

News

September 2007

English Historic Towns Forum
for prosperity and conservation in historic towns

Industrial heritage across the UK

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Wales

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Scotland

New Members

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Our industrial heritage - is the legacy at risk?

In July English Heritage launched its 2007 Buildings at Risk register and highlighted the nation's most costly and problematic buildings at risk. In doing so it illustrated that many of the nationally significant Grade I and II* listed historic buildings identified as being at risk, each suffering from a 'conservation deficit' and in need of £1 million or more of subsidy to secure their future, are important legacies from our industrial past. These include Chatterley Whitfield Colliery in Stoke on Trent (conservation deficit - £25m), Soho Foundry in Sandwell (conservation deficit - £5m), Crossness Pumping Station in Bexley (conservation deficit - £3m) and Tynemouth Station in North Tyneside (conservation deficit - £2m).

The immense value of the industrial heritage in the UK and abroad, is increasingly being recognised within the conservation sector and the issue of finding new and sustainable uses for the survivors of our industrial past, is becoming more and more important within historic towns and cities, particularly when it is linked with economic and social regeneration.

Industrial buildings, compared to other buildings, present enormous challenges as they are very often difficult and costly to restore and sometimes impossible to find viable new uses for. Consequently they tend not to encourage developers to invest in them. Nevertheless there are examples of good practice from the UK and mainland Europe and it will be these success stories which will be highlighted at this year's EHTF Annual Conference and AGM in Newcastle upon Tyne on 17 -19 October. The Conference will focus on how to maximise the value of industrial heritage in historic towns and cities, namely how our industrial past can contribute to economic and social regeneration and turn history into a valuable



Seven Stories national centre for children's books

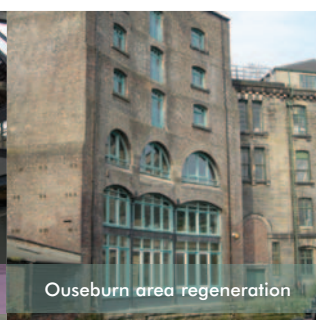
asset. Speakers from across the UK and mainland Europe will demonstrate with case studies how the built heritage of our collective industrial past can be successfully restored and reused in a sustainable way and in doing so contribute again to the wellbeing of the nation.

Newcastle upon Tyne is a very appropriate place to host the Conference as the City and its people were at the forefront of the Industrial Revolution. Most notably were the father and son partnership of George & Robert Stephenson for the development of the railway industry and Sir William Armstrong (later Lord) an inspired inventor and subsequent manufacturer of ships and munitions whose legacy is still evident in and around the City. Newcastle and the wider North East region has a very rich inheritance of industrial heritage and a great deal of recent experience in the restoration, regeneration and reuse of important industrial buildings. I encourage you to attend the Conference and look forward to welcoming you to Newcastle upon Tyne.

Tony Wyatt, Vice Chair, EHTF



Robert Stephenson building interior



Ouseburn area regeneration



Seven Stories national centre for children's books

Turning industrial heritage into a valuable asset

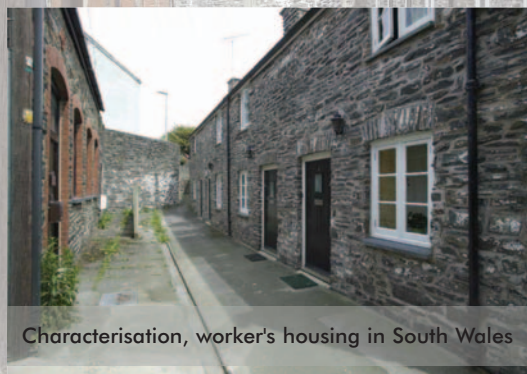
The Annual Conference in Newcastle in October will look at work which supports this, drawing together hard evidence and case studies from across Europe and the UK to demonstrate how the reuse of resources can offer opportunities and drive regeneration.

The Forum has been working recently to bring together colleagues in historic towns in Scotland, Wales and Ireland, and each will be represented at the conference.

The articles here offer a 'taster' of the projects which will be presented - each demonstrating a different approach to the use of the industrial heritage for regeneration.

Industrial workers' housing in Wales

The emergence of Wales as an industrial nation was accompanied by overwhelming changes in the way people lived. Nowhere are these changes more powerfully demonstrated than in the landscape of housing - in the establishment of new communities such as those of the South Wales valleys, and also in the transformation of historic towns.



