with art rooms, workshops and display area

Structure: rc floors and columns in lecture theatre; entrance link and roof to arts centre, structural steel; walls generally, loadbearing brickwork

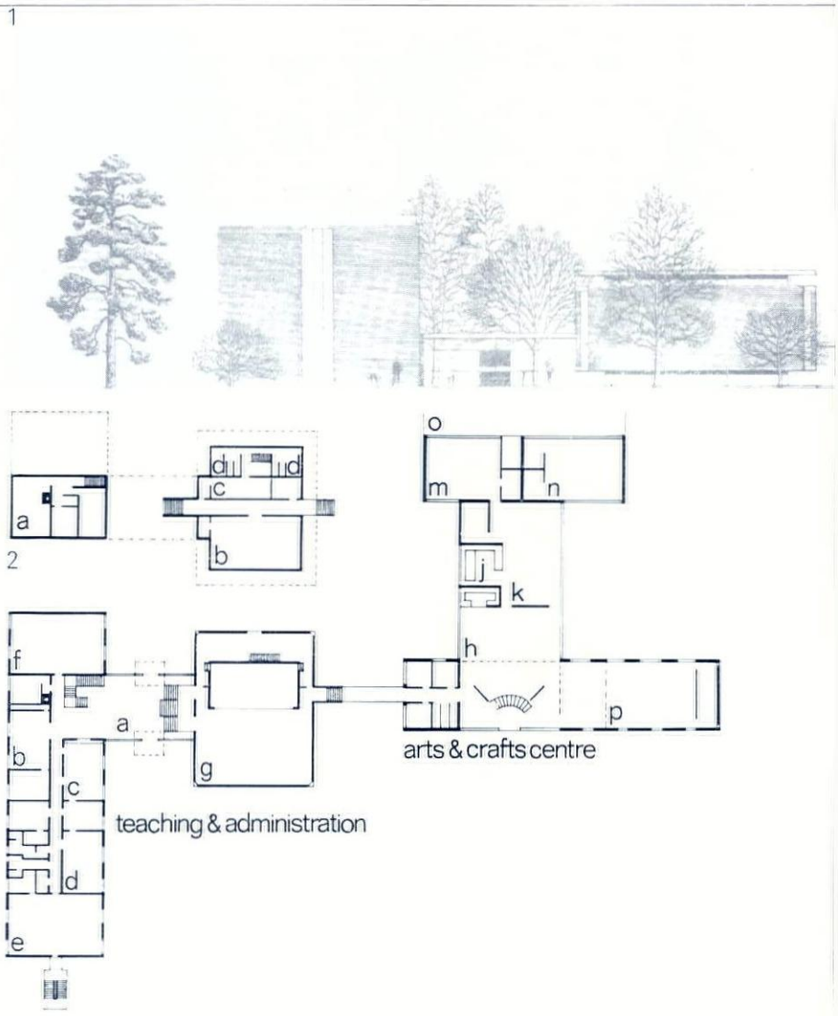
Services: heating in lecture theatre by ducted warm air; heating elsewhere by cill line heaters

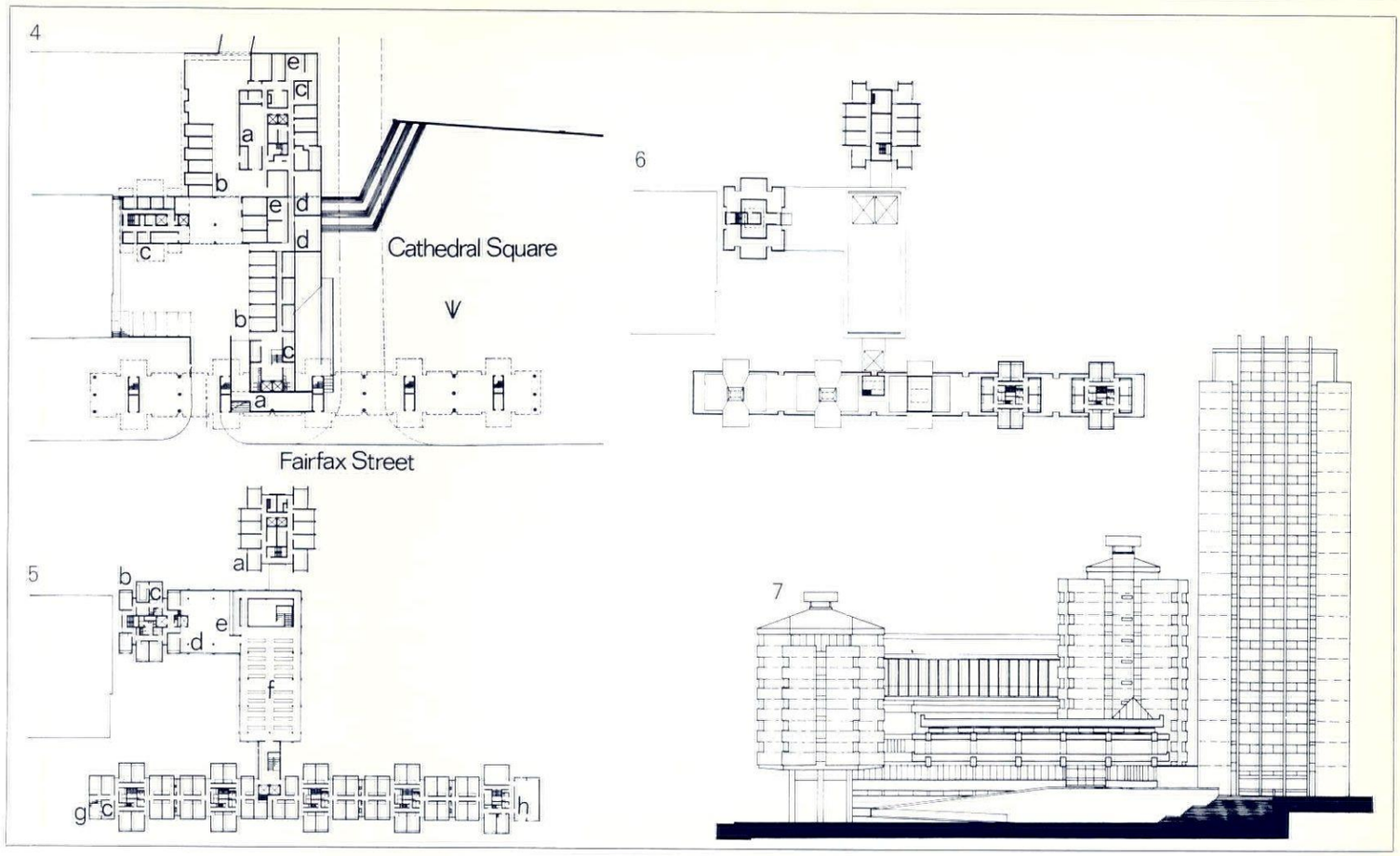
Cost: £200,000

Contract: 1968–1970

Quantity surveyors, Silk & Frazier; structural consultants, Roy Bolsover & associates; electrical consultants; Laurence Oliver Son & partners

1, west elevation, showing, left, teaching and administration buildings, centre, arts and crafts unit and, right, George Cadbury hall.
2, basement plan: a, heating chamber; b, bookshop; c, store; d, dressing room.
3, ground floor plan: a, foyer; b, cloaks; c, reception; d, president; e, common room; f, lecture room; g, lecture hall/theatre; h, common room; j, domestic arts; k, textiles; m, woodwork/metalwork; n, pottery; o, outdoor activities court; p, general art room.
4, first floor plan: a, lecture room; b, laboratory; c, seminar; d, lecturer; e, director; f, library; g, art room and display. second floor plan (seminars and lecturers).
5, site plan: a, teaching & administration; b, arts & crafts centre; c, caretaker's house; d, lecture hall/theatre.

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Cathedral Square
Fairfax Street
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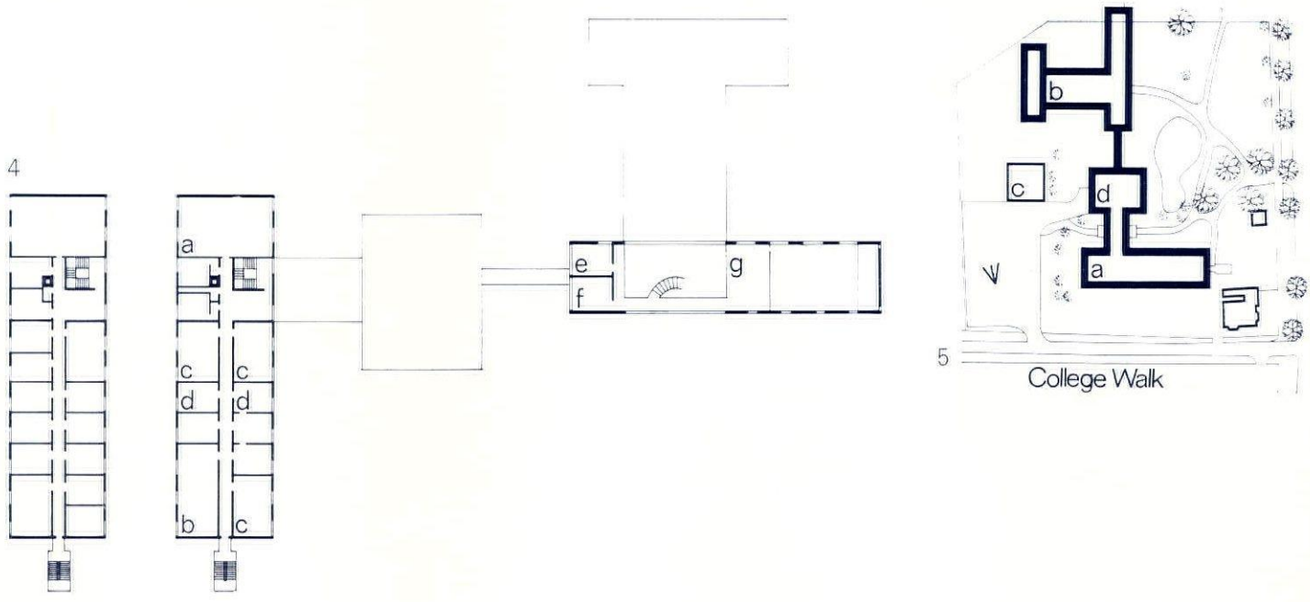
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College Walk

Tile Hill National College for the physically handicapped

Terence Gregory, city architect and planning officer

Client: Coventry city council and Department of Education and Science

Site: residential suburb 3 miles west of Coventry city centre; adjoining Tile Hill college of further education, and near schools and government (industrial rehabilitation) training centre

Accommodation: flexibly adaptable single and double bedrooms for 100 students (about 40 women to 60 men including 30 wheelchair users) in three single storey courtyard groups at south and lower part of sloping site: tricycle garaging in basement; grouped houses and flats for 16 residential staff, single and married, interspersed with students. Teaching block to north at high level, includes nine class and practical rooms, workshops, library, hall, enclosed swimming pool, special therapy and administration at upper floor, with dining below, two wheelchair lifts between dining and teaching, and covered way ramps interlinking all blocks

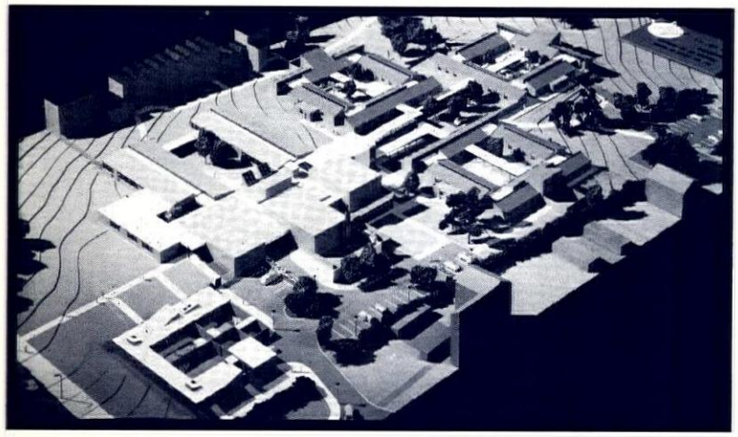
Structure: loadbearing brickwork, with light flat or low pitch tiled roofs

Cost: approximately £400,000

Contract: originally programmed for occupation September 1968: now deferred

Principal schools architect, F J Barnett; job architect, Keith Blackburn; quantity surveyor, R F Lear; consultant for structure and services, city engineer and surveyor

1, aerial view from north-west.
2, site plan: a, senior staff houses; b, college; c, residential block; d, college of further education; e, Templars school f, adult training centre; g, government training centre.
3, south elevation
4, lower level plan: a, boiler house; b, workshop; c, kitchen; d, dining hall; e, cloaks; f, staff flat; g, staff maisonette; h, student care staff; j, courtyard; k, laundry; m, domestic staff common room; n, domestic bursar's flat; o, garden; p, sick bay; q, nurse's flat; r, lounge; s, invalid tricycles store (basement of block 3); t, upper floor, staff maisonette
5, upper level plan: a, waiting; b, secretary; c, principal; d, deputy; e, bursar; f, staff; g, drawing; h, therapy; j, laboratory; k, demonstration; m, library; n, woodwork; o, engineering; p, pool; q, changing; r, music; s, hall; t, class; u, commerce; v, housecraft; w, art & craft; x, lounge; y, flat; z, garden



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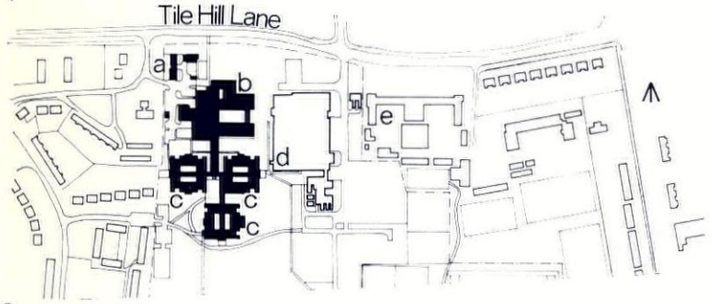

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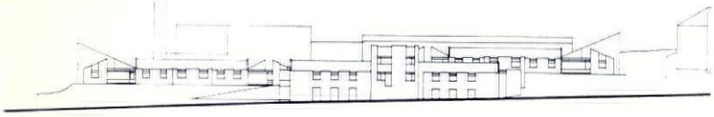

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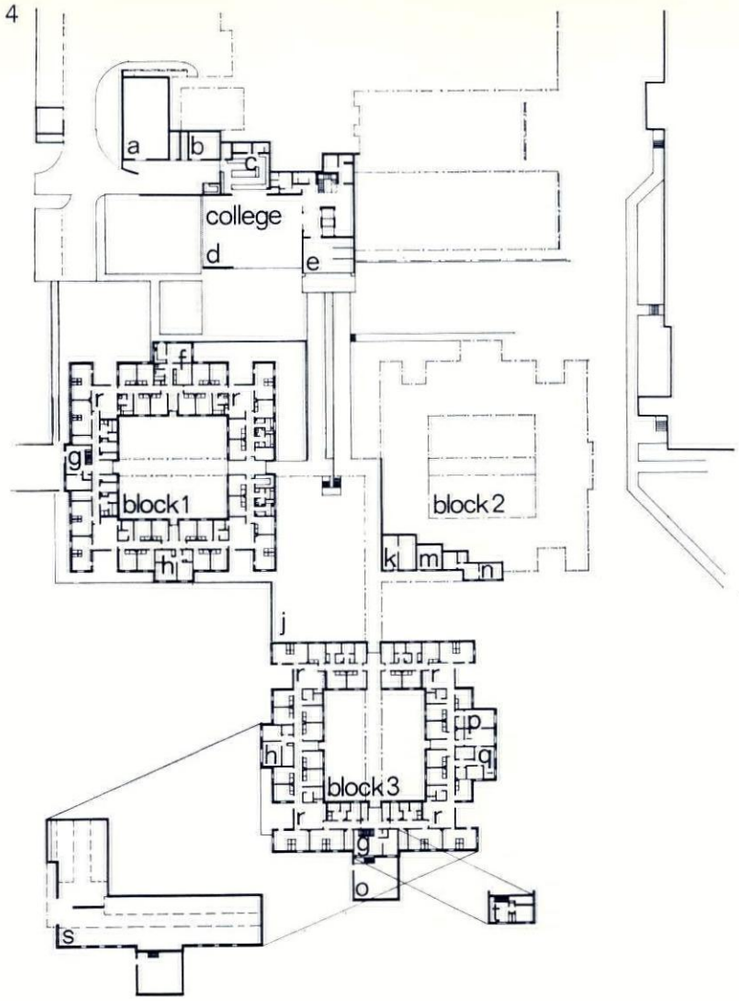

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College of commerce and technology, West Bromwich

Abbey & Hanson, Rowe & partners

Client: West Bromwich county borough

Site: 16 acres to east of A41 and ½ mile from town centre of Wednesbury. Southern boundary formed by Tame valley canal. Fall of some 30 ft to north

Accommodation: 250,000 sq ft in 4 building phases: phase I—3-storey teaching block housing College administrative and lecture hall areas, together with metallurgy department's laboratories and classrooms; foundry block with laboratories, classrooms and workshops associated with experimental and craft foundry; phase II—extensions to metallurgy, Science and library departments and underground nuclear suite for non-destructive metal testing; phase III—completion of engineering department; main development of phase III will occur north of river and link to earlier phase by first floor level bridge, accommodating various teaching areas; phase IV—business and liberal studies, photography and art departments

Structure: 3-storey main blocks—steel frame and rc on varying foundations to suit variations in ground conditions

Services: heating by low pressure hot water fed from oil fired boilers and converted to medium pressure hot water in later phases

Cost: phase I £300,000 (£40,000 for abnormal site conditions). Estimated cost of whole College is £1,400,000

Contract: April 1969–1971

Quantity surveyors, L C Wakeman & partners; structural engineers, Alan Marshall & partners; mechanical and electrical engineers, Brown & Hooker; mining consultants, K Wardell & partners

1, north elevation
2, site plan: a, science engineering; b, nuclear suite; c, metallurgy engineering workshops and foundry; d, engineering and college workshops; e, additional classrooms; f, liberal studies, photography and art, business studies; g, car park; h, recreational; j, sports centre and public swimming pools
3, main building (phase I): ground floor plan: a, foyer, exhibition; b, enquiry bookshop; c, tv control, projection; d, lecture theatre/drama; e, dressing rooms; f, classroom; g, metallurgy demonstration; h, projects; j, k, general physics/metallurgy; m, metallurgy preparation
4, main building (phase I) first floor plan: a, office; b, registrar; c, department head (metallurgy); d, department head (liberal studies); e, staff workroom; f, demonstration; g, general physics-metallurgy; h, classroom; j, staff common room; k, student common room; m, dining room; n, kitchen
5, main block (phase I) section: a, phase III engineering; b, kitchen; c, lecture theatre; d, dining; e, students' common room; f, foyer; g, staff common room; h, staff; j, project; k, registrar; m, vice-principal
6, west elevation

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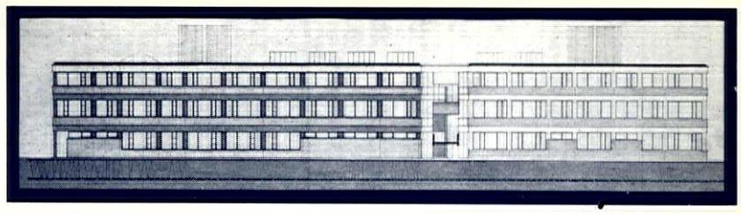

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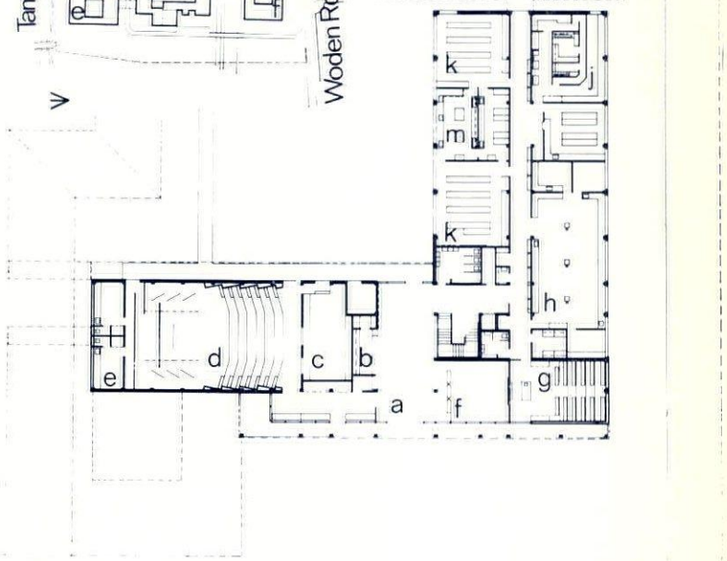

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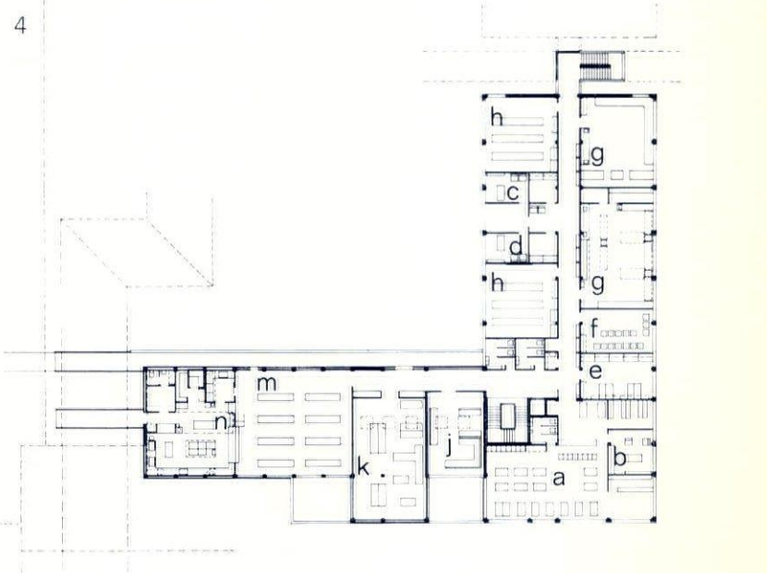

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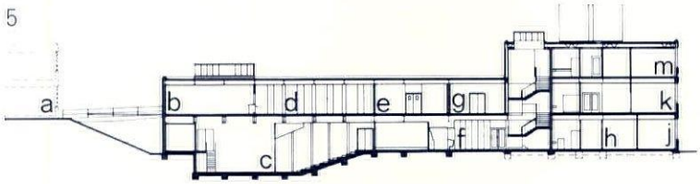

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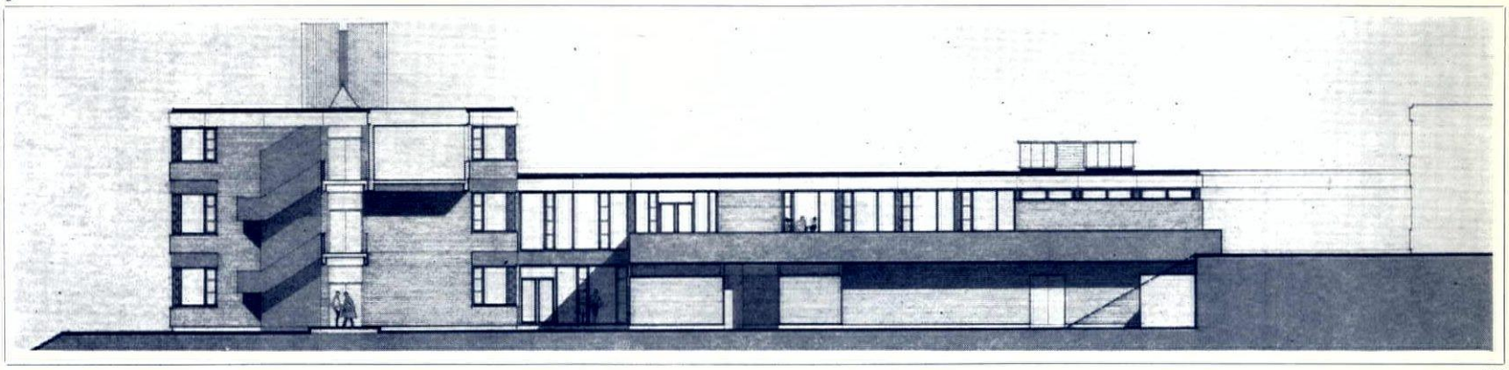


Madeley educational and recreational centre, Shropshire

Geoffrey Hamlyn, county architect

Client: school building—Shropshire county council; joint-use recreational building and outside facilities—Shropshire county council, Dawley development corporation, Dawley urban district council, Department of Education and Science, Charles Wolfson charitable trust

Site: 56 acres at Madeley, Dawley New Town

Accommodation: school—7-form entry comprehensive school of 1050 places plus 150 VI form places. Joint use—swimming pools, games hall, adult social centre, and outside recreational facilities

Structure: SCOLA Mark II

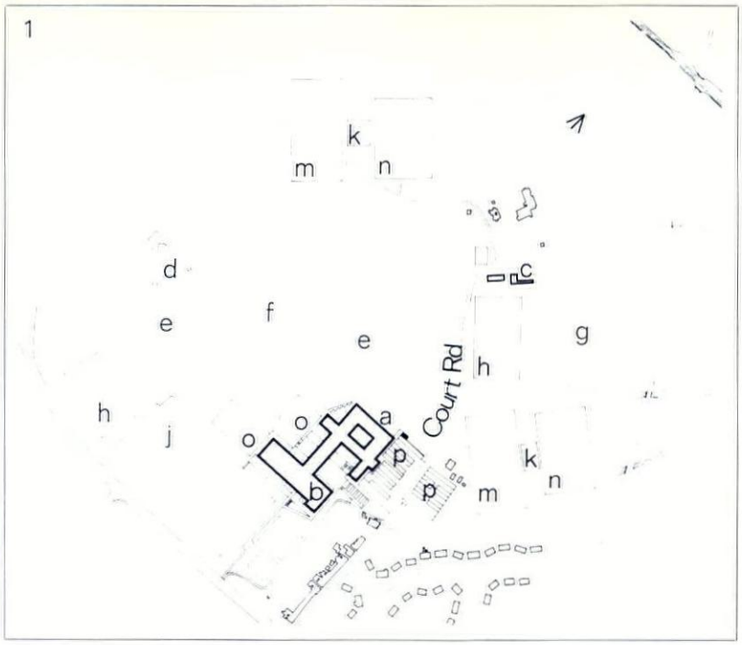
Services: oil fired boiler to provide low pressure hot water, warm air heating and indirect hot water supply. Filtration plant

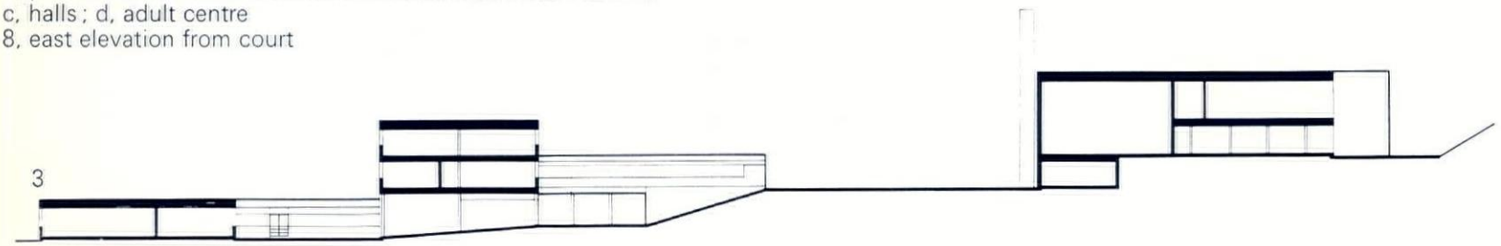
Cost: £870,000

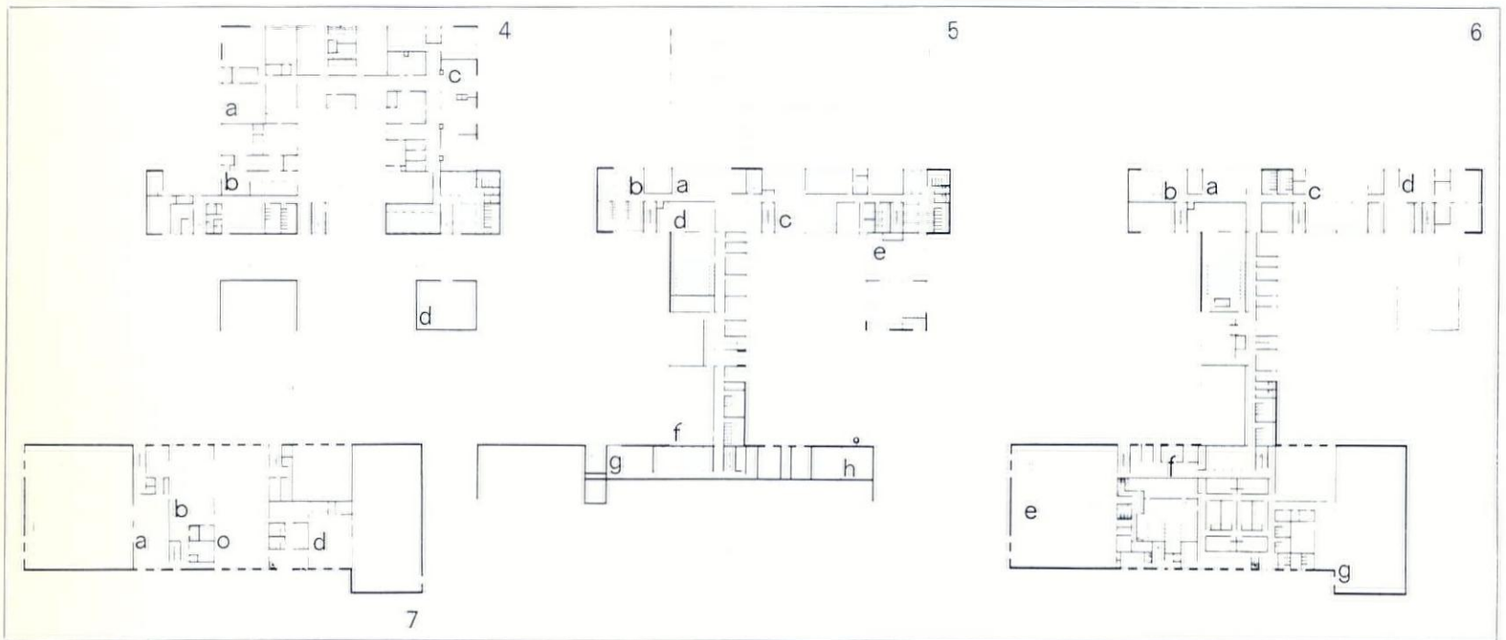
Contract: phase I—March 1969

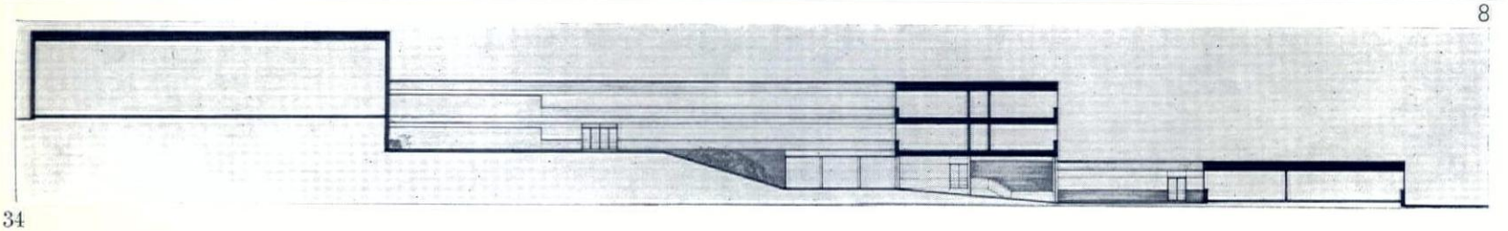
Deputy county architect, B J Seaman; group leader, D N Donnell; job architects, S Jolliffe, R E Fuller, P P Jones, R T H Dutton, A Hoskins, C A F Bean; chief quantity surveyor, D J Barker; chief land surveyor, C F J Chalke; chief engineer, L Dolamore; structural consultants, Ove Arup & partners

1, site plan: a, school; b, joint use building; c, maintenance; d, dry-ski slopes; e, picnic areas; f, arena; g, cyclo cross; h, hockey; j, jumping pit; k, cricket; m, rugby; n, soccer; o, tennis; p, parking
2, north elevation from court
3, west elevation from court
4, plan at level 374: a, technical; b, home economics; c, science; d, storage
5, plan at level 389: a, art; b, library; c, languages; d, drama; e, lower school; f, music; g, purification plant; h, boilers
6, plan at level 399: a, art; b, library; c, humanities; d, maths; e, pools; f, sixth form; g, games
7, plan at level 410: a, sixth form common room; b, kitchen; c, halls; d, adult centre
8, east elevation from court









Post graduate medical school, Wolverhampton

Mason and Richards & partners

Client: Medical foundation council of South Staffordshire

Site: next to New Cross hospital

Accommodation: library-lecture hall for 250; lecture room for 70; medical museum, seminar and study rooms

Structure: loadbearing brickwork and precast beams

Cost: £160,000

Contract: January 1969–spring 1970

Partner-in-charge, D W Billingsley; job architect, Barry Stone; structural engineers, John E Hallam & partners; quantity surveyors, Henry Vale & Sons

1, north-east elevation.
2, ground floor plan: a, entrance; b, lounge; c, cloaks; d, library; e, seminar; f, secretary; g, general office; h, heating chamber; j, store; k, kitchen; l, librarian; m, conversation room.
3, first floor plan: a, lecture; b, void; c, carrels; d, dining/lecture; e, museum; f, seminar; g, gallery.
4, aerial view of the model.

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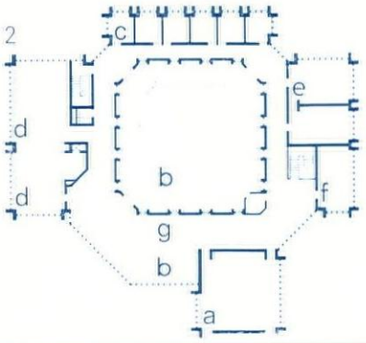

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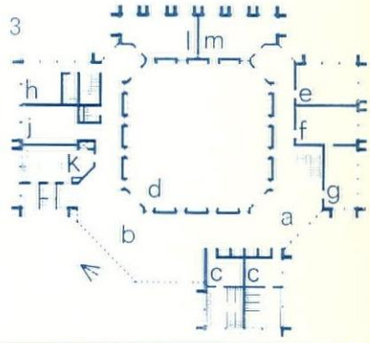

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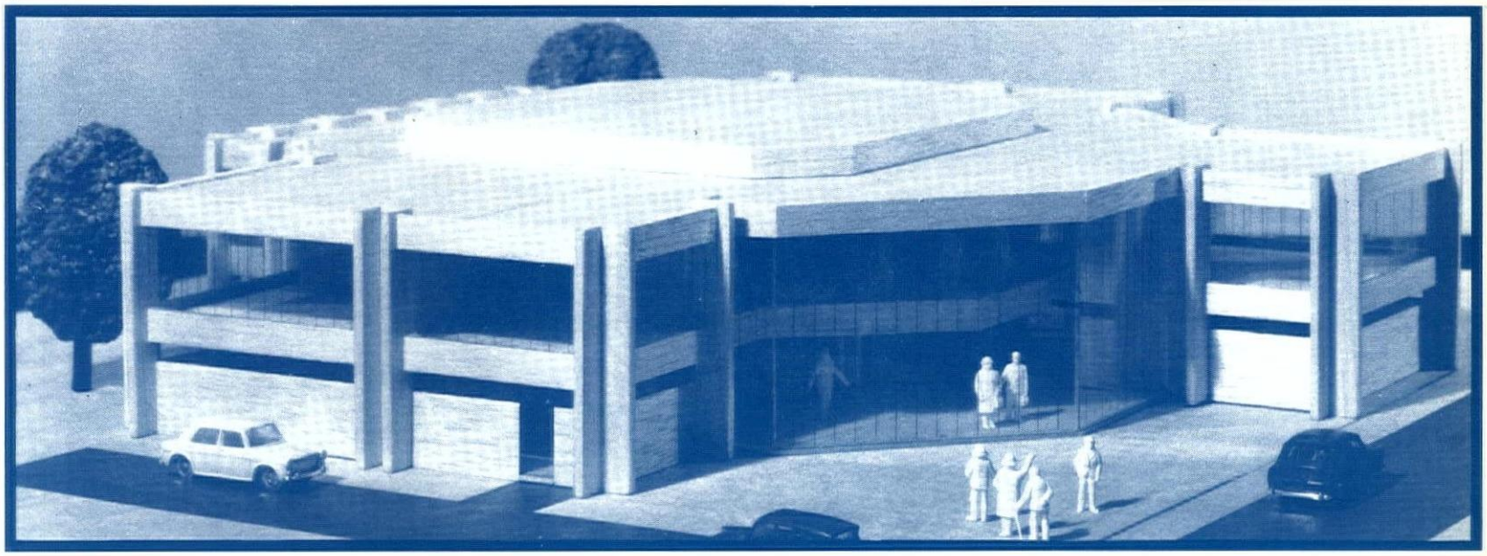

Pedestrian precinct, University of Birmingham

Birmingham school of architecture, live projects department

Client: University of Aston

Site: University of Aston and College of art and design, Gosta Green

Accommodation: Union entrance court—900 sq yds; pedestrian precinct—3,500 sq yds; pedestrian footbridge between University and Union; visitors' car park—800 sq yds

Structure: brick paving covering ground forms created by filling with rock sand over existing levels, including seats, steps, ramps and brick screen walls. 50 semi-mature trees

Services: water for maintenance and flooding for winter skating; lighting by sealed beam spot-lights built into bench seats and sunk into paving for illuminating trees

Cost: £28,971

Contract: September 1968–May 1969

Project architect, Walter A Thomson; electrical engineer, University of Aston works division—project engineer, A D Notman; consultant engineer, University of Aston civil engineering department—project engineer, A W Astill

1, site plan: a, university main block; b, north wing; c, students union; d, college of art.
2, aerial view of the model.

