

Professur Günther Vogt
Seminarreise Herbstsemester 2012

Workbook

URBANITÄT DER LANDSCHAFT

LONDON
Walking the Thames

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The Thames Barrier London

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Joseph Mallord William Turner, 1844

ORGANISATION

Rain, Steam and Speed - The Great Western Railway.
Joseph Mallord William Turner, 1844

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ADRESSEN

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5 Walks along the Thames
Seminarreise London. Professur Vogt

Anreise

Sonntag, 21. Oktober 2012

14:30 UHR	Besammlung beim Hauptbahnhof Zürich
14:47 UHR	Zug zum Flughafen Kloten
17:05 UHR	Abflug nach London (LHR)
17:15 UHR	Ankunft (local time)
18:00 UHR	Mit öffentlichen Verkehrsmitteln nach GEORGE Hotel
19:00 UHR	Check-inn George Hotel

London & Failure

Tag 1. Stadtspaziergang zusammen mit Herrn Douglas Murphy.



Transport flussaufwärts - Greenwich - Thames Tunnel - Millwall Docks - Canary Wharf - Robin Hood Gardens - Balfour Tower - Victoria Docks

Montag, 22. Oktober 2012

09:00 UHR	Abfahrt beim Hotel
10:00 UHR	Greenwich
12:00 UHR	Beginn Stadtspaziergang
13:00 UHR	Pause. Individuelle Verpflegung
14:00 UHR	Fortsetzung Stadtspaziergang
17-18:00 UHR	Ende Stadtspaziergang

Of all parts of London, perhaps none has undergone such radical change as the Isle of Dogs. A peninsula bounded by a loop in the Thames, it was little more than a soggy marsh only 200 years ago, before being first transformed by the construction of massive docks along the Thames built to service the lucrative trade routes to the West Indies. Since then it has metamorphosed a number of times; the Victorian explosion of global trade massively increased the size and complexity of the docks, before eventually they suffered a sharp decline due to containerisation in the 1960s. Stagnation and wasteland were followed by rebirth: in the 1980s the derelict docklands were developed into one of the world's main financial centres, home to many of the companies at the centre of the still-unfolding global crisis. In this walk we will witness two centuries of London's architectural and industrial history, and examine the economic and political forces that came together to shape the strange landscapes of the area. We will see not only the Isle of Dogs itself, but also surrounding areas such as Poplar, which once provided the labour that kept Britain's trade running but now sit neglected in the shadow of the towers of Canary Wharf. Starting across the river in Greenwich, we will finish at the Victoria Docks, with a vision of what the future might hold for London.

Douglas Murphy ist tätig als Architekt und hat als Schriftsteller. das Buch *The architecture of Failure* ausgebracht.

Text : Douglas Murphy

Tourism along the Thames

Tag 2. Stadtspezierring zusammen mit Herrn Sebastiano Brandolini.



Tate Britain - Westminster - Waterloo - Blackfriars - Millenium - Tate Modern

Dienstag, 23. Oktober 2012

09:00 UHR	Abfahrt beim Hotel
10:00 UHR	Tate BritainAnfang Stadtspezierring
13:00 UHR	Pause. Individuelle Verpflegung
14:00 UHR	Fortsetzung Stadtspezierring
18:00 UHR	Tate Modern. Ende Stadtspezierring

From Tate to Tate

The walk will start off from the Tate Britain / Millbank and will end at the Tate Modern / Bankside, two museums whose position reflects today's tourist perception of the Thames vis-à-vis Central London. Symbolically we will start from the Turner Galleries and end on a panoramic terrace.

The walk will not be a linear progression along the vehicular Embankments and the pedestrian Walks, but will be an irregular and uninterrupted progression back and forward in and out of the city, crossing as many as five bridges (Westminster, Golden Jubilee, Waterloo, Blackfriars, Millennium), and understanding both what happens along and behind the river. One will visit train stations (Waterloo, Charing Cross, Blackfriars), political seats and cultural sites, whose relationships with the river vary greatly according to their time of conception.

ONCE the river Thames was a void to look at the London skyline FROM.
TODAY the river Thames is a thing to look AT.

The walk will be an experience of FRONT and BACK facades. Because north and south London still represent two distinct social and economic realities, whose differences are slowly fading. Unlike Paris/Seine, Berlin/Spree, Florence/Arno, London has for centuries been fundamentally a port, whose decrepit industrial ruins can still be appreciated.

The walk will also be the occasion to appreciate the erratic styles of British architecture over the last sixty years: Corbusian classicism at the Royal Festival Hall; concrete brutalism at the South Bank and National Theatre; post-modernism at the Tate Britain and at Charing Cross Railway Station; hi-tech at Westminster Underground Station, Waterloo Railway Station, Millennium Bridge; material minimalism at the Tate Modern.

