

HiViews
architectural brief:
phase one

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Project title	HiViews
Project client	Sustrans and LPAN
Fee	£8,000 GBP (ex VAT) The initial site visit (20 January 2004) will be paid by the client, following which all costs incurred due for additional research and presentation visits to Lincolnshire is expected to be paid from the architectural fee.
Budget	£82,000 GBP (ex VAT) Two towers, two seats, including all materials, fabrication and construction costs, (£80,000 for towers, £2,000 for seats).
Commencing	Early January 2004
Construction	Completed by 22 September 2004
Location	Two sites: Lincoln and Boston
The Proposal	<p>To design two prospect towers or platforms that create landmarks for the National Cycle Network between Lincoln and Boston, and in addition will afford visitors the opportunity to gain height and views over the culturally distinctive Lincolnshire landscape.</p> <p>Each tower should reflect its unique location and include a nearby seat, and therefore it is envisaged that two distinct designs will evolve.</p>

Background

HiViews evolved from a **preliminary artist led research project**, commissioned by Sustrans, to identify an artwork strategy for the 40km stretch of the **National Cycle Network** and **North Sea Cycle Route** running between Lincoln and Boston, Lincolnshire.

The first-stage research highlighted the unique, *open fenland* landscape of the area, characterized by long views, expansive skies and distant horizons. It is a landscape which has 'no discernible changes in height or gradient'.

From this observation, emerged the idea of introducing to locals and visitors alike the experience of **height**. Through the commissioning of four **prospect towers** or **viewing platforms**, **new perspectives** would be gained of the surrounding landscape.

Our vision is that *HiViews* results in four outstanding, **innovative micro works of architecture**. These form the basis of a sustainable tourist attraction, which will be of regional and national significance due to its architectural distinctiveness, and that will attract members of the public to walking and cycling the National Cycle Network.

We hope, too, that this unusual commission offers opportunities for architects; to innovate with design and materials, and to produce a unique landscape in the UK.

Because of the newness of our idea, we feel that it is important to its success that *HiViews* reaches out to the locals who live along the cycle route and the many professionals involved in regenerating the area. In this sense, *HiViews* is more than the delivery of architecture, it is an **imaginary programme** of participatory art and promotional activity which will explore new processes of **public engagement**; through working with the appointed architect, commissioned artists, and design team responsible for delivering web and print material.

Significantly, through *HiViews* we hope to propose the **value** and **appropriateness** of contemporary architecture to the regeneration of rural communities and their landscape.

The bigger picture

HiViews is part of Sustrans' larger project, '**Art & The Travelling Landscape**', in which environmental artworks are commissioned to enhance the National Cycle Network, which currently covers over 7,000 miles linking many cities, towns and villages across the UK.

The National Cycle Network between Lincoln and Boston will follow the line of the River Witham with a new route developed along lengths of the former railway line. Due for completion by June 2005, two 3 km sections of the route – at Lincoln and Boston – are already built. Popular with local commuters as an attractive daily route to work, the path sections double as a pleasant recreational resource, encouraging walkers and new and less confident cyclists to explore further afield.

Project structure

HiViews will be developed over two phases, through to 2005. Four towers will be commissioned in total by three architectural practices.

Phase one includes the commissioning of two towers from one architect, acting as landmarks for the start and finish of the route. **Phase two** sees the commissioning of two additional towers for villages along the route and newly constructed pathway, by two separate UK based architects.

Funding

As a result of funding being made available to the project through Lincoln City Council's European cultural partnership fund, **Interreg**, the first phase of commissioning is to be offered to an architect or design practice based in either **Ghent, Trondheim** or **Odense**.

It is intended that as part of the Interreg scheme, the commissioned phase one architect will be able to benefit from and be encouraged to participate in additional initiatives being developed by Lincoln City Council's Public Art Officer who is leading the Interreg scheme. This may include workshops and seminars. Details of the Interreg scheme are currently being prepared.

Location context

The National Cycle Network between Lincoln and Boston traverses a **distinctive watery, rural landscape**, characterized by its **dramatic open skies**. The 40km route uses an abandoned railway line, greenways and quiet roads, and follows the bank of the River Witham.

The landscape and its population is experiencing dramatic change. Rural industries, including sugar beet production and farming, are in decline, and the landscape is increasingly managed for leisure activity, as the regional economy turns to tourism.

Site

Two sites are presented during the phase one commission:

- On the Eastern side of Lincoln city, approximately 1km from the city centre and towards the start of the National Cycle Network route, the area is undergoing regeneration from a 19th Century industrial base to mixed use including new commercial schemes, business parks, open spaces, and residential developments.
- Approximately 2km to the north west of the bustling market town of Boston. Here the route runs in a straight line along the banks of the river Witham. Passing a well-used country park, it enters a sparsely populated and intensively farmed landscape, created during the 18th Century when huge areas of fenland were drained.



Above: views of the route along which which the proposed HiViews towers will be sited.

Provisional sites for the towers have been identified by the *HiViews* Project Directors. However, there is considerable scope for the appointed architect to identify exact locations.

Current thinking suggests that each 'tower' be located with the intention of opening up long views: at the Lincoln site, the viewers' attention is directed to Lincoln Cathedral, whilst at Boston, the marvellous sight of The Stump (a magnificent Parish Church), opens up. These two perspectives, captured over centuries by artists, link the two cities. Moreover, it is intended that *HiViews* focuses upon contemporary architecture as a means to take a long view onto the past. In this sense, *HiViews* aims to create a conceptual trail in the mind of each visitor, encouraging them to link the National Cycle Network to these two historic tower-landmarks of Lincolnshire.