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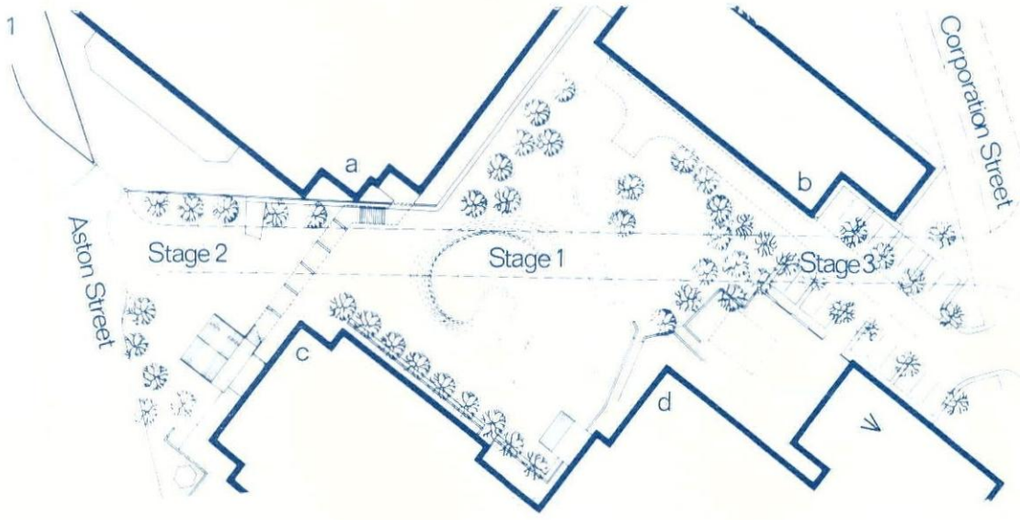

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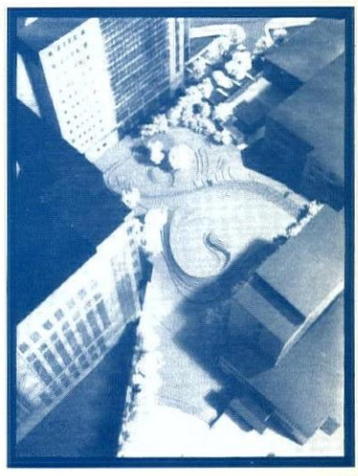

Medical school, University of Birmingham

Leonard J Multon & partners

Client: University of Birmingham

Site: adjacent to west end of existing medical school

Accommodation: 73,350 sq ft of laboratories for pathology and experimental pathology, audio visual aids department including photographic and TV studio, 300-seat lecture theatre, animal house, electrical and engineering workshops, snack bar and common room. Student intake will increase from 120 to 160 per annum

Structure: protected steel frame with precast floors, loadbearing brickwork external cladding and glazing

Services: steam heated calorifiers for low pressure hot water. Ceiling heating to laboratories. Plenum system for lecture theatre, animal house and studio

Cost: £581,000

Contract: 20 months

Quantity surveyors, Silk & Frazier; mechanical and electrical engineers, R W Gregory & partners; structural engineers, Leonard J Multon & partners

1, perspective from south east
2, ground floor plan, south block: a, reader senior lecturer; b, reader visual laboratory; c, chemistry laboratory MRC; d, isotope; e, calorifier room; f, director; g, drawing office; h, professor; i, report and demonstration area
3, ground floor plan, north block: a, studio; b, porter; c, preparation; d, lower lecture theatre; e, dining
4, site plan: a, extension; b, existing medical school; c, car park; d, Roman remains

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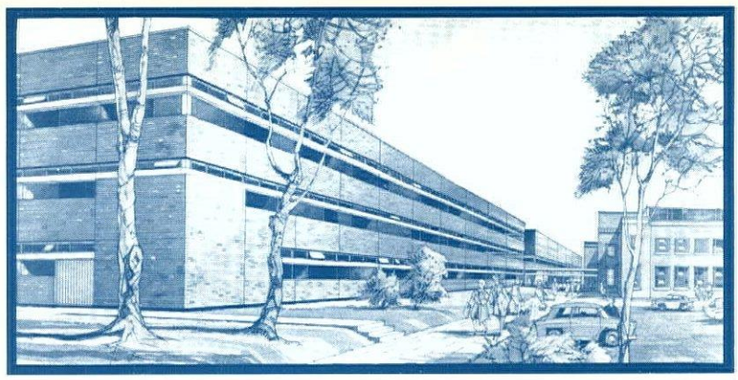

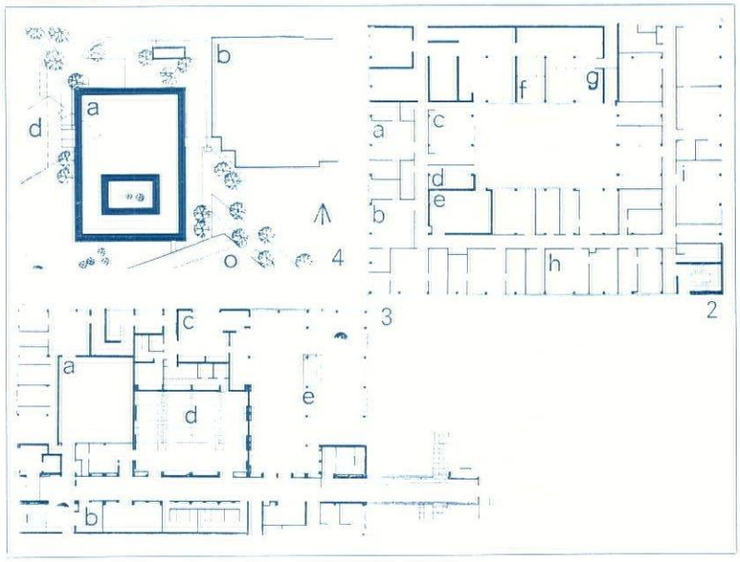

College of art, Wolverhampton

Diamond, Redfern & partners in association with A Chapman, borough architect

Client: Wolverhampton county borough

Accommodation: faculty block:—fine art, graphic design, three dimensional design, photographic department, administration offices, lecture theatre, recreation and dining area. School of printing, outdoor sculpture, outdoor display area, caretaker's house

Structure: rc in situ frame and slabs infill with aluminium windows externally hung with precast stone units

Cost: £726,000

Services: hot water serving fan convectors; part mechanical ventilation; part cooling system

Contract: 2 years

1, model, with printing school in foreground
2, east elevation of printing school
3, ground floor plan, school of printing: a, link/display; b, bookbinding; c, head; d, staff; e, theory; f, litho/film make-up; g, letterpress; h, hand composition; j, linotype; k, mono keyboard; m, mono casting
4, cross section of printing school
5, ground floor plan: a, entrance hall; b, display, c, upper part of photographic studios; d, upper entrance hall; e, projection; f, lecture theatre

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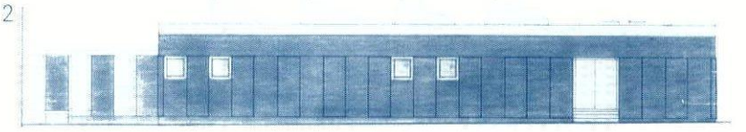
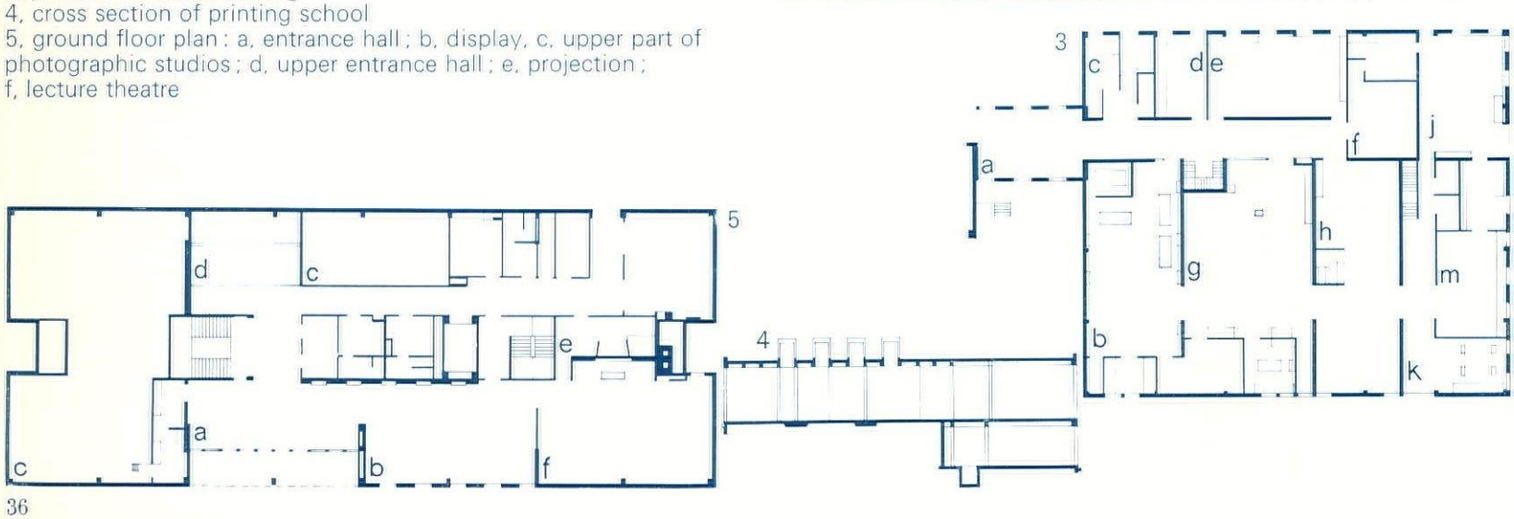




St Bernadette's R C primary school, Wombourn, Shropshire

Radford Harper Associates

Client: Birmingham diocesan schools commission

Site: south-west corner of large campus, containing comprehensive and primary schools, ½ mile from centre of Wombourn village

Accommodation: 1-form entry primary school with reception, classrooms, internal and external (covered) practical/play areas

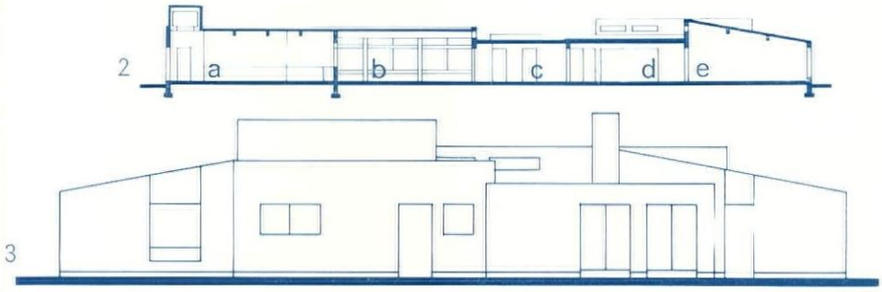
Structure: loadbearing brickwork, light weight steel and decking roof plastered internally. Facing brickwork externally Softwood and aluminium windows

Cost: £41,120 (1st instalment)

Contract: November 1968–June 1969

Quantity surveyor, T E M Hearn

1, plan; a, kitchen; b, boiler room; c, staff room; d, head; e, deputy head; f, dining/activity room; g, hall; h, cloaks; i, cloakroom entrance; j, infant reception; k, practical area; l, infants; m, kira 1; n, kira 2; o, infants; p, quiet area; q, quiet area; r, study bay; s, covered external area
2, section: a, kitchen; b, dining; c, cloaks; d, practical; e, infants
3, sectional elevation
4, axonometric of site



Westacre primary school, Finchfield, Wolverhampton

A Chapman, borough architect

Client: Wolverhampton county borough

Site: 4.2 acres to south of Finchfield Road West, Finchfield

Accommodation: two form entry primary school for 320 pupils, plus caretaker's house

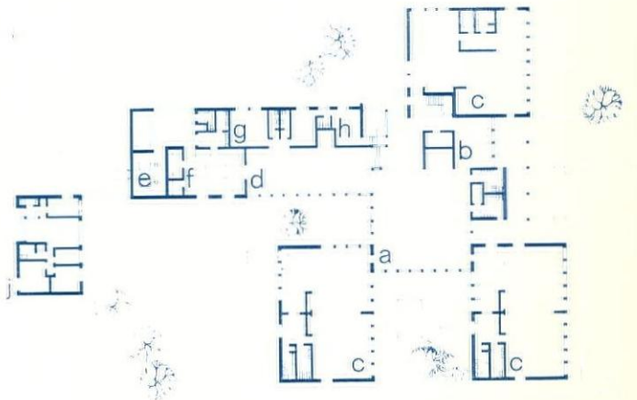
Structure: loadbearing brickwork. Flat timber roof with asphalt finishes

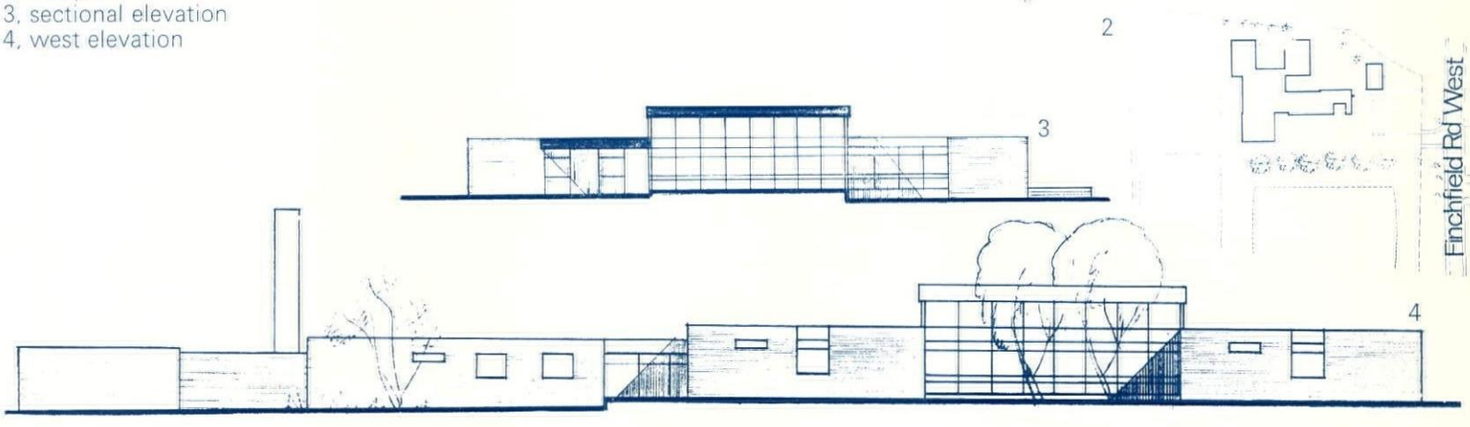
Services: oil fired low pressure hot water with blown warm air convector heaters and radiators

Cost: £76,970

Contract: January 1969–March 1970

1, ground floor plan: a, assembly hall; b, library; c, class group; d, dining/teaching; e, boiler; f, kitchen; g, staff; h, head master; j, caretaker's house
2, site plan
3, sectional elevation
4, west elevation





Condover Hall for the blind, Shropshire

Sir Percy Thomas and Partners

Client: Royal National Institute for the Blind

Site: infill between existing buildings and classrooms. Blocks 1 and 2 on site of demolished laundry block with southern aspect and views over Condover parkland. Blocks 3 and 4 set in wooded centre of site

Accommodation: children's flats for 8 in blocks 1 and 2 with 10 staff flats and central boiler house. Blocks 3 and 4 similar 2-level covered way system, connecting house blocks to main hall. Scheme also provides for improvement of existing buildings

Structure: loadbearing brickwork with in situ foundations and floor slabs. Timber roofs. Covered way of rectangular hollow section steel frames. Metal deck roofing

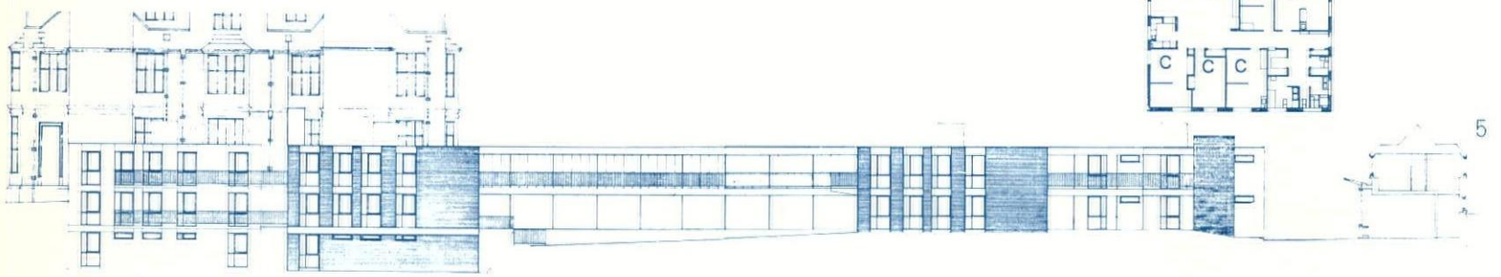
Services: central boiler house serves whole site including existing buildings. Oil-fired boilers. Small bore heating

Cost: £219,831

Contract: October 1968–October 1970

Structural engineers, British Reinforced Concrete Co; quantity surveyors, L C Wakeman & partners

1, site plan: a, block 1; b, block 2; c, block 3; d, block 4; e, Bothy classrooms; f, swimming pool; g, main hall; h, Cruciform house; i, high windows
2, lower ground floor plan: a, staff flat; b, housemother sitting room; c, staff sitting room
3, ground floor plan: a, dining; b, dayroom; c, children's bedroom; d, housemother study and bed/sitting room; e, assistant housemother
4, first floor plan: a, dining; b, dayroom; c, children's bedroom; d, housemother's study and bed/sitting room; e, assistant housemother
5, south-east elevation



Junior training centre and hostel, Wombourn, Staffordshire

Donald A Goldfinch associates

Client: Staffordshire county council

Site: undulating ground between Giggetty Lane and council housing estate. Separate accesses for hostel and training centre

Accommodation: two-storey hostel for 10 boys and 10 girls, with flats for superintendent staff. Central kitchen/dining/services block, linked by covered way to training centre for 80 mentally handicapped children aged 5–16 years

Structure: loadbearing brickwork with timber floors and built-up timber roof beams. Roof covering, felt on woodwool decking. Local red facing brickwork and light stained fascias, beams and boarding externally. Timber windows clear finished, opening lights painted

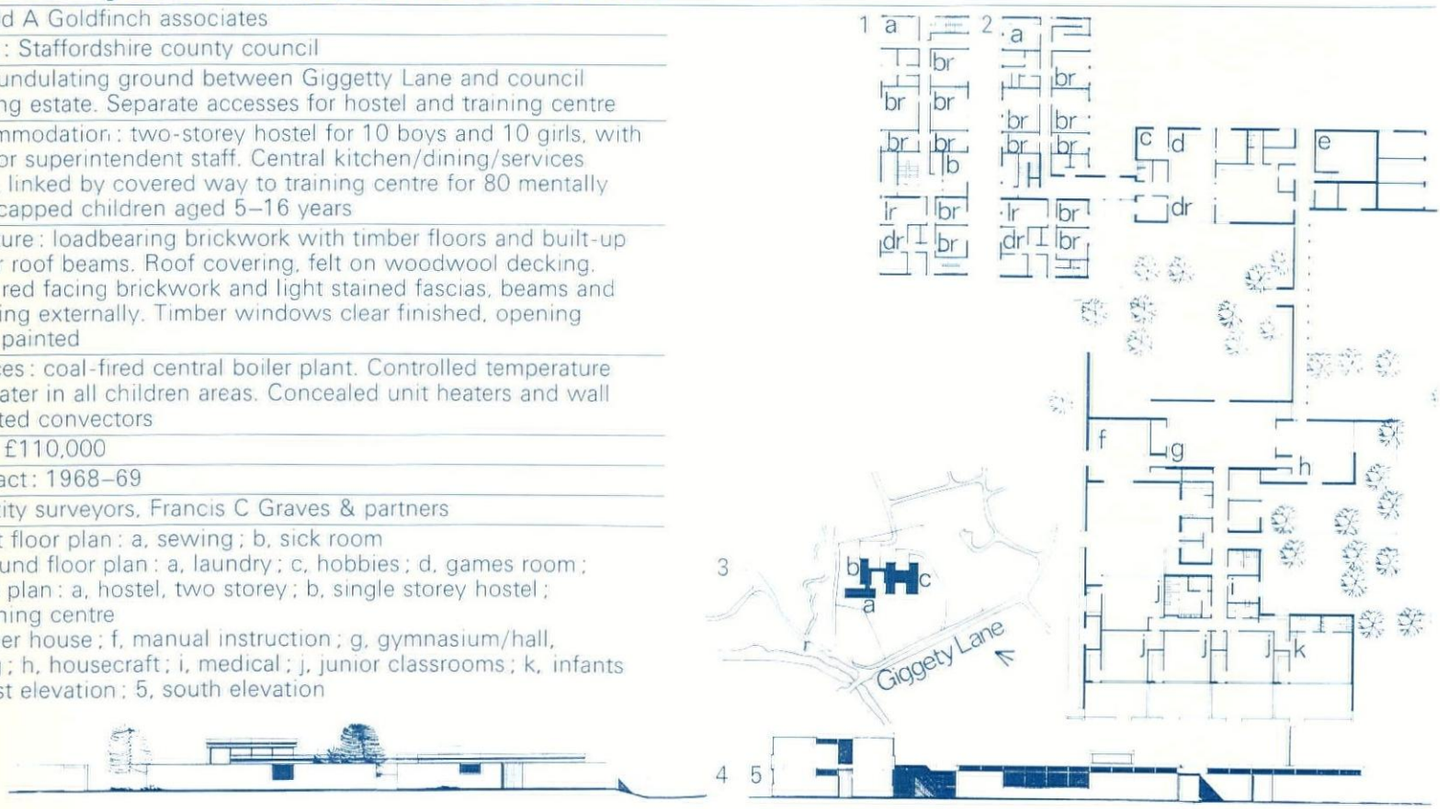
Services: coal-fired central boiler plant. Controlled temperature hot water in all children areas. Concealed unit heaters and wall mounted convectors

Cost: £110,000

Contract: 1968–69

Quantity surveyors, Francis C Graves & partners

1, first floor plan: a, sewing; b, sick room
2, ground floor plan: a, laundry; c, hobbies; d, games room; 3, site plan: a, hostel, two storey; b, single storey hostel; c, training centre
e, boiler house; f, manual instruction; g, gymnasium/hall, dining; h, housecraft; i, medical; j, junior classrooms; k, infants
4, west elevation; 5, south elevation



Fairfax Street development, Coventry

Terence Gregory, city architect and planning officer

Client: Coventry city council

Site: Fairfax Street bounded by cathedral on south and proposed hotel development on east

Accommodation: 4-storey car park for 345 vehicles, ten 2-storey shops; garage showroom and filling station

Structure: large diameter bored piles. In situ precast frame with in situ parapet walls, in situ circular vehicle ramp. Major elevation facings in vertical precast exposed aggregate fins. Ground and first floor infilling in modular brick and black tile

Services: integral electric heating to vehicle and pedestrian ramp. Twin down collective lifts in concrete shafts. Parcoa car parking controls. E M E B sub-station as core to circular ramp

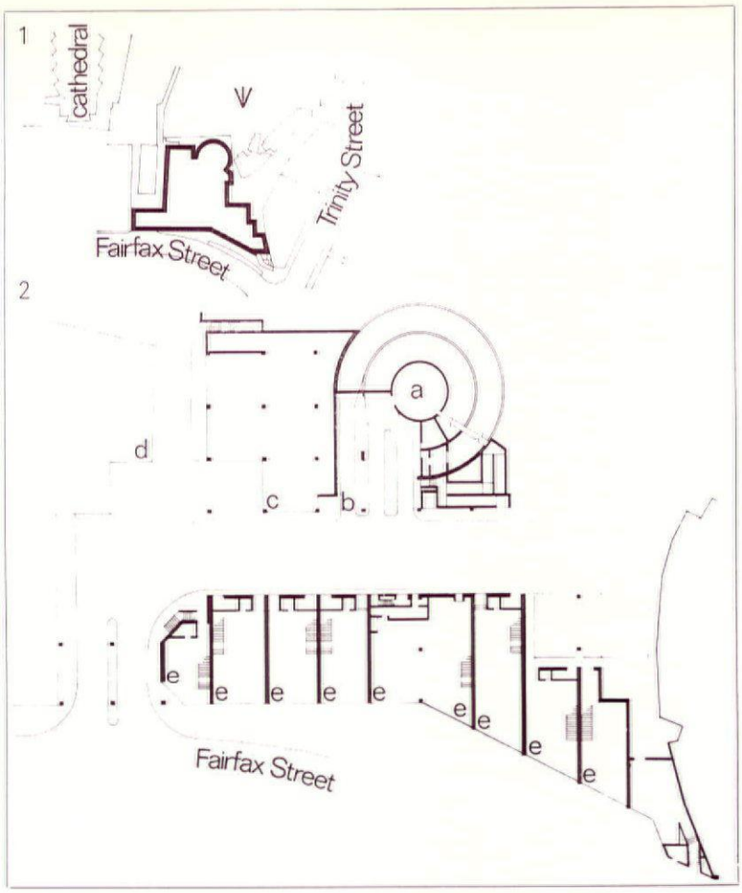
Cost: £336,000

Contract: Eighteen months

Principal architect, J M McLellan; assistant principal, R J Edwards; assistant, P Jackman; quantity surveyors, Bridgewater & Coulton; structural and electrical engineers, N Rayman, city engineer and surveyor

1, site plan
2, ground floor plan: a, sub-station; b, entrance to car park; c, garage; d, hotel site; e, shop
3, west elevation
4, (facing page) south elevation
5, Fairfax Street elevation

1



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Shopping centre, Birmingham

Cotton, Ballard and Blow

Site: above New Street Station. British Rail have constructed 6½ acres concrete raft

Accommodation: 100 shops, cinemas, hotel and offices. Below shopping level, parking for 570 cars with escalators and stairs from car park and station to the shops and to adjacent streets

Structure: in situ concrete; exposed aggregate cladding; white mosaic

Services: warm air heating in winter and cool air in summer in pedestrian ways and shops

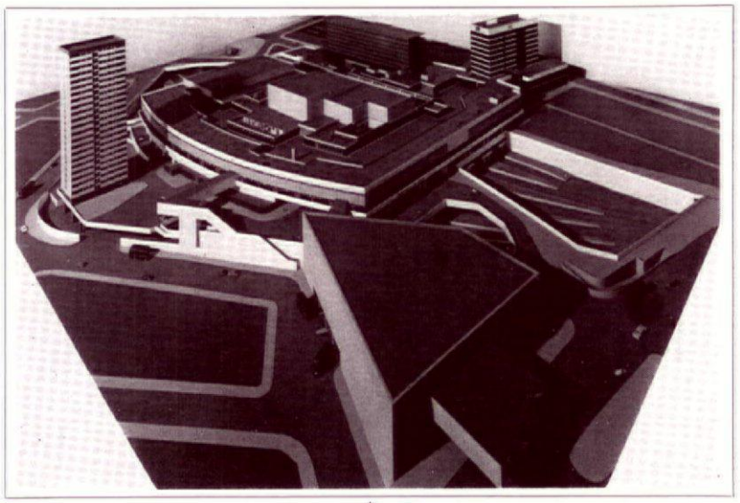
Cost: £6 million

Contract: 1968–December 1969

Consulting engineers, W V Zinn & associates; quantity surveyors, Wainwright & Silk

1, aerial view
2, plan at level 428: a, pedestrian walkway from New Street; b, staircase from Stephenson Street; c, restaurant; d, car park; e, supermarket; h, bridge link from Station Street; i, bridge link from Bull Ring Centre
3, (facing page) west elevation
4, Stephenson Street elevation
5, section: a, entertainments' area 1; b, tenants' car park; c, upper public car park; d, lower public car park; e, West Court; f, entertainments' area 2; g, entertainments' area 3

1



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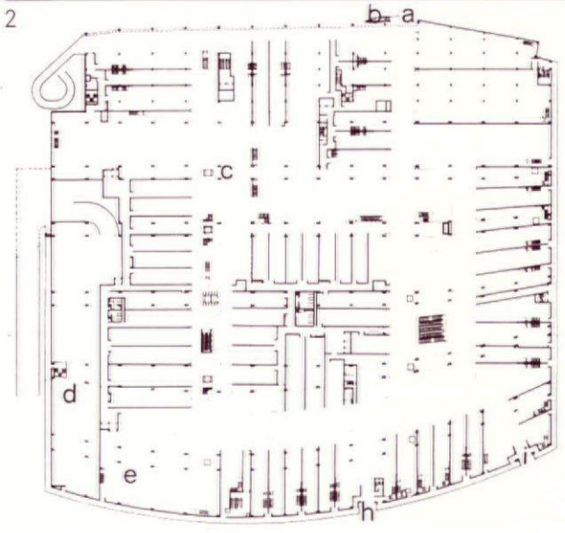

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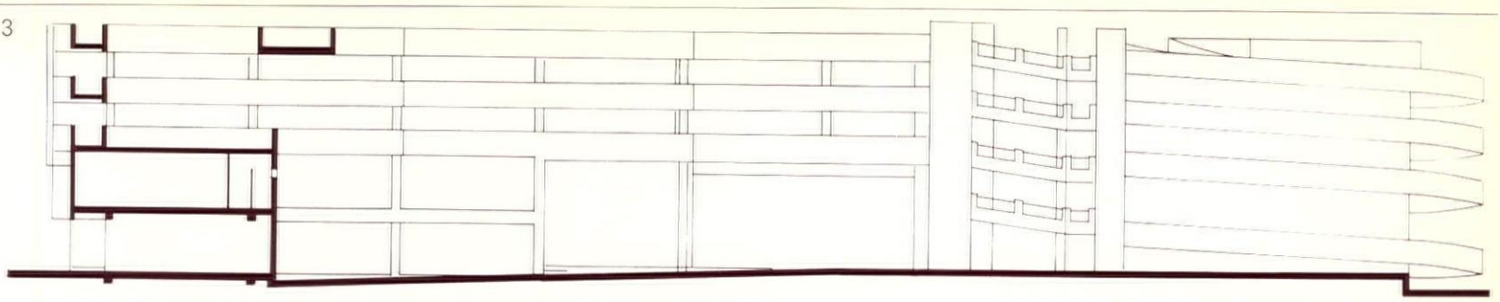

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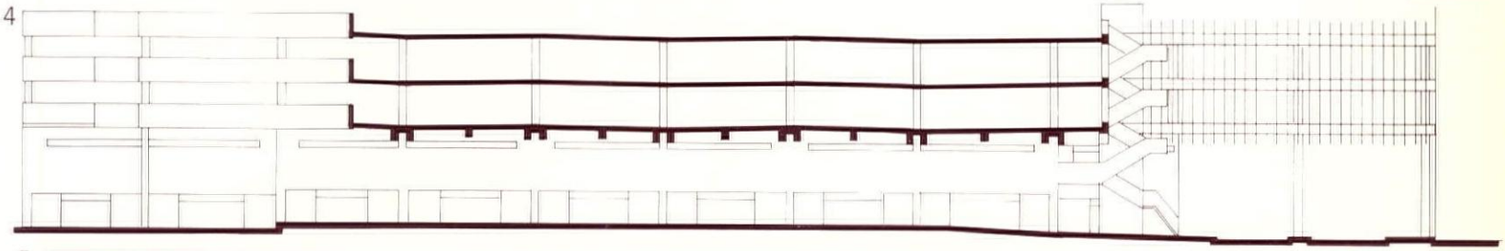

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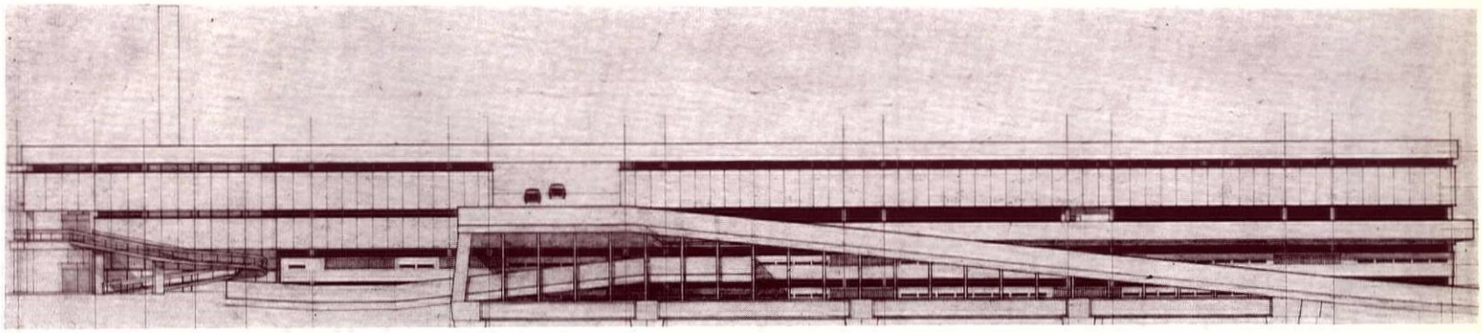

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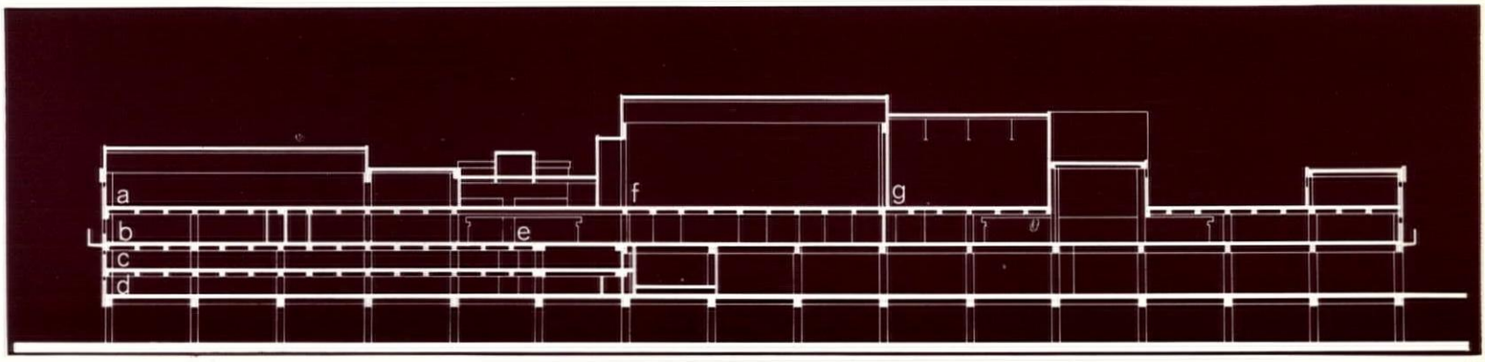


Westminster Bank Ltd, Colmore Row, Birmingham

The John Madin Design Group

Client: Westminster Bank Ltd

Site: Colmore Row in central area

Accommodation: phase I—70,000 square feet of lettable office space together with new central branch Westminster Bank of approximately 15,000 square feet and three levels of basement car parking for 150 cars

Structure: rc columns with 11 in waffle concrete floor slabs

Services: full air conditioning in both offices and bank

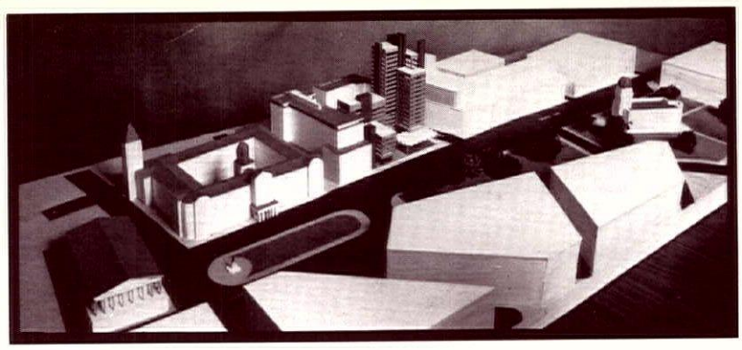
Cost: phase I—£1,000,000

Contract period: 24 months

Structural engineers, Jenkins & Potter; quantity surveyors, Henry Vale & sons; air conditioning, Benham & sons

1, aerial view of model
2, Colmore Row elevation
3, (facing page) ground floor plan: a, offices; b, bank; c, court
4, third and fourth floors plan (offices)
5, tower: ninth–fourteenth floors plan
6, fifteenth–seventeenth floors plan
7, site plan

1



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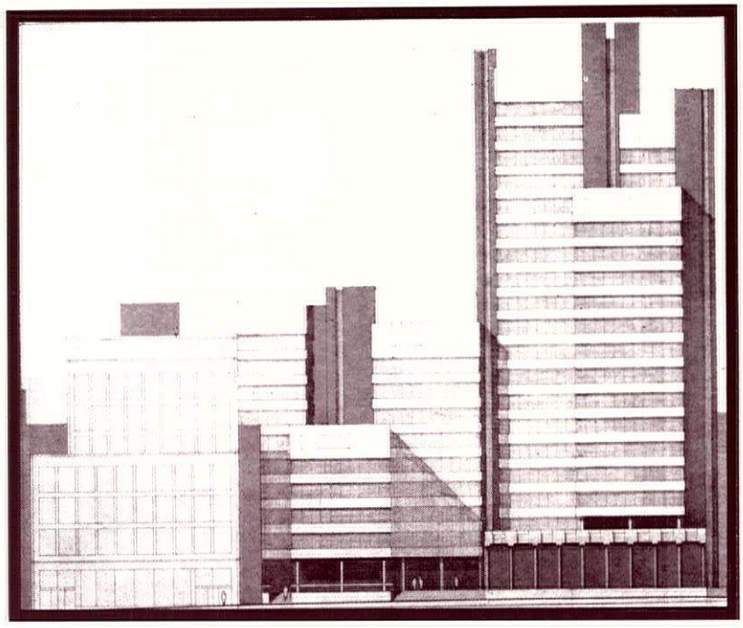


Paradise centre, Birmingham

R Seifert & partners

Client: Bentray Investments Ltd and Associated Television Corporation Ltd

Site: 6 acres off Suffolk Street and Broad Street

Accommodation: two level piazzas, 30,000 sq ft exhibition hall, conference rooms, 1250 seat theatre, two 850 seat cinemas, 250–300 room hotel, TV centre, restaurants, shops, banks and 260,000 sq ft 300 ft office tower

Structure: studio block—precast rc; outside broadcast units—steel; floor slabs—precast rc units; restaurant block—steel with precast floor units; remainder—rc

Services: oil fired heating. Fully air-conditioned

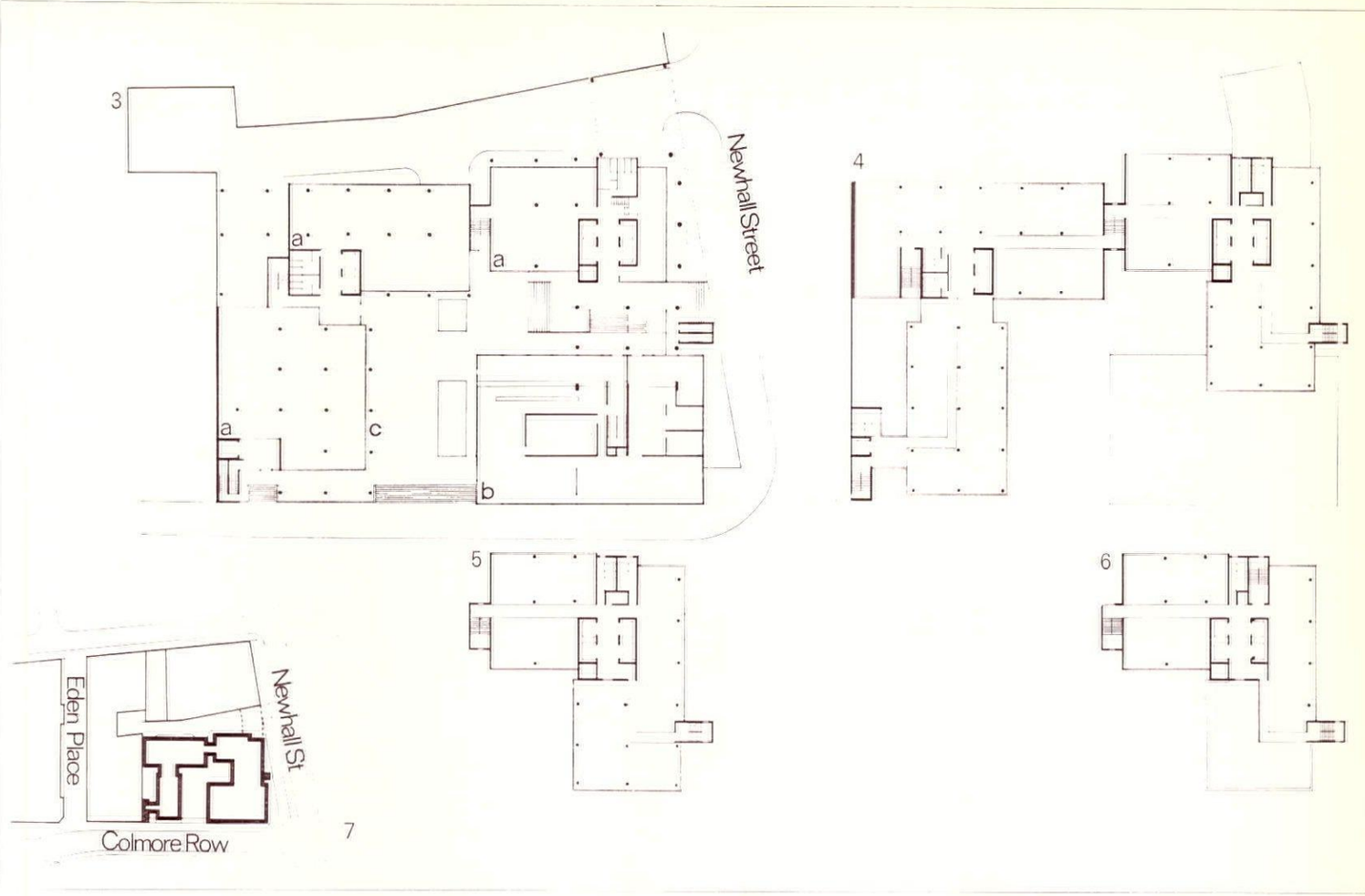
Cost: £13 million

Contract: tv complex—August 1968–July 1969; phase I technical block—August 1968–February 1969

Structural engineers, Oscar Faber & partners; acoustic consultant, Charles Buckle

1, perspective of site
2, (facing page) ground floor plan: a, stores; b, rehearsal room; c, film theatre
d, outside-broadcast vehicles; e, exhibitions, conferences, banquets; f, kitchen, servery; g, piazza; h, shops; k, office entrance; m, hotel; n, car park
3, upper level plan: a, studio; b, theatre; c, cinema; d, cafeteria; e, roof garden; f, offices; g, hotel

1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Newhall Street
a
a
a
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b
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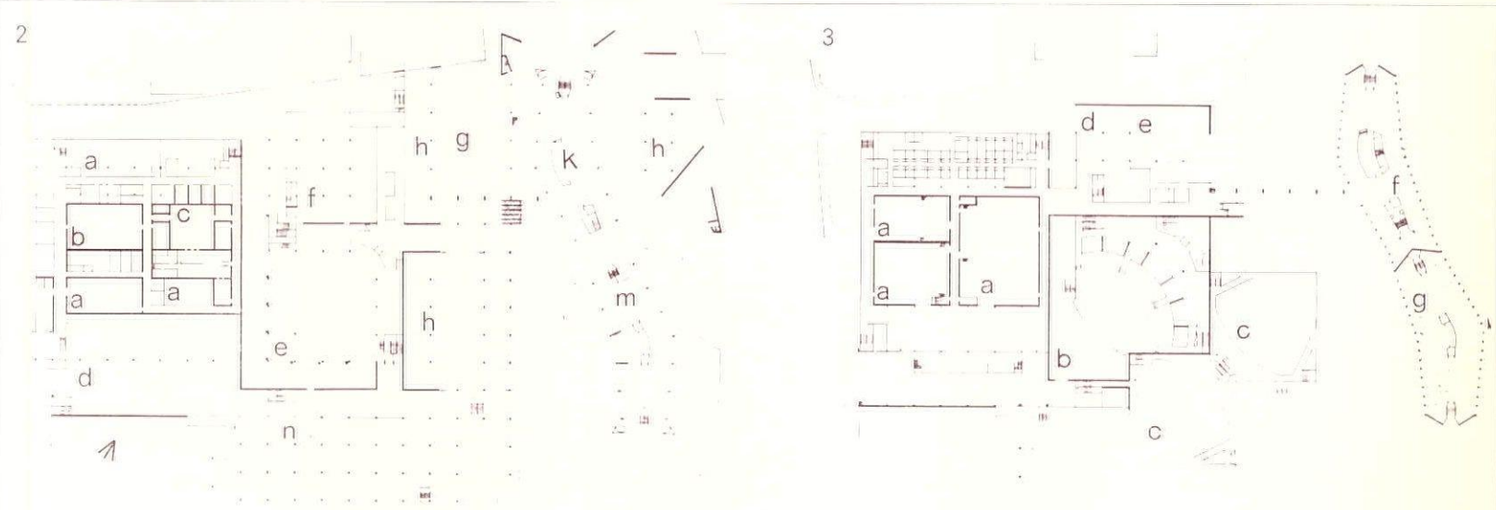
6
Eden Place
Newhall St
Colmore Row
7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Central area redevelopment, Stratford upon Avon

Frederick Gibberd & partners in association with Shepherd, Fowler & Marshall

Client: Stratford upon Avon borough council with Star (Great Britain) Developments Ltd

Site: northern half of central area bounded by Wood Street, High Street, Chapel Street, Scholars Lane and Rother Street