The walk will focus on a new emerging London identity: an identity which is not finance- (City), nor museum- (Kensington, Bloomsbury), nor shopping-based (West End). The new London identity (somewhat prefigured twenty-five years ago by Richard Rogers) is typical of a cosmopolitan tourism-based metropolis such as London: a mix of strolling, sightseeing, eating and enjoying oneself, without an exact destination. Today's climatic changes mean that outdoor-London needs re-inventing.

Sebastiano Brandolini ist tätig als Architekt, Dozent an der ETHZ und arbeitet momentan an einer Publikation über Stadtpaziergänge im Metropolitanraum Mailand

Industry and The Thames

Tag 3. Stadtspezierring zusammen mit Herrn Andrew Saint und
Herrn Peter Guillery.



Emirates Air line - Thames Barrier Park - Woolwich - Transport flussabwärts

Mittwoch, 24. Oktober 2012

09:15 UHR	Abfahrt beim Hotel
10:00 UHR	Treffen beim Büro von Vogt Landschaftsarchitekten 19A Perseverance Works, 38 Kingsland Road, London, E2 8DD
10: 30 UHR	Vorlesung zur Woolwich & Battersea
12:00 UHR	Pause. Individuelle Verpflegung
12:45 UHR	Reise nach Woolwich via Emirates Airline
14:30 UHR	Woolwich Stadtspezierring
17:00 UHR	Thames Barrier Park
18:00 UHR	Ende Stadtspezierring

Woolwich is an atypical and highly distinctive London district. Though now engulfed by suburbia, it is not historically speaking a suburb. A riverside settlement with Romano-British or earlier origins, it grew from the early 16th century to become a military-industrial satellite town that long maintained what Ian Nairn called 'thumping self-centred vitality'.

There was massive investment in military establishments that were among the nation's most important. This was reflected in substantial buildings, some of which still stand near the Thames. A few are in the former Royal Naval Dockyard that was founded in 1512, and many more are at the former Royal Arsenal, which emerged from origins in 1671 as an ordnance storage depot to become an immense arms factory.

Pressure on space led the military to move away from the river, up the hill on to Woolwich Common to the south, where there are the imposing complexes of the Royal Artillery Barracks, begun in 1774 and with a façade of awesome extent, and the turreted Royal Military Academy of 1805. There is also the somewhat mysterious training and recreational landscape of Repository Woods, with John Nash's eye-catching Rotunda, re-erected here in 1819.

Growing up between riverside and common, the town of Woolwich benefited from the military presence and industrial prosperity, but also struggled with poverty. Local pride and mutualist provision produced their own major monuments, ranging from one of the first polytechnics, founded in 1890, an impressive town hall of 1903–5 that is a set piece in a remarkable conglomeration of municipal buildings, on to vast co-operative department stores of 1903 (proclaiming 'Each for All and All for Each') and 1938, and two splendid 1930s cinemas.

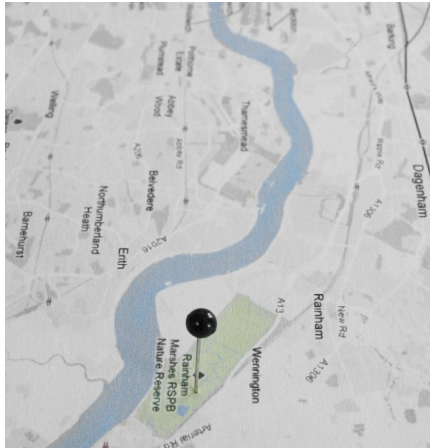
Shops thrived along Powis Street, which is still a lively 'high street', and Woolwich has always been an important point for crossing the Thames – its Free Ferry has operated since 1889. Some 19th century houses remain, but most housing is of post-war date. From 1951 Woolwich was the only London borough given responsibility for a comprehensive redevelopment area; therein and beyond lies an interesting range of approaches to public housing.

Military and other manufacturing departed in the 1960s and Woolwich became badly run down. It is now beginning to see vigorous regenerative investment. A gradual eastwards shift in London's centre of gravity, with initiatives ranging from Thames Gateway to the 2012 Olympics, has brought much new development, with the promise of genuine improvements. Amid great change, the historic richness of Woolwich is not nearly as well known as it should be.

Andrew Saint ist ehemalige Professor Architektur an der Cambridge University und arbeitet im Moment als General Editor bei The Survey of London. Peter Guillery ist senior Historiker bei The survey of London

Inner Thames Marshes

Tag 4. Stadtpaziergang zusammen mit Herrn Peter Beard.



