reflected in the buildings, it is disturbing that Dine has been suggested as a possible town for GLO expansion. Indeed, the local authority are believed to favour an increase in the population to 10,000. Such a population explosion in this very special place could be disastrous unless most carefully handled.

Otherwise the delicate relationship of shapes and spaces is bound to be broken. A recent study of the town by the Kingston School of Architecture, intended to show how the town could be expanded, in fact only emphasized how impossible difficulty it would be; at any rate without wrecking the existing structure.

As Ian Mair has said in the 'Observer', the only possible way would seem to be to build between the present town and its railway station built a mile away to the east, leaving the old town as little touched as possible. A new road on this side, built adjacent to the railway, could then take through traffic out of the existing streets.

OPPORTUNITIES

As for Dine itself, certain things could be done with advantage but would need great care. For instance.

THE MERE

The view of Dine from the park is particularly impressive, the special issue of the town, and also particularly vulnerable to any ill-conceived development. The same is true of a town round a lake could be reinforced by carefully placed and designed rows of trees in the town shown in this plan. Big buildings of course, and the houses would need to follow the curve of the main roads, use the slope and respect the existing parks. (Sketch B shows the sort of thing.)

LOOKOUT

At present there seems to form its back on Top Mere, and indeed from the streets you are quite unaware of its size is a pity. However, at the back of the present council offices there is a high-level terrace (now wasted as a council car park) and this should be cleared of cars and made available to the public with steps down to