Accommodation: block A—three shops and restaurant bridging over precinct; link between block A and High Street—two shops and kiosk; block B—ten shops in roofed precinct; links between block B and Wood Street—three shops; block C—two shops; block D—one supermarket and four shops; block E—five shops; links between blocks D and E and Ely Street—two shops; car park for 200 cars; one sub-station; two public lavatories

Structure: primarily loadbearing brick cross wall construction with some reinforced concrete framing

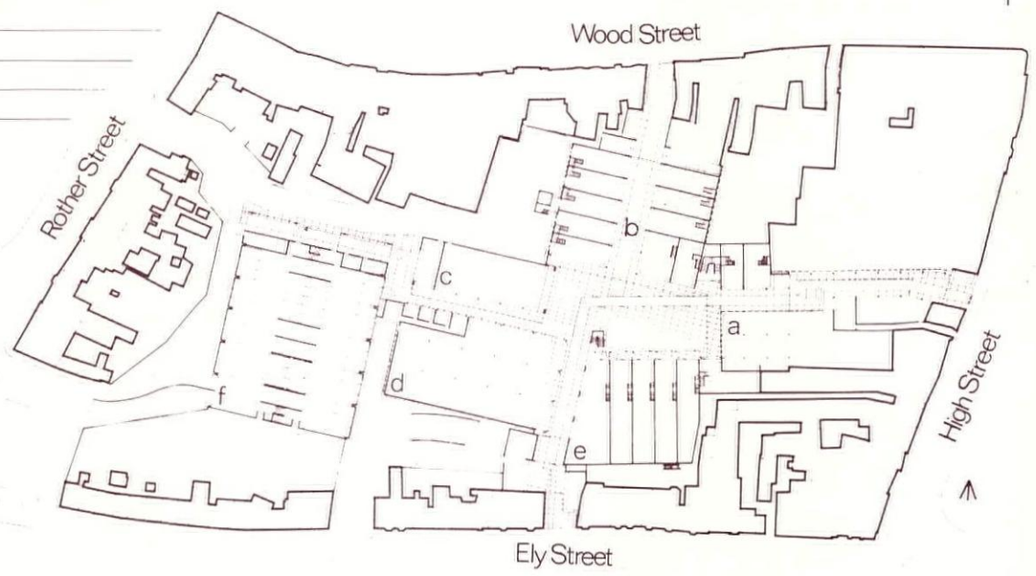
Services: In ducts along pedestrian mall

Cost: £600,000

Contract: 20 months

1, ground floor plan and, 2, first floor plan: a, restaurant; b, service deck; c, shop store; d, supermarket store; e, shop stores and upper service yard; f, car park
3, 4, perspectives

1



Crown office building, Walker Street, Wellington

Norman & Dawbarn

Client: Ministry of public building and works

Site: Walker Street in town centre

Accommodation: offices for Inland Revenue and Lord Chancellor's department of county court

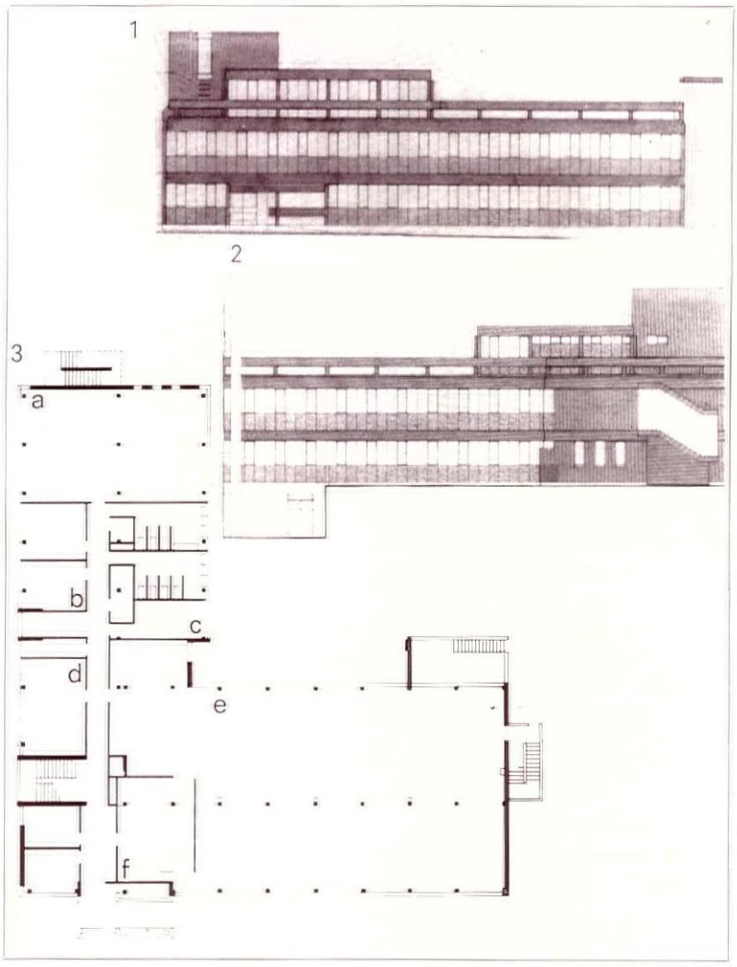
Structure: precast concrete frame on 4 in module and 2 ft planning grid

Services: oil fired boilers serving convectors and radiators

Cost: £90,000

Contract: March 1969—October 1970

1, north elevation
2, south elevation
3, ground floor plan: a, store; b, inspector; c, interview; d, stationery; e, general office; f, reception
4, (facing page) axonometric



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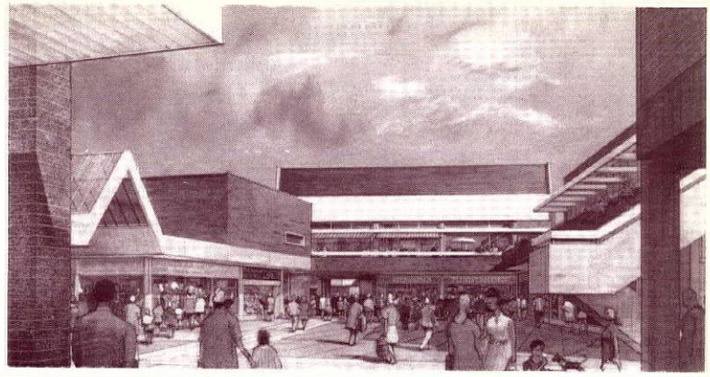

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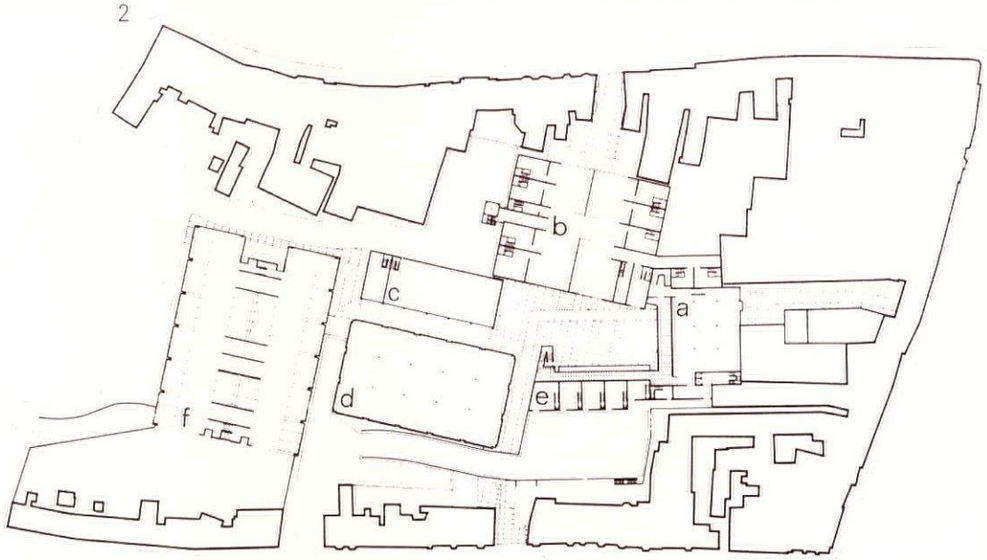

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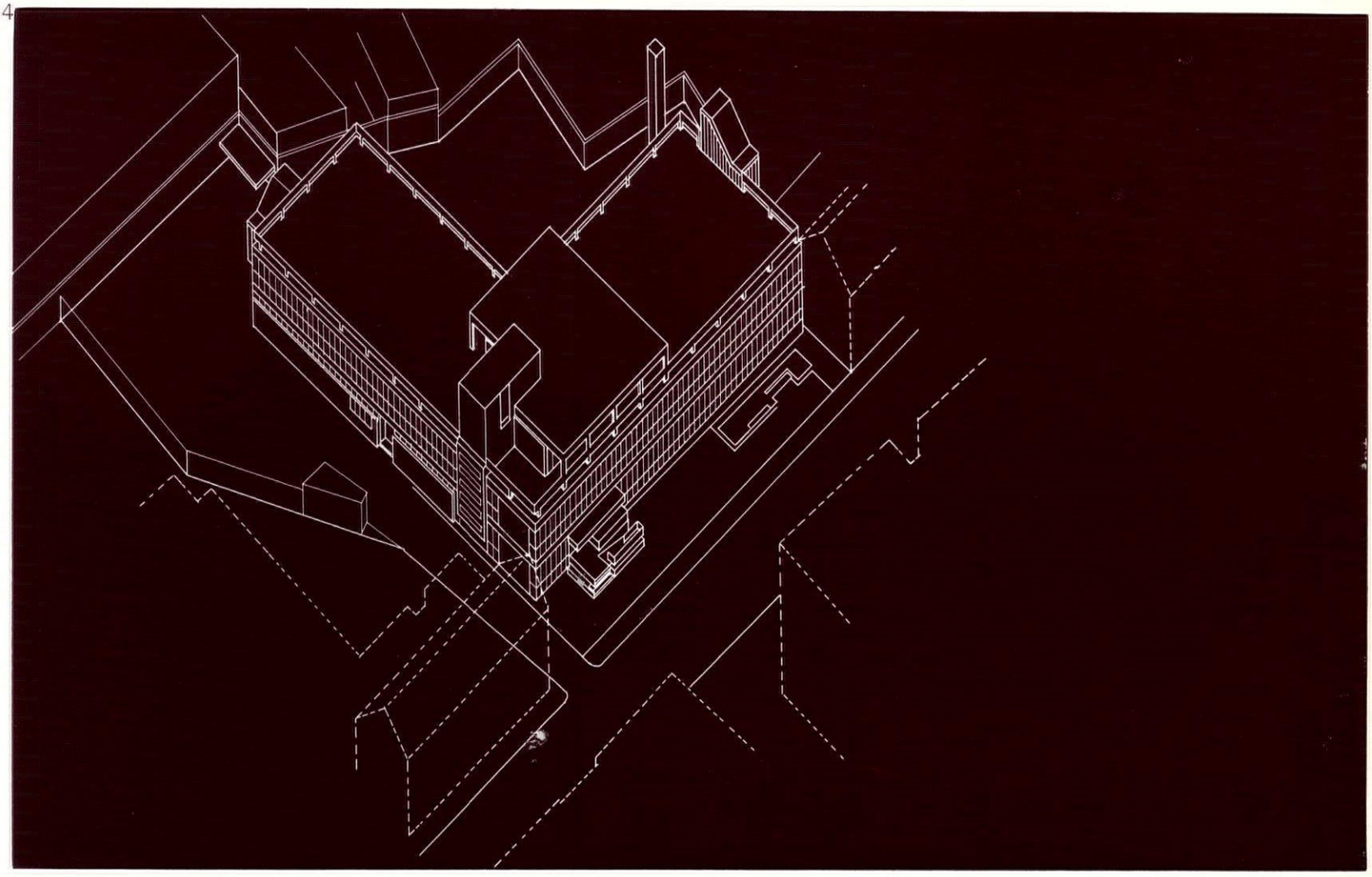


Civic centre, Paradise Circus, Birmingham

John Madin Design Group in association with J A Maudsley, city architect

Client: Birmingham city council

Site: Chamberlain Place and Paradise Street, city centre

Accommodation: central library with 1200 seated capacity; lending library able to handle peak hour flows of 1800 readers; library lecture theatre for 300; book processing and administrative offices; regional library bureau. School of music—teaching rooms and recital rooms, concert hall for 750. 750 part-time and 270 full-time students. Birmingham Athletic Institute—two small and two large gymnasia, two halls each for 200, tea bar for students. Drama centre—activity rooms planned as flexible theatre areas for audiences of 300. Staff restaurant for 300, senior staff dining room for 68. Covered bus interchange area under central library for rush hour flow of 10,000. Shopping arcade under school of music. 4-level park for 370 cars

Structure: structural frame and floor slabs in situ rc. Walls precast concrete storey-high panels cast with limestone aggregate and white cement. Circulation cores in situ rc walls with in situ exposed aggregate finish. Roof of reference library precast roof beams set at pitch at 4 ft 6 in centres and supporting precast stone roofing tile units

Services: central boiler plant; full air conditioning to reference and lending libraries, library lecture theatre, school of music

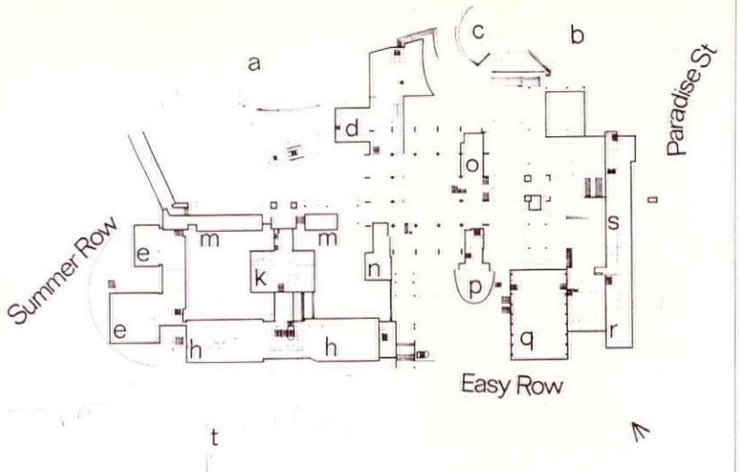
Cost: phase I—£4,500,000

Contract: 4 years

HMV and electrical, R W Gregory & partners; structural engineers, Ove Arup & partners; acoustics, Hugh Creighton; quantity surveyors, L C Wakeman & partners

1, master plan: a, council house extension; b, town hall; c, Chamberlain Place; d, library; e, gymnasium; h, halls; k, drama centre; m, shops and showrooms (upper part); n, pub (upper part); o, city enquiry office; p, lecture theatre; q, concert hall; r, recital room (upper part); s, school of music
2, site plan: a, council house; b, extension; c, town hall; d, athletic institute; e, ice rink; f, offices; g, library; h, drama centre; j, concert hall, school of music; k, Midland institute; m, Baskerville House; n, halls of residence; o, flats; p, offices; q, municipal theatre (see page 50); r, car park; s, planetarium; t, register office; u, building centre; v, site for exhibition hall
3, aerial view of model

1



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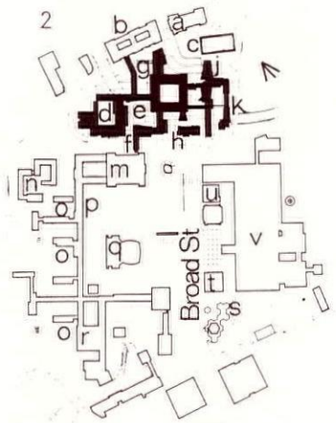

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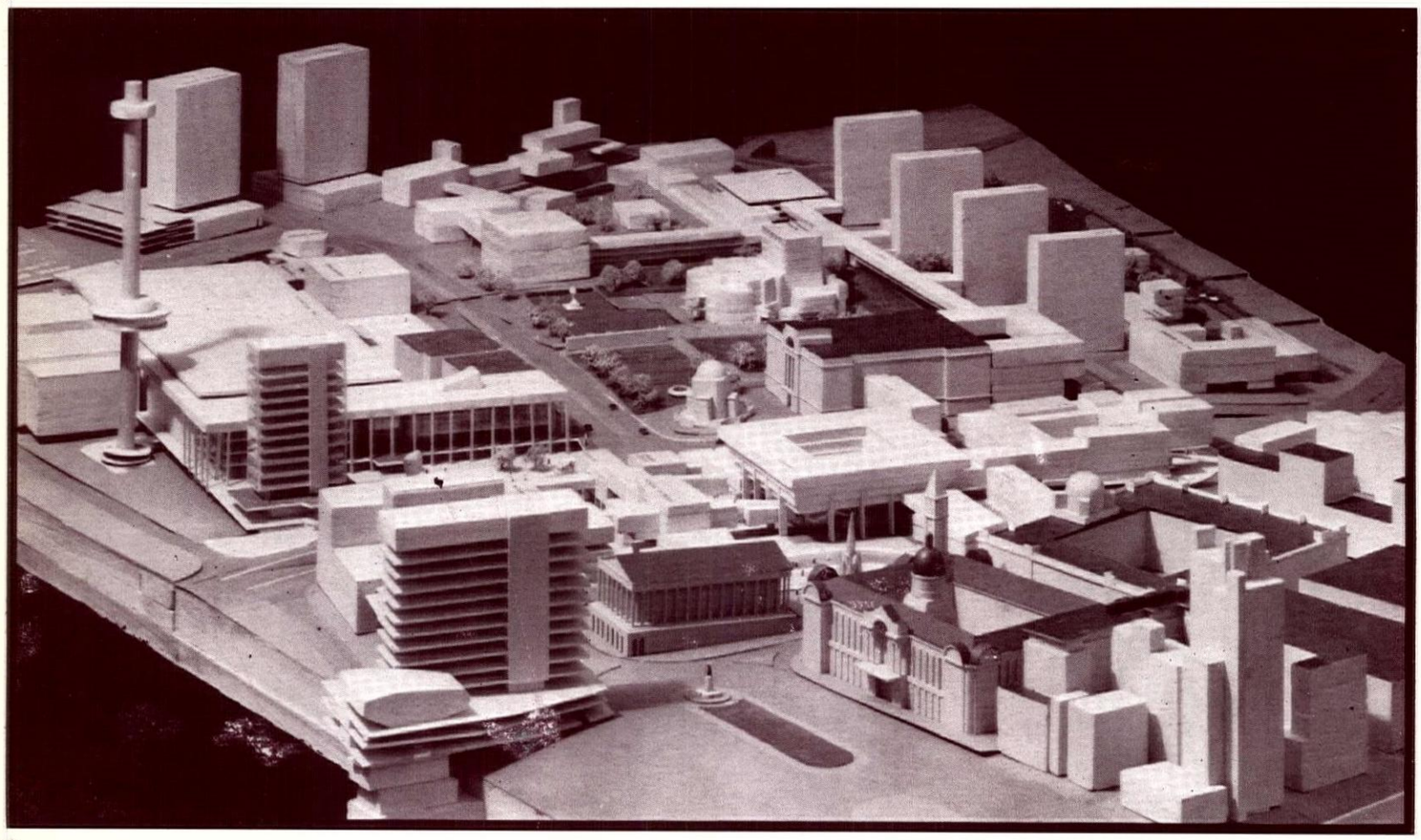


48
Central area redevelopment, Madeley, Shropshire
Ceri Griffiths, chief architect and planning officer
Civic centre, Tamworth, Warwickshire
John Tetlow & partners

50
Birmingham repertory theatre, Birmingham
Graham Winteringham of S T Walker & partners

51
Worcester health centre, Worcester
J R McKee, city architect and planning officer
Swimming baths, Tamworth, Warwickshire
Mason & Richards & partners

52
Registrar's office, Coventry
Terence Gregory, city architect and planning officer
and F W B Charles

53
Cygnet Theatre, Cannon Hill Trust, Birmingham
Christopher Firmstone

54
St David's Church, Shenley Green, Birmingham
S J Clewer, chief architect, Bournville village trust
Divisional police headquarters, Solihull, Warwickshire
Eric Davies, county architect

56
Pelsall Methodist church, Staffordshire
Ralphs & Mansell
Warwickshire Masonic Temple, Birmingham
The John Madin Design Group

58
Warndon youth club, Worcester, Worcestershire
J R McKee, city architect and planning officer
Kidderminster youth centre, Worcestershire
S N Cooke & partners

59
New Cross hospital, Wolverhampton, Staffordshire
George, Trew, Dunn

60
Coventry and Warwickshire hospital, Walsgrave,
Warwickshire
S N Cooke & partners

Central area redevelopment, Madeley, Shropshire

Ceri Griffiths, chief architect and planning officer

Site: phase I of new district centre replacing 3 acres of pre-1900 small shops and housing in existing small town centre. Area is to south of new by-pass road which links New Town housing areas to north west and south east of existing town

Accommodation: phase I includes 18,800 sq ft shopping; 4,760 sq ft banks or shops; 6,720 sq ft county library; 2,950 sq ft offices; 3,900 sq ft public house. Three blocks of dwellings: four 1-bed flats, twelve 2-bed flats, four 2-bed maisonettes, twelve 3-bed maisonettes and eight 3-bed maisonettes over shopping. 24 garages and car parking for one car per dwelling and public car park areas for 110 vehicles

Structure: rc frame with steel structure to upper floors of library. Dwellings in loadbearing brickwork with facing bricks to match existing development. Pedestrian elevated walkways and spiral ramp in reinforced concrete

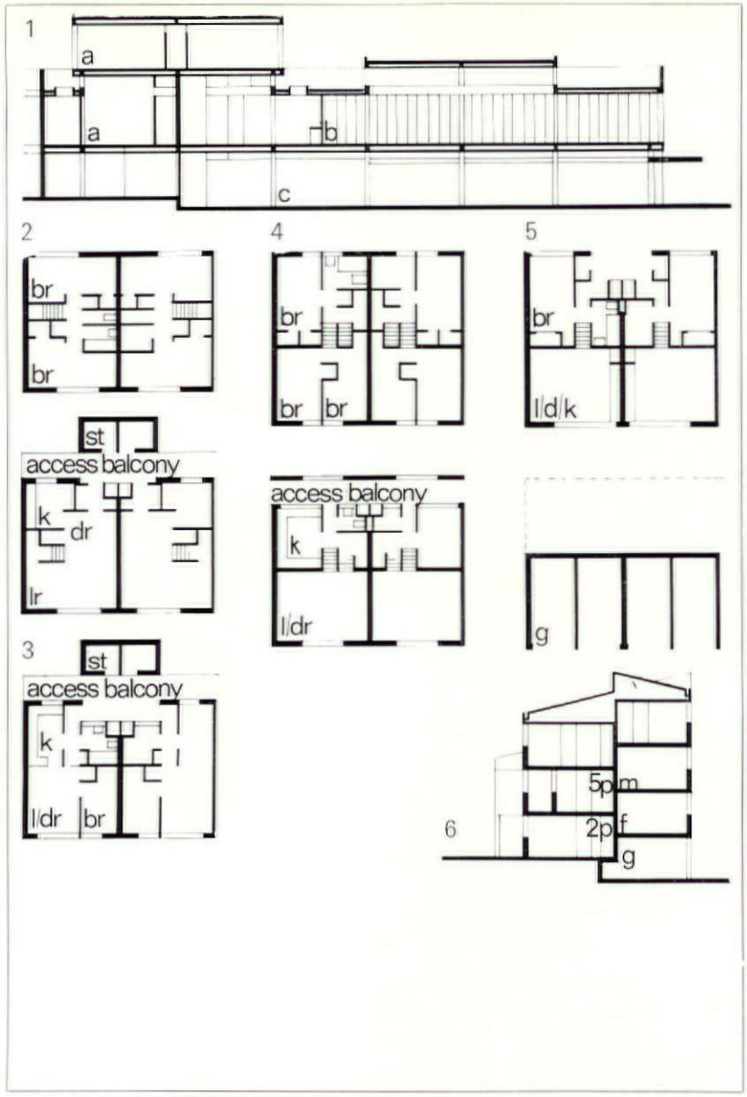
Services: electric 'warm air' central heating to dwellings. Electric underfloor heating to library. Main services to all shop units and offices

Cost: £261,585

Contract: April 1968–June 1969

Principal town centre architect, C Holt; job architect, P A C Forgham; chief quantity surveyor, J Boyce; chief engineer, L W Buckthorp

1, block G: north-south section
2, block A first and second floors: 4-person maisonette
3, block A ground floor: 1-person flat
4, blocks B & C first and second floors: 5-person maisonette
5, blocks B & C ground and lower ground floors: 2-person flat
6, blocks B & C: section
7 (facing page), aerial view of east end of model
8, Block G: first floor plan: a, access gallery; b, adult library; c, adult study area; d, children's area; e, exhibition space; f, control; g, lecture/homework; h, workroom; j, librarian; k, staff; m, office space
9, site plan: a, 1-person flats, 4-person maisonettes over; b, c, 2-person flats and garages, 5-person maisonettes over; d, banks; e, shops; f, supermarket and shops, 5-person maisonettes over; g, department store, library and offices over; h, pub and car park
10, elevation of block G



Civic centre, Tamworth

John Tetlow & partners

Client: Tamworth borough council

Site: 1.4 acres occupied by existing council offices, assembly rooms, library and police station

Accommodation: assembly hall to seat 1,000 people; council chamber; council suite; 20,000 sq ft offices; civic restaurant: central library; basement car park for 41 cars

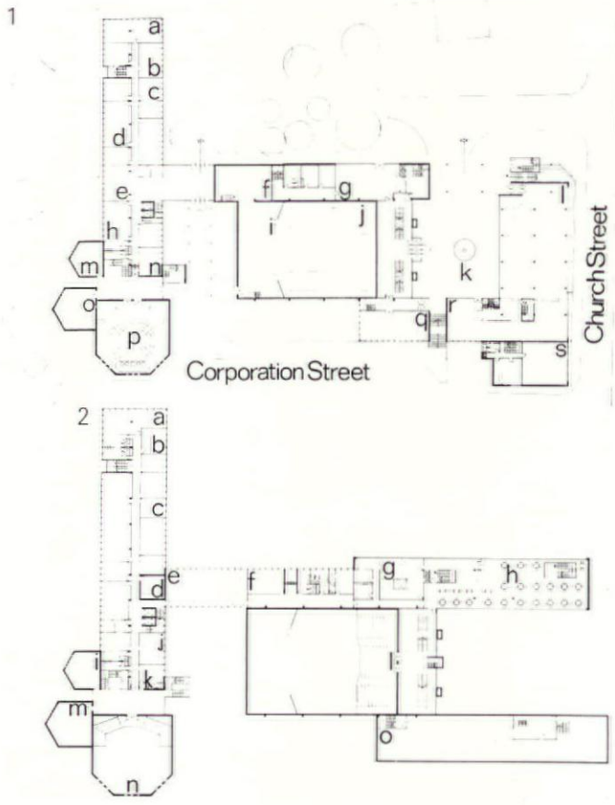
Structure: in situ and precast reinforced concrete structure and finishes with aluminium windows

Cost: £700,000 in three phases

Contract: starting date deferred

Quantity surveyors, Derek Evans & partners

1, ground floor plan: a, accountancy section; b, rent collectors; c, housing manager; d, general office; e, counter and waiting space; f, trap store; g, coffee bar; h, rates and income office; i, stage; j, assembly hall; k, pedestrian square; l, adult lending library; m, members room; n, borough treasurer; o, mayor's reception; p, council chamber; q, community room; r, childrens' library; s, British Legion club
2, first floor plan. a, printing machine room; b, library; c, solicitor; d, strong room; e, staff canteen; f, green room; g, kitchen; h, public restaurant; i, committee room I; j, town clerk; k, mayor's parlour; l, balcony; m, committee room 2; n, public gallery; o, local history and study room
3 (facing page), elevation
4, section; a, building inspector's office; b, clerks' office; c, general office; d, staff canteen; e, counter and waiting space; f, parking space; g, green room; h, prop store; i, caretaker's flat; j, dining room; k, kitchen; l, coffee bar; m, lounge bar; n, restaurant; o, public square
5, elevation



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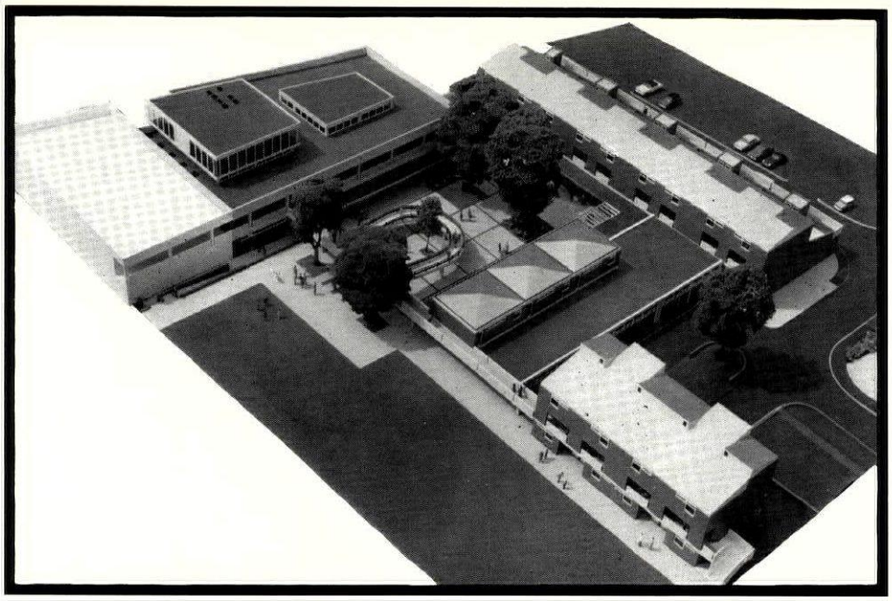

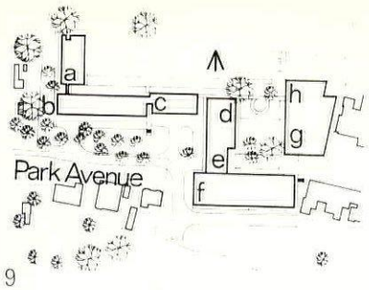

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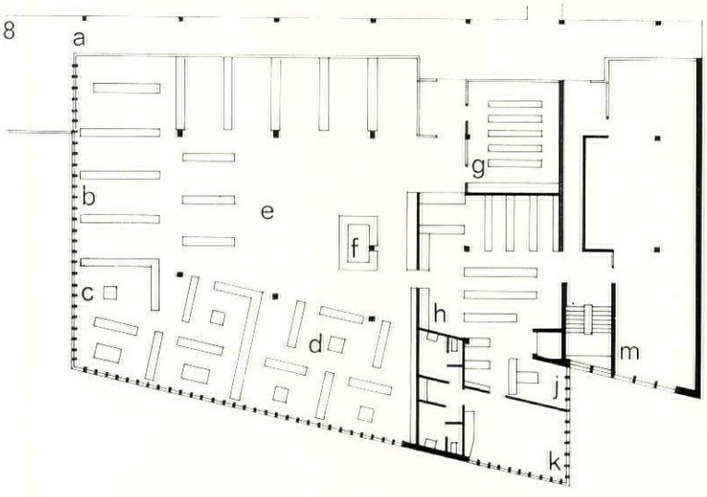

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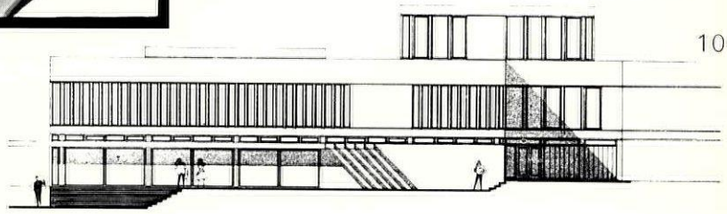

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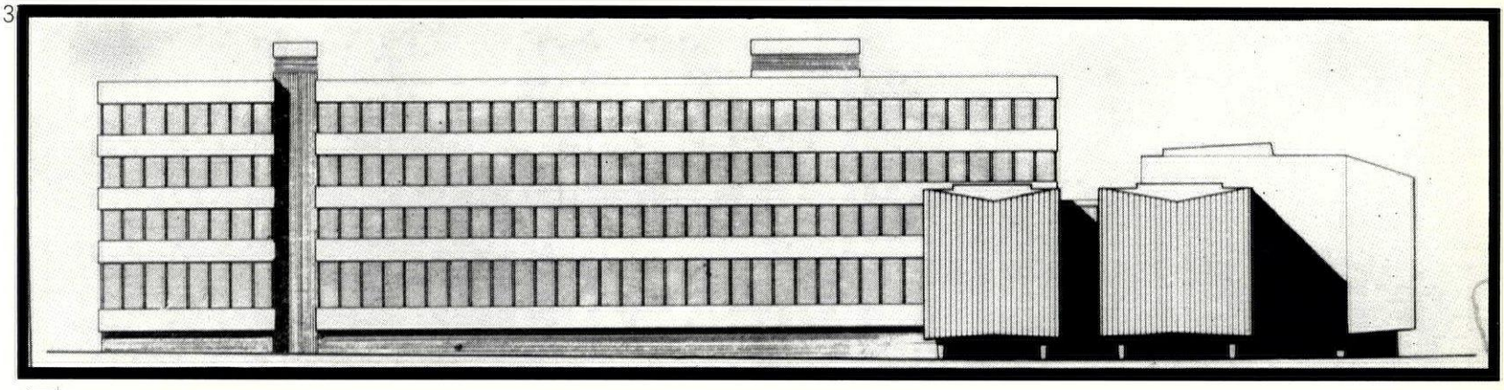

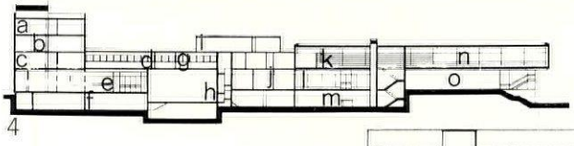

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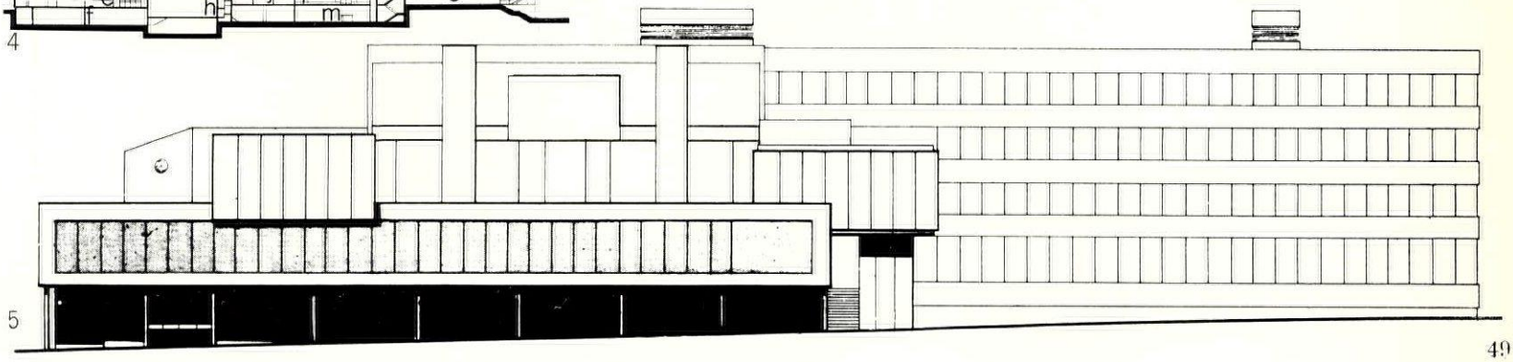

5

Birmingham repertory theatre

Graham Winteringham of S T Walker and partners in association with J A Maudsley, city architect (initially A G Sheppard Fidler, then late J R Sheridan-Shedden)

Site: Broad Street, Birmingham civic centre

Accommodation: main auditorium (proscenium plan) 900 on steep single rake; small auditorium for rehearsal and avant garde productions; foyers; restaurant; workshops, paint shops; administration offices

Structure: in situ rc frame. Precast rc panels to cladding

Services: gas fired 1 phw heating, radiant and warm air; forced ventilation

Cost: £800,000

Structural engineers, Ove Arup & partners; heating and ventilation Hoare, Lea & partners; quantity surveyors, Silk & Frazier; acoustics: Engineering Design Consultants; theatre, stage equipment and lighting: Theatre Projects Ltd

Contract: 2 years, start January 1969

1, section: a, plant; b, dressing rooms; c, offices; d, guest players; e, stage; f, fly tower; g, band room; h, stores; j, restaurant; k, kitchen; m, box office; n, foyer; o, cloaks; p, auditorium; q, mezzanine; r, bar; s, promenade; t, control
2, front elevation
3, ground floor plan: a, restaurant; b, box office; c, servery; d, foyer; e, main entrance; f, cloaks; g, auditorium; h, stage; j, rehearsal theatre; k, dressing rooms; m, paint shop; n, scene dock
4, first floor plan: a, mezzanine; b, bar; c, auditorium; d, stage; e, rehearsal room; f, director/conference; g, offices; h, dressing rooms; j, paint shop; k, scene dock
5, second floor plan: a, promenade; b, bar; c, control room; d, auditorium; e, void; f, roof space; g, guest players; h, paint shop; j, scene dock

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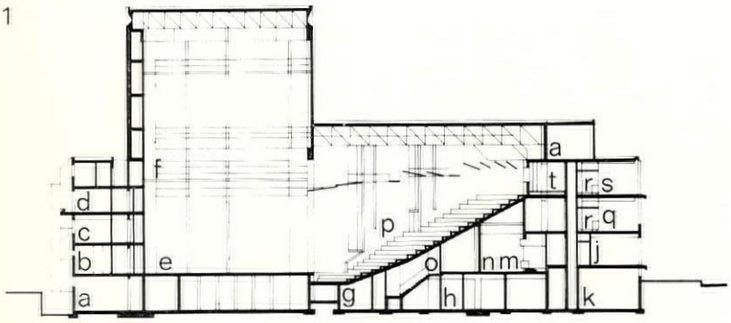

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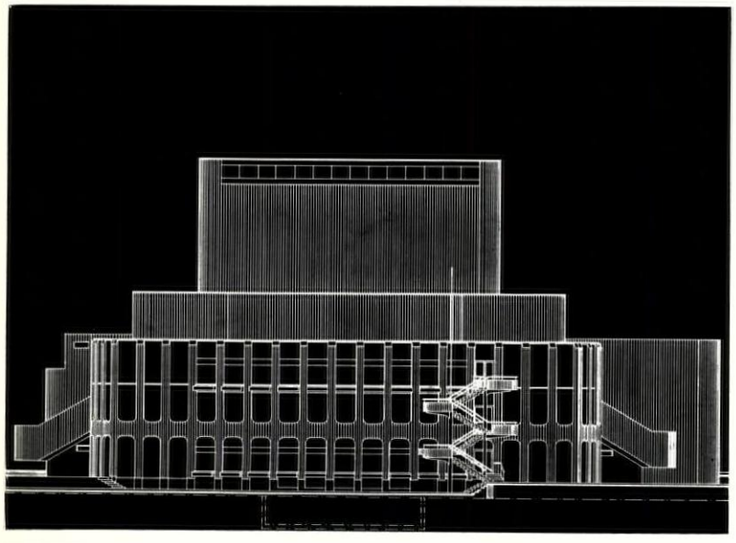

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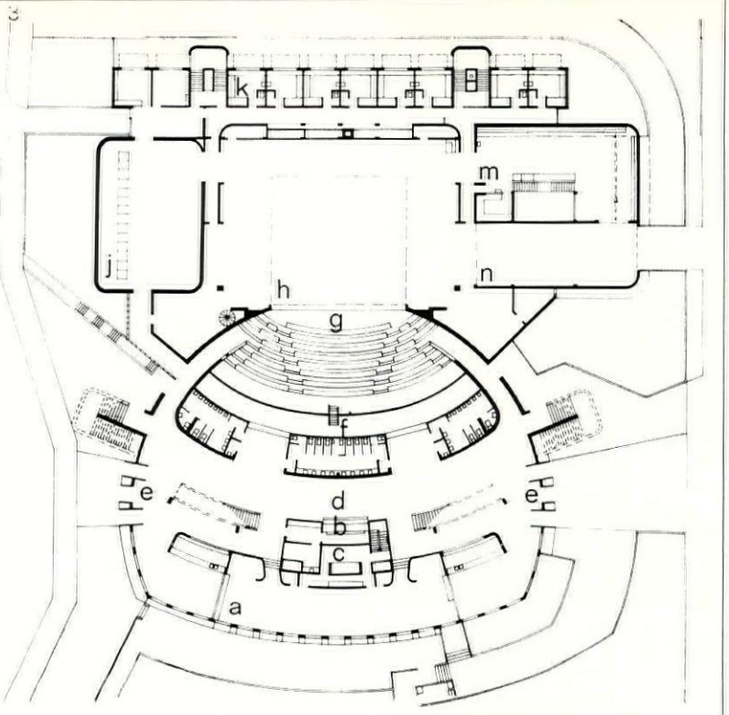

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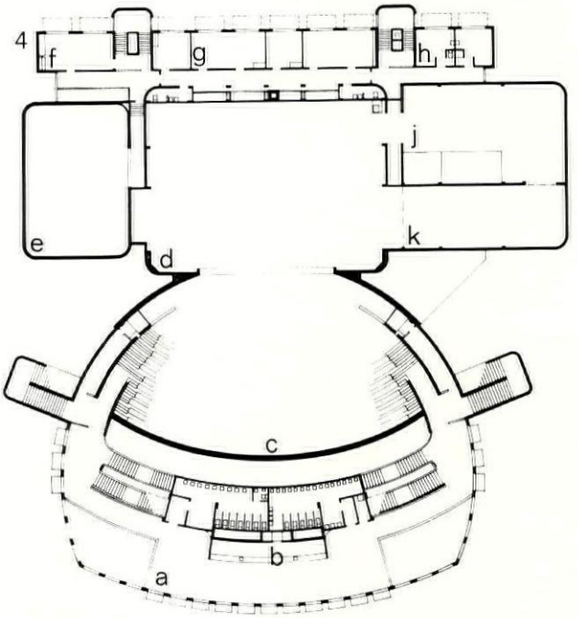

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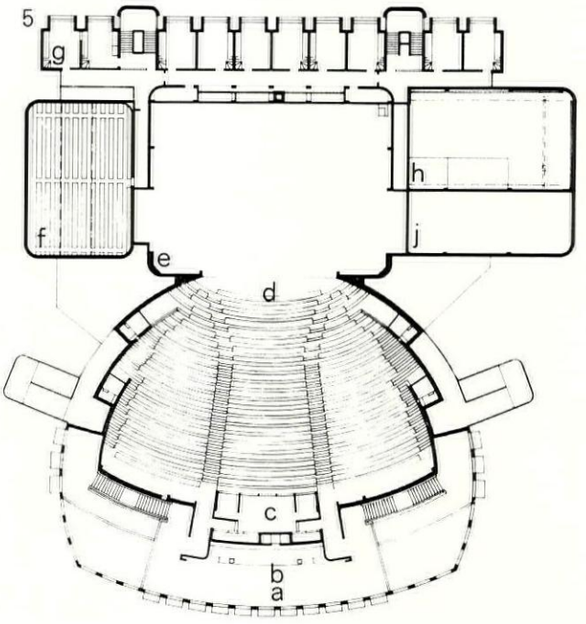


Worcester health centre, Providence Street, Worcester

J R KcKee, city architect and planning officer

Client: Worcester city council

Site: 0.7 acres city centre redevelopment next to new city walls road

Accommodation: local authority health services on ground floor with 3 surgery units for private doctors each with 4 consulting suites. First floor occupied by local authority health service officers

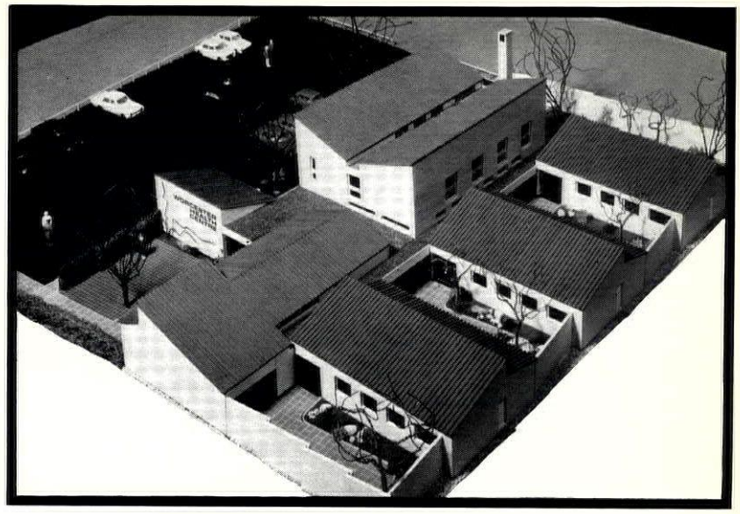
Structure: loadbearing brickwork on rc raft with reinforced first floor. Tiles mono and butterfly pitched roofs with external facing brickwork.