The Reform Club - Inner Thames Marshes - Hungry City

Donnerstag, 25. Oktober 2012

- 09:15 UHR Abfahrt beim Hotel
- 10:00 UHR Picadilly Circus - Pall Mall
- 10:30 UHR Besuch beim *The Reform Club*. (Kleidervorschriften)
- 12:00 UHR Reise zur Rainham Station
- 13:00 UHR Pause. Gemeinsames Picnic
- 14:00 UHR Spaziergang durch The Inner Thames Marshes
- 17:00 UHR Reise zum Büro Vogt Landschaftsarchitekten.
- 18:00 UHR Aperó.
- 19:00 UHR Vorlesung von Carolyn Steel. Hungry city.
- 20:30 UHR Ende.

At the eastern edge of London, Rainham, Wennington and Aveley Marshes are a vital wetland resource for the city. Design for London has worked with partners to develop a vision for the marshes as the London Riverside Conservation Park, a project that will merge leisure with nature conservation.

The marshes cover some 630 hectares and as the largest expanse of wetland on the upper Thames Estuary, support a wide range of rare species. In winter, the grasslands flood to provide feeding habitats for spectacular flocks of migratory birds, ducks, geese and waders.

The London Riverside Conservation Park project, led by London Thames Gateway Development Corporation (LTGDC), will connect and open up this unique landscape, restore the adjacent landfill site, deliver a range of leisure activities, and enhance the quality of neighbouring areas. The Park forms part of the East London Green Grid.

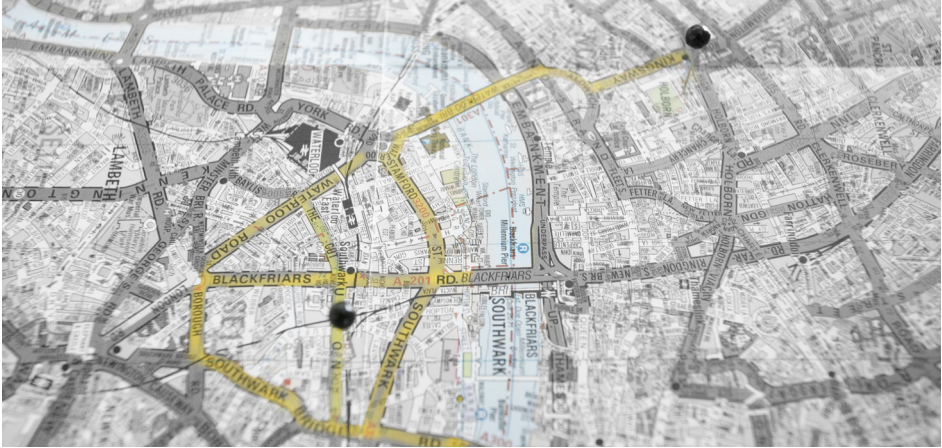
Design for London worked with partners and consultants Landroom and AEA Consulting to develop the vision for the Park. We continue to be involved as design and Green Grid champions, assisting with consultant selection, briefing, and conducting regular design reviews.

£5 million in public sector funding has been allocated to the first phase of the project, which will be completed over the next two years. This includes the development of a visitor strategy, a local nature reserve at Rainham, and improved pedestrian and cycle pathways. Project development work is continuing for future phases, which will include further visitor and play facilities, and the development of a tram for transport within the Park.

Peter Beard ist Tätig als Landschaftsarchitekt, Architekt und Urbanist. (Landroom)
Zusätzlich lehrt er an verschiedenen Universitäten.

City planning along the Thames

Tag 5. Stadtpaziergang zusammen mit Herrn Stephen Whitherford



Sir John Soan Museum - Bankside Area

Freitag, 26. Oktober 2012

09:15 UHR	Abfahrt beim Hotel
10:00 UHR	Spaziergang zur Blackfriars Bridge
12:00 UHR	
13:30 UHR	Pause. Individuelle Verpflegung
16:30 UHR	Foreshore Walk - Archeologische Spaziergang
19:00 UHR	Ende

The Bankside Urban Forest framework highlights the relationship between the less intensively developed urban interior and its active, increasingly corporate, edges. By recognising the capacity of the public realm to be shared by each, the framework identifies improvements to open spaces and connecting routes, to support interaction between residents, workers, visitors, local institutions and organisations. Existing projects are drawn together with our proposed ones to help to negotiate, informally influence and direct emerging projects and to secure additional funding for enhancing the public realm. This evolutionary approach is now underway.