Characterisation, worker's housing in South Wales

The maintenance of local distinctiveness has become established as an important objective in landscape management. Recognising that the built heritage is central to it focuses attention more sharply on the value of this housing stock, which is often the essence of local character. Although special examples of workers' housing have been listed and others may be in conservation areas, many have no designation at all. Today's emphasis on the collective value of the built heritage - the commonplace as well as the rare or special - calls for us to foster a greater

understanding of these unprotected assets. For industrial workers' housing anywhere, historical value and contribution to local distinctiveness will be enhanced whenever continued use and improvement respect and maintain the subtleties of character which arise from the unique history of each housing development. Together they tell the social, economic and cultural history of the majority of the inhabitants of Wales from the later eighteenth century onwards. Both grant-aided conservation and repair schemes, and routine care, need to be guided by careful appreciation of context and character.

Judith Alfrey,
Historic Buildings Inspector,
Cadw

Clydebank: proud past, dynamic future

Clydebank was the home of John Brown's shipyards where many of the great Cunarder liners were built. The Queen Mary, and the QE2 are two of the most famous ships but over 400 cruise liners and naval ships were built during the 100 years that the John Brown's Yard dominated the Town.

When the yard closed for good in 1999, and the sheds and cranes began to be demolished, 'Clydebank Re-built', the local urban regeneration company, was asked by the community to step in and save the most prestigious of all the structures on the yard, the 'A' listed giant cantilever crane. Standing 150 feet high, right at the water edge, the Titan dominates the landscape and can be seen from every part of town.

Just over two years and £3million later, Clydebank Re-built has restored the crane and fitted a lift alongside it which takes people to the jib at the top. There they can access the crane's wheelhouse to see an exhibition of what working life in the yards was actually like. The restored crane is beloved by local people who see it as both a relic of their industrial heritage and an iconic representation of a prosperous future.

The TitanClydebank opened to the public at the end of July.
www.titanclydebank.com

Eleanor McAllister,
Managing Director,
Clydebank Rebuilt



Titan Crane, Clydebank

Industrial heritage in historic towns - the European experience



EAHTR is leading the European project 'INHERIT', in partnership with the Cities of Göteborg, Verona, Gdansk and Ubeda, Belfast and Newcastle upon Tyne. The project aims to understand the processes that underpin successful heritage led regeneration and to identify lessons relevant to historic cities across Europe. Its general guidance on 'how to deliver successful heritage led regeneration' will be briefly presented at the EHTF conference with a focus on a key conclusion - the need for historic cities to embrace 'diversity' in defining and delivering heritage-led regeneration including the contribution industrial heritage can make to realising social and economic benefits. Industrial heritage is playing

a major part in the heritage led regeneration of the former shipbuilding Cities of Gdansk, Belfast, Göteborg and Newcastle. INHERIT will include case studies demonstrating a wide range of initiatives from strategic cultural approaches based on the city's industrial past to specific projects involving changes of use - helping to re-use valuable historic assets and re-position the historic city in the modern world.

One such example is the Gamlestadens Fabriker regeneration in Göteborg involving the modernisation of 62,000 sq m of industrial floor space including buildings dating back to the Swedish East India Company. Regeneration as part of a public private partnership started in 1993 with 60, mainly media related, businesses being attracted to the area. Specific lessons showing how this ambitious programme has been successfully realised will be presented at the conference.

Brian Smith,
Secretary General, EAHTR

INHERIT

Feature town: Nottingham

The industrial heritage of Nottingham



Broadway, Nottingham

evidence of the lace industry's prosperity is the exuberant multi-storey, Victorian warehouses in the Lace Market, particularly along the s-shaped Broadway. Nottingham was also known for its Raleigh bicycles and John Players cigarettes and many of the factories survive

in the Radford area of the City. The City also boasts a fine brewery complex built by James Shipstone in the Basford area of the City.

Twentieth century industry has also left its mark. Particular mention must be made to two Grade I listed, reinforced concrete buildings (known as D6 and D10) built in the 1930s for Boots pharmaceutical company by the architect Sir Owen Williams.