Services: oil-fired low pressure hot water systems from central boiler fan convectors generally, with individual Plenum systems to each consulting suite

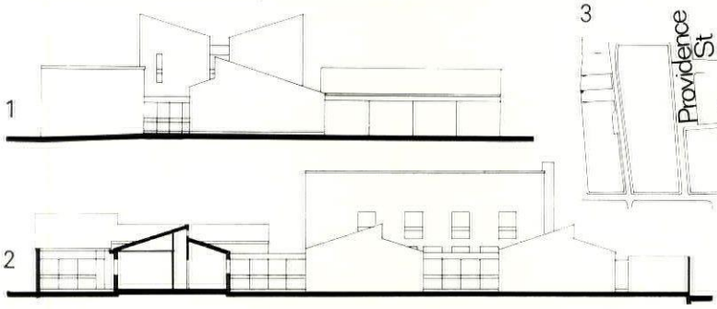
Cost: £65,380

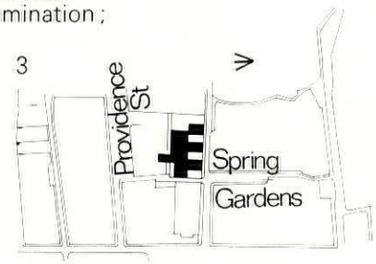
Contract: February 1969–May 1970

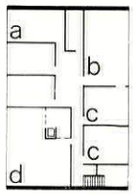
Consulting engineers, Ian Hunter & partners; deputy city architect, A G Arnold; principal architect, R A Huke; assistant, T Lucy

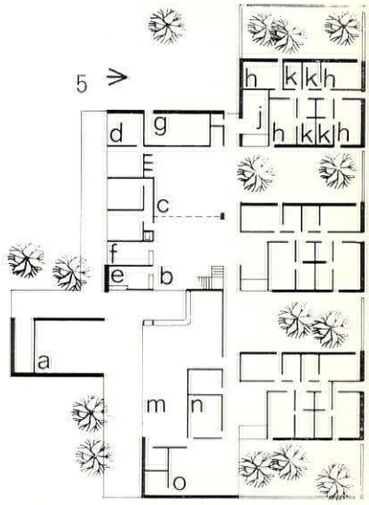


1, 2, sectional elevations
3, site plan
4, first floor plan: a, social workers; b, health visitors; c, district nurses; d, staffroom
5, ground floor plan: a, pram store; b, main waiting; c, ante-natal, health education; d, doctors' consulting; e, welfare foods; f, kitchen; g, boiler; h, consulting; j, waiting; k, examination; m, records; n, laboratory; o, treatment









Swimming baths, Tamworth

Mason & Richards & partners

Client: Tamworth borough council

Site: next to existing open air pool in park

Accommodation: main pool 82 ft 6 in × 42 ft with one-metre diving board and learners' pool 41 ft 3 in × 24 ft, changing rooms for 350 including children. Seating for 280 spectators

Structure: rc frame with steel roof trusses. Precast panels externally

Services: warm air system with heated walls in changing rooms

Cost: £350,000

Contract: April 1969—April 1971

Partner-in-charge, D W Billingsley; structural engineers, J E C Farebrother & partners; heating, ventilating and electrical consultants, Hoare Lea & partners; quantity surveyors, Henry Vale & Sons

1, aerial view of model
2, ground floor plan: a, open pool; b, hall; c, d, services
3, first floor plan; a, snack bar; b, vending machines; c, changing; d, diving; e, main pool; f, teaching pool
4, second floor plan (spectator seating)

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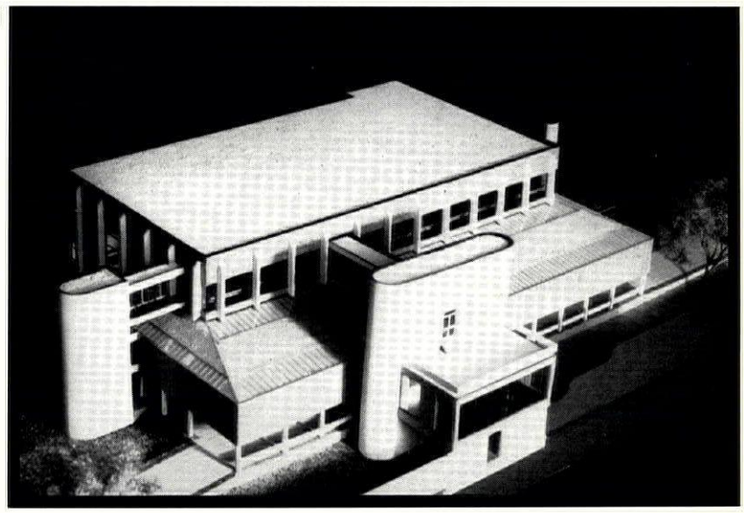

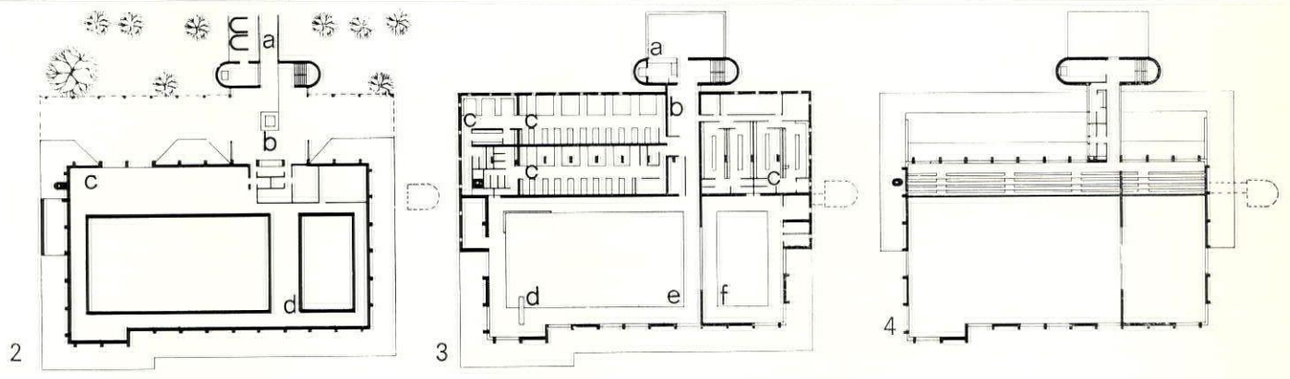

Registrar's office, Coventry

Terence Gregory, city architect and planning officer, and F W B Charles

Client: Coventry city council

Site: within city centre, bounded by 3-storey offices for small professional firms. Existing mature trees. Manor House with new wing and offices form quiet square off main traffic route

Accommodation: marriage and waiting rooms, offices for registration of births, deaths and marriages

Structure: restoration of medieval timber-framed Cheylesmore Manor House and conversion to marriage rooms, 2-storey office block in loadbearing brick and concrete floors

Services: underfloor heating to all floors. First floor of Manor House block storage heaters. Car park and entrance from service road at rear

Cost: restoration of Manor House, £40,000; new office wing, £45,000

Contract: Manor House: completed. New wing; starting date 1970—71

Manor House: partner-in-charge, F W B Charles; assistant, M Peach; new wing: principal architect, J M McLellan; assistant principal, R E J Chell; assistant, T C Ward; structure and services, N Rayman, city engineer and surveyor; quantity surveyors, Silk & Frazier

1, site plan: a, new wing; b, Manor House; c, possible extension; d, proposed Liberal club; e, professional precinct; f, 7-storey office block
2, ground floor plan of Manor House: a, entrance from new block; b, entrance; c, main entrance; d, marriage rooms
3, first floor plan: a, waiting; b, interview; c, strong room; d, superintendant; e, office
4, ground floor plan: a, waiting; b, interview; c, offices
5, perspective from north; 6, west elevation

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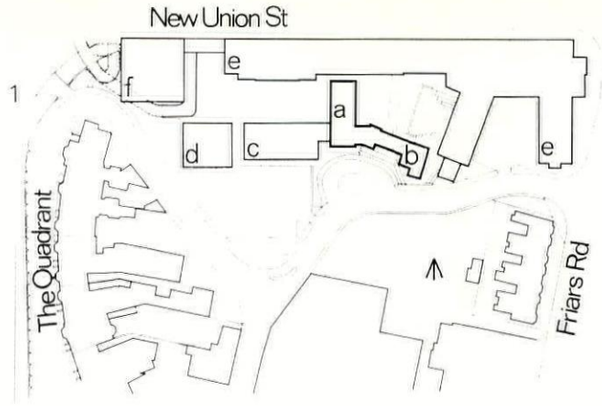

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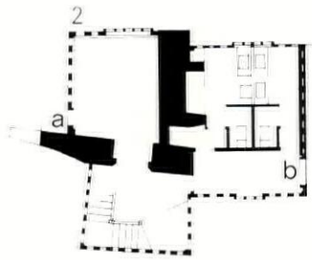

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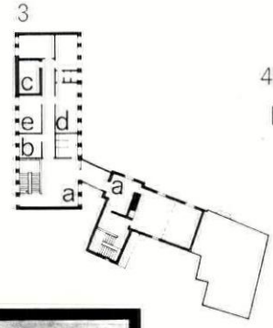

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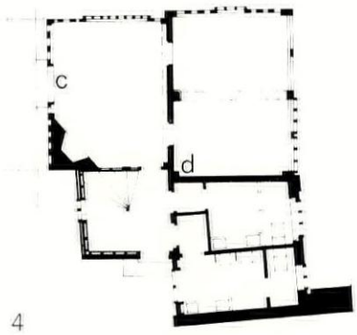

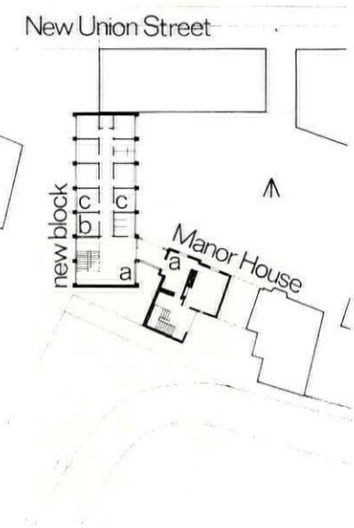

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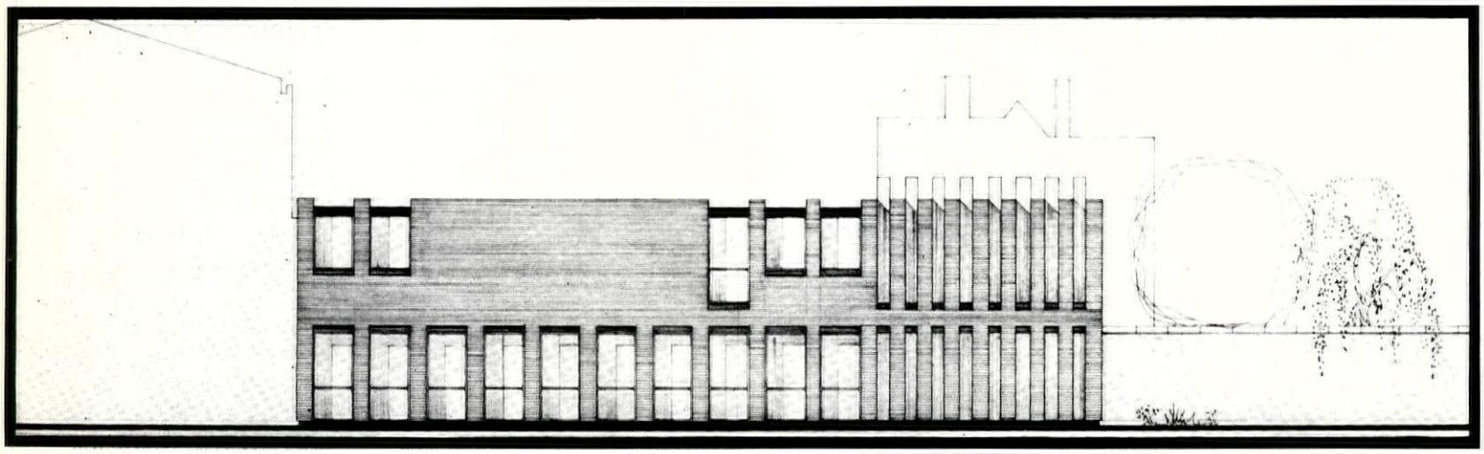

Cygnet theatre, Cannon Hill Trust, Birmingham

Cannon Hill Trust in association with Birmingham school of architecture. Advisory architect, Christopher J Firmstone

Client: John English, director, Midlands arts centre

Site: restricted area on long narrow Midlands arts centre site adjacent to Cannon Hill Park

Accommodation: 500 seat theatre and administrative offices

Structure: steel frame encased in concrete with precast concrete floors. Externally brickwork and glazing, auditorium sheathed in lead panels

Services: vertical and horizontal ducting, fully air-conditioned auditorium

Cost: £400,000

Contract: August 1968—August 1970

Advisory architect, Christopher J Firmstone; assistant-in-charge, N Jackson; quantity surveyors, L C Wakeman & partners; structural engineers, S Willis & partners; acoustic consultant, David Walters

1, site plan: a, Arena theatre; b, Swan theatre; c, Cygnet theatre; d, studios; e, arts club; f, Foyle House
2, model, with entrance foyer in foreground
3, entrance level; a, foyer; b, booking office; c, cloaks; d, refreshments; e, office; f, rehearsal room; g, stage maintenance
4, mezzanine; a, musical instruments store; b, stage maintenance; c, production; d, musicians' dressing rooms; e, musical director; f, green room
5, interval foyer level: a, foyer; b, servery; c, office; d, balcony; e, off stage assembly; f, stage
6, undercroft plan
7, section: a, undercroft; b, entrance foyer; c, interval foyer

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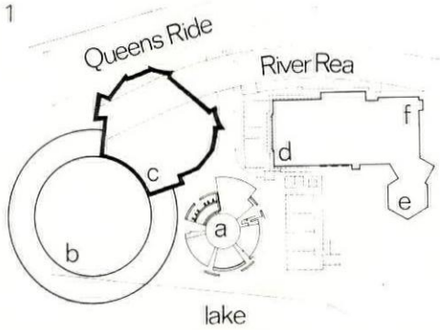

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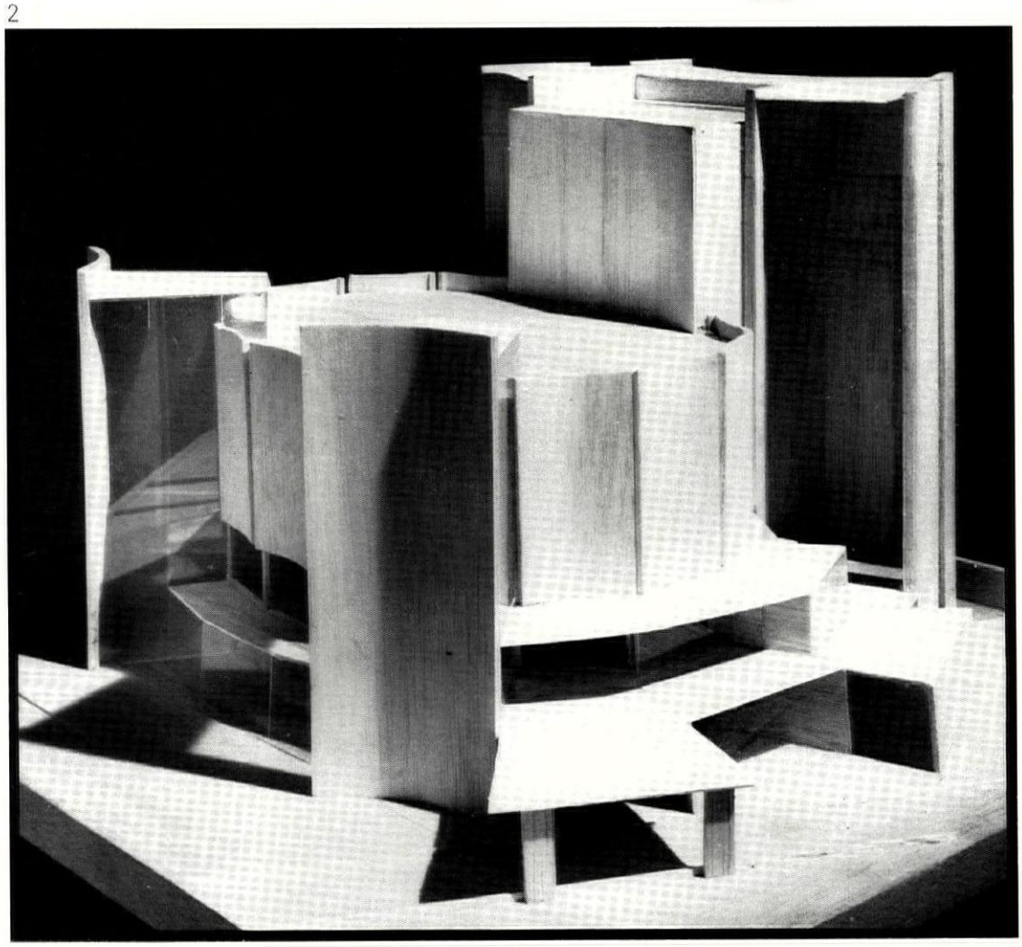

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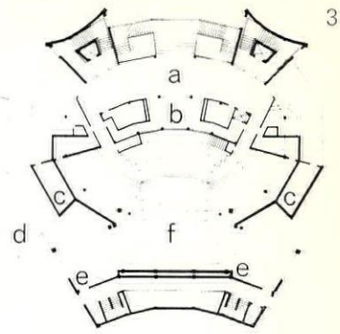

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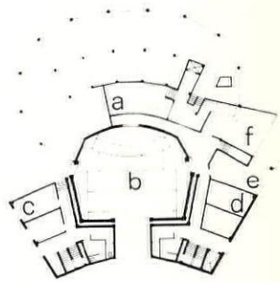

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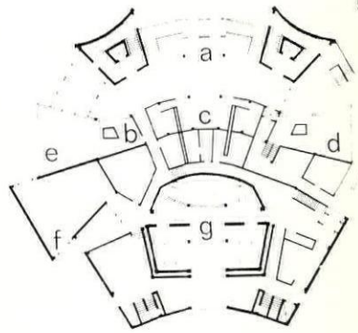

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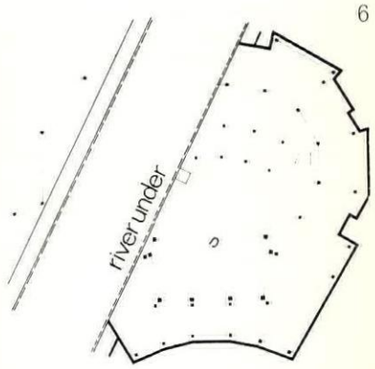

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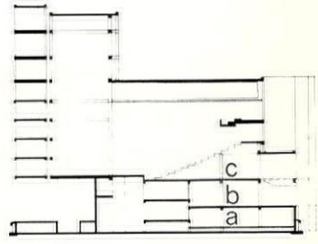

St David's church, Shenley Green, Birmingham

S J Clewer, chief architect, Bournville Village Trust

Client: Archdeacon of Birmingham and parochial church council of St David's

Site: next to existing church hall and vicarage at neighbourhood centre on Bournville Estate

Accommodation: church to seat 300, sacristy, choir and clergy vestries, flower room, linked by narthex to existing hall and cloakrooms

Structure: ribbed rc outer leaf, brick inner leaf, steel Universal and Castella beams to main roof with timber joists, wood wool and copper cladding. Loadbearing brickwork and timber joists to other accommodation

Services: heating by low temperature electrical resistance elements embedded in ceilings

Cost: £59,000

Contract: February 1969–February 1970

Job architect, P R O Carrick; structural engineers, J E C Farebrother & partners; quantity surveyors, Silk & Frazier

1, aerial view of model
2 (facing page), sectional elevation
3, south elevation
4, site plan: a, church; b, hall; c, vicarage
5, plan: a, narthex; b, organ table; c, organ; d, sacristy; e, choir vestry; f, clergy vestry

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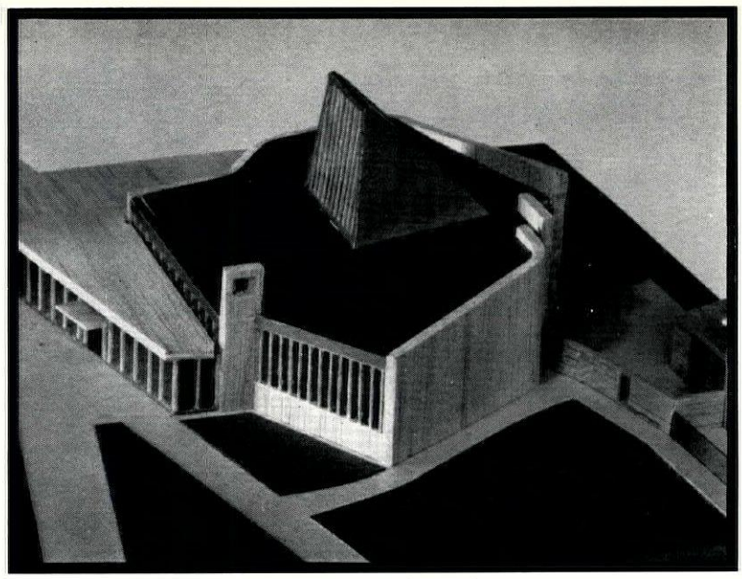

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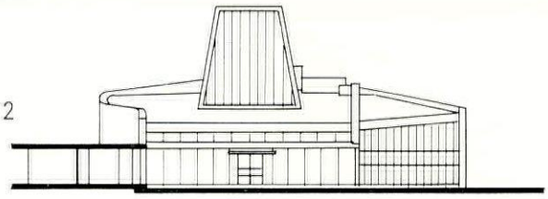

Divisional police headquarters, Solihull, Warwickshire

Eric Davies, county architect

Client: Warwickshire police authority

Site: 1.7 acres adjoining new civic buildings in Homer Road Solihull

Accommodation: administrative offices for police division and sub-division, traffic, CID, cells, kitchen and staff dining rooms, club facilities, combined lecture room and gymnasium, special constables and traffic wardens, residences for 24 constables, garage and workshop block at rear and car parking below parade ground

Structure: composite construction using storey-height modelled panels of reconstructed Portland Stone as formwork for in situ concrete columns, and in situ concrete ribbed floors. Aluminium windows in stone faced panels. Facing bricks as infilling between columns to lower ground floor

Services: oil fired low pressure hot water radiators and skirting convectors

Cost: £451,000

Contract: March 1968–March 1970

Group architect, E H Thurlow; project architect: N McKillop, assistants, B Hicks, A Burgess, P Reading; structural engineers, Laing Mellors Associates; quantity surveyor, E C P Wilkinson; engineer, L E Barnes

1, interior courtyard
2, site plan: a, police hq; b, civic hall; c, council offices; d, council suite; e, parking; f, future council development
3 (facing page), perspective of exterior
4, ground floor plan: a, entrance hall; b, charge room; c, courts' office; d, women constables; e, patrol inspectors; f, men's lockers; g, gymnasium; h, parade room; j, patrol sergeants; k, club entrance; m, traffic office; n, chief inspector; o, residents' entrance; p, exercise yard; q, photography; r, doctor; s, cells; t, parade ground; u, parking; v, garages
5, north-south section: a, parking; b, parade ground/parking; c, women constables; d, CID; e, admin inspector; f, women residents; g, men residents
6, first floor plan: a, CID; b, office; c, club; d, billiards; e, study-bedrooms; f, common room; g, kitchen; h, dining; j, canteen
7, lower ground floor plan: a, main entrance; b, enquiries; c, office; d, men's lockers; e, sub-station; f, wardens; g, found bicycle store; h, boiler; j, control room; k, kennels; m, parking; n, patrol cars; o, motor cycles; p, police cycles

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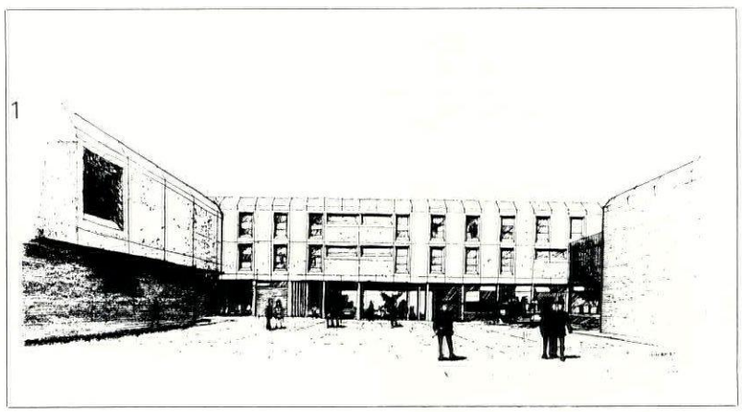

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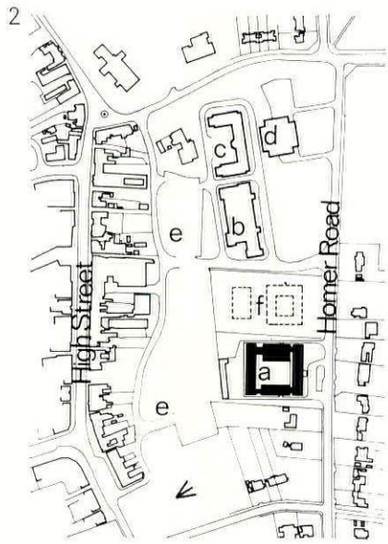

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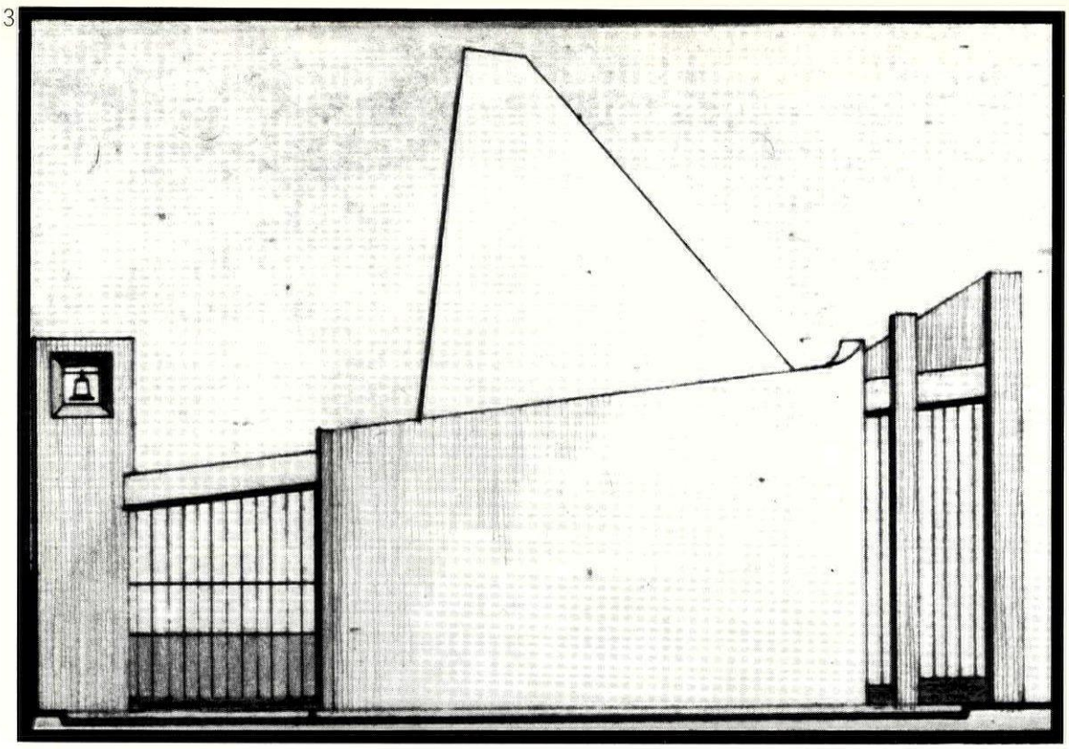

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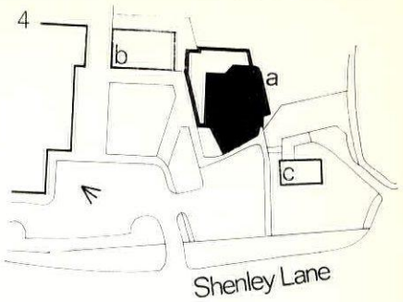
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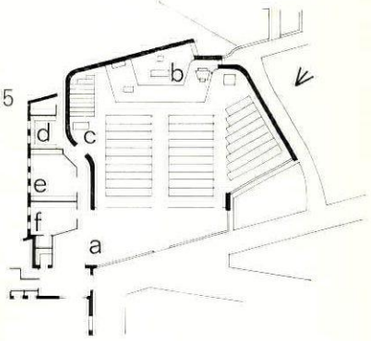
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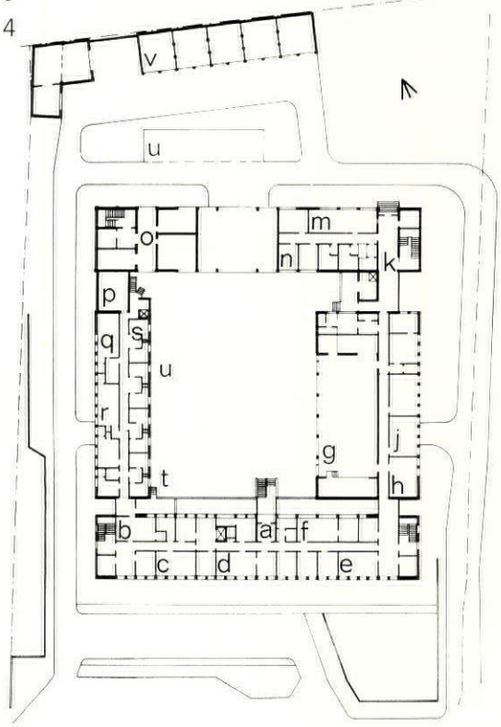
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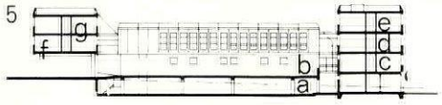
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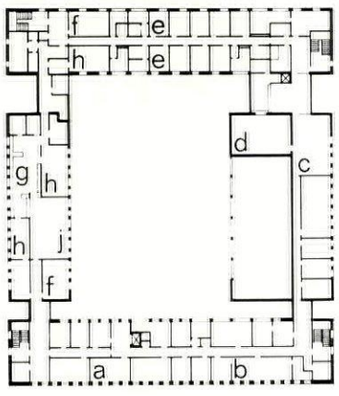
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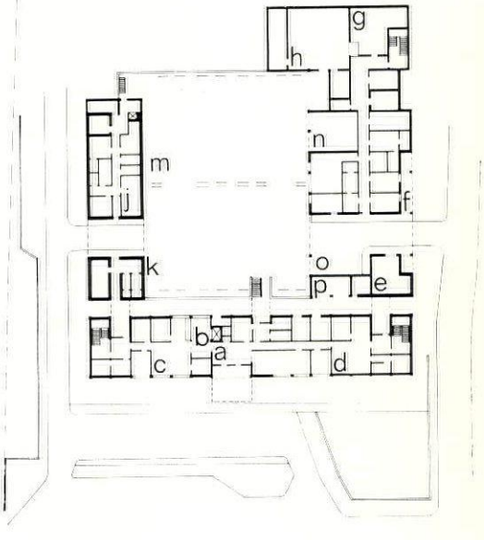
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Pelsall Methodist church, Staffordshire

Ralphs & Mansell

Client: Pelsall Methodist Church

Site: 0.5 acres Chapel Street, Pelsall

Accommodation: church to seat 200 with 28 choir. Meeting room to extend church to seat further 120

Structure: loadbearing brickwork, laminated beams, timber roof

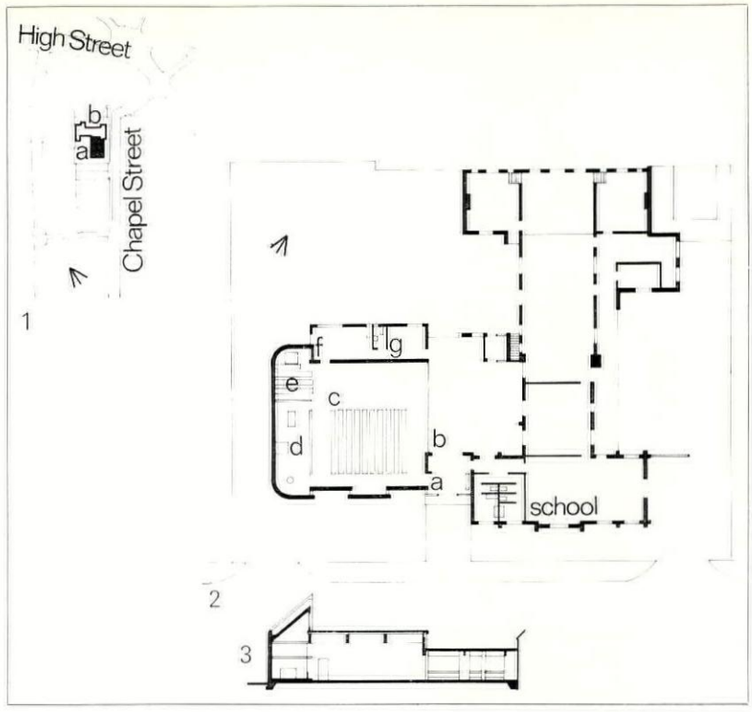
Services: oil fired small bore system serving radiators and fan assisted convectors

Cost: £18,000

Contract: 1969

Partner-in-charge, J S Mansell; quantity surveyors, T A Hammond & partners

1, site plan: a, church; b, existing school
2, plan: a, porch; b, meeting hall; c, church; d, sanctuary; e, choir; f, choir vestry; g, minister's vestry
3, section through church
4, south-west elevation
5, south-east elevation



Warwickshire Masonic Temple, Birmingham

The John Madin Design Group

Client: Warwickshire Masonic Temple Properties Ltd

Site: Hagley Road, Edgbaston

Accommodation: 80,000 sq ft meeting rooms, and dining rooms Eight lodges, dining rooms, small library museum, various committee rooms, provincial offices, board room and entertainment suite consisting of dining room and ballroom

Structure: loadbearing brickwork with solid concrete floors

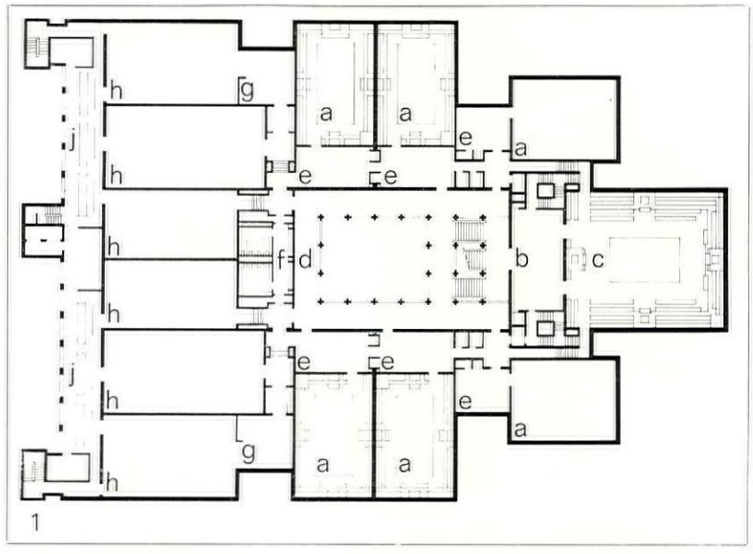
Services: full air conditioning

Cost: £800,000

Contract: 27 months

Structural engineers, Alan Marshall & partners; quantity surveyors, Silk & Frazier; heating consultants, R W Gregory & partners

1, first floor plan: a, lodge room, b, temple ante room; c, temple; d, gallery; e, lodge ante room; f, masons' cloaks; g, lodge dining ante room; h, lodge dining room; j, servery.
2, perspective view with temple, centre.
3, side elevation.
4, perspective of the interior



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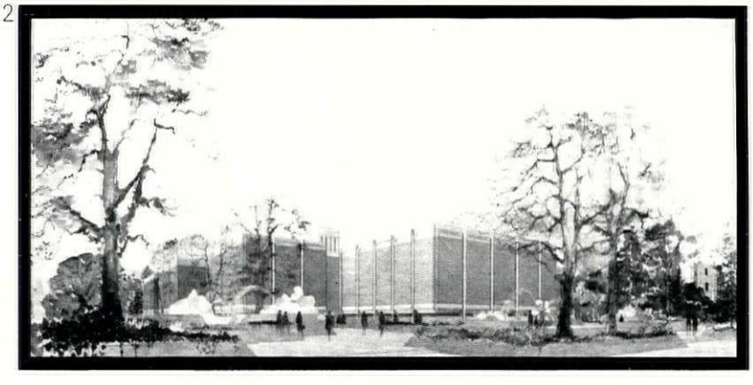

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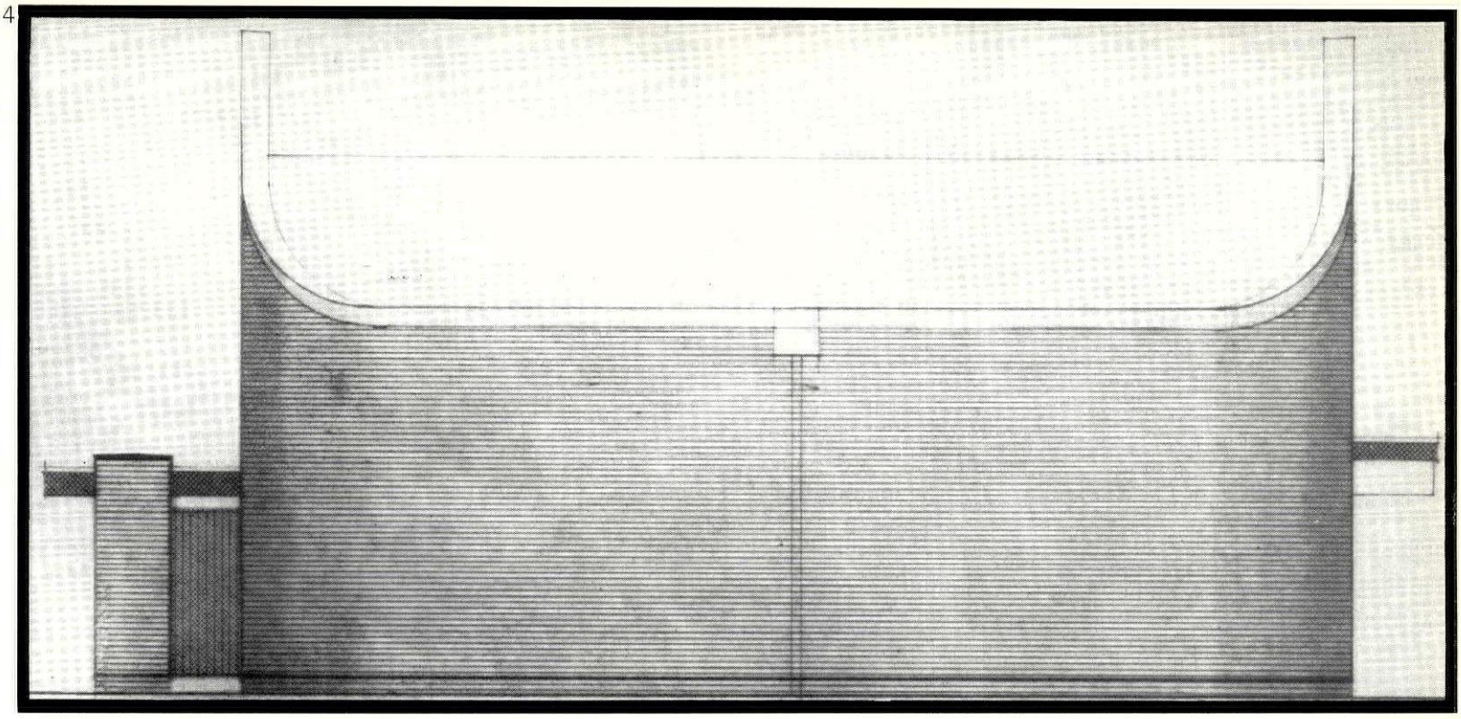