Stephen Whitherford ist tätig als Architekt (Whitherford Watson Mann) und lehrt zur zeit an der London school of Economics.

Rückreise

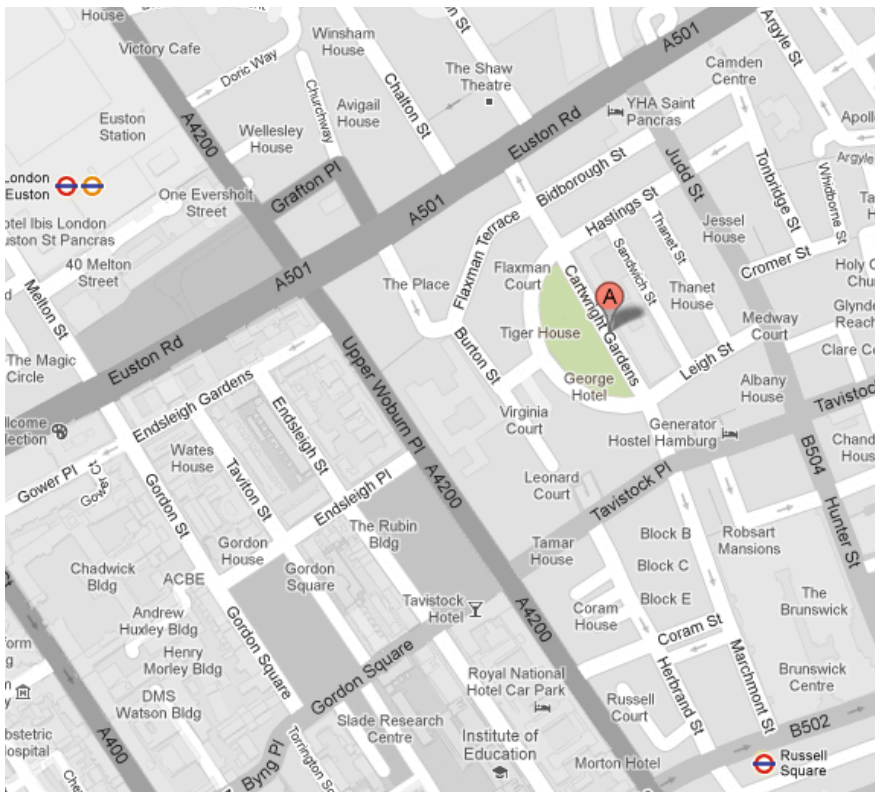
Sammstag, 27. Oktober 2012

06:30 UHR	Abfahrt beim Hotel
08:50 UHR	Abflug nach Zürich
11:35 UHR	Ankunft (local time)

ADRESSEN

HOTEL

THE GEORGE HOTEL
58-60 Cartwright Gardens
London WC1H 9EL
Tel: +44 (0)20 7387 8777



VORLESUNGSRAUM

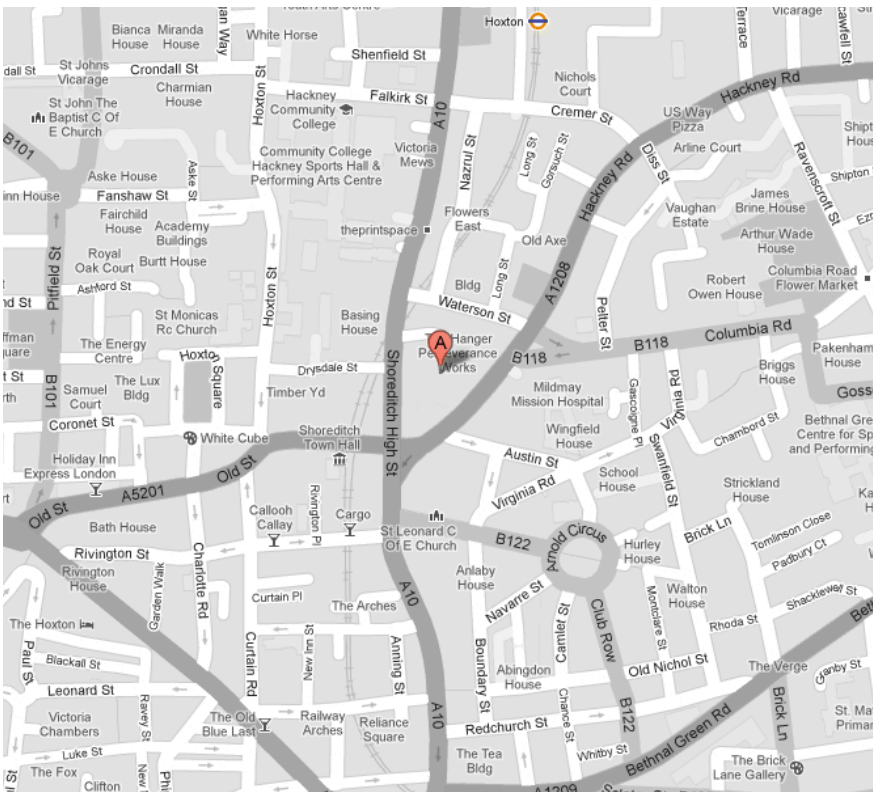
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INFORMATIONEN ZUR REISE