*Stephen Bradwell,
Conservation Officer,
Nottingham City Council*

Nottingham is a thriving modern city with a rich and varied industrial heritage. Much of the area's early wealth was based on coal and its profits funded large country houses such as Wollaton Hall (1580-88). Later the Nottingham Canal (1796) was built to deliver large quantities of coal direct to Nottingham, this was then followed by an intensive network of railway lines, leaving a legacy of purpose-built buildings throughout the City. Nottingham was also the pre-eminent centre for the production of lace. Whilst many factories survive in the suburbs, the most visible

Annual Conference & AGM sponsored by:



The 2007 Annual General Meeting will be held in Newcastle on Wednesday 17 October at 5pm. This will be a significant meeting as proposals will be made regarding the legal status of the Forum and the future position of the Chair.

After 20 years as an association of Members, the growth of the organisation has led the Executive Committee to consider a more secure structure for the future. Having taken advice, a proposal will be prepared for circulation to all Members and for the agreement of the AGM.

In view of the pressures felt by the local authority officers who give their time to support and guide the Forum, it was also considered time to explore alternative

models for the Chair – on whom the majority of the pressure falls. Members will be asked for their views on some alternatives which will be proposed.

Maximising the value of
industrial heritage in historic towns:
restoration, regeneration & reuse



Newcastle

How our industrial past can contribute to economic and social regeneration and turn history into a valuable asset



EHTF Annual Conference and AGM
Newcastle 17 - 19 October 2007



Capitalising on industrial heritage

Appreciation of the cultural value of Britain's industrial heritage has grown immensely over the last thirty years. Hundreds of historic industrial sites are visited by millions of visitors each year and more than half a dozen industrial landscapes are inscribed as World Heritage Sites, yet the potential of historic industrial buildings as drivers of regeneration still seems to surprise us and the case still has to be made time over time. Sustainable re-use of

industrial sites is nothing new - industrial sites have a very long record of being re-used for entirely different purposes from that for which they were built. They have been re-used, often with minimal intervention, because they offered cheap, easily utilised, space but there was seldom any respect for the character and integrity of the building. Recent decades have, however, witnessed more regard for sympathetic treatment of historic industrial buildings hugely influenced by public intervention (by statutory protection and public funding) and the results have been impressive. The retention of so much of the original fabric and features in the re-development of Albert Dock, Liverpool in the late 1980s was a turning point. Initially

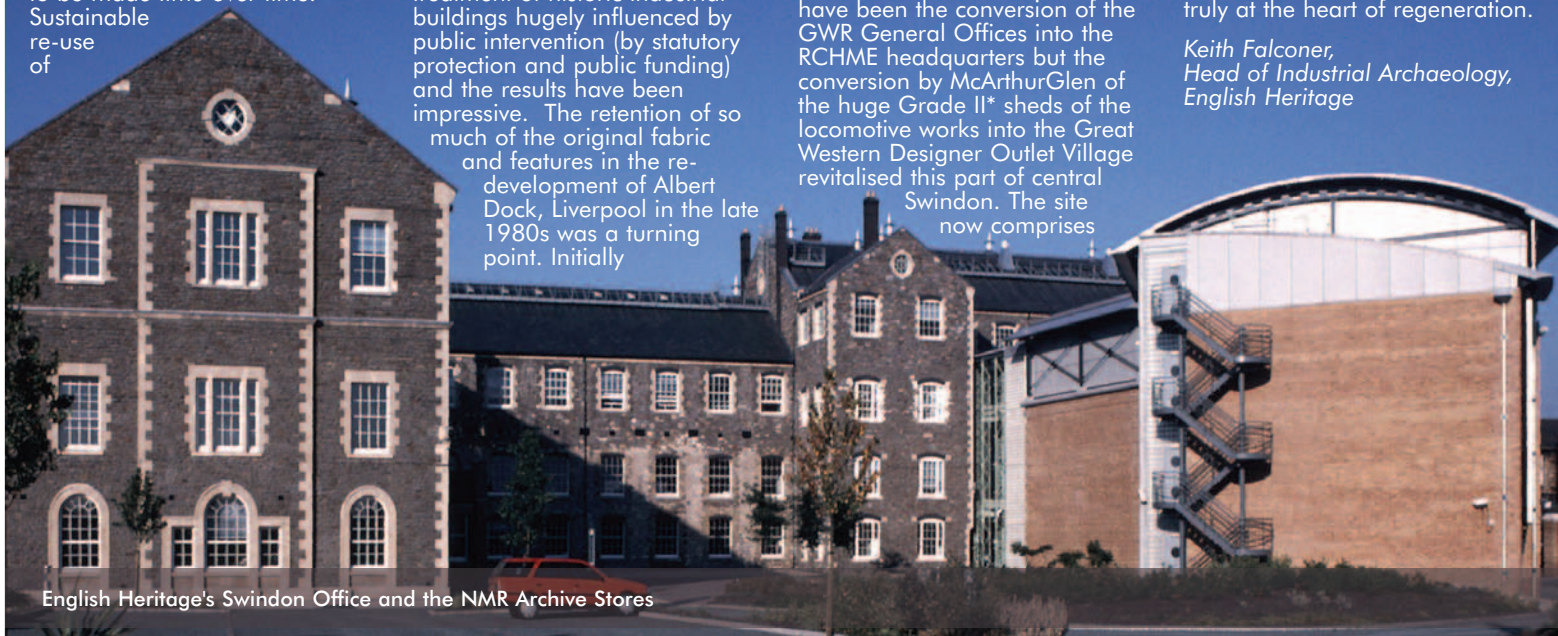
Albert Dock, the centre-piece of the regenerated South Docks and the Liverpool Maritime City World Heritage Site, was saved by its Grade I listing and by public funding now the surrounding developments are commercially driven.