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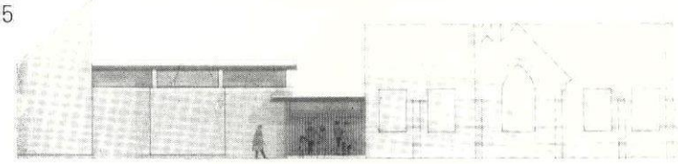

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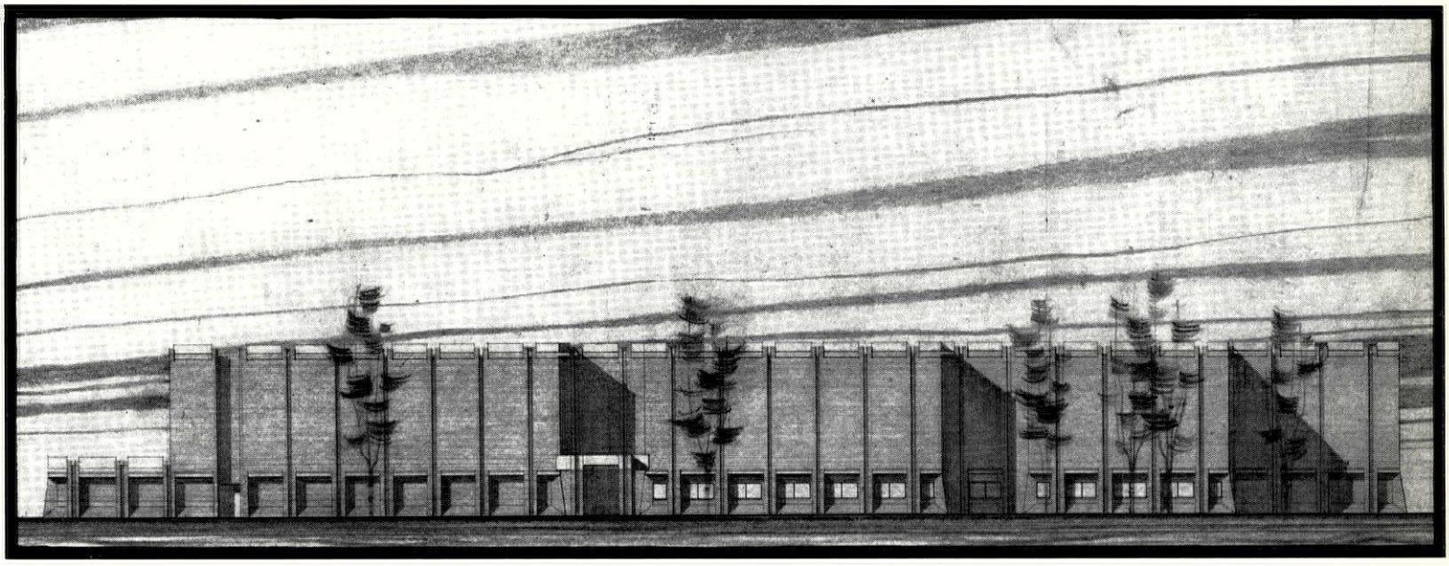

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Youth club, Warndon, Worcestershire

J Roy McKee, city architect and planning officer

Client: Worcester city council

Site: ½ acre in large postwar housing estate near city centre

Accommodation: 8824 sq ft for average nightly attendance of 185. Coffee bar and smaller rooms on mezzanine; main hall half-storey below and workshop half storey above; leader's office placed centrally with visual connection to most main rooms in building; car park

Structure: main hall-steel staunchions supporting tubular steel space frame. Mono pitch roof covered with translucent sheeting. Facing brick infill panels. Remainder loadbearing brickwork and in situ rc suspended floor two-storey section. Timber joist flat roof

Services: gas fired ducted warm air central heating to all but main hall which has electric radiant heaters. Individual water heaters

Cost: £38,422

Contract: April 1968–March 1969

Deputy city architect: A G Arnold; architect-in-charge: R A Huke; quantity surveyor: P V Firminger

1, aerial view of model
2, plan: a, general activities and social; b, leader; c, main hall; d, lounge; e, coffee bar; f, kitchen; g, reception; h, sitting
3, section: a, general activities; b, workshop; c, lower foyer; d, coffee bar; e, reception

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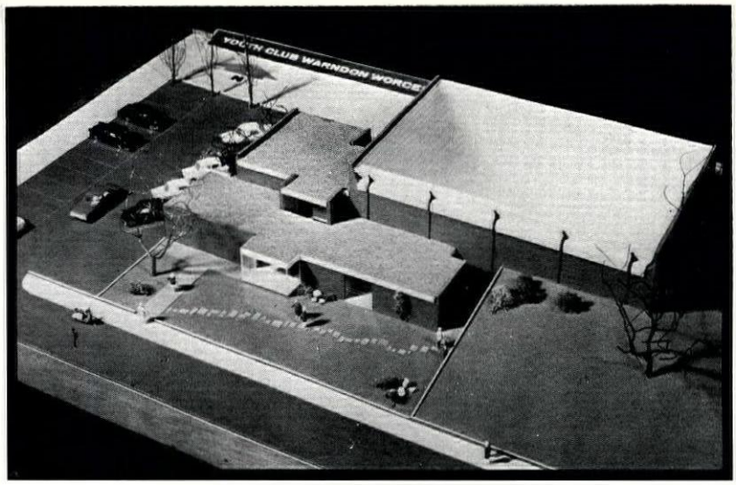

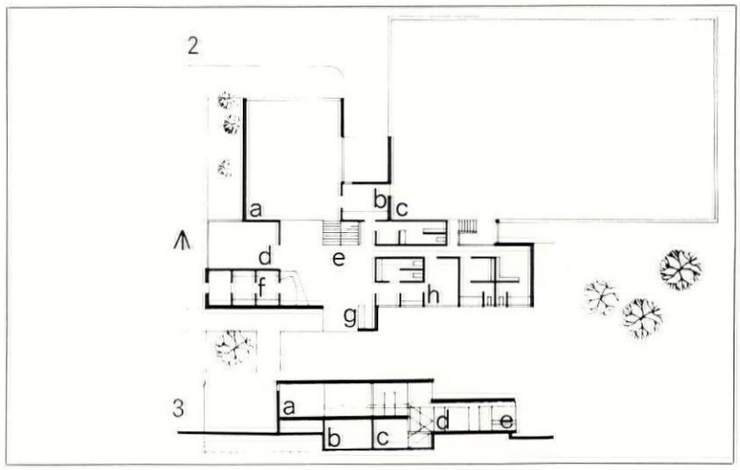

Kidderminster youth centre

S N Cooke & partners

Client: Kidderminster and district youth trust

Site: 1.07 acres, on town side of proposed ring road to Kidderminster

Accommodation: 2-storey

Structure: loadbearing brickwork and partial steel frame

Services: gas fired central heating

Cost: £88,000 (phase I, £51,000)

Contract: March 1969–January 1970

1, ground floor plan: a, foyer; b, snug; c, coffee bar; d, kitchen; e, social area; f, practical; g, games hall
2, first floor plan: a, girls' sitting room; b, large group room; c, music room; d, committee; e, quiet room and library; f, small group room; g, social area and viewing gallery; h, judo, weight training, etc
3, west-east section: a, girls' sitting room; b, bar; c, social area; d, dancing; e, coffee bar; f, lobby
4, north elevation

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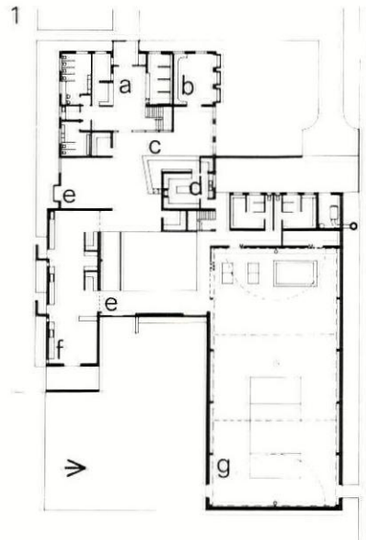

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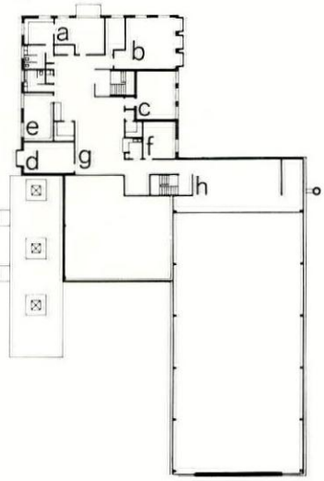

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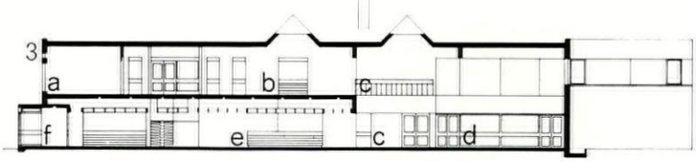

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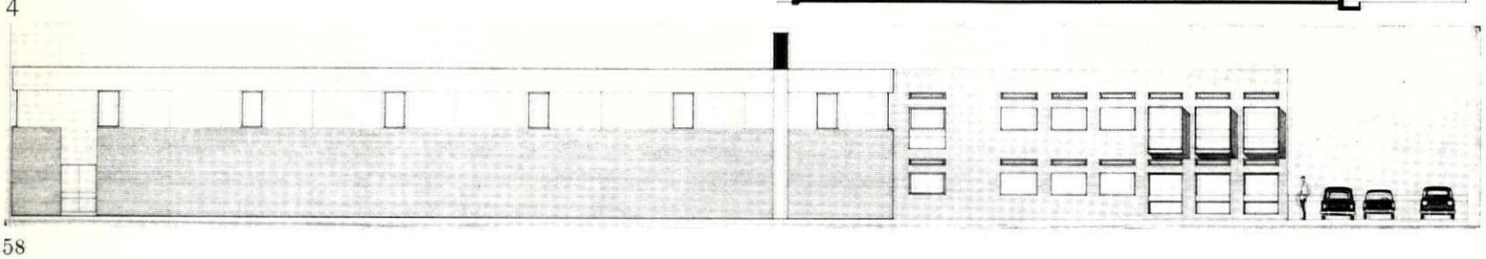


New Cross hospital, Wolverhampton

George, Trew, Dunn in association with C Rosser, architect to the Birmingham regional hospital board

Client: Birmingham regional hospital board

Site: 60 acres including existing hospital when demolished

Accommodation: district general hospital of 2200 beds to be implemented in three phases. Phase I: new boiler house, 152-bed maternity hospital, 28-bed special care baby unit, ante-natal clinic, 71-bed short stay psychiatric unit, 172-bed medium stay psychiatric unit, staff residences, 196-bed geriatric hospital, day hospital, administrative offices, recreational rooms and staff dining rooms for maternity hospital, psychiatric and geriatric units, central laundry, and finishing kitchen for psychiatric and geriatric units. Phase II: 700 acute beds, accident centre, operating theatres, X-ray department, out-patient facilities, radiotherapy department, 30-bed hostel, laboratories, central supply and service department, chapel, administration departments, main preparation kitchens, finishing kitchens, staff dining rooms, combined training unit, staff residences and limb fitting centre. Phase III: acute beds, second maternity and geriatric units, ophthalmic unit, staff residences and extensions to principal service departments. Parking for 1000 cars

Structure: (phase I, contract 1) boiler house—in situ rc substructure, structural steel frame, patent metal deck roofing; in situ rc horizontal flue and chimney stack. 4-storey maternity unit—in situ rc basement, frame carried on rc bases, in situ rc walls, floors and roof. Roof plant rooms—structural steel with hollow concrete block walls. Patent metal roof deck. Ante-natal clinic—loadbearing brickwork on strip foundations, steel framed roof with patent metal roof deck

Services: boiler house—solid fuel horizontal steam boilers. Separate hot lime-soda water softener plant. Subway system, ultimately to link all supplies departments, with engineering services on one side and supplies on the other carried on trolley platforms drawn by automated tugs

Cost: (phase I, contract 1), £1,973,000

1, site plan: a, pathology; b, out-patients; c, pharmacy; d, ward block 1; e, ward block 2; f, ward block 3; g, ward block 4; h, operating theatre; j, maternity unit; k, residential; m, kitchen/dining; n, medium stay psychiatric; o, short stay psychiatric; p, geriatrics; q, mortuary; r, opthalmic; s, CSSD; t, central laundry; u, boiler house

2, medium stay ward: 1st, 2nd and 3rd floor plans: a, 4-bed wards; b, 2-bed wards; c, 1-bed wards; d, kitchen; e, sister; f, court; g, consultant; h, dayroom

5, boiler house plan: a, hopper; b, boiler room; c, pump room; d, water treatment; e, chemical store; g, gas; h, incinerator

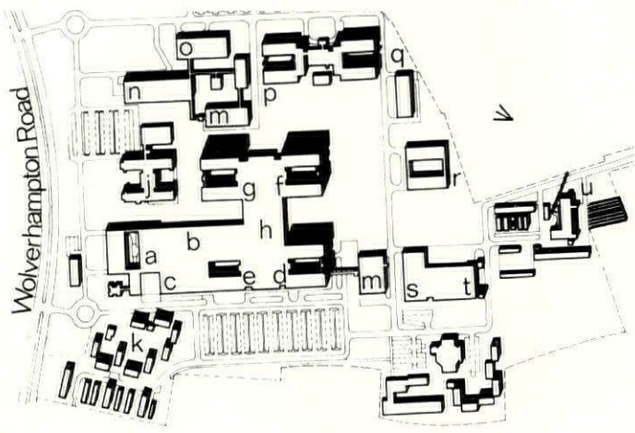
6, maternity unit: typical ward floor plan: a, 1-bed ward; b, 4-bed ward; c, cot ward; d, dayroom; e, 6-bed ward; h sister; j, waiting; k, kitchen; m, doctor; n, sluice; o, overnight stay; p, trolley preparation

7, central laundry: ground floor plan: a, plant; b, unloading bay; c, barrier room; d, infected linen; e, store; f, holding store; g, female changing; h, male changing; j, clocking in; k, sewing and condemned work; m, linen store; n, loading bay; o, mess room

8, short stay block: 1st floor plan: a, 1-bed wards; b, 6-bed ward; c, 4-bed wards; d, dayroom/dining; e, kitchen; f, arts and crafts; g, sister; h, court; j, consultant

9, short stay block: basement plan (plant and service ducts)

10, part elevation geriatrics



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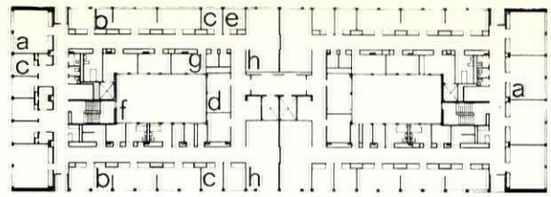

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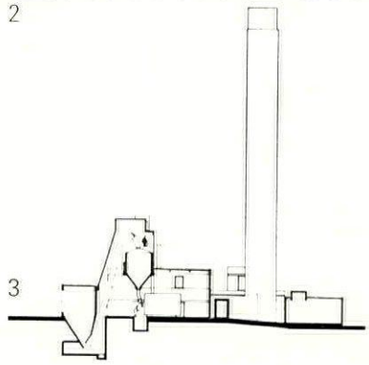

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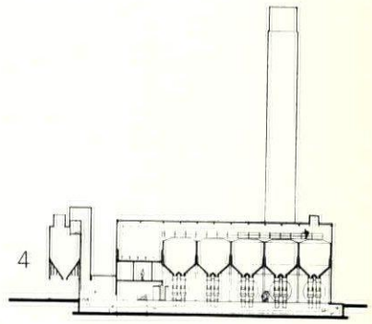

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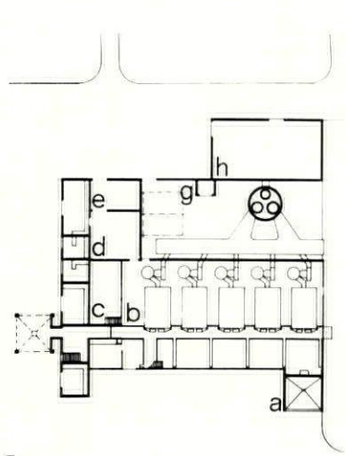

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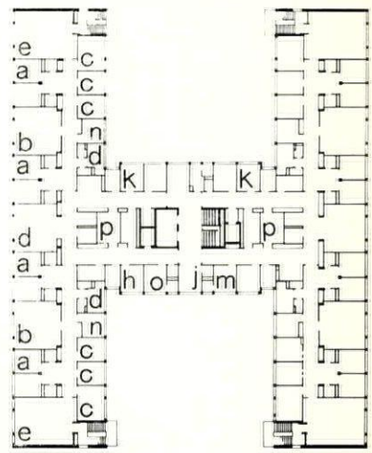

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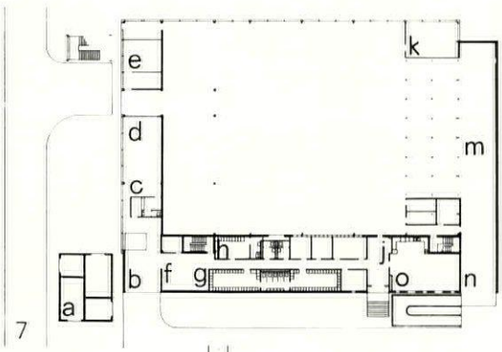

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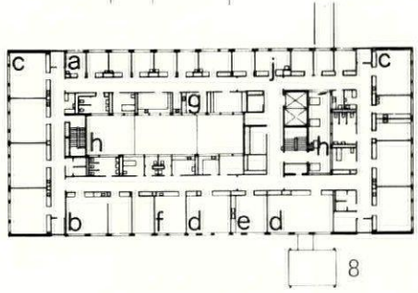

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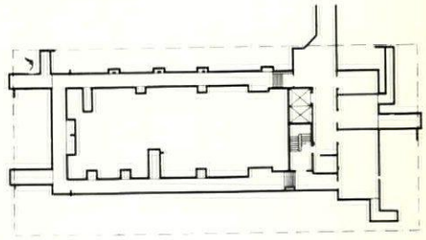

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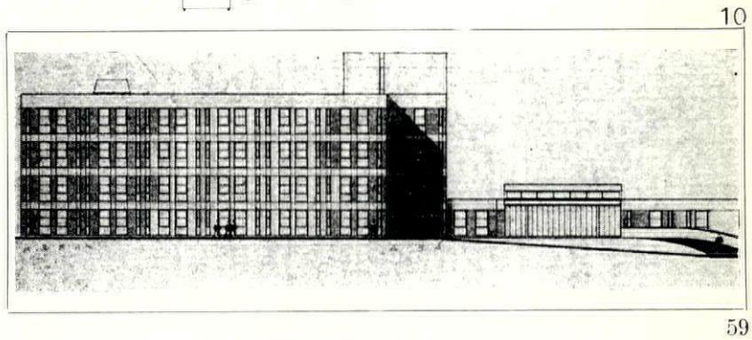

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Coventry & Warwickshire hospital, Walsgrave

S N Cooke & partners

Client: Birmingham regional hospital board

Site: 34 acres on existing site for phases I & II and further 38 acres for phase III

Accommodation: 284-bed psychiatric hospital for day and out-patients, recreational facilities, administrations, kitchen and dining room; geriatric hospital to be built later and to be linked for dining and kitchen purposes

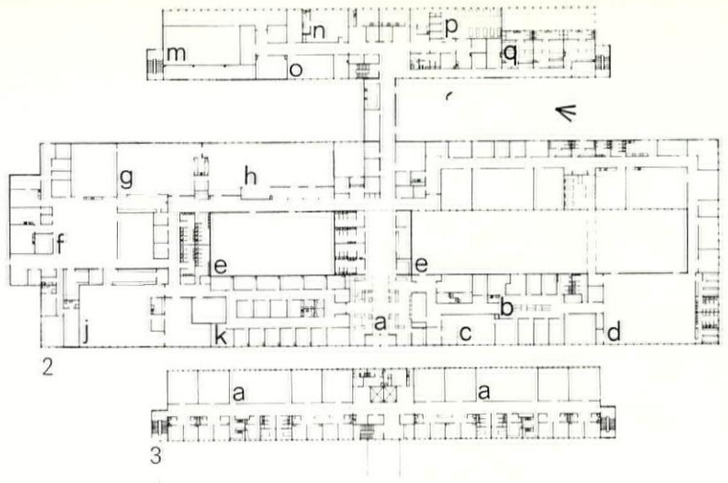
Services: existing boiler house for psychiatric block; ceiling heating

Cost: £1,003,000

Contract: October 1969–October 1971

Project architect, Kenneth R Perry; quantity surveyors, Silk & Frazier; structural engineers, Alan Marshall & partners; civil consultants, Hoare Lea & partners

1, perspective of psychiatric block
2, ground floor plan, block a: a, entrance; b, waiting; c, administration; d, gymnasium; e, patio; f, kitchen; g, patients' dining; h, common rooms; j, staff dining; k, outpatients; m, plant; n, porters' changing; o, stores; p, treatment centre; q, non-residential changing
3, first floor plan (two 28-bed admission wards): a, day room
4, site plan: a, psychiatric block; b, main block; c, training school; d, maternity block; e, boiler house



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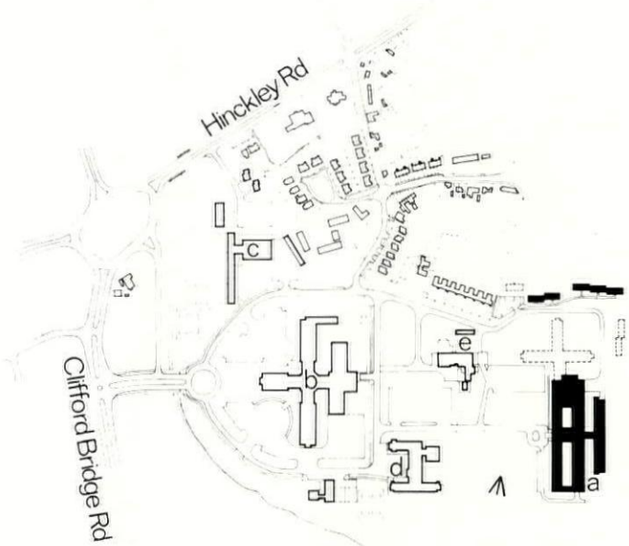

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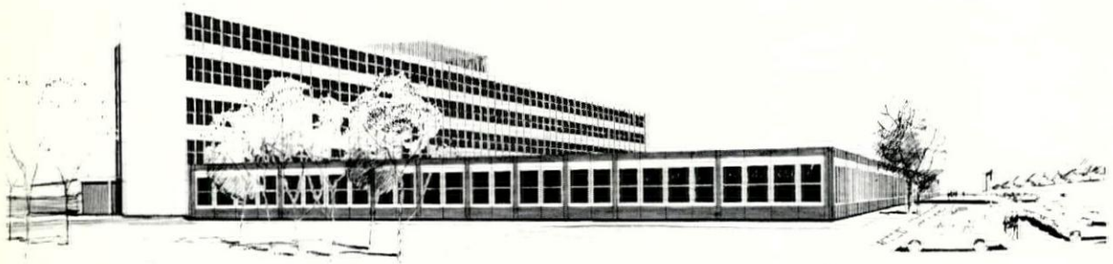

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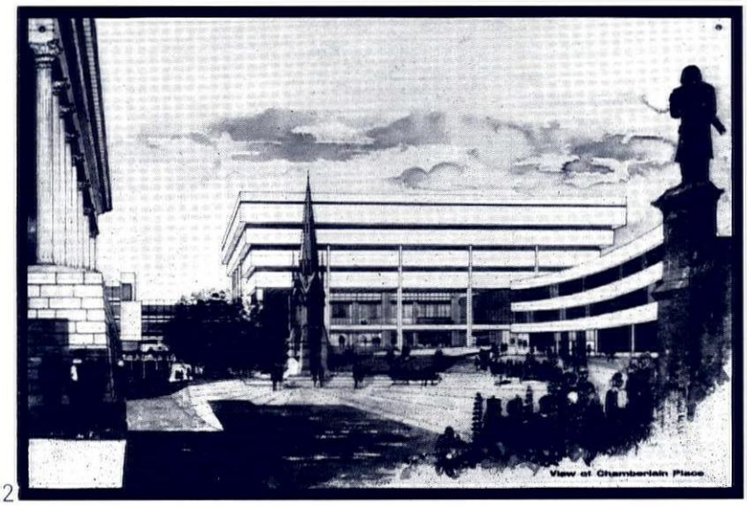
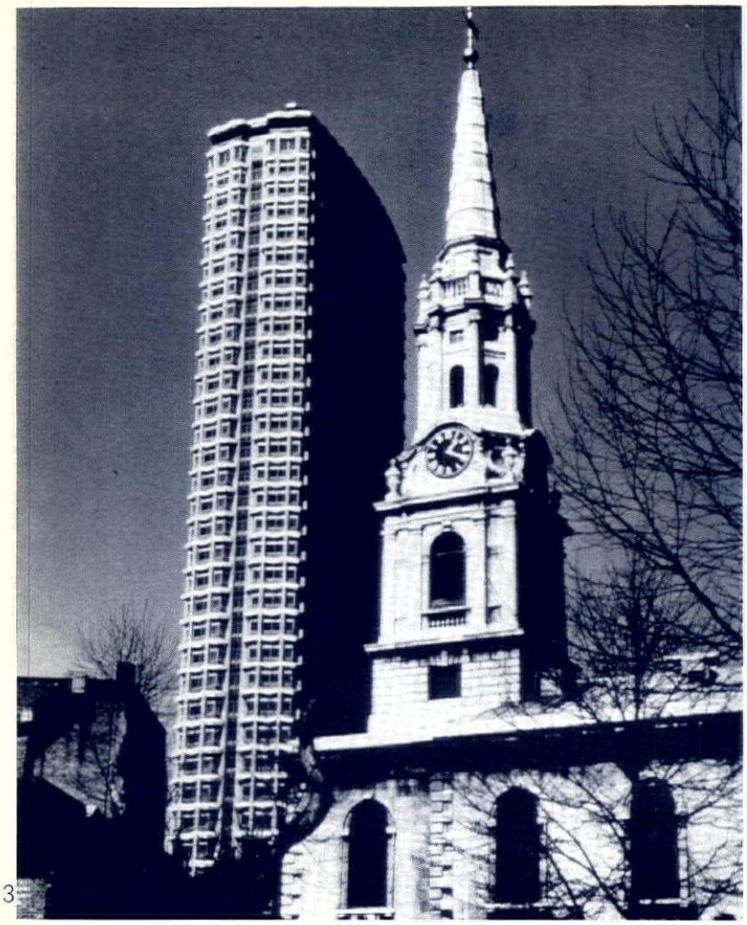


2

1, 'the city that Joseph Chamberlain knew and created.'
2, 'Chamberlain Place significantly is thronged with bulldozers . . . the John Madin Design Group's proposals are for something much bigger boned.'

Preview, this time round, offers a rare opportunity to look at the architecture of an entire region, and a growth region at that. That is not to pretend that each and every scheme now on the drawing board will or even could come under scrutiny. What can be said is that the selection committee, consisting of local authority and private architects with their ears closer to the ground than any national selection would make possible, have chosen schemes, large and small, representative of the best in the region.
Birmingham, by the sheer scale and pace of its redevelopment, heads the region as client number one. Booming and bursting, the city that Joseph Chamberlain knew and created, is being torn down with as much gusto in the twentieth century as he himself invested in the grandiose nineteenth-century creation of this great city. Chamberlain Place, 1 the heart of Birmingham's nineteenth-century municipal magnificence, is significantly thronged with bulldozers, and the John Madin Design Group's proposals for its replacement, 2, with something much bigger boned, appear in this issue. Paradise Circus, as it is to be called, will replace the late lamented reference library (see AR September 1968) with a 'culture complex' of central library, drama centre, school of music and reference library neatly tied in with a shopping arcade, under the school of music, a covered bus interchange under the central library and an athletics institute. The proposals are straightforward, the architecture neat and they must do their best to make everyone forget that the circus, as its name implies, is a roundabout of the white 'Elephant and Castle' London kind. On the opposite side of the roundabout is to be Richard Seifert's predictably precast unit in tower and mini-tower form, 4. 300 ft high, the tower will command a view of, and be seen from, the civic centre. Tapering as it climbs, it is likely to make James Robert's earlier Rotunda at the Bullring look small and squat by comparison. As with Centre Point in London, 3, its external frame will excite and its detailing probably disappoint. Within the same area is the repertory theatre by Graham Winteringham, an intriguing design with function dictating form. As planned it will appear as a jewel set in a three-sided square amid lawns and backed by regular slabs of flats which back on to the canal. The fourth side to the square in this motor-dominated city will, sure enough, be a dual carriageway—taking away with one hand what is given with the other, though it will in this case be sunk in a canyon.
The city architect, J A Maudsley, has had a firm hand in the civic centre plans and it was he who asked Madin to design the central library group on the basis of the master plan. But Maudsley's office's greatest problem has been to keep figure-hungry politicians happy with the rate of slum clearance and house building. Last year his department built 9034 houses. (The GLC built 5398). And this year they expect to build 8000. Five out of six houses built in Birmingham are corporation—some designed by private architects but the vast majority by the department. Three schemes illustrate work from that department. The canal-



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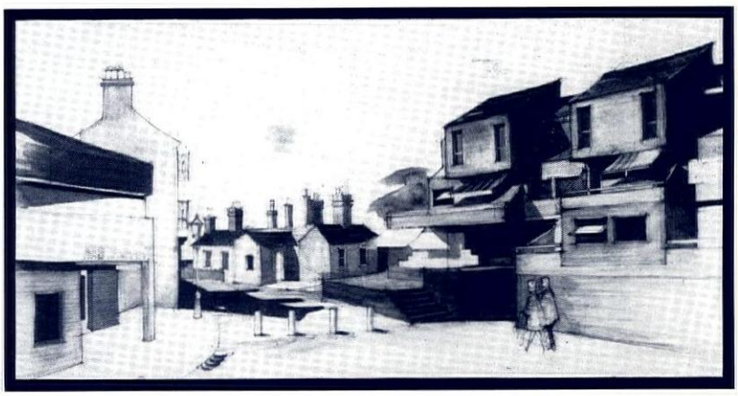
3, 'As with Centre Point in London, its external frame will excite and its detailing probably disappoint.'
4, 'Richard Seifert's predictably precast unit in tower and mini-tower form, 300 ft high will command a view of, and be seen from, the civic centre.'

side redevelopment on the edge of the civic centre consists in the main of run of the mill and competent high blocks. What the scheme also incorporates is a sensitive proposal for small-scale infill, 5, and the rehabilitation of a small huddle of houses clinging defensively to the canal bank. As such it is a glimpse—and only a glimpse—of what one suspects might with advantage have been applied elsewhere if the political urge to clear the boards had not proved too strong and if Birmingham was not so completely road mad. Kingstanding, designed by Birmingham school of architecture live projects department, is the most interesting of the three schemes. Single and two-storey patio houses climb up an incline in a broad band three deep. Whether the walls dividing the gardens and giving privacy will actually be built is a question of some importance.
To omit them is just the sort of cut that can thoughtlessly be applied in times of economic stringency which would wreck the fundamental humanity of the design. Because it is something of an architectural breakaway for Maudsley's department, the scheme has been turned down by the all-powerful Public Works Committee. Fortunately for the department, if the worst comes to the worst something comparable can be designed and built in one of the city's regional overspill projects, thereby bypassing the Public Works Committee. But the tragedy is that the city architect's department should be forced to experiment outside the city limits.
The Islington row scheme by comparison is conventional.
Scattered in and around the central area are several projects of varying quality. One too big to be ignored is Hubbard Ford's Automatic Parcels and Letter Sorting Office. Lying just down from Seifert's Paradise Circus project, it is immense in scale and complex functionally—something not reflected in its exterior at all. Dark, cool, partially built, it is a building of quality which calls for more than a casual glance.
Westminster Bank in Colmore Row, 6, is an elegant steel and glass rescue operation by the Madin Group in a frontage badly scarred by third-rate architecture. Cotton Ballard and Blow have been



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6

5, 'Small-scale infill and the rehabilitation of a small huddle of houses.
6, 'An elegant steel and glass rescue operation by the John Madin Design Group in a frontage badly scarred by third-rate architecture.'

entrusted with one of the few British Rail 'air space' projects (over New Street station) to go beyond the drawing board. Its scale is impressive and its conception straightforward; the details remain to be experienced.
The Cygnet Theatre by Christopher Firmstone is to be set in Cannon Hill Park in south Birmingham as part of the Arts Centre, which is slowly growing there under John English's leadership. The idea began as a 'live project' in the Birmingham school of architecture and Christopher Firmstone himself has been involved in its development from very early days. The theatre has become a concrete project from such a ferment of ideas that it is all the more rewarding to find it emerging as exciting architecture.
On the outskirts of Birmingham appear two projects unusually distinguished in their line of business—one a refuse disposal works by Edward Preston, the other a screenhouse by Harry W Weedon and partners. Preston's refuse disposal works is a beautifully conceived exercise in architechnology—the meeting point of architecture and technology. Harry Weedon's screenhouse plays it plain and simple, resisting the temptation to monumentalize the obvious.
The truly monumental problem of the architecture of health welfare turns out to be the graveyard of clarity. The two hospitals in Birmingham are profoundly disappointing functionally and visually. Their planning is the planning of ten years ago—so are their looks. The John Madin Group's other scheme in Birmingham illustrated in Preview is a backs-to-the-wall solution to a major road curving some hundred yards away from their Warwickshire Masonic temple. By throwing up a windowless brick curtain they contrive successfully to protect the Masons from Birmingham's major blight—traffic and noise.
Beyond Birmingham, but still well within its influence, are town development and redevelopment schemes of varying sizes and scales. Madely town centre—part of Dawley New Town—by Ceri Griffiths's team is a promisingly integrated scheme where houses and shops interrelate and interact. Woodside, Dawley, by the same team, is a large-scale mixed housing project with pedestrian routes planned to interlace with the structure of the town and connecting with nearby housing areas. One scale lower than a New Town, Droitwich, under the Town Development Act

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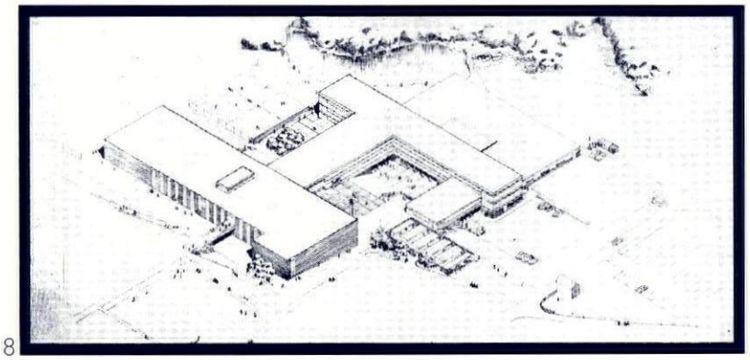

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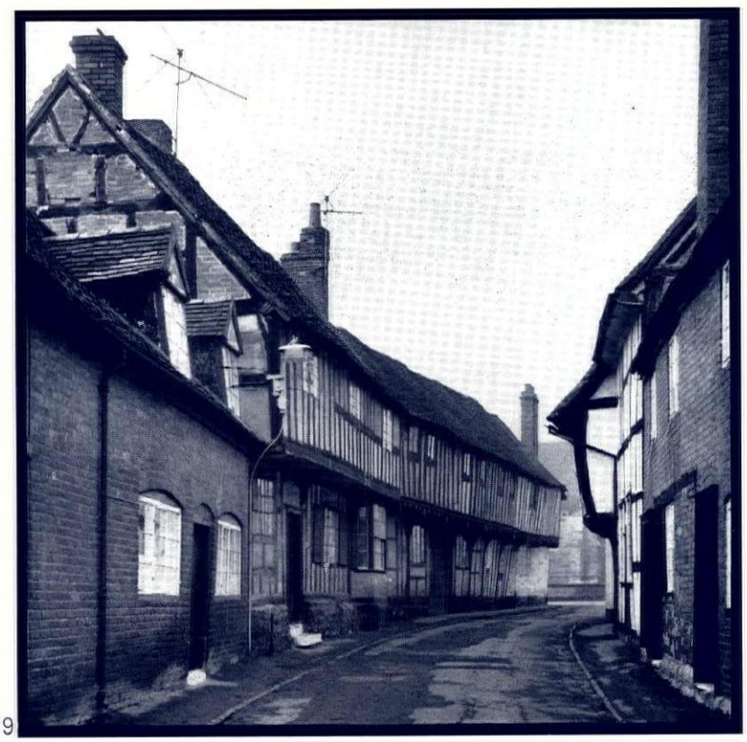
7, 8, 'To Dawley, Shropshire county council are contributing a major building on a magnificent site—an educational and recreational centre. Its social benefits barely outweight its landscape solecism.'
9, 10, 'In the historic 'ring' there are a number of successful patch and infill schemes such as the Birmingham school of architecture's project for Malt Mill Lane, Alcester.'