HiViews is currently seeking outline planning permission for the phase one towers. The commissioned architect will be required to provide sufficient design information to be able to submit a full planning application in Spring 2004 (see timetable on page 9).

Tourism

Tourism is one of Lincolnshire's most important growth industries. Although Lincolnshire benefits from a diversity of attractions, and the Cathedral City of Lincoln attracts numerous international visitors, it suffers as a County due to its relatively low national profile.

Amongst significant regional tourism developments, identified in the recent regional tourism strategy, is the re-development of the River Witham as a significant leisure waterway. This large-scale project, known as the Lincolnshire Waterways Project, will result in increased leisure traffic on the river and it is expected that tourism initiatives and amenities along the route will follow, including new moorings.

As *HiViews* follows the course of the River Witham passing through Lincoln and Boston, it is expected that the project will contribute to this wider tourism initiative and also draw new audiences to the towers from walkers and cyclists enjoying the National Cycle Network.

Process

HiViews is being developed in a social and cultural landscape unfamiliar with contemporary design and architecture. Therefore, central to the project is a commitment by all members of the *HiViews* team to building awareness and engagement with members of the public. During its early stages, the project aims to explore new ideas regarding consultation. Throughout the project we will be looking to develop informal opportunities for learning and promotion.

It is expected that the commissioned architect will have a keen interest in promoting contemporary architecture and that alongside the *HiViews* Project Directors will play an active role in exploring new ways of engaging the general public in this pioneering project, eg through contributing to consultation activities, by giving public presentations, and through participating in the development of a pioneering website.

Partners

HiViews is developed by a consortium of Sustrans and local authority representatives of Lincoln City Council, Boston Borough Council and Lincolnshire County Council and the District Councils of North Kesteven, East Lindsey and West Lindsey.

Phase one is being developed in close partnership with Lincoln City Council's Public Art Officer John Cairns and Boston Borough Council's Cultural Service Manager Barrie Higham, both of whom are supporting the construction of the towers through European funds.

Company specifications

HiViews is an unusual opportunity for an architecture/design practice:

- committed to architectural experimentation, including form, function and materials
- excited by and committed to the engagement of members of the public in contemporary design and architecture
- excited by and respectful of working alongside artists as an integral part of the architectural process
- able to work on small scale budgets with equal imagination, flare and commitment
- able to work to tight schedules
- comfortable working within local political framework
- able to convey work to a range of audiences including non specialists, professional architectural and planning authorities, political representatives, and the media
- interested in working within a framework of sustainable transport, and, regional tourism initiatives

Judging submissions

We will judge your contribution to our project against your:

- **architectural** vision
- ability to **share** our vision in highlighting the value of contemporary design in rural communities and landscape
- demonstration of **innovation** within a small budget
- commitment to exploring **new ways of engaging** the general public through your architecture and design practice
- commitment to **participation** at many levels, community, political, with us
- **pragmatism**; our context demands a pragmatic, low maintenance solution which does not compromise design innovation, and which explores new approaches to **materials and sustainability**
- ability to engage with the bigger cultural and economic picture of *HiViews*, as a design and regeneration project
- ability to work **perceptively** and **innovatively**, within rural communities and landscapes
- interest in being actively involved in **advocacy** for contemporary design, communicating with genuine enthusiasm with planners and members of city councils

Timetable

The planned timetable is as follows:

November	Architectural/design practices receive project brief
December 2	Submission date for receiving applications
December 11	Selection and commissioning of practice, by portfolio
December 17	Commissioning of architectural practice
January 20	Two day site visit by commissioned architectural practice
March	Presentation of first stage designs to client group
March	Presentation to planners
June	All details agreed Public presentations for national Architecture week
July and August	Site preparation and installation
Mid September	Towers are publicly launched during Heritage Week

Submission requirements checklist

Practices interested in registering interest in *HiViews* should send in the following by **2 December 2003**, by mail to the address given in **Contacts** (see below):

- Practice biography
- Proposal statement (pro-forma, see below)
- Portfolio of past projects
- Any additional information you feel will help us make our selection

Please note, materials will not be returned.

Proposal statement for working on the *HiViews* commission

We would like to hear in your own words why you would like to work with us, on our project. The following headings below tell you the information we need. We will use your answers, along with your submitted portfolio, to make a decision about who to award the commission to. Please write your proposal using the headings in the order they appear.

1 You and your work

Please describe in relation to our proposed commission:

- what architecture/design projects you have produced to date, and their relation to our project
- what skills your practice would bring to our project
- what your practice would like to achieve through our project, how it fits in with your current work and its future development

2 Participation

Please describe in relation to our proposed commission:

- how your practice have engaged the public in its previous architectural projects, ie through public and, or local community
- consultation, promotional activities, marketing, etc
- how your practice might wish to explore public and community engagement, through our architectural project
- whether you would wish to be closely involved with the client in planning public/community engagement projects, or whether you would wish the client to lead on this activity

3 How you work with a client

Please describe in relation to our proposed commission:

- how your practice would propose to work with us
- what would your practice requires us to provide to ensure that the project is an enjoyable and fulfilling experience for you

4 Benefits

Please describe in relation to our proposed commission:

- why this commission would be important to your practice
- what you hope you might achieve from working with us

Contacts

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