The regeneration of GWR Railway Works at Swindon followed a very different path – speculative, piecemeal and opportunist - but with similar positive results. The catalyst for regeneration may have been the conversion of the GWR General Offices into the RCHME headquarters but the conversion by McArthurGlen of the huge Grade II* sheds of the locomotive works into the Great Western Designer Outlet Village revitalised this part of central Swindon. The site now comprises

the largest campus of heritage bodies in Europe with the English Heritage Swindon office and NMR, the National Trust and STEAM: the Museum of the GWR.

Now with many of England's significant historic industrial sites such as Saltaire, Manningham Mills and King William Yard being sympathetically re-used, along with countless other sites such as Dean Clough Mills, the Custard Factory and the Match Factory, the industrial heritage is truly at the heart of regeneration.

*Keith Falconer,
Head of Industrial Archaeology,
English Heritage*



English Heritage's Swindon Office and the NMR Archive Stores

Musing from the Chair


I'm looking forward to this year's Annual Conference enormously. Living and working in Cambridge has undoubtedly advantages, but being able to enjoy serious industrial heritage is not one of them. This is hardly surprising for a City that the industrial revolution passed by, leaving it to focus on cultivating minds and fields. Such light industry as there was operated out of anonymous, easily replaceable buildings.

The few big industrial structures were mostly part of the public infrastructure, such as the gas works, the huge cattle market and the railway yards with an astonishing engine turntable and a vast wagon hoist that towered over nearby houses. What remains? A very fine pumping station (1894, Ancient Monument), the railway station (1845, Grade II) and a flour mill (1898, Local List).

Yet, if you pick away at the fine grain of the City of Cambridge there are resonances of its commercial past in place and street names. Quayside, Oyster Row and Mercers Row honour its ancient trading history. Hobson's Conduit commemorates an early capitalist in the transport business. Mill Lane needs no explanation and neither does Market Hill. Pye Terrace recalls the world famous radios once made in the City.

For Cambridge, these traces are as important to its identity and sense of history as the engineering hardware that defines so many industrial cities and surely the same is true of many historic towns. Even if the buildings don't remain, the names can still resonate through the years and keep alive the heritage of a place. Here, Market Rise may be rather literal, but it commemorates the cattle market. What are developments that call themselves Trilatera, Accordia and Belvedere trying to tell us about the City we are reshaping?

The great industrial centres are celebrating the history and physicality of their industrial heritage and I look forward to swapping the anonymous science parks of Cambridge for the Tyne bridges and Grainger Town. For those of us that the Industrial Revolution sidelined, the Conference will be a timely reminder to look to the under-appreciated business and commercial heritage that underpins every historic place.


Brian Human, Chair, EHTF

Programme of work for 2008

Projects and events for the coming year are currently under consideration in line with the 2007-09 Business Plan. Expressions of interest in projects or hosting events are very welcome. Contact Chris Winter on 0117 975 0459 or email chris.winter@uwe.ac.uk.