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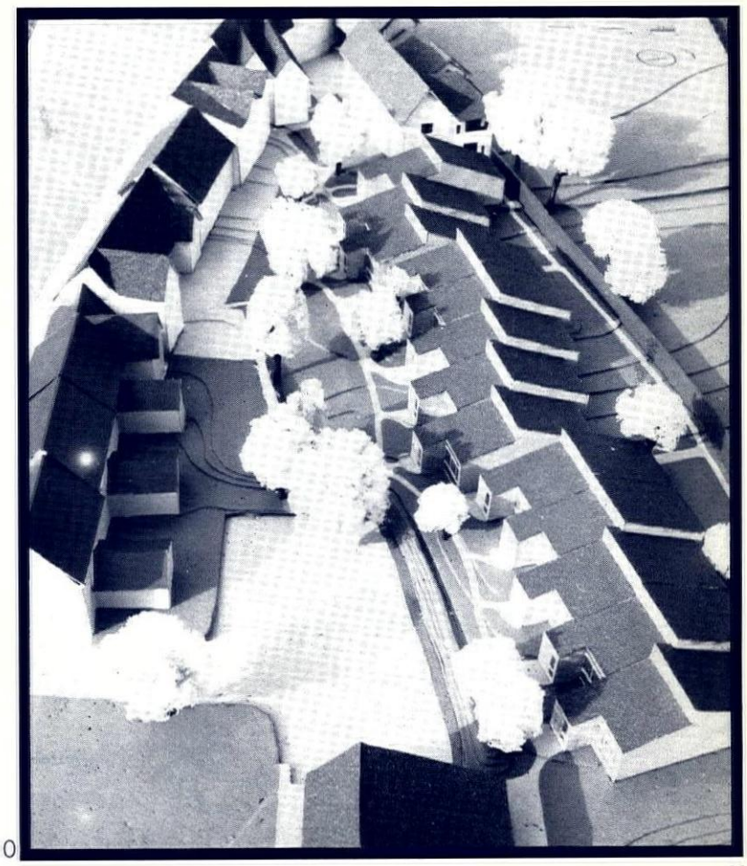

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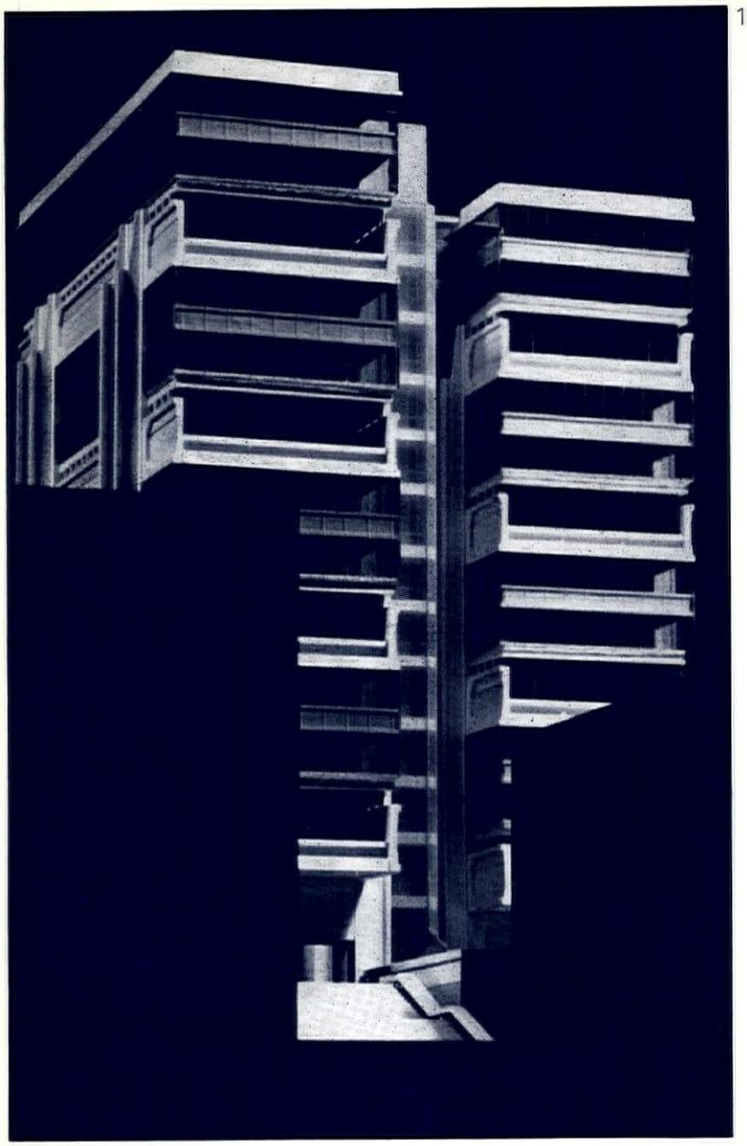

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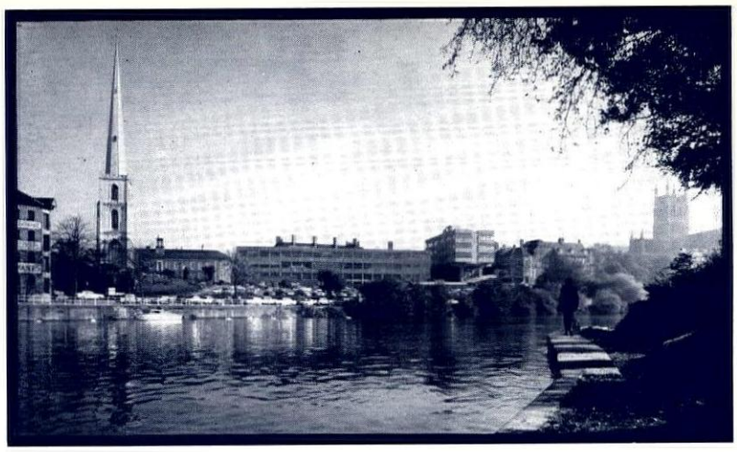

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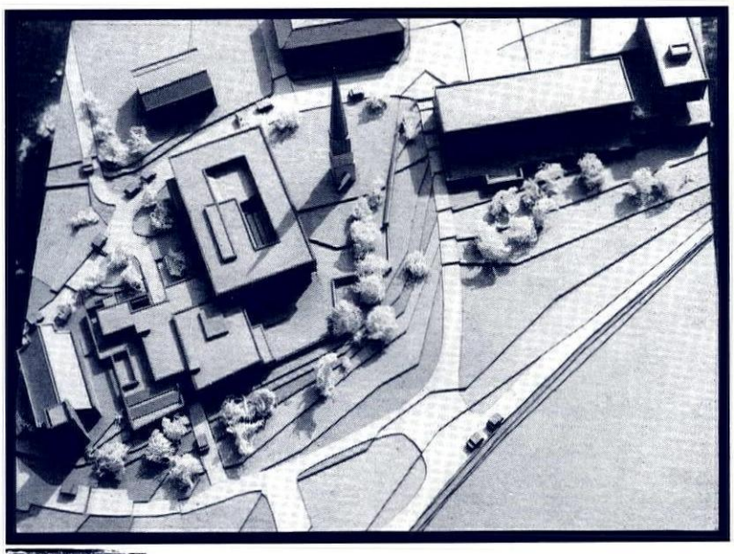

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11, 'The large scale Arup Associates arts and commerce building for Birmingham university at close quarters is an elegant and urbane tower. But its bulky monumental dominance is an unfortunate addition to what is already an ill assembled cacophony of architectural voices'.
12, 13, 'Richard Sheppard's Worcester technical college which surprisingly was not selected for inclusion in Preview is one of the region's most striking educational buildings.'

has come up with an interesting unit factory design as 'bribes' to footloose industrialists. The walls are traditional, the roofs less so with structural glass reinforced polyester and hyperbolic paraboloid panels. To Dawley, Shropshire county council are contributing a major building on a magnificent site, an educational and recreational centre, 8. Its social benefits barely outweigh its landscape solecism—it plays havoc with a mature and varied landscape, including a lake to which it pays scant attention. In the historic 'ring' there are a number of successful patch and infill schemes such as Frederick Gibberd's back garden precinct for Stratford upon Avon, the Birmingham school of architecture's infill scheme for Malt Mill Lane, Alcester, 9 and 10, and John Tetlow and partners' civic centre at Tamworth. The registrar's office at Coventry is an exquisite infill and restoration joint project by Coventry's architect and F W B Charles. In spite of all the swingeing cuts made into the educational budget, by far the largest part of Preview is taken up with buildings for schools and universities. They vary from the small-scale Wombourn junior training centre and hostel by Worcester's none-too-lately appointed city architect and planning officer J R McKee to the large-scale Arup Associates' arts and commerce building for Birmingham university. McKee's is a clean and simple group of low buildings, Arup's at close quarters is an elegant and urbane tower. But its bulky monumental dominance is an unfortunate addition to what is already an ill-assembled cacophony of architectural voices. Lanchester College halls of residence at Coventry on the other hand are Italianate and complex in grouping and in structure. They form a deliberate contrast with the earlier tall tower which in its turn was scaled to counterpoint the cathedral. Richard Sheppard's Worcester technical college, 12, 13, which surprisingly was not selected for inclusion in Preview, is one of the region's most striking educational buildings. The third and last stage which will start shortly will be dominated by Worcester's famous high church spire—the Glover's Needle. Sited on the bend of the river opposite Worcestershire cricket ground, the three-part scheme has a most impressive scale and the heaviness and monumentality of the first stage has been overcome by the elegance of the second stage. The third promises to be the most interesting yet, with its courtyard plan and interesting section which progressively fattens upwards from floor to floor.

If any general conclusions—any state-of-the-region report—can be made it is that architecture in this region is flourishing. Indigenous talent is producing schemes every bit as interesting as imported talent. Birmingham is changing too fast for all to be well but the historic towns are beginning to get in their centres at least a little of the love they have hitherto lacked. New towns and designated town expansion schemes attract talent. Expanding towns without agreements do not. If the architecture in the small towns and rural areas is to improve, local government will have to be reorganized. If city centre redevelopment is to be quintessentially this town or that—as distinctive as Chamberlain's Birmingham was—speed must not be allowed to ride roughshod over quality and the city fathers themselves are more likely to induce good architecture by example than anything else.

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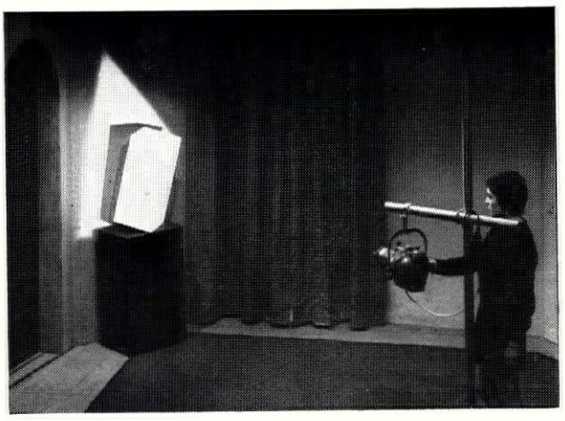

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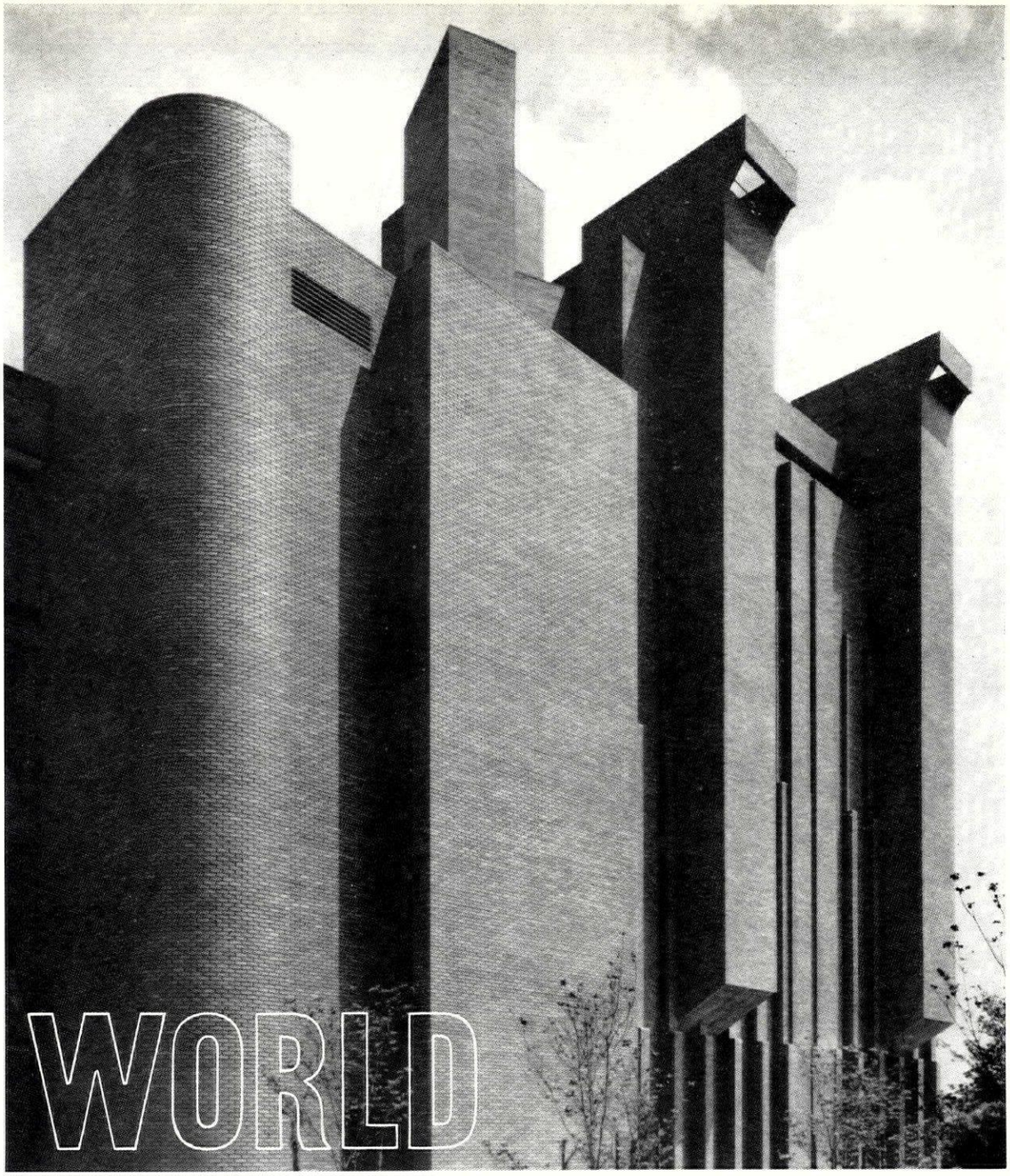
BRICK WRAP

The new agronomy building by Ulrich Franzen, 1, (financed by the New York State University Construction Fund) is the first distinguished piece of architecture on the campus of Cornell University, distinguished not only in itself, but also for taking the trouble to relate satisfactorily to, and tie together, existing undistinguished buildings, 2. It consists of a tower—a 13-storey block of labs for research and graduate teaching which provides a much needed landmark and symbol, a 2-storey administration block, and a 4-storey undergraduate teaching lab, 3. The structure throughout is reinforced concrete, but this is totally wrapped up in a hard, rust-coloured brick, because it both weathers better and costs less. The tower is especially interesting for its integration of plan, structure and services, and in case anyone should think this is another Battersea Power Station, the modelling of the brick-



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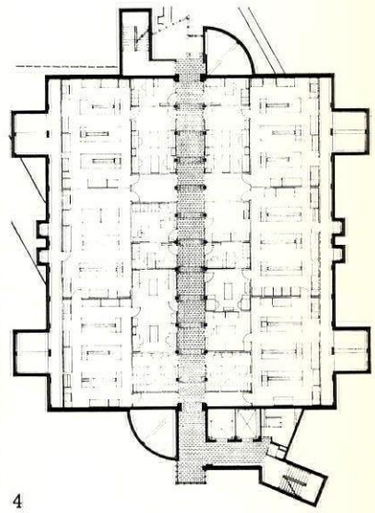
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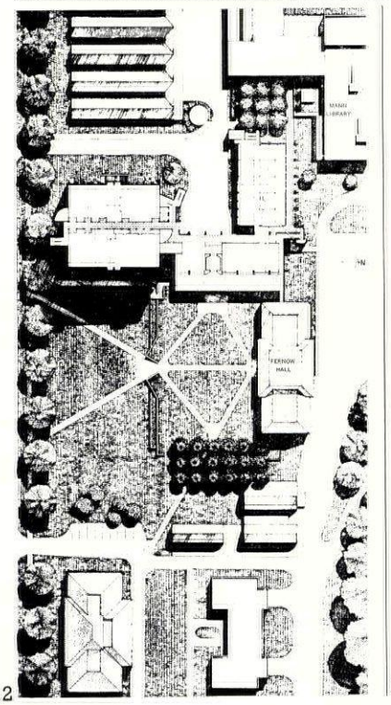
work on the east and west blank faces represents vertical ducts. These are serviced on each floor by galleries running the full length of the building along the outside walls, no windows being required for the soil-related biology labs which are grouped in two parallel banks on either side of a central corridor, 4. The beam structure, spanning east-west, means that the troughs between beams can be used for services, while intermediate supports in the central corridor make it possible to run substantial horizontal ducts through the middle of the building in the opposite direction, 5.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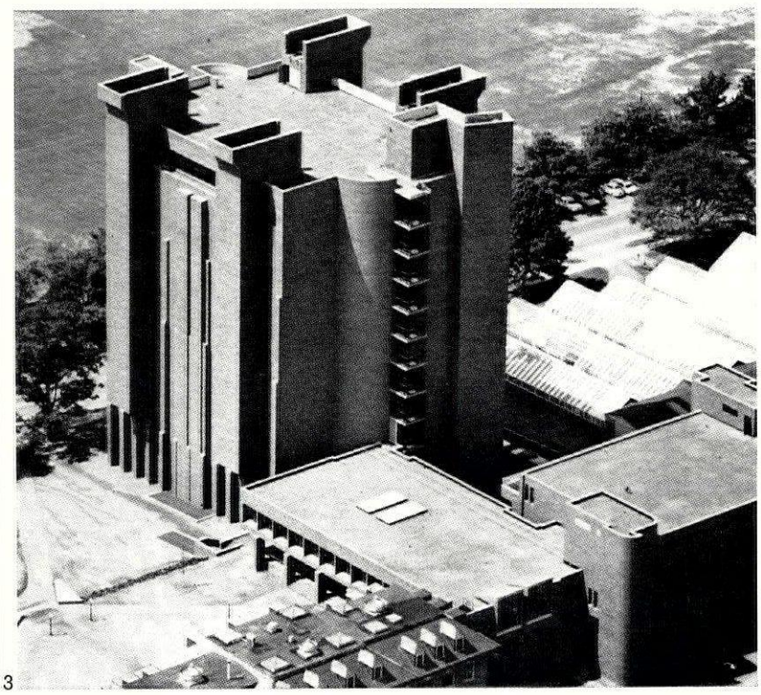
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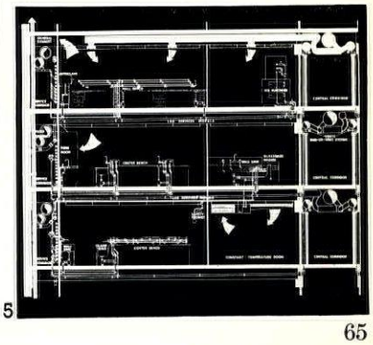
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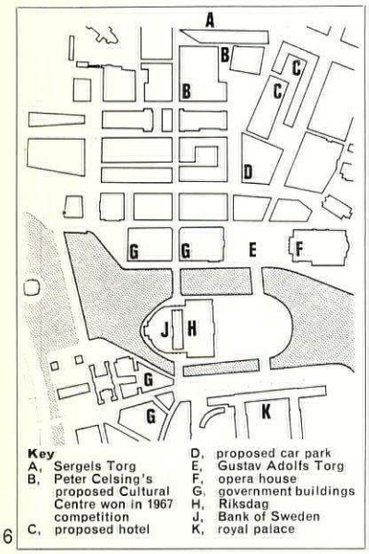
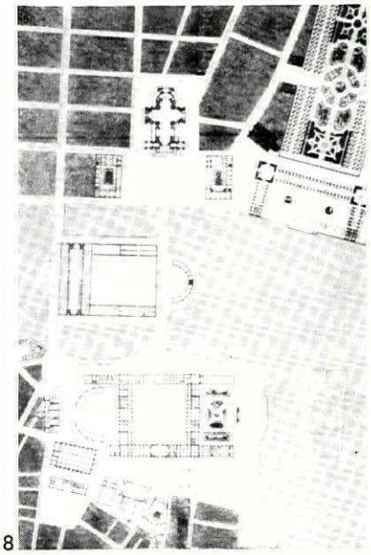
NORRMALM DISAPPOINTMENTS

Despite public participation in the replanning of Lower Norrmalm (see World in AR, October 1967), the city of Stockholm appears to be acting in the rigid manner characteristic of public authorities. It has rejected the Erskine-Geisendorf-Tengbom project because it interferes with its own plans, which include a hotel (backed by American interests) and a giant car park south-east of Sergels Torg, 6. Besides causing inevitable damage to the environment by bringing more and more cars into the centre, the development will also mean the destruction of one of Sweden's most remarkable twentieth-century buildings, Georg Nilsson's steel skeleton office block of 1911 (see World in AR, December 1964). The city is presumably accepting as irreversible the northward trend of the commercial centre, and is not prepared to take positive measures (specifically taken by E-G-T in their project) to prevent lower Norrmalm from turning into an area of just government offices. As the city was making its much criticized decision, the National Board of Building published its report on the Riksdag (Parliament) building. The Swedish Parliament will change in 1971 from a two- to a one-chamber system, and the report suggests three possibilities: to adapt the existing 'baroque' building of 1905 and incorporate the building behind, which now houses the Bank of Sweden; to rebuild on the same site; and to rebuild on a new site north of Gustav Adolfs Torg. Of these, by far the most attractive suggestion is the last, especially in the form proposed by Professor Hedqvist, 7, who has been studying this problem for the last thirty years. Like Tessin's unrealized plan of 1713, 8, it respects the historical north-south structure of the city. It would also offer a welcome excuse for getting rid of the inflated hotel-cum-car park project.



Key
A, Sergels Torg
B, Peter Celsing's proposed Cultural Centre won in 1967 competition
C, proposed hotel
D, proposed car park
E, Gustav Adolfs Torg
F, opera house
G, government buildings
H, Riksdag
J, Bank of Sweden
K, royal palace

6



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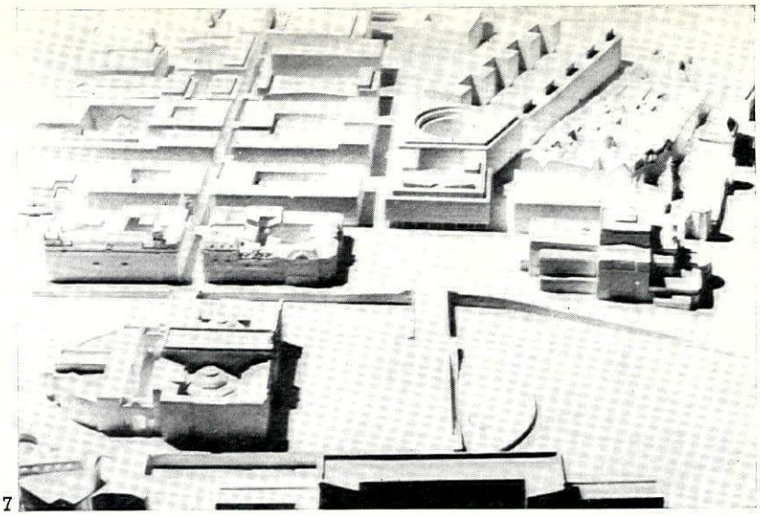

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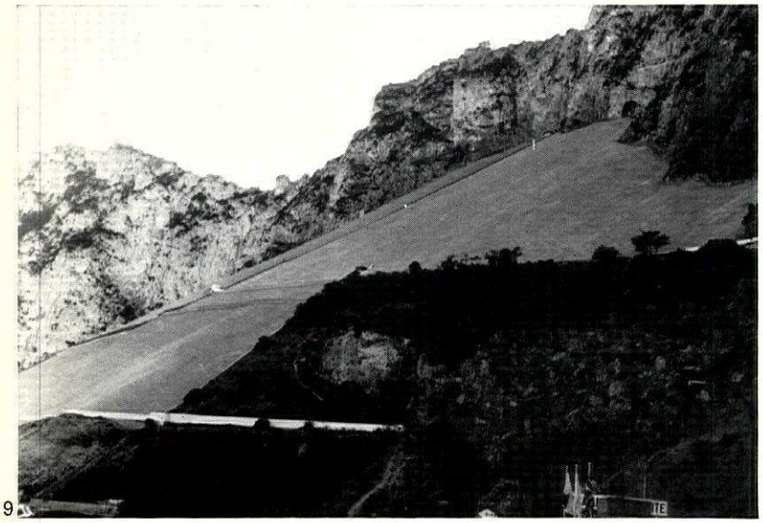

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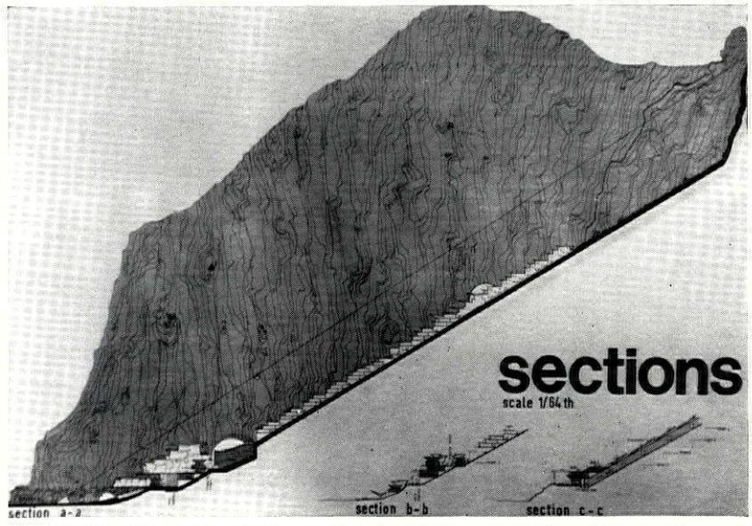

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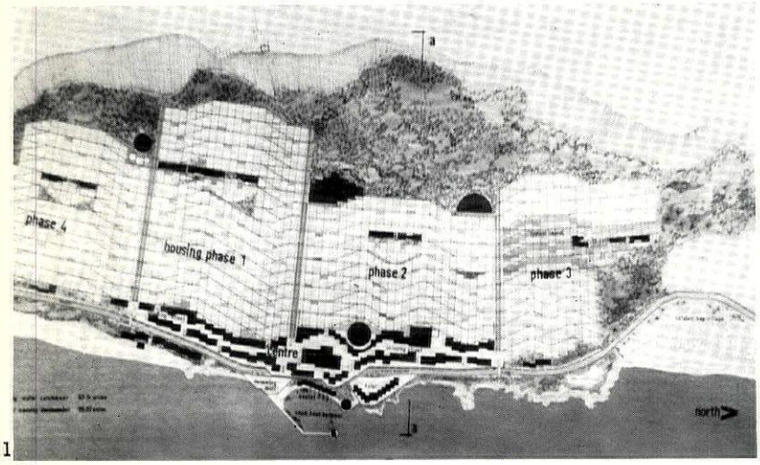
CATCHING WATER

Hector Morris's design thesis at the Hammersmith School of Art and Building tackles a problem of considerable urgency: Gibraltar's rapidly dwindling labour force of Spanish commuters will have to be replaced by resident immigrants who, together with their dependants, will swell the present population of 25,000 by another 10,000. How in a peninsula of 2¼ square miles, most of which is limestone rock rising steeply to a height of 1,400 ft., do you suddenly find the space to house an additional 3,000 families? Morris has had the idea of developing the existing water catchment area, 9, with housing climbing up the rock face, 10, because by 1970 a new desalination plant will be providing water for the town. Natural sources, however, should be conserved for economical as well as for emergency reasons, and this gave him the idea of designing a compact group of buildings, where the rain water could be collected from the roofs and deposited in the existing reservoirs. But much more significant is the fact that, by an unexpected route, he has arrived at the traditional form of the Mediterranean hill-town, 11, (escalators—the vertical



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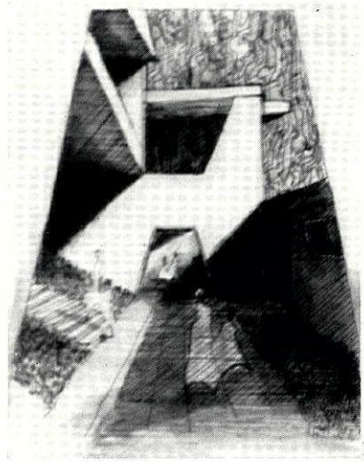

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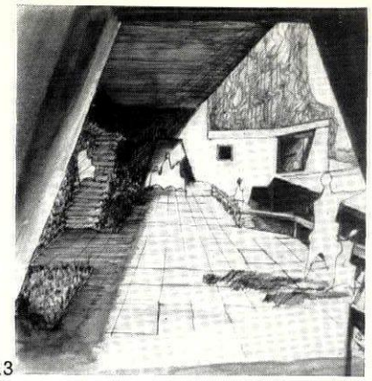


13

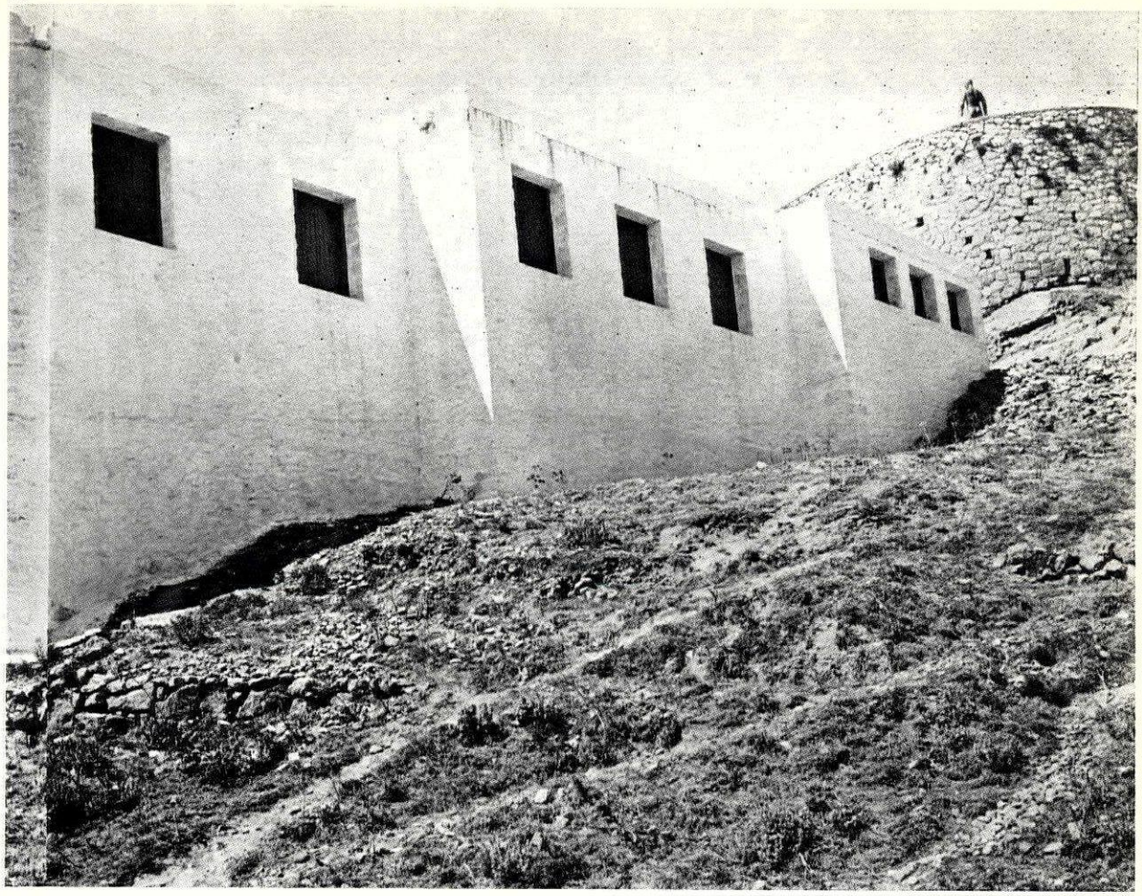
CATCHING WATER

fingers between each phase in 11—take the place of steps) and that his solution is therefore likely to provide the right kind of environment, 12, 13, something which the more obvious slide-rule answer of piling people up in high buildings could never do.

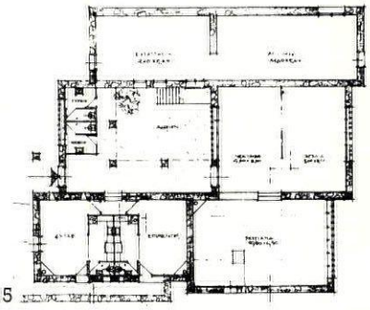
VOYADJIS ON SKYROS

Alexander Voyadjis's small museum for the island of Skyros, 14, also leans on tradition for its form and choice of materials. Its stepped plan, rough whitewashed walls and small windows all derive from the neighbouring houses under St. George's Castle. The plan, 15, follows the time-honoured arrangement of rooms—exhibition halls, laboratories and staff quarters—

14



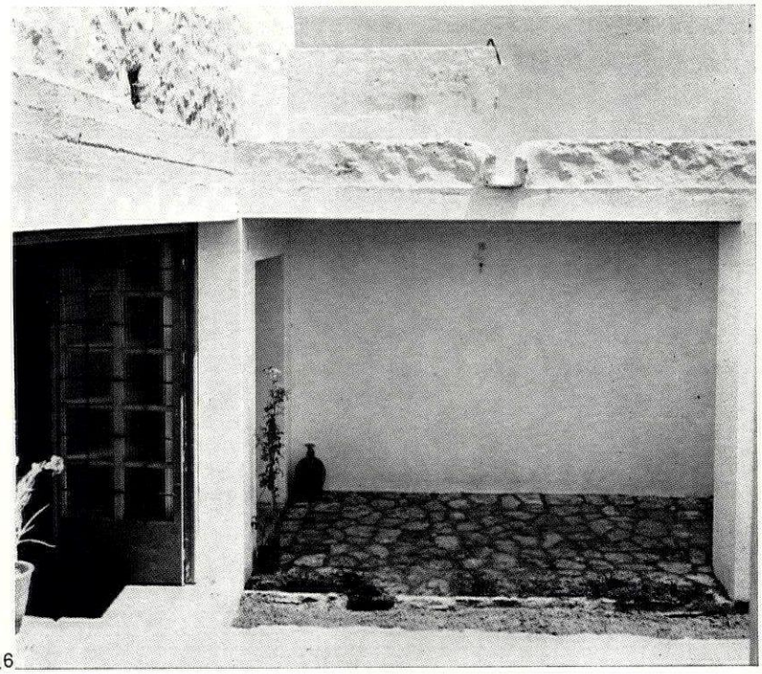
grouped around a courtyard, 16. To the right of 14 can be seen the retaining wall of the town square with a statue of Rupert Brooke.



15

MORE MIES

Like the Seagram building in New York, Mies van der Rohe's office tower for IBM in Chicago (designed with C. F. Murphy and Associates) will leave half its site free for a public plaza, 17. But this open space will form no axial forecourt to the building. Instead it will provide a riverside terrace between two busy roads. The tower will stand on the north bank of



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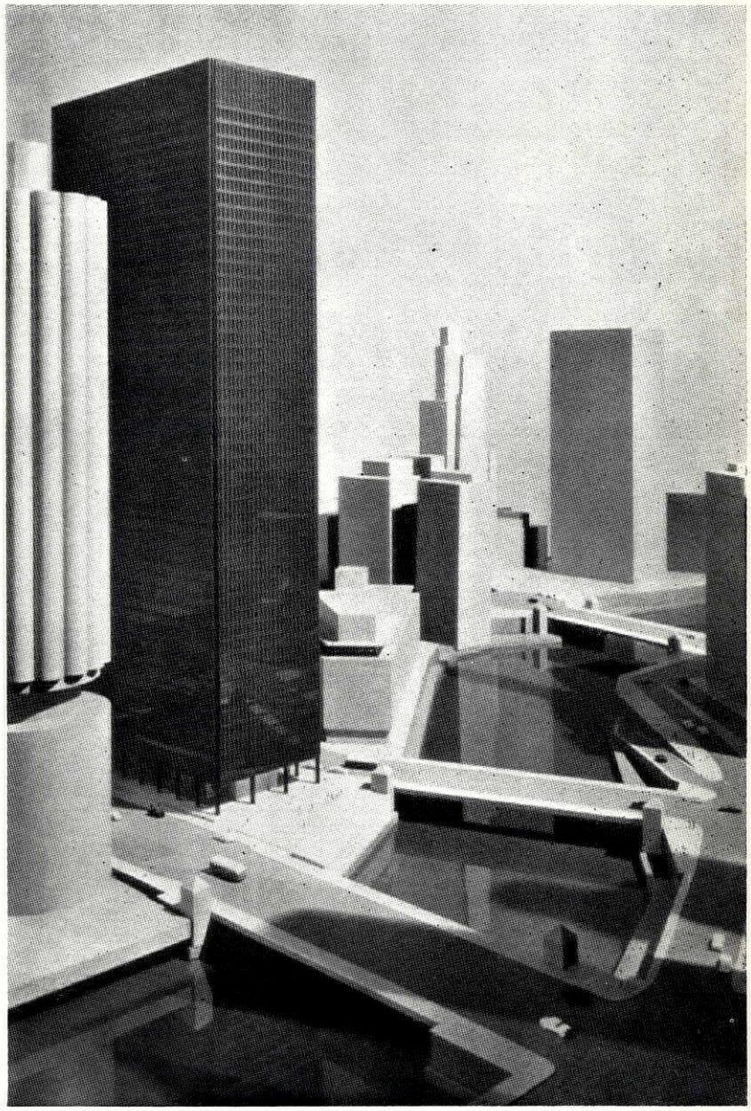


17

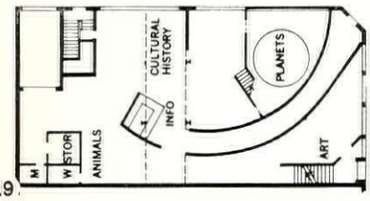
MORE MIES

the Chicago River, just to the east of Goldberg's Marina City, against which its restraint and dark severity will be welcome.

18

A MUSE

A former automobile showroom in Brooklyn has been converted into a new kind of place—a working museum for children, 18. Designed by Hardy Holzman Pfeiffer Associates at high speed and on a tiny budget, the conversion was carried out in six weeks. Muse, as it is called, is an attempt to bring educational and cultural facilities into a depressed area. The free arrangement of the interior, 19 (the labels on the plans are apparantly misleading) encourages children to pursue their own interests, develop new ones, and learn to participate in group activities. The entrance is through a curved tunnel,



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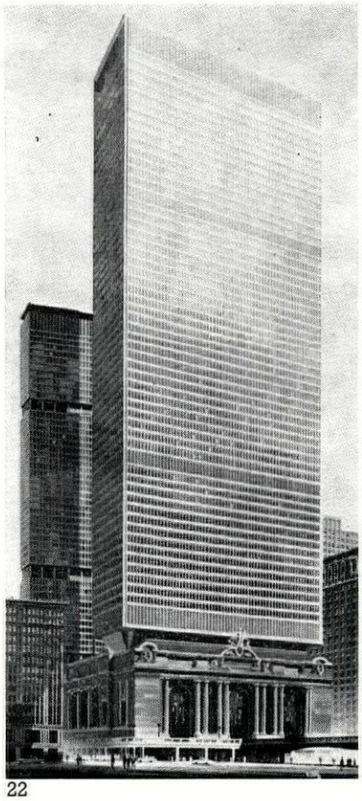
20

mysteriously lit and decorated with stuffed animals, which deposits the visitor in the middle of the building by an information desk. The sculptural form of the curved wall from outside the tunnel provides interesting views both outwards towards the street, 20, and upwards (the wall is 40 ft. high) to the old skylights, 21. Muse is run by Richard Madigan, the new 34-year-old director of the Brooklyn Children's Museum. He regards it as a pilot project and hopes to see 14 more Muses in Brooklyn. The interior is deliberately incomplete so that the various spaces can be adapted to different needs as they arise. Madigan's program includes art, poetry, theatre and music, and the building is already open 12 hours a day, with dancing, jam sessions and concerts in the evening.

21

NOT FUNNY

Anyone in his right mind who saw this picture, 22, would think it a joke, a rather more subtle joke, because a little more plausible, than that of the Washington Square arch, 23. It is in fact a serious project by Marcel Breuer—an air rights development—for Grand Central Station in New York, 24. As a recent issue of *Architectural Forum* took the trouble to explain, only the slender vertical core



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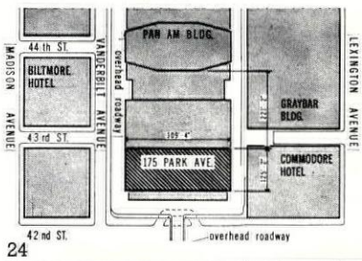

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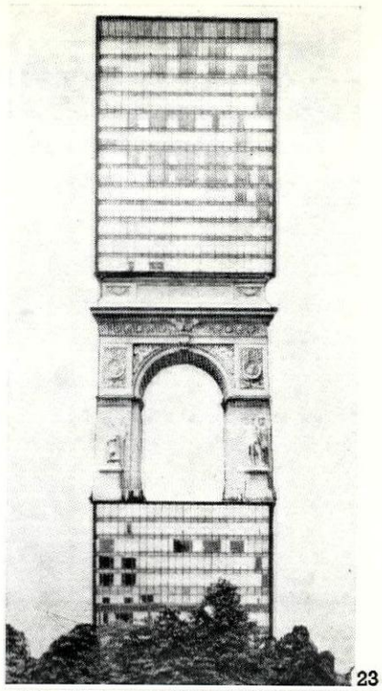
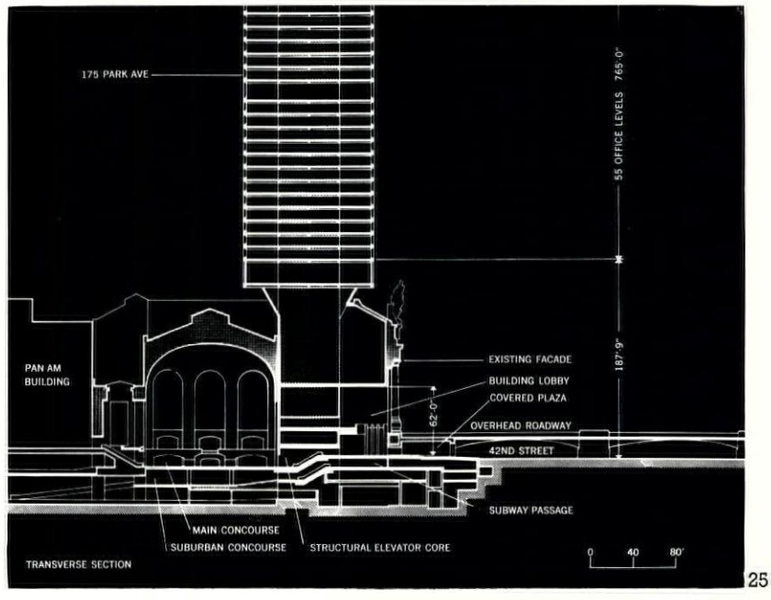


23

of the 55-storey building will penetrate the old station, 25, doing a minimum of damage to the interior—just 52 lifts disgorging an extra 10,000 people. *Forum* is full of self-deluding arguments about Breuer's clever solution. 'The deep cantilever-recess under the slab of the tower will divorce the latter from the Beaux-Arts palace below it; and the studied restraint and neutrality of the new tower's exteriors will further set these back, visually, from the ornate façades of the present terminal . . .' Similar arguments were used to defend that other monster just behind, the Pan Am building, today probably the most disliked building in New York—except by a few architects. Nor is it any good blaming New York's worse-than-useless landmarks legislation, which can 'protect' a façade (as in this case) yet allow another façade on top; and it is disingenuous to suggest that putting a façade on top of another is no worse than putting it alongside. The only honest argument is a commercial one. In the wider context of Manhattan the building makes little sense, though it will no doubt be absorbed. As a piece of design it is just grotesque.



25

VIEWS AND REVIEWS

marginalia

THREAT TO ST. IVES

Following Kenneth Browne's townscape article on the proposed new relief road at St. Ives in the October AR, the chairman of the Huntingdon and Peterborough planning committee issued a statement to the press in which he described the photographic montage of the proposed new bridge that illustrated the article, 1, as misleading and a 'monstrosity.' He said that a detailed plan for the centre of St. Ives, based on the preliminary thoughts contained in an illustrated booklet published by the planning authority in 1965, was nearing completion, that informal discussions with the borough council were continuing and that it was hoped that a draft plan would soon be available for public comment.

Referring to the proposed road bridge (aiming to remove motor-vehicles from the Market, Broadway and the old bridge) which would cross at the point shown in 2, the chairman went on to say.

'If the town centre is to become a pedestrian precinct a new road bridge is essential. All possible river crossings have been examined and re-examined in great detail over a number of years in relation to aesthetics, traffic movement and disturbance of private property.

'Today the preponderence of traffic is from the west and south. Traffic projections made by independent consultants confirm the future pressures from these directions. The route from Pursers Corner to the Waits, across the river rejoining London Road can be achieved without the destruction of a single dwelling. It has been suggested that the old Grammar School, a Grade I Listed Building will be demolished. This is quite untrue. On the other hand alternative use of Needingworth Road would not only cause an unnatural traffic flow but would involve a major upheaval and disturbance of private property.

'It is not surprising that public concern has been expressed since the photograph was . . . published in THE ARCHITECTURAL REVIEW. An architectural journalist has apparently taken a photograph upon which he has superimposed a monstrous structure at an exaggerated height which bears no relation to the actual proposal, has destroyed the trees on the Holt and then having labelled the picture "as it *will* be" proceeds, by implication, to attribute it to the county council which is then castigated for attempting to perpetrate one of the most flagrant ill-judged road schemes THE ARCHITECTURAL REVIEW has come across. For comparison a second picture is reproduced by the county surveyor showing how it is likely to be and the reader is left to form his own conclusions.' This is shown in 3.

Kenneth Browne, author of the AR article, replies to the chairman's comments as follows:

While I agree that the bridge shown in the county council picture looks better than mine, this is almost irrelevant. The important point is that the relief road should not be here at all. It should take the perfectly valid alternative route on the east side of St. Ives, where it would in no way damage amenity.

The St. Ives Society has, with professional advice, mapped out at least two alternatives there, both of which would work. The real reasons for the county council preferring the west route, which will do so much environmental damage, seem to be: firstly this route has been accepted, so why bring the matter up again? Secondly, the meadows, which form such an attractive foreground to St. Ives and will be spoilt, also contain no buildings, so it is less trouble to build the road there. Thirdly, The county planning officer really seems to think that the road will provide amenity in itself, for in his recent talk to the St. Ives society he said 'the road would, in fact, open up fine views of the church to the motorist approaching the town from the south'. This is an extraordinary defence for surely the motorist should be watching the road not the scenery, and the important views are those which the pedestrian can enjoy. Of course a new bridge is essential, but in the right place; the object of my drawing was primarily to show that slap in front of the church was not the right place. The scene in question could never look like 3, for the following reasons:

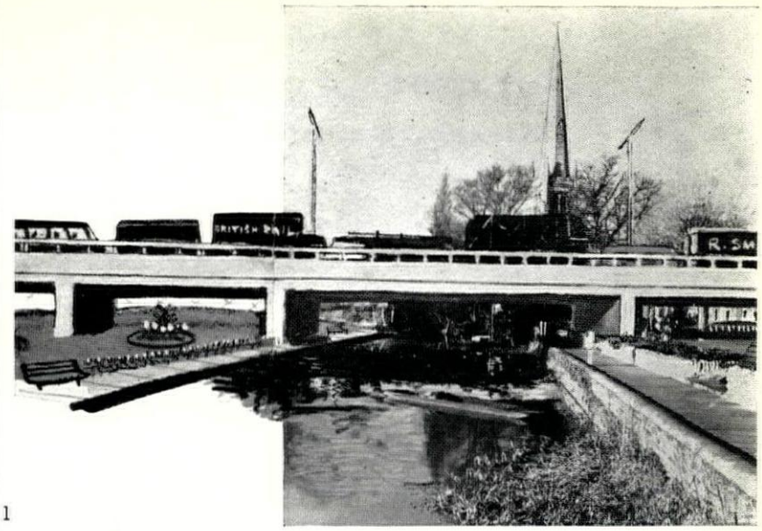
(*a*) No *traffic* is shown, not even a bicycle, yet this is surely the vital point of the argument; a relief road here will mean incessant and increasing traffic, including heavy sand lorries, rushing across in front of the church and forming a physical and visual barrier separating it from the centre of the town.

(*b*) There is surely inadequate *headroom* for the promised footpath under the bridge, unless the public are to go on hands and knees. A minimum of 7 ft. would presumably be required. Again, the figures painted in on the picture are quite out of scale and would in fact be about 2 ft. high, the difference in level between road and present footpath being little more than 18 inches. If, as has now been suggested, the intention is to ramp the footpath down under the bridge, this would surely bring it to an unacceptable level in relation to the river—and at a place in any case subject to flooding.

(*c*) Where is the *clutter* of lamposts, bollards, signs etc., which we know from bitter experience would accompany such a proposal?

COVENT GARDEN

The long awaited Draft Plan for the Covent Garden Area was finally unveiled to the public early in November. A report entitled *Covent Garden's Moving*, and an accompanying exhibition, revealed the official planners' ideas for that nostalgic and fruity area, which will become a vacuum on the sad day when the famous market leaves



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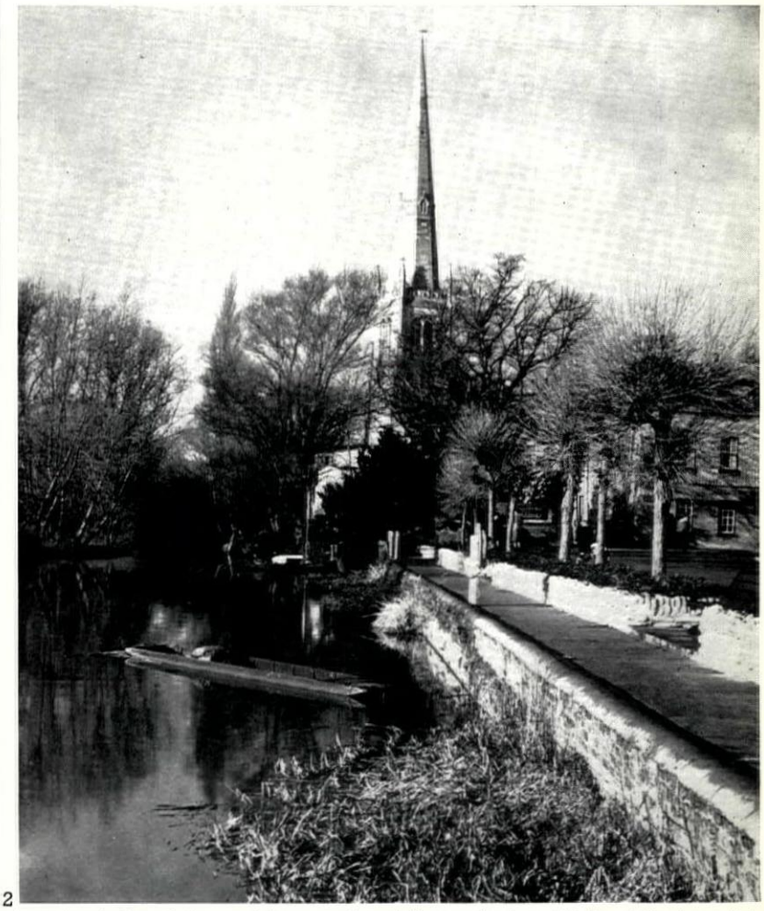

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1, *montage by Kenneth Browne of the proposed new bridge over the river at St. Ives.* 2, *the river as it is now.* 3, *how the Huntingdon county surveyor sees the new bridge.*

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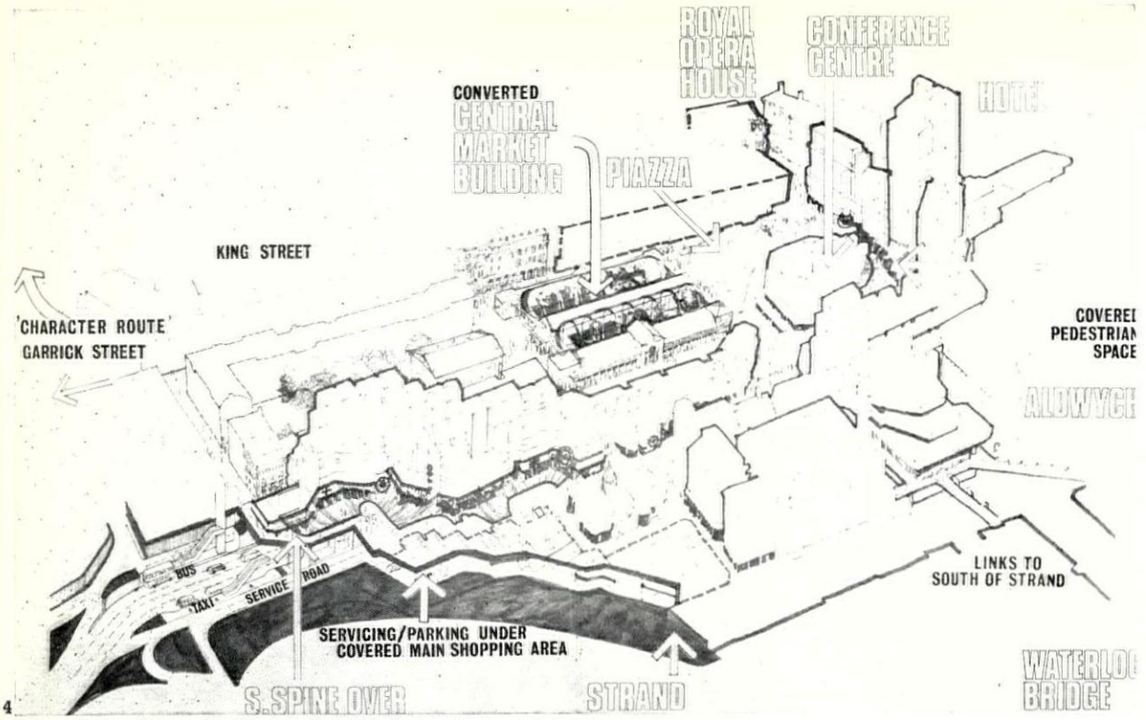


4, *isometric drawing reproduced from the Covent Garden report.*

for its new home at Nine Elms. 1972 is the target date.

The plan represents three years' work by the special planning team set up by a consortium of the Greater London Council, the City of Westminster and the London borough of Camden. Speculation has been rife as to what will happen to the area, and the councils concerned hasten to state on the first page of the report that they are in no way committed to carry out any of the proposals; that the plan is only for their consideration and also to test public opinion. The study area covers 100 acres, bounded by the Strand, Charing Cross, High Holborn and the fringe of Kingsway, but of course the heart of the matter is still the famous Inigo Jones piazza.

And here one must welcome the fact that the team have set their faces against a clean sweep. Where previous proposals replaced the existing intimate, human scale and narrow footways by misplaced pieces of Brasilia, the intention now is to encourage the existing mixture of uses and to combine old and new in an environment of intricacy and excitement. A balanced criticism of the plan needs more time and more space, but it is noteworthy that many of the suggestions put forward in the REVIEW's townscape feature on Covent Garden* have been taken to heart; for instance the retention and restoration of Fowler's fine market hall in the centre of the piazza, and its re-use for restaurants, boutiques and galleries. Also the safeguarding of the enclosure of St. Paul's churchyard, the expansion of the Royal Opera House, multi-level parking under the piazza, a system of pedestrian bridges linking, at piazza level, across the Strand to the riverside, and the provision of much-needed student accommodation.

A criticism which must be made concerns the presentation. Since the object, we are told, is largely to get public reaction, it seems obvious that any drawings must convey and convince. And, since the public generally cannot read plans, the presentation of ideas in picture form becomes especially important. Yet, the plan is illustrated by drawings which in most cases are meaningless jazz; fashionably psychedelic perhaps, but useless as communication. Though it is understandable that the planners are reluctant at this stage to be committed to design details, it is equally certain that you cannot involve people unless you arouse their enthusiasm. And this can be done only by relating things to them—by showing how things might look at eye level, convincing them how worth while it is to push ahead with the plan.

At the press reception, the chairman of the GLC emphasized that this was of course only a plan and what it would all look like must await the various (mainly private) architects when they came to design the buildings. Surely this is a negative way of going about things, for if there is no clear idea now of what it should be like (Inigo Jones had one), what possible hope is there of any worthwhile environment at the end? Again, some of the road proposals seem alarming. For instance, though the piazza is cleared of traffic, this results in Maiden Lane being erased by a four-lane (at least) road at Strand level.

The main piazza is rightly retained (see 4) but a large conference centre barging into its south-east corner would surely spoil the enclosing space, which needs to be rectangular (as was the original conception) and also to be surrounded by a wall of buildings of even height, with any higher buildings set back. The Floral Hall (the present foreign fruit market) is apparently to go, and this is surely a mistake; for it is a charming, airy building which makes an excellent foil to the Opera House and an ornament to the square. The disappearance of the Lyceum is also to be regretted; it is shown as a top grade building on the planners' Character Survey. Indeed a nagging doubt persists. How much of the old do the planners really want to keep? For in spite of the declared intention of retaining much of the existing fabric, the plans and isometrics themselves appear to contradict this statement. Aesthetic considerations apart, the liveliness of this area depends enormously on the small shopkeeper and it is most important to retain or provide buildings that he can afford to rent.

* 'A Latin Quarter for London' by Kenneth Browne, March, 1964.

DOOMED VIADUCT

5 shows the Walnut Tree viaduct at Taffs Well, one of the best known and most spectacular industrial monuments in South Wales, which is now under sentence of demolition by British Rail—unless the Ancient Monuments department of the Ministry of Public Building and Works can be persuaded to intervene and save it. Much interest has been taken in recent years in British transport structures and this is an example that should not be lost.

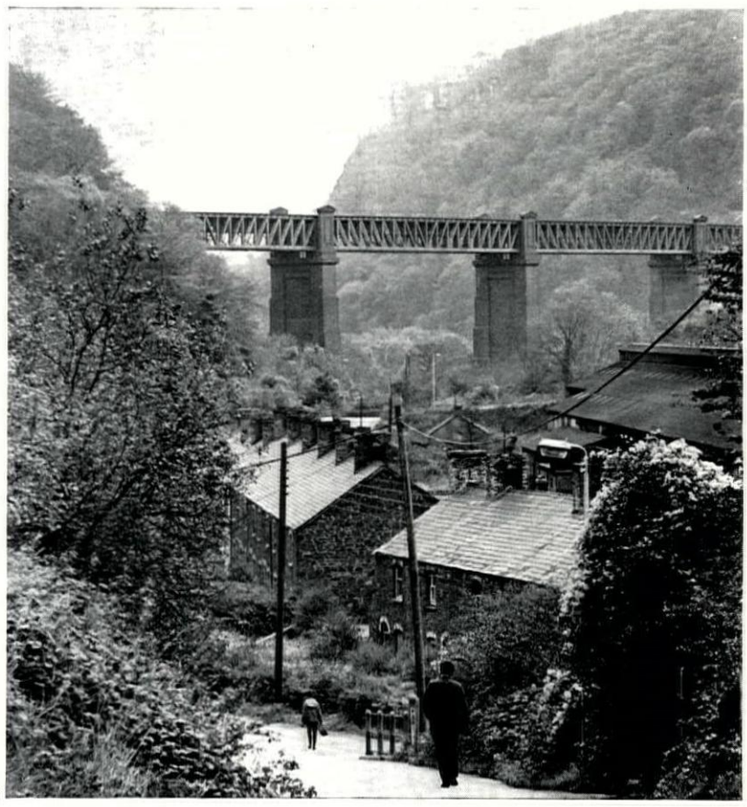
Walnut Tree viaduct was built in 1898–9 to carry the Rhymey Branch of the Barry Railway, which is now closed. It spans a pass between wooded hills through which go the River Taff, the Glamorgan Canal, another railway and the main Cardiff-Merthyr road. Castell Coch is just above.

DUTCH MODERNISTS

Monographs on modern architects seem to find a market on the Continent, though not in England. No English publisher has found it worth while to bring out the kind of slim paper-back series that recently appeared in Italy and has now appeared in Holland. The Dutch series (with English texts) is called 'Art and Architecture in the Netherlands' and four monographs have so far been issued—on L. C. van der Vlugt, K. P. C. de Bazel, J. J. P. Oud and B. Merkelbach. The publisher is Meulenhoff of Amsterdam. No price is given. They are well illustrated with photographs and (not very clear) plans. The brief text is informative, though difficult to read in its very black sans-serif type.

THE LINEAR CITY

In the AR for November, 1960, George R. Collins, of Columbia University, New York, wrote an article entitled 'Cities on the Line' about the ideas of Arturo Soria y Mata (1844-1920), the Spanish pioneer of the linear city, and the developments that had followed from his work. It is worth putting on record that a book by Professor Collins and Carlos Flores has just been published in Spanish devoted to Arturo Soria's work and including most of the same material. It is entitled *Arturo Soria y la Ciudad Lineal* and is published by Revista de Occidente of Madrid.



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A British firm of steeplejacks (Riggers of Harlow) is here shown at work on the Eiffel Tower, 6. Since the tower was last painted seven years ago, there have been many developments in equipment. Among these is the electric powered climbing platform being demonstrated here. The platform, which has a diesel generator mounted on it, climbs up wire suspended from the top.

correspondence

VILLA POJANA

To the Editors.

SIRS; The information contained in your October issue concerning the Villa Pojana at Pojana Maggiore near Vicenza is today happily out of date. The villa is now being given the care and respect it deserves and on the day of my visit (October 28) restoration had even begun on the frescoes in the main porch. The villa was bought from the previous owners early this year for 30 m. lira and a further 60 m. lira (approximately £20,000) will be spent on restoration over the next two years; the first stages of consolidating the foundations has already been completed.

A group of buildings which does give cause for concern however, are the German Baroque churches in the neighbourhood of Memmingen, including some of the best examples: e.g. Zwiefalten (J. M. Fischer) and Steinhausen (D. Zimmermann). In both these churches ominous cracks have appeared in the vaults, threatening to disfigure the frescoes themselves and the aesthetic unities of the whole. Furstfeldenbrück (near Munich) is being given a full-scale renovation; why not a little care for the others mentioned above?

Yours, etc.,

ROGER WAIN-HEAPY

London N1.

The notable thing about the newest addition to the literature of fairgrounds (David Braithwaite's Fairground Architecture, *Hugh Evelyn, 75s.) is that it includes technical drawings and explanations as well as the usual more nostalgic illustrations of the fairgrounds' contributions to folk and popular art. 7 is the original drawing for the centre 'cheese' or cradle wheel developed by Frederick Savage for the Switchback in 1888. The book also includes an unusual and interesting glossary of terms used in travelling fairs.*

book reviews

CHILD'S PLAY

CHILDREN MAKE MURALS AND SCULPTURE: *Experiences in community art projects. By Lilli Ann Killen Rosenberg. Rheinhold. 67s. 6d.*

It is rare to find a new book with totally new things to say on how to involve children in work within their own community that gives them intense pleasure and delight. *Children Make Murals and Sculpture* is a pleasure to handle and full of excitement and technical aid on how to get projects started and completed. Written by an artist, sculptor and potter who has a talent for understanding children, it is illustrated by colour photographs of exceptional quality and penetration by Ken Wittenberg.

It shows how murals and sculpture have been made by children to brighten up their drab contemporary urban environment in New York. They use for their work such permanent materials as ceramic tiles, glass, clay and concrete. The intense pleasure of the children, proud to have their work respected and on public view, shines throughout each page. The bright murals are created by the children under the guidance of trained art teachers and with the co-operation of local technicians, shopkeepers and industries. 'A kind of Pied-Piper principle is employed, whereby the projects initiated amongst the children inevitably attract the interest of the adults in the community.'

LADY ALLEN OF HURTWOOD

PARIS PIONEER

TONY GARNIER ET LES DEBUTS DE L'URBANISME FUNCTIONNEL EN FRANCE. *By Christophe Pawlowski. Centre de Recherche d'Urbanisme.*

This modestly produced paperback is the best book we have on Tony Garnier, much longer and more detailed than Signora Veronesi's of 1948. Unfortunately the illustrations, though there are over a hundred of them, are very poor, and one has therefore still to go to the sumptuous publication of the *Cité Industrielle* of 1917 to receive Garnier's full impact. One result of M. Pawlowski stands out, and will demand a drastic adjustment in the text-books such as Pevsner's *Pioneers*; namely that the most spectacularly novel public buildings of the *Cité* do not belong to the Roman years, 1901–4, but are additions or alterations of the years shortly before final publication. So they represent 1917 rather than 1904—which makes quite a difference to Garnier's pioneerdom. Not that he is really dethroned. There is enough that is radically new in the orginal *Cité*, and in Garnier's pre-first-war buildings, especially the Lyons slaughter-house and cattle market.

But M. Pawlowski's main concern is with town-planning, and here it will be specially useful for English readers to see Garnier placed in the totality of French early twentieth-century town-planning development, with Jaussely, Hebrard, Augustin Rey and Labrussière, and incidentally translations of Howard and Sitte coming out in the same year 1902 in which Garnier was working on his *Cité*.

S.T.S.

BETJEMAN'S CHURCHES

POCKET GUIDE TO ENGLISH PARISH CHURCHES. *Two volumes: The North; The South. Edited and introduced by John Betjeman. Collins. 30s. each.*

Though Mr Betjeman's book, a reissue of his 1958 one-volume work, is both scholarly and erudite, it fails dismally in presentation, particularly as the introductions are unvaried for North and South. Although it is compact, it is a pity that more famous churches are not illustrated instead of the duplication of these essays, which are preliminary fireside reading of vivid and penetrating insight on a subject Mr. Betjeman has made his own without equal. One cannot fault him on omissions of note, though it is a long time since my bicycling days with Cox & Ford in a rucksack.

Each county is introduced briefly. The work ranges from Roman remains, concluding with the Gothic revival and some finally disparaging and characteristic comment on new church building with the altar in the centre of the nave. This however, is not an innovation, as the pilgrimage church of Vierzehn Heiligen would illustrate by comparison. There is a much more detailed and exact study of the changes in Christian liturgical practice and the changes that took place in Georgian times by cramping the small interiors of older parish churches with heavy box pews, which precluded a view of the altar and permitted the gentry to snooze through interminable sermons.

These companion volumes will no doubt find their place in the glove compartment as an essential adjunct to motoring, along with reports of renowned gastronomic stomachs, for those whose tours of England are punctuated by excursions commencing with 'Anne of Cleves—Mind the step'. For reading in a dim religious light the abbreviated notes on each church, I recommend a good magnifying glass so that none of Mr Betjeman's exact and passionate eye for detail is wasted.

JOHN KILLICK

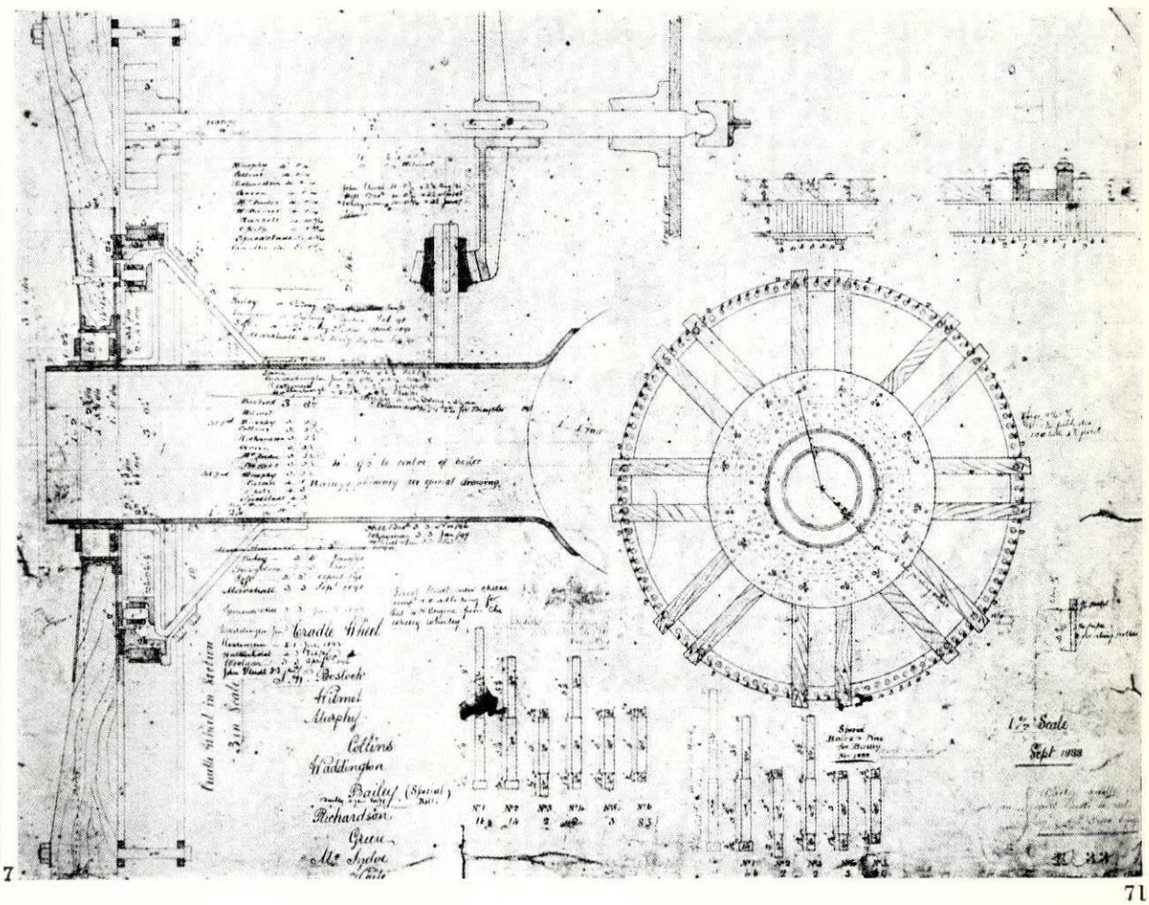
BOOKS RECEIVED

THE CONSULTING ENGINEER'S WHO'S WHO & YEAR BOOK. *Northwood Industrial Publications.*

EARLY AMERICAN ROOMS. *By Russell Hawes Kettell. Constable. 33s. 6d.*

THERMAL ENVIRONMENT FOR THE STUDENT OF ARCHITECTURE. *By Chalkley and Cater. The Architectural Press. 42s.*

THE COURT OF RICHARD II. *By Gervase Mathew. John Murray. 42s.*



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The Industry

Well known furniture returns

Several well known furniture pieces formerly marketed by Jack Pritchard's Isokon Furniture are now available once more from John-Alan Designs. These include the Breuer long chair, produced about 1936 and still remaining a classic piece of design, and the nesting bent plywood tables reappearing for the first time since 1939. The chair is unchanged except that it is now in beech instead of birch and has a thick foam cushion with a wool cover in charcoal or other colours. Retail price is £44 19s. 6d. Ernest Race's Donkey with shelves for 90 paperbacks and a rack for magazines also reappears. In this design the paperbacks are intended to lie flat as it is claimed they keep better that way, though it is difficult to see why. A greater advantage is that the books can be packed so that the titles are easy to read, publishers not having made up their minds whether lettering on the spine should read up or down, even Penguins having about half in each direction. Finished in white, the Donkey costs £7 12s. 6d.

John-Alan Designs, 89 Parkway, London NW1.

Corrugated plastic sheeting

The British Plastics Federation has just issued a most useful publication on corrugated plastic sheeting, the second in a series of publications prepared by its Building group. Plastics sheeting has been used for many years for farm and industrial buildings, but during the last decade or so the whole field of application has been greatly extended, perhaps the most important factor being improved fire resistance, added to the fact that there is now available a considerable body of experience on fixing methods and rates of weathering in different atmospheres. The publication contains valuable information about the choice of the most suitable materials for specific purposes, and guidance on fixing and appropriate purlin spacings for various types of sheet, and for the sealing of laps. So far as durability is concerned it is difficult to give accurate figures since although the various factors can be assessed individually their combined effects are very complex. Sunlight, for instance, is the largest single cause of degradation, particularly its ultra-violet component, but sheeting may deteriorate less rapidly in an industrial atmosphere as it may be protected from the ultra-violet by the dirt deposited on its surface. It is suggested, however, that acrylic sheet should have a minimum useful life of 40 years, 30 years for glass fibre reinforced polyester (though only 10 years in the fire retardant grades) with about 15 years for opaque p.v.c. or 10 years for translucent grades, whether wire mesh reinforced or not. The booklet concludes with a guide to the various products available with data sheets on properties and profiles available. Proprietary domed and barrelled roof lights are not included, but there are now so many of them in such a variety of sizes that they would presumably have taken up too much space.

The British Plastics Federation, 47 Piccadilly, London W1.

Kitchen cabinets

Grovewood Products have designed a new range of kitchen cabinets based on metric dimensions with a planning module of 100 millimetres. Standard cupboard units are 400 or 500mm wide (about 16 or 19¾ in.) with a standard height, to British Standard,

1

of 36 in. Continuous worktops can be made up to a maximum length of 8ft, straight or cut to shape for corners and finished in Formica, Arborite or Warerite. A separate upstanding strip can be screwed to the back of the worktop, capped with a flexible strip which moulds itself to uneven walls. In general, the cabinets are carefully designed, with a variety of special details such as swing out racks, 1, or sliding trays in plastic coated wire, deep drawers or rubbish containers. The units will also take built-in cookers or refrigerator units.

Grovewood Products Ltd, Tipton, Staffs.

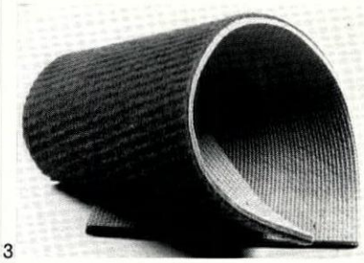
Duplex parking

The Duplex DG car parking system, 2, allows two cars to be parked in the space required by one. The floor of the garage slopes downwards and a car can be driven in and parked. Above the lower car is a hydraulically controlled hinged ramp and platform. When the platform is lowered a second car can be driven on to it and lifted with hydraulic rams if the lower car is needed. The maximum overall height needed is just over 12 ft, with a length varying from 19 ft. 8 in. for small cars to 23 ft. for larger ones, which can be parked at both levels. There is a further Duplex unit, type DDG, with two ramps hinged together. Either car can still be removed without disturbing the other. At the expense of an increased excavation depth of about 9 in. the overall length can be reduced to 17 ft. 3 in. It is possible to park cars weighing up to 35 cwt. and up to 5 ft. high. It is not intended for really large cars.

P. R. Raven & Co. Ltd, 49 Victoria Drive, London SW19.

Heavy duty nylon carpet

Endura Tultrim carpet, 3, is a new Gilt Edge type made from an all-nylon fibre by ICI. This is Heterofil, a bi-component fibre made of combinations of polymers which melt at different temperatures. When a random web of the material is heated for a short time at a high temperature the lower melting point component will melt and form an integral bond at all points of contact without the need for any adhesive. The result is a hard wearing and resilient mat with a tufted type of surface which is produced without any looms or other weaving machinery and which can be bonded to a p.v.c. backing and laid direct on the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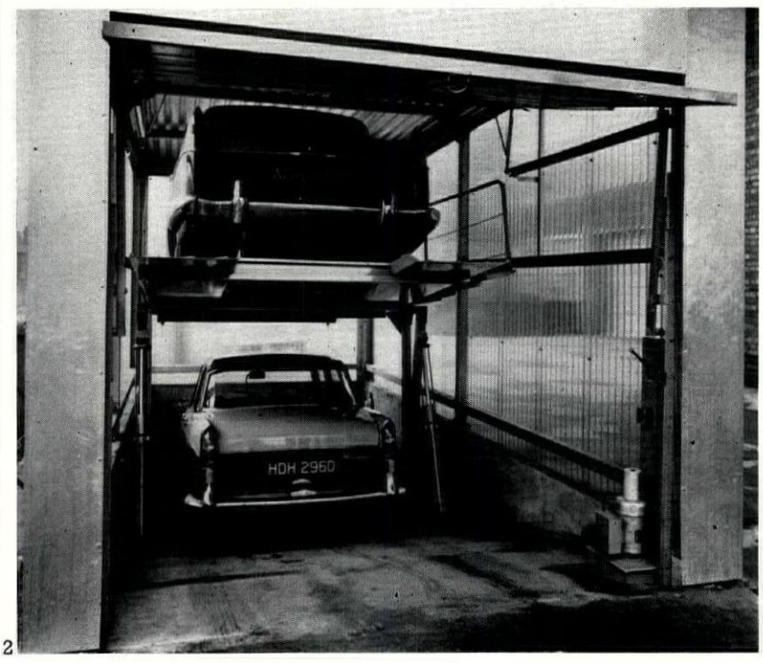

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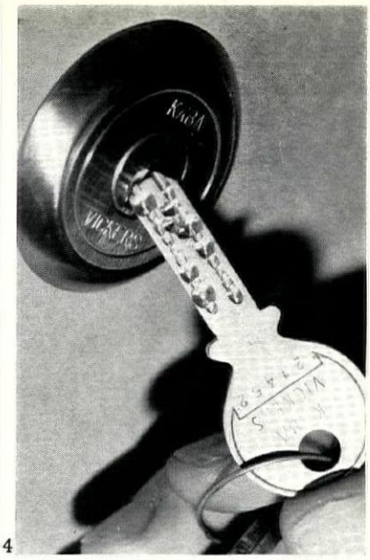
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sub-floor and cut to any shape without the need for any edge binding. It is made in a choice of sixteen plain and mottled colours and in widths up to 12ft, for sale at a retail price just under £2 a square yard, with a seven year guarantee when used for domestic purposes. Since the carpet is all nylon it does not absorb stains and is easy to keep clean.

Carpet Trades Ltd, PO Box 5, Mill Street, Kidderminster.

Nylon carpeting

Altrolux 90 has a deep all-nylon pile anchored in a layer of p.v.c. and bonded to a thick felt backing. It is being marketed by a division of the Adamite Company, who have had a great deal of experience with hard floorings over twenty years, and who are prepared to guarantee the material for seven years, while claiming that it should last at least twice as long and should be considered as a form of paving. The material is supplied cut to 19½in. (500mm.) squares and is made in twelve colours. It is normally stuck down with adhesive or double-stick tape and costs less to lay than most types of floor as there is little waste. Cost can be as low as 48s. a sq. yd. supplied and laid in large areas.

Altro Ltd, Caxton Hill, Hertford, Herts.

New security lock

A Swiss lock which can incorporate up to 20 pin tumblers, with keys which are entirely different from the usual serrated edge type, is now being made in this country by a limb of the Vickers group and is being used for left luggage lockers and drug or filing cabinets where specially high security is needed. Instead of a serrated edge the key is straight, with dimples on each face, 4. These dimples are milled at four different depths and at two different angles, each key being registered so that extra keys can be obtained only from the manufacturers against the registered number. A minimum of twelve pin tumblers are arranged in four separate lines instead of a single line of five in most cylinder locks. This provides over 1,000m combinations, and the number can be increased to suit different master and sub-master combinations. The cylinders are available, with attachments, for doors of all kinds. Cylinder dimensions are standard, so that they can be used as

(continued on page 74

Sundridge Park Management Centre, Bromley, Kent

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THERMASTEX

continued from page 72)

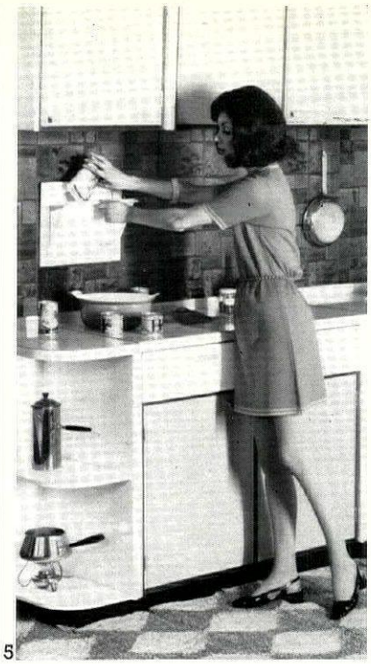
replacements for most types of existing lock.
Kaba Locks Ltd, 75 Victoria Street, London SW1.

Refuse disposal
The Trugienic disposal unit for domestic refuse, 5, can handle all sorts of rubbish, including bottles, tins and bones. It is built into the external wall of the house and consists of a hopper door set in the wall, normally about a foot above the work top, and is in cast aluminium with a plastic finish. A steel chute passes through the wall and connects to a removable ventilated hood and cover over the dustbin or to a disposable paper sack. Part of the way down the chute is a hinged plastic flap which is pushed open automatically by the rubbish, but closes by its own weight to prevent smells from passing back into the kitchen. Price is £21, but this does not, of course, include the cost of installation.
True Flue Ltd, 207 Sloane Street, London SW1.

Covered swimming pools
Robuc transparent swimming pool covers, are a development of a greenhouse structure made by Prins NV of Holland. The cover has three vertical sides, while the roof and the fourth side are combined to form a smooth curve. Sliding doors are fitted in the vertical sides and since part of the roof also slides back up to 40 per cent of the area can be open. The supporting structure is steel, galvanized after manufacture. The glazing is in ICI's Transpex extruded acrylic sheet which is half the weight of glass of comparable thickness and is highly transparent, with good weathering properties. It can be used in large areas and cold-sprung into curved frames so that shapes which would be expensive or impossible with glass can be used. The covers are at present made in two sizes, 40 by 22 by 10 ft., and 60 by 30 by 13 ft. and cost about £2 per sq. ft. of ground area, supplied and erected. The manufacturers also produce a range of glass fibre swimming pools in sizes up to 40 by 20 ft. and will carry out all work, including the installation of filter plant.
J. F. Buckingham Ltd, Priory Works, Priory Road, Kenilworth, Warwicks.

Collapsible posts for car parks
Borer collapsible posts can be used for enclosing car parks, or as temporary barriers for the intermittent control of pedestrians. The posts, 6, consist of two concentric tubes, the outer one being embedded to a depth of about 3ft. 3in. The inner tube can be lifted and locked in position with a quarter turn at a height of 2ft. 6in. There is a small hole just below the head of the tube through which a chain can be threaded so that the posts cannot be lowered by passers by. If only a single post is needed to prevent vehicle access to an alleyway an additional locking device can be provided.
Borer Engineering Co., 27 George Street, Croydon, Surrey, CRO 1 LB.

Door canopies in plastics
The Impla door canopy is formed in glass-fibre polyester resin and is made in various widths up to 6ft. so that it is suitable for any type of doorway. It is made in a wide range of colours and is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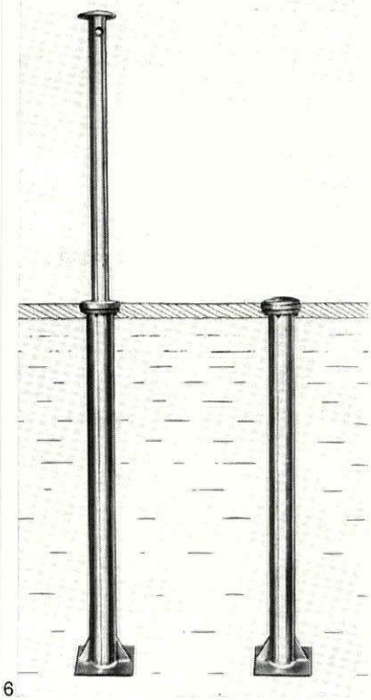
finished with a waterproof plywood soffite and a p.v.c. edge trim, both of which can be in the same or a contrasting colour. The canopies are easily fixed on three aluminium brackets which are bolted to the wall, and they shed water efficiently so that there is no need for small gutters or downpipes. There is not, of course, any need for painting.
Implas Ltd, 29 Stainbeck Lane, Leeds 7.

Fixing glass blocks
Pilkingtons have developed a new 'Dry Fix' method of building up their Insulight glass blocks into panels and screens after first constructing a timber frame of the required size. The method involves the use of a plastic strip to prevent glass to glass contact and is intended for use with internal panels in dry situations only, and where the frame can be rigidly fixed. The strip is laid across the bottom, up each side of the frame and in short lengths in the vertical joints to act as separators. The second course of blocks is laid on a full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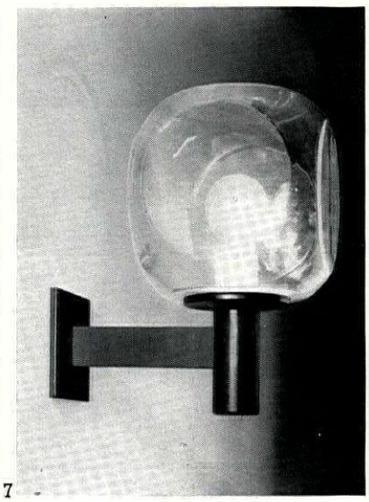
length of strip and when the panel is completed it is tightened with pairs of wedges. Once the frame has been made the new method allows the panel to be completed in about one hour, the only limitation being that no more than 100 blocks should be used in a panel, though multiple panels can be used to build up a large screen or wall. Pilkingtons can supply both the strip and the necessary wedges and a useful leaflet shows the construction step by step and contains a table showing frame dimensions in terms of the number of blocks and their size.
Pilkington Brothers Ltd, Prescot Road, St. Helens, Lancs.

Lighting fittings
Merchant Adventurers have a new collection of Interlight fittings for tungsten lamps up to 100 watts or in pairs up to 75 watts. They are made in various types, pendants, wall brackets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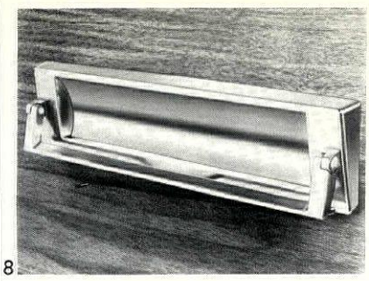
and ceiling fittings with crystalite or transparent smoky glass diffusers: metalwork is mostly satin silver or slate black but there is also a choice of a further seven BS colours. The wall bracket, 7, has a spherical globe flattened on six sides and is made with transparent, opal or smoky glass, 9 or 12 in. diameter, and can be supplied with an inner lamp shield of perforated brass or an inner star glass diffuser. The same fitting can also be mounted on a 42 or 90 in. pole and used for garden lighting.
Merchant Adventurers Ltd, Interlight House, Feltham, Middlesex.

Non-stick oven linings
English Electric can now supply both the 18 in. and 21 in. wide models of their Rapide electric cooker with a non-stick oven lining which allows grease to be removed with a hot soapy cloth and is a more economical alternative to the self cleaning oven. The oven lining panels, top, back, base and two sides, are readily removable and have a coating system of polytetrafluoroethylene, known as Armourcote and evolved by K & F Treatments of Leeds. It is highly resistant to heat and wear and has already been used on cooking utensils.
English Electric Co. Ltd, Strand, London WC2.

Door furniture
The Kenrick letter plate and knocker, 8, has a chrome finish and the letter opening is to BS dimensions. The surround plate is tapered in side elevation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to give a top which projects with an overhang of about 5/16 in. so that rain will not drip into the letter slot. The curved flap is hung to give a tight closure which should not rattle in the wind, but can be provided with nylon leaf springs when required. The same firm also makes the Breelok lever handle, in all-plastic type in four permanent colours and also having an internal return spring which is also in plastic. Spindle sizes are produced to fit both standard and continental locks.
Archibald Kenrick & Sons Ltd, West Bromwich, Staffs.

Acknowledgments

BRITAIN'S HEARTLAND, pages 5–12; 3, 5, 6, Aerofilms Ltd; 4, P. W. & L. Thompson; 9, 10, Civic Trust. HOUSING, page 26, J. A. Freakley. EDUCATION, page 28, Morgan-Wells; page 32, P. W. & L. Thompson; page 36 (top), Lewis Brown Associates. COMMERCIAL, page 41 (bottom), Purcell & Betts; page 42 (top) and page 46, Reilly & Constantine. PUBLIC BUILDINGS, page 51 (top), Logan. CRITICISM, pages 61–64, 3, Civic Trust; 4, Fox Photos; 7, Rogers Photographic Services; 9, National Monuments Record; 12, Colin Westwood. WORLD, pages 65–68: 1–5, 17–22, 24, 25, *Architectural Forum*; 14–16, *Architektoniki*. VIEWS AND REVIEWS, pages 69–71: 2, E. W. Tattersall; 6, Alphaplus. THE INDUSTRY, pages 72–74: 4, Vickers Ltd. STOP PRESS, pages 75–76: 1, 2, 6, 8, 9, Nairn Arphot.

Ian Nairn

STOP PRESS

Townscape problems, outrages and opportunities compiled by Ian Nairn, with drawings by G. J. Nason.

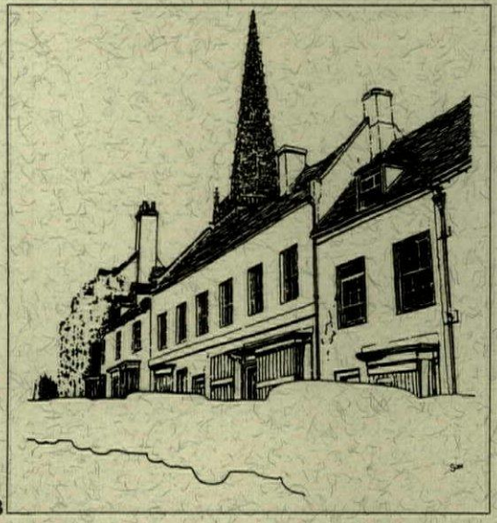
S.O.S.

PLANNING BLIGHT 1: HULL
The Old Town around Holy Trinity church: a desert, a quarter-century after the blitz, one of the worst examples of urban neglect in Britain, 1, 2.
A Conservation Area is needed badly before there is nothing left to conserve.

PLANNING BLIGHT 2: COLESHILL, WARWICKS
Church Hill in total decay, whilst one side waits for Council redevelopment and the other for a private builder's scheme. The Council seem to be ready to demolish all of their buildings, 3-5; the builder will keep the two best on the

1


2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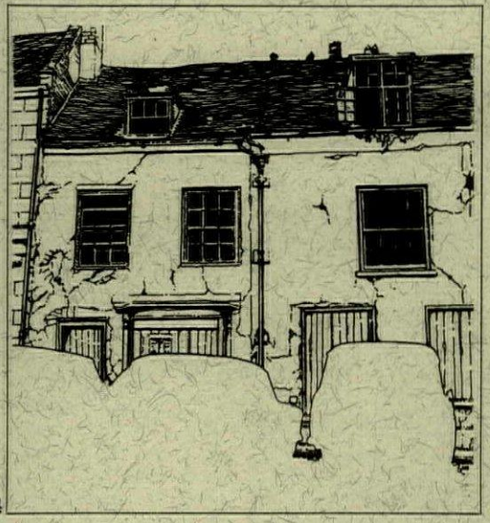
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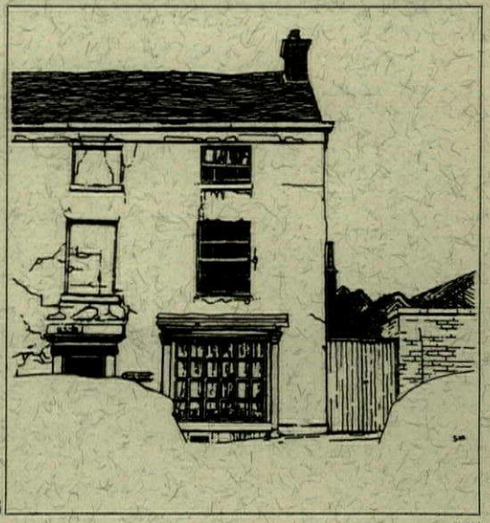
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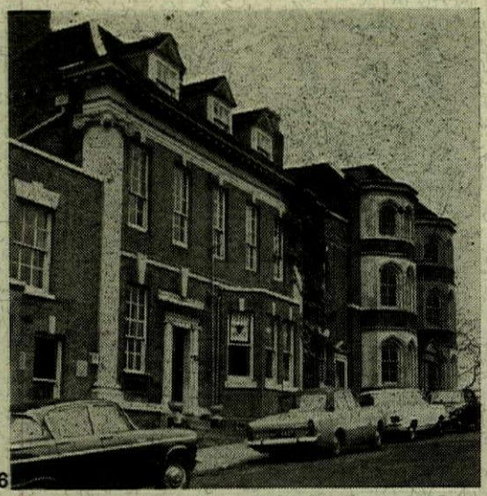


6

other side, 6, but is quoted as saying that they had about ten years' life. This seems crazy. Coleshill is just outside Birmingham and there must surely be enough people willing to rehabilitate the street: it should become a Conservation Area immediately. Twenty years ago this was one of the most attractive streets in Warwickshire.

CREDIT

MATLOCK, DERBYSHIRE
Riber Castle, the former Smedley's Hydro, became derelict a few years ago. Instead of demolishing, the ruin was left as a shell, 7, which makes an extremely dramatic landmark on the hills east of Matlock, now the background to a small zoo. The technique could be extended to many more Victorian houses which are now white elephants: controlled demolition, to contrive the most romantic or extraordinary outline from buildings which are natural folly material.

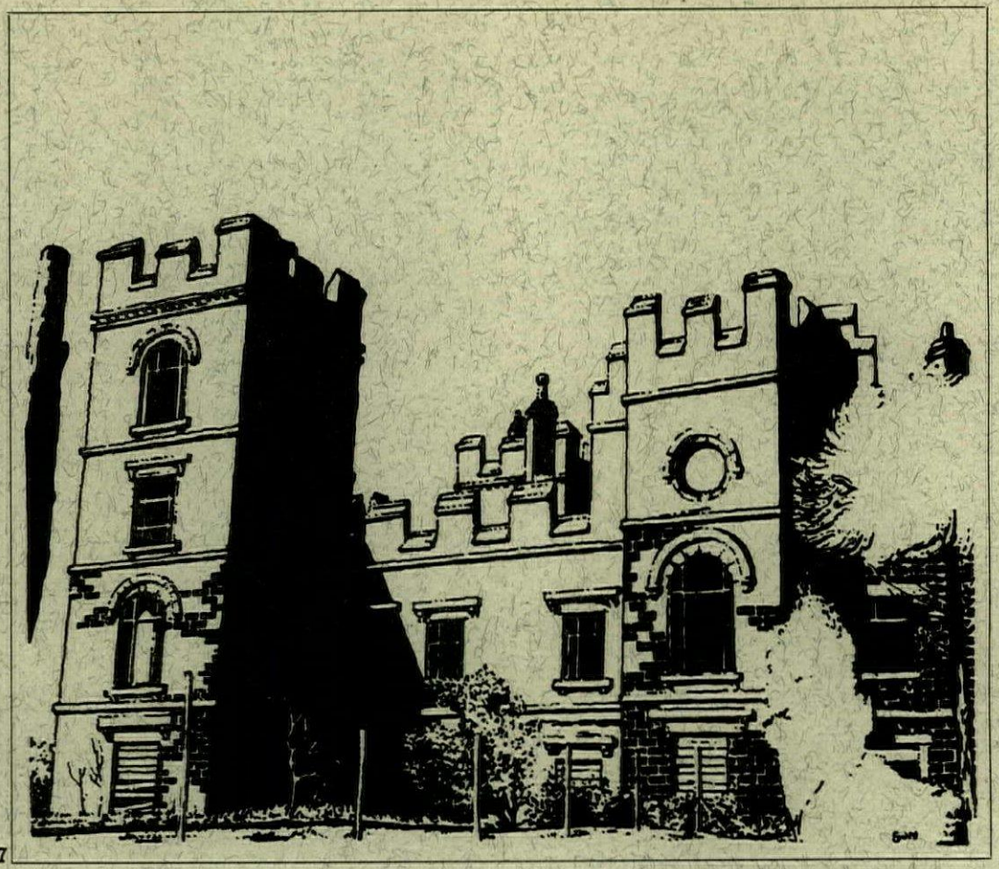
OUTRAGE

NEAR FILLONGLEY, WARWICKS
One more consequence of blindly following the new regulations on road signs: replacement of signs on minor roads, 8, by a new pattern, 9, which is barely more legible. New signs on motorways and main roads are obviously needed, but why carry the spring-clean through to lanes where drivers are not likely to approach the junction at more than 20 m.p.h? This is going on all over the country: the cumulative cost must be enormous.

OPPORTUNITY

10

SHREWSBURY
A thumping big site in the very centre of the town with buildings of all dates for sale or acquired for development, 10–12. Let's hope the developers have enough sense to keep the façades and excavate the back with arcades like the Grosvenor Centre at Chester. One disaster like the new Shrewsbury Market Hall is quite enough for one town in one decade.



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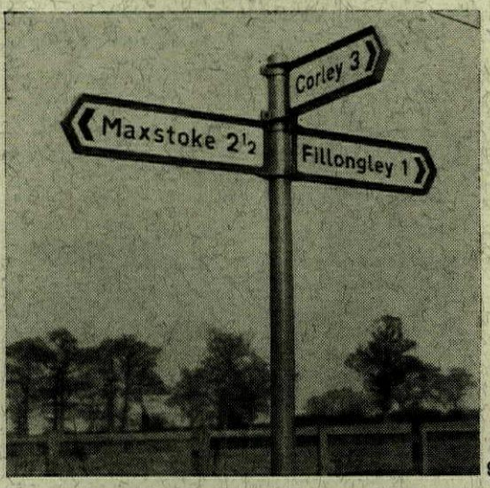

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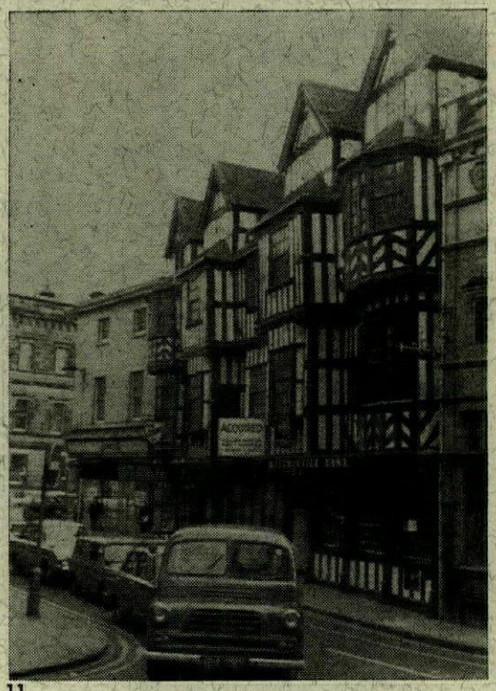

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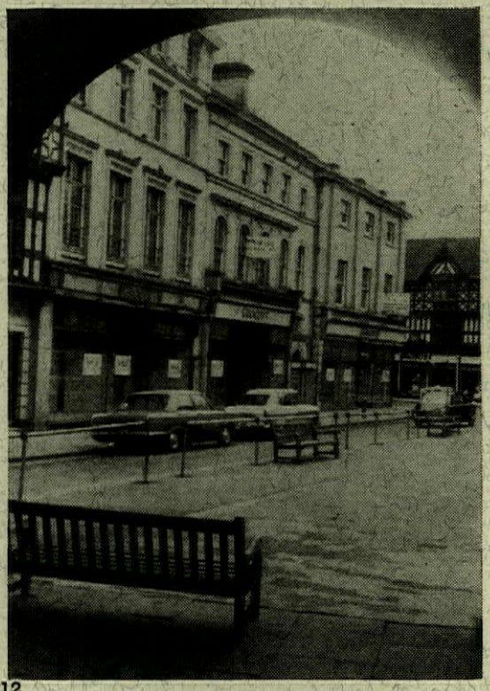

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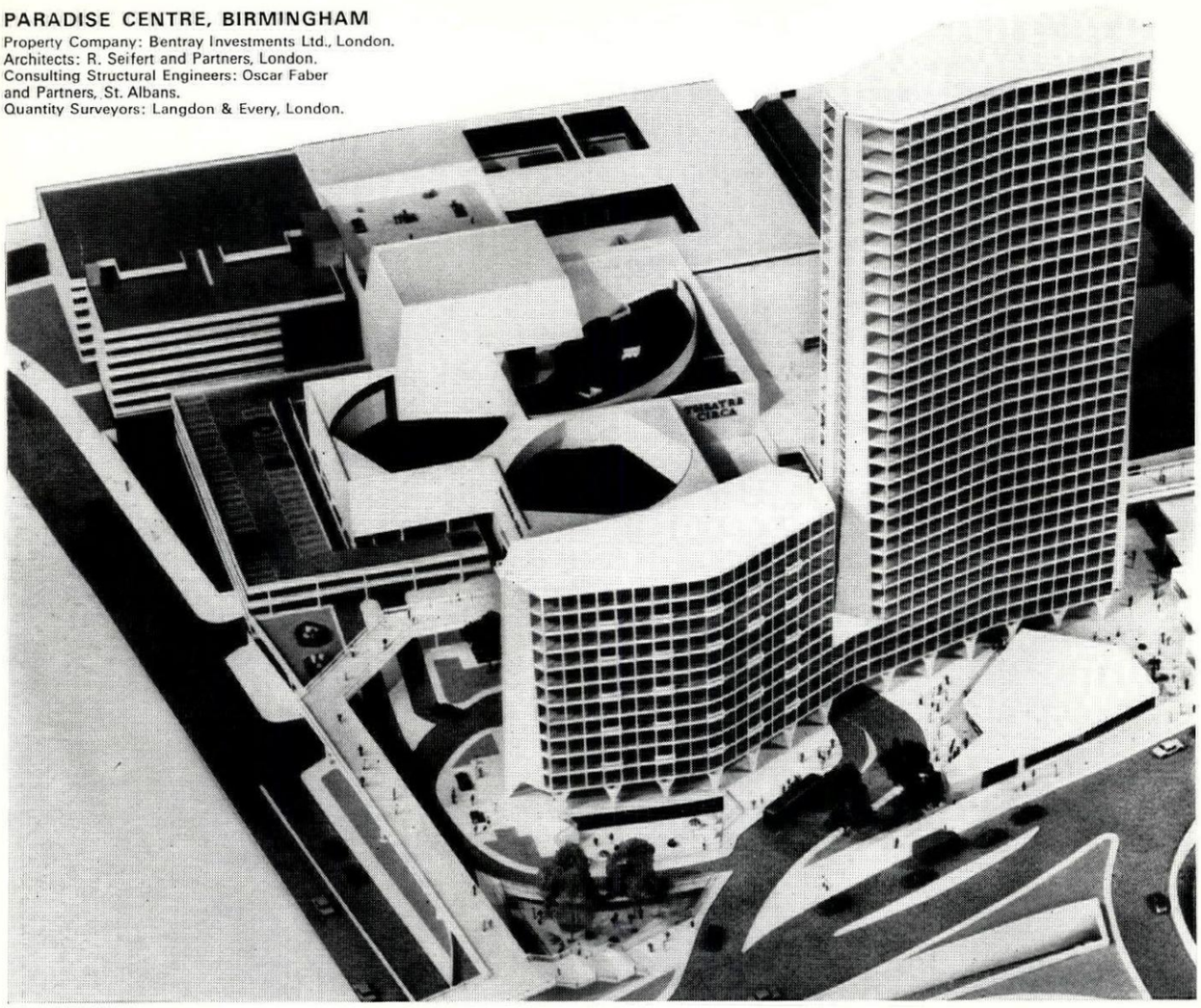

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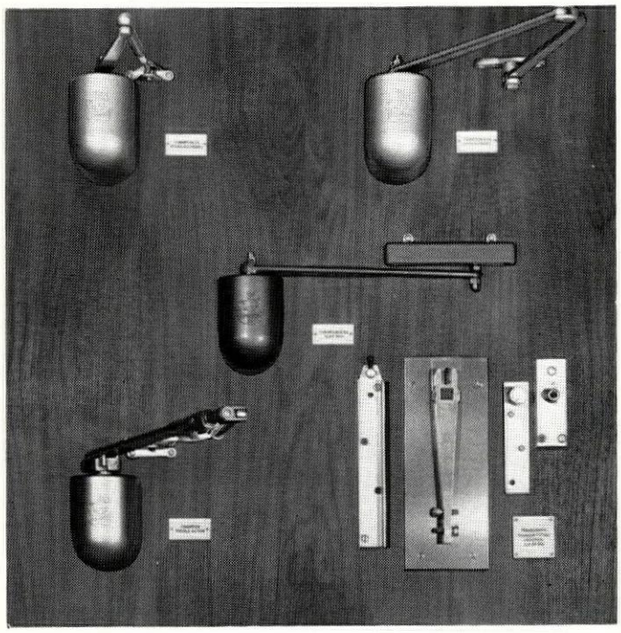

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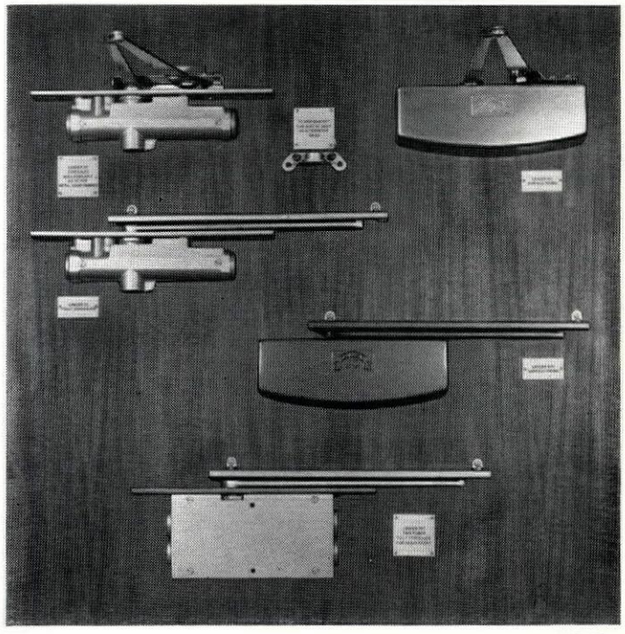

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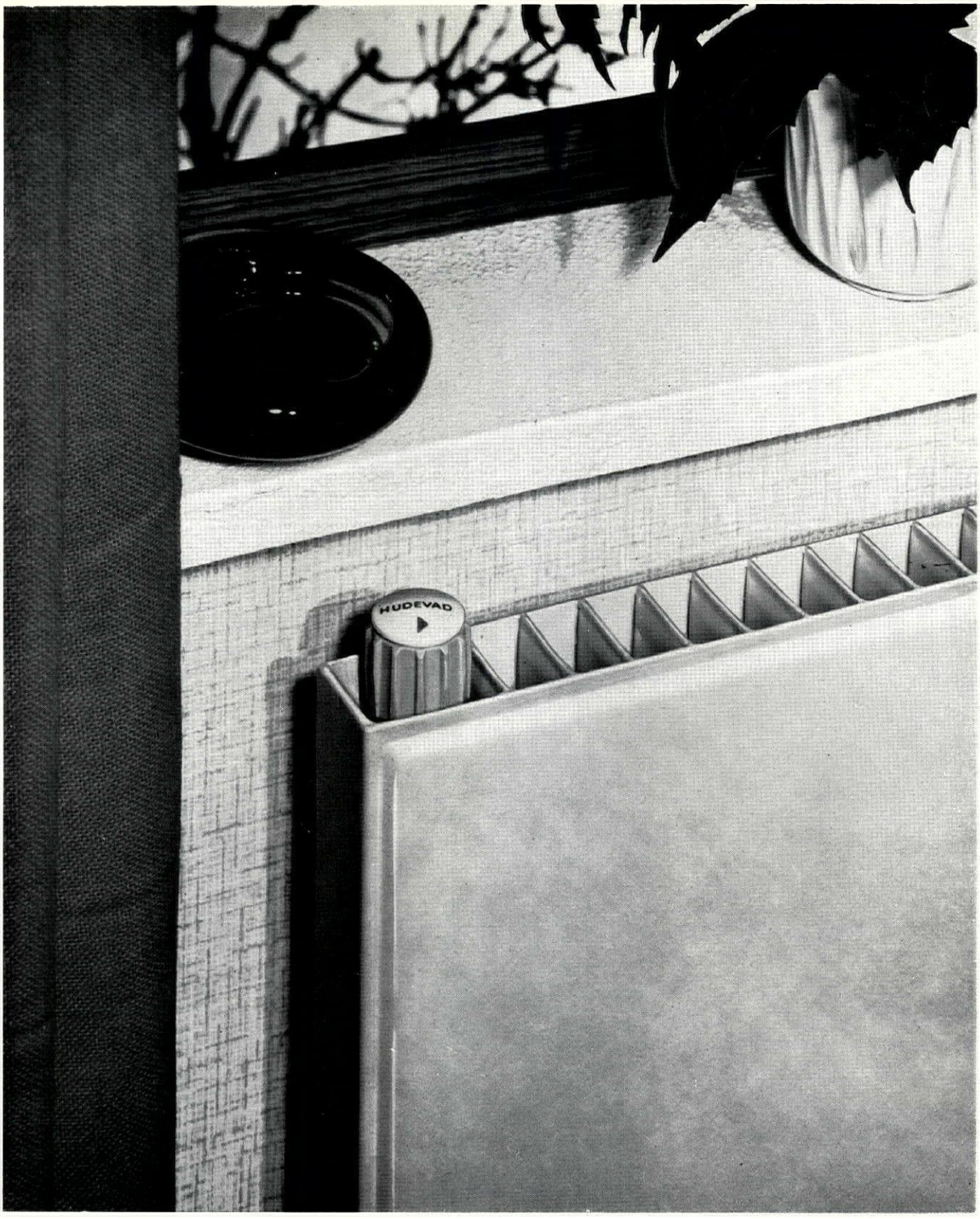

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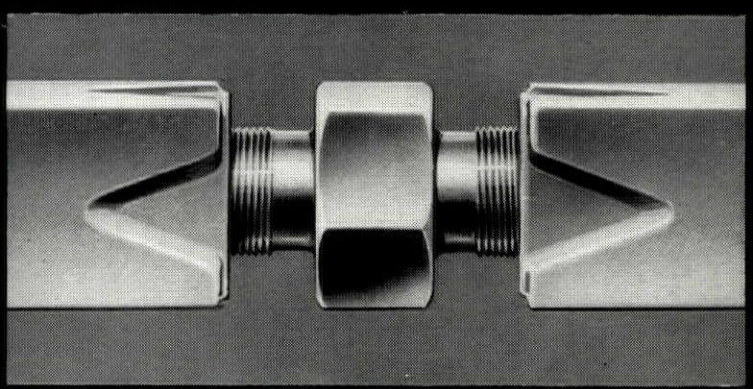

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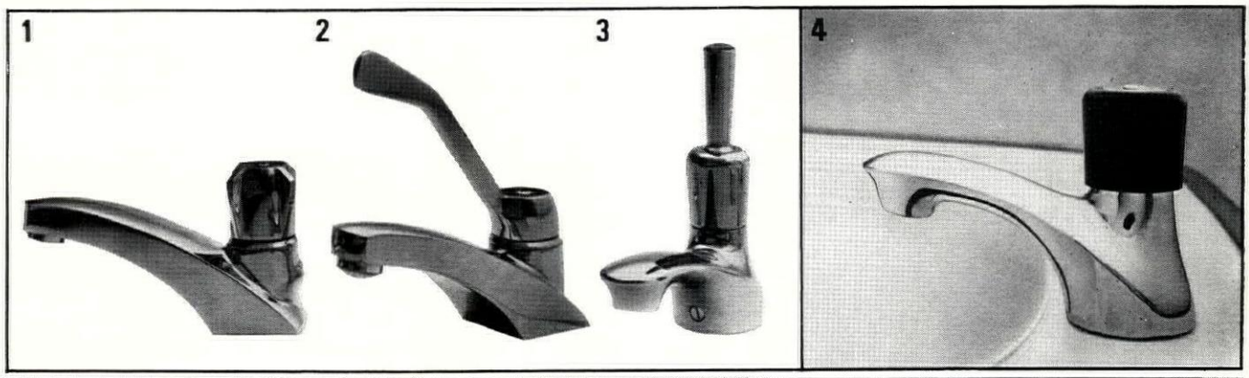

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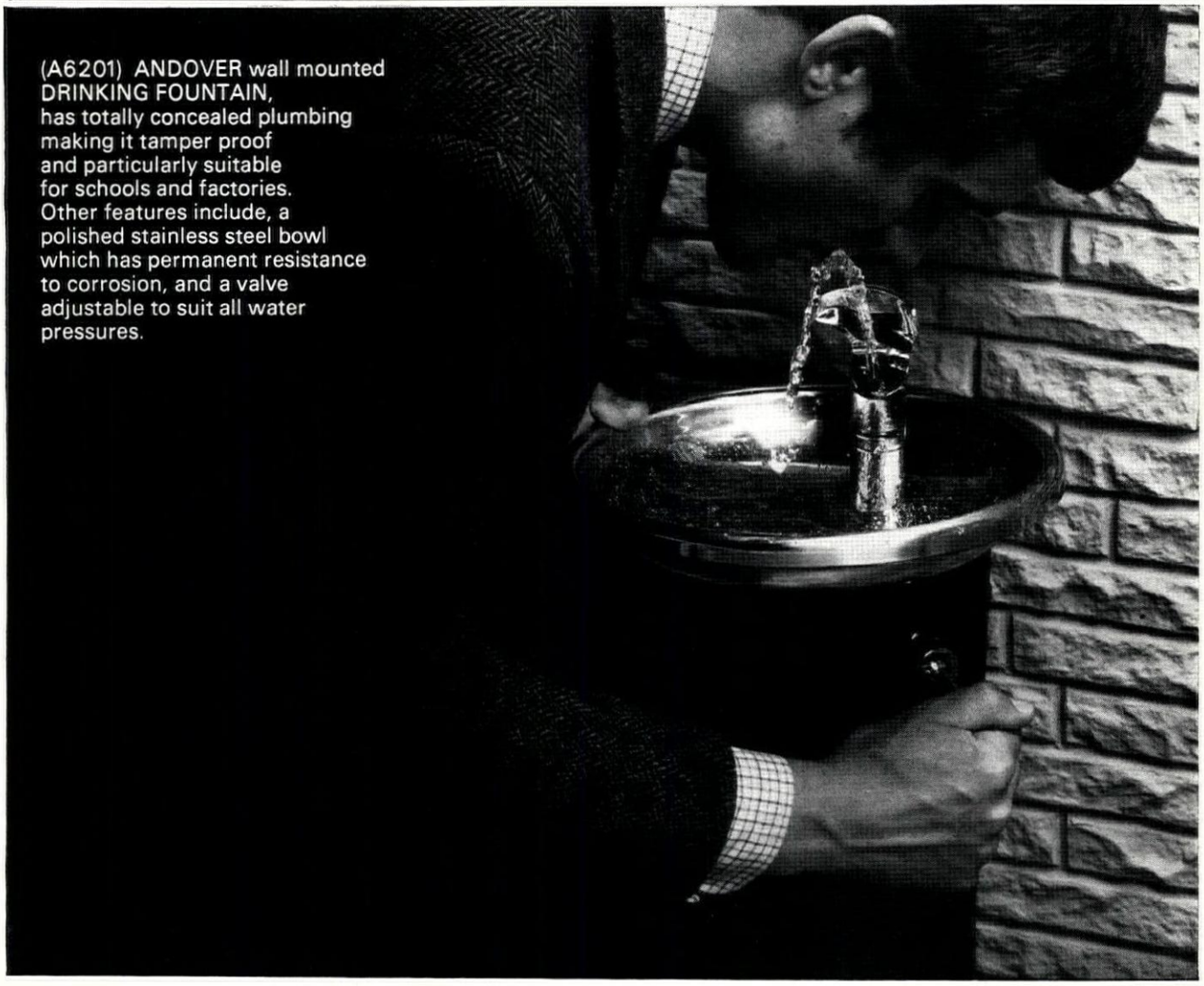

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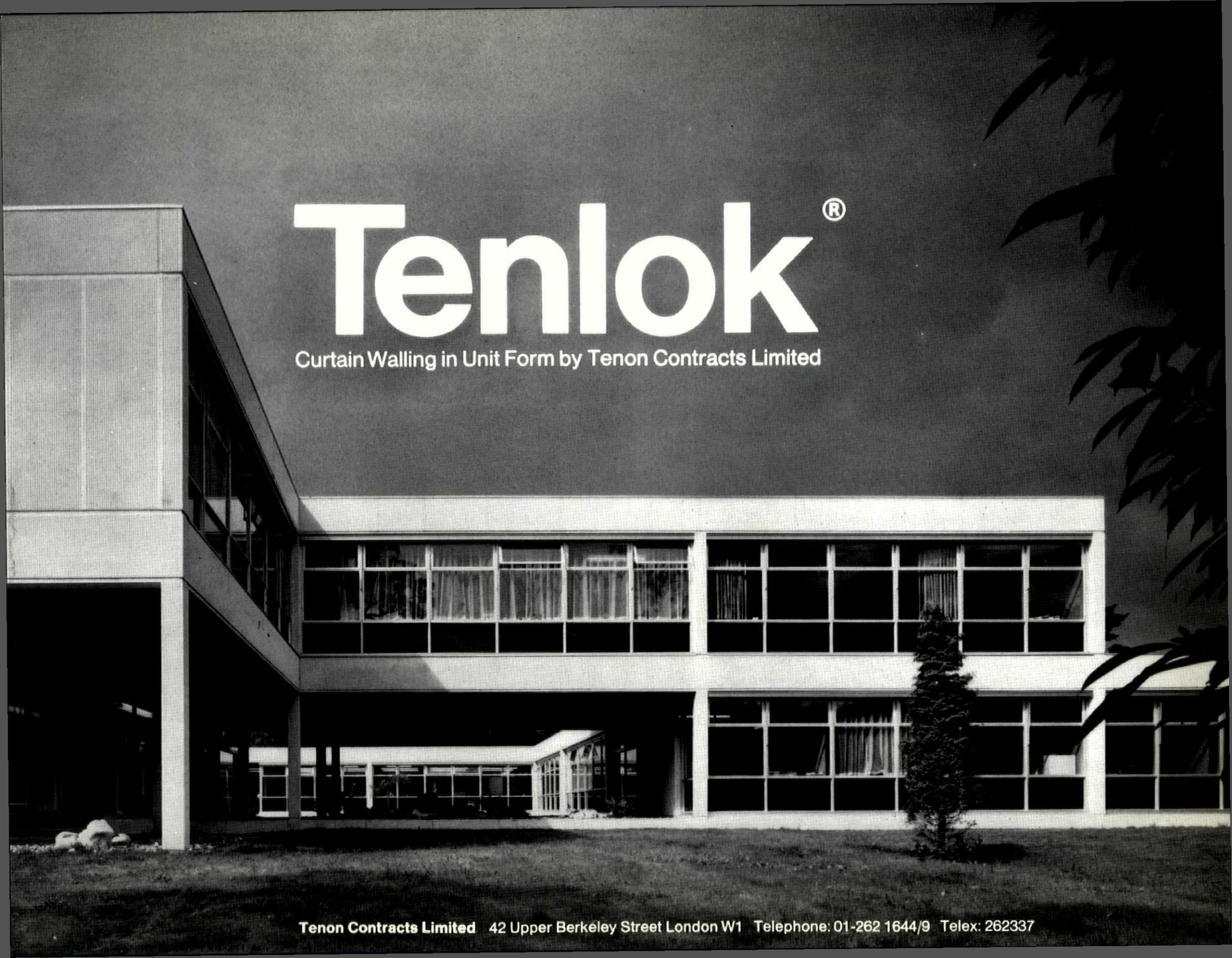
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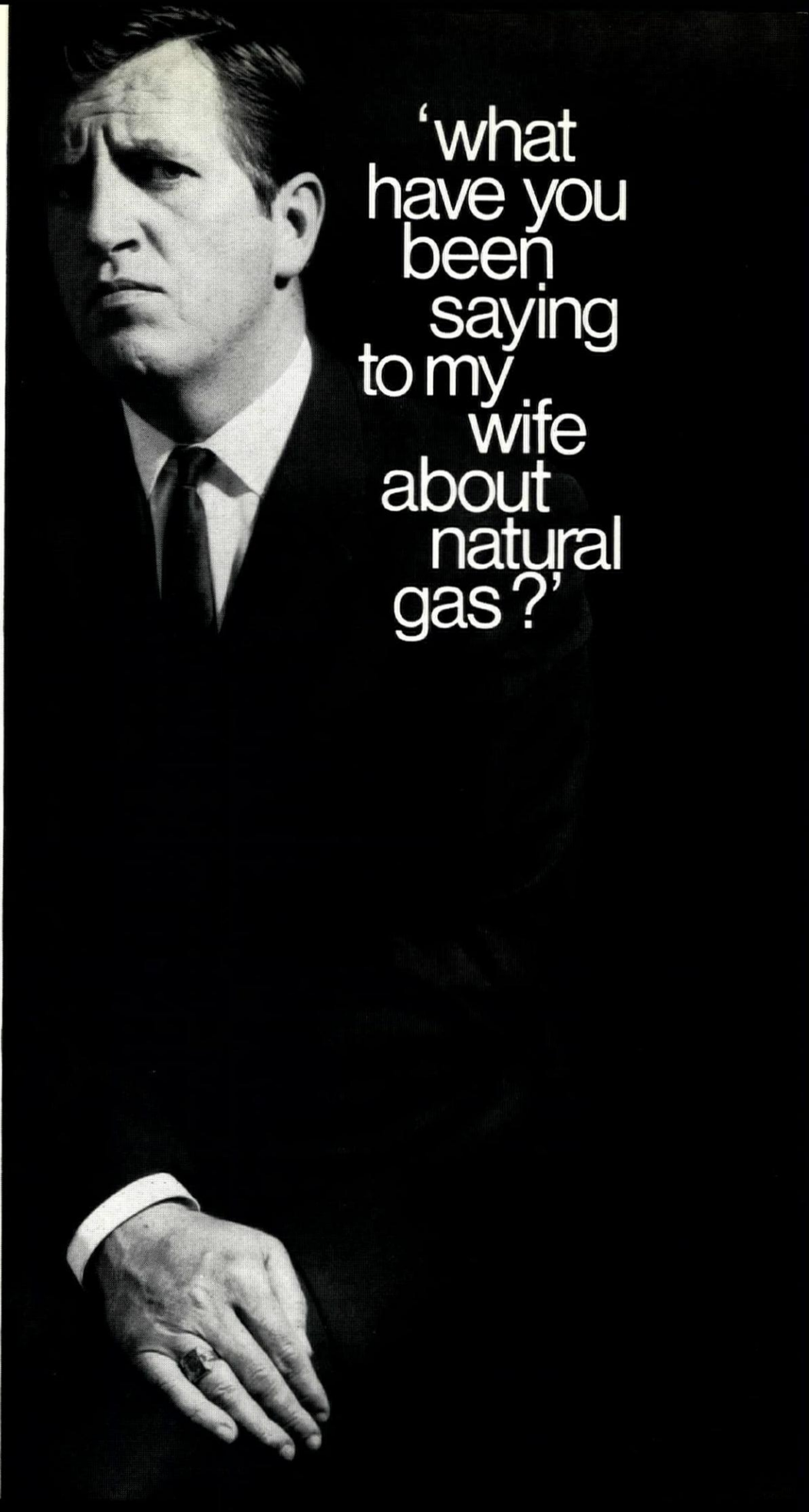

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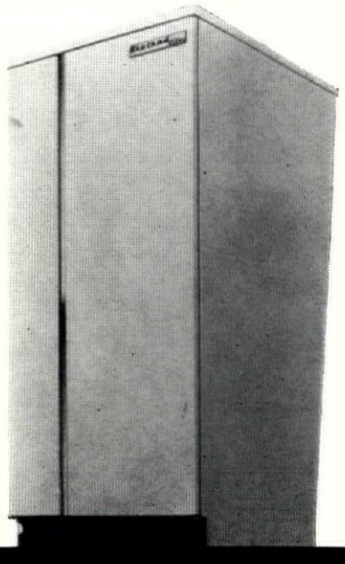

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The foreword by His Eminence Cardinal Heenan also tells of the history of the decision to build Liverpool's new Cathedral, which now stands overlooking the city from Brownlow Hill.

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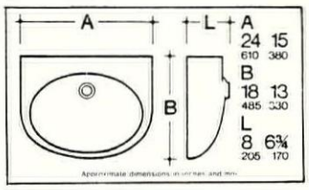

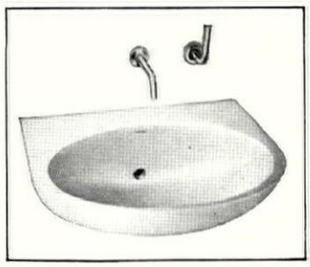

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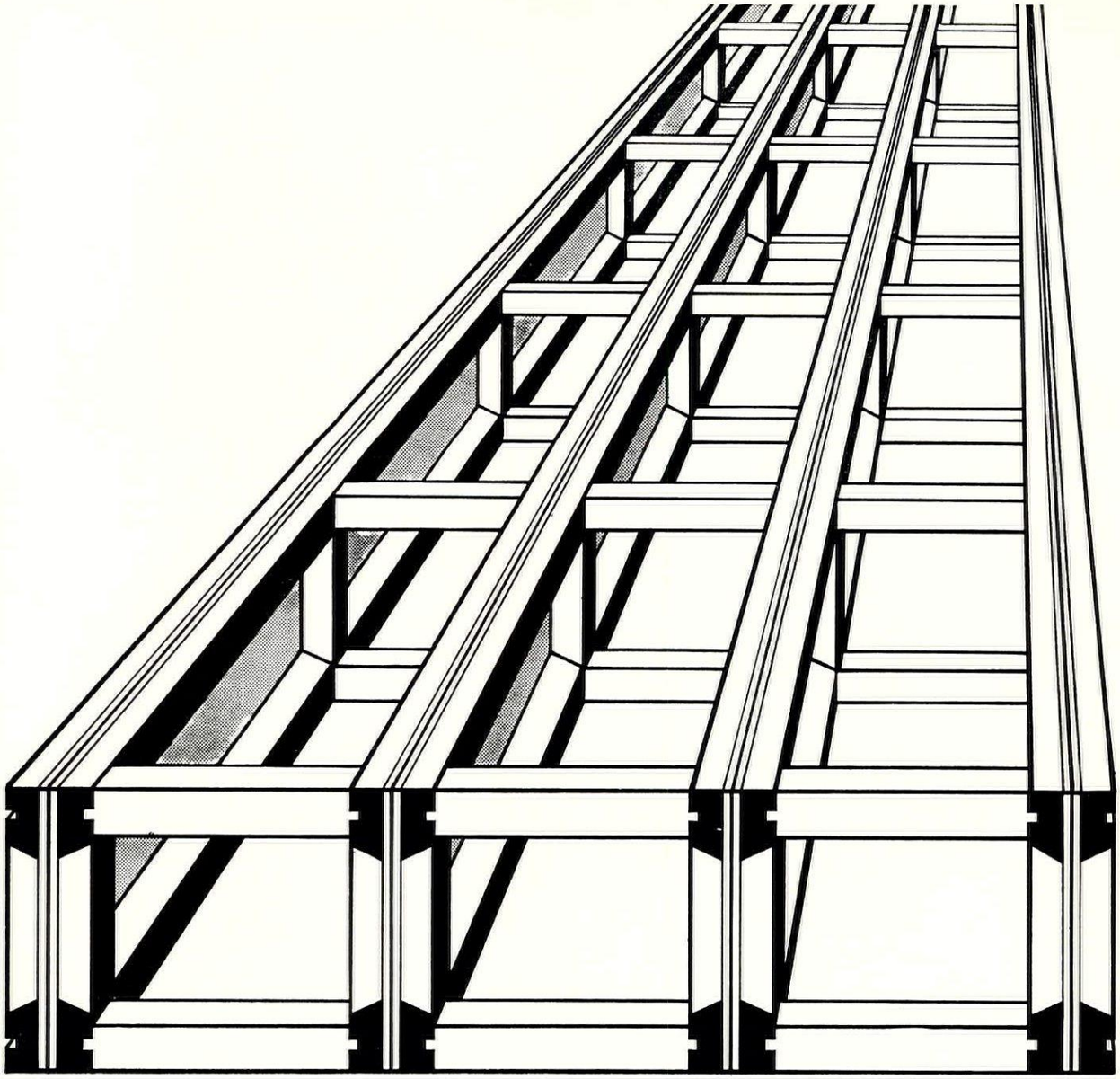

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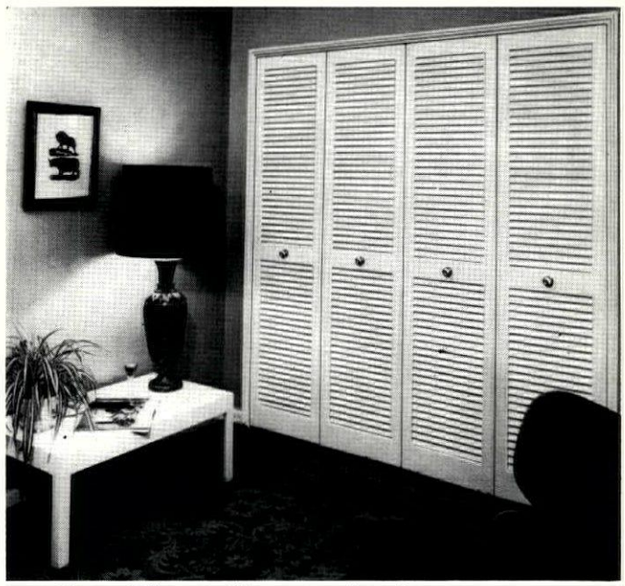

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