BITTE MITBRINGEN

Schuhe zum Wandern (könnte

warme Kleidung

Regen Kleidung

Skizzenbuch

Schreibzeug

Fotoapparat

Kleider Vorschriften

URBANITÄT DER LANDSCHAFT

DER ARCHITEKT AUF REISEN

Urbanity of the Landscape

Untouched natural areas almost no longer exist. Contemporary landscape spaces are the result of human interventions – they are landscapes in which traces of design and re-design can be read just as clearly as layers of sedimentation. The dichotomy between city and landscape has become obsolete; the landscape has become urbanized. The Chair of Professor Vogt has thus made the ‘Urbanity of the Landscape’ the primary topic of its seminar week series.

Within the context ‘Urbanity of the Landscape’, three typologies can be discerned, which can be described as an attempt to structure the complex and symbolic relationship between landscape and city: the landscape as an urban hinterland, the landscape as an enclave of the city, and the landscape as a colony of the city.

In the Fall 2012 semester, the Vogt Chair of Landscape Architecture will travel to London, seeking the urbanity of the landscape. Within the context of the urbanized English landscape, our focus lies in the very center of London: the Thames River. By considering the river to be an “enclave” landscape structure among the greater urban fabric, one is able to perceive the river as London’s largest public space. During this week, we will walk along, underneath, and over the Thames, exploring the permutations of its urban character.

London bends around and was built around the Thames. Since the era of the British Empire and the Industrial Revolution, the Thames played an infrastructural role. The city’s harbors and factories were connected with the world market via the Thames. Over the past several decades, London experienced a drastic shift in identity. What was once a city of trade and production is now, due to global influences, a city primarily concerned with providing financial services and accommodating tourism. The effects of these developments on the built structure are enormous. Since the last port was closed, many redevelopment projects have taken over of London’s former harbor sites. It is once more along the shores of the Thames where one can see the new shapes of

London at their best.

In order to explore this ongoing process, we will conduct five walks along the Thames, where we will visit both historical and contemporary projects. Along with local writers, architects, landscape architects, and urbanists, we will discuss and walk our way towards an understanding of the transformative urbanity of the Thames. We will look at this changing image of London from the pedestrian perspective. As an integrated exercise, students must capture their subjective perception of these phenomena in a photographic work.

FOTOGRAFIE & BILDÜBERARBEITUNG

Zur Grunde der Seminarreise liegen fünf Stadtspaziergänge. Sie bilden das Framework von woraus wir die Urbanität der Landschaft wahrnehmen werden. Für die Auseinandersetzung mit dem städtischen Raum kann die Fotografie als Werkzeug eingesetzt werden. Urbane Phänomene können erfasst, dokumentiert und so eventuell nachher für die unterschiedlichen Stadien des Entwurfsprozesses zugänglich gemacht werden.

Wahrnehmen und fotografieren

Unsere Wahrnehmung ist geprägt durch die Art und Weise wie wir die Themse betrachten. Flussauf- oder abwärts, Fußgänger- oder Vogelperspektive, Fokus oder Weitwinkel, flüchtiger Blick oder intensive Beobachtung.

Fotografieren und wahrnehmen

Der in den letzten Jahrzehnten vollzogene Wechsel von der analogen zur digitalen Fotografie hat unsere Sicht auf die Dinge nachhaltig beeinflusst. Die Menge an erzeugten Bildern nimmt dabei ständig zu, die Genauigkeit der Betrachtung vor Ort laufend ab. Zudem wird über die Technik der Bildüberarbeitung die Fotografie um eine zusätzliche Dimension erweitert. Die Bilder lassen sich unabhängig vom Objekt nachträglich überarbeiten. Die Fotografie wird ihrer Zeit- und/oder Ortsgebundenheit enthoben.

Die Aufgabe für diese Woche ist die persönliche Wahrnehmung der Urbanität der Landschaft in einen fotografische Arbeit fest zu legen. Die Arbeiten sind zwei Wochen nachher zu präsentieren.