Retail Development: this remains an issue impacting on many of our Members, and we are working towards producing further practical guidance, with partners who have extensive expertise in the field.

Streetscape: as well as the preparation of a guidance document, a series of regional training seminars is being considered to offer guidance on achieving better streets, with fewer signs & lines and street clutter which are threatening the attractiveness of the historic built environment.

Conservation Area Management: conservation areas are at the heart of historic places and their management is key to the enhancement and preservation of the historic environment; a conference is proposed to refocus the attention of local and national agencies.

Tourism Management: since the publication of 'Focus on Tourism' the national tourism agencies have changed significantly and globalisation and the approach of the 2012 Olympics mean that many historic towns may need to re-assess their approach to destination management. A conference to appraise these issues may help Members to achieve a sustainable and economically sound way forward.

Transport Innovation Fund: this initiative could have significant impact on Member towns and EHTF has been invited to Durham to explore this and other examples of its development.

Study Tour of the Netherlands: planned by EAHTR for June 2008

Retail development in historic towns

Several conferences over the last few years have explored this topic which continues to impact on historic towns as small towns compete against large cities and independent retailers compete with high street giants.

EHTF believes that it is the quality of the development that must be paramount if the historic towns are to retain their identity and USP. The publication launched in partnership with English

Heritage ('Retail Development in Historic Areas' 2005) offers case studies which demonstrate many of the issues and the conference held in Bristol in June explored the topic further. At the workshop held as a follow-up to this it was agreed that guidance on how to reach the best decisions not just on the *how?* and *what?* but on the *whether to?* would be helpful. Helping to improve the processes of decision making and supporting the pursuit of high quality should ensure

that where and when retail development is undertaken it enhances the whole experience of the historic town. The work on this project will continue with the launch of further guidance planned for the New Year.

Conference reports can be seen at www.ehtf.org.uk; speakers' presentations can be downloaded from the Members' area.

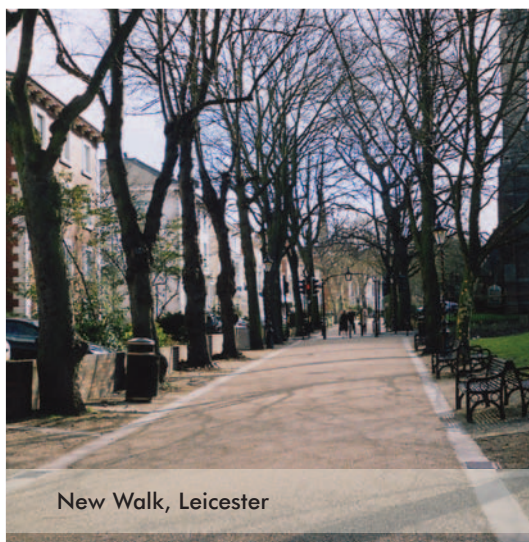
To contribute to the task groups on these or other topics contact the Director or Chair.

Streetscape project

The conference held in Leicester in July brought together expert speakers in the field to demonstrate that it is possible to manage traffic safely at the same time as enhancing the public realm. At a follow-up workshop, it was agreed that there was still the need for guidance, specifically tailored for EHTF Members, covering the wide range of issues which impact on the streetscape and how a less cluttered environment might be achieved.

The Historic Core Zone Project – almost 10 years ago - demonstrated that historic towns could lead the way, and since then many organisations and projects have followed, including the

'Manual for Streets' published earlier in the year. A range of advice is now available but, it was agreed, this needs to be brought together into a coherent directory format and the task group will work on this during the rest of this year. It is planned to launch the result early in 2008.



New Walk, Leicester

Donaldsons merges with



With effect from 10 July 2007, Donaldsons LLP has been acquired by DTZ.

DTZ is a leading global real estate adviser with over 11,000 staff within its system operating across 140 cities in 45 countries working with clients throughout the world. Its client-focused activities range from high quality capital market solutions, to the more traditional occupier-led property services and advice. The combination of DTZ and Donaldsons business will reinforce DTZ's position as a top global property consultancy, ranked in the UK top two and in the top three in Europe. The combined business will fully adopt the DTZ brand name from autumn 2007. Further information on the acquisition is available on DTZ's website, www.dtz.co.uk.

The Chair, Executive Committee and Director are delighted to welcome DTZ as Partners/Sponsors and look forward to working with them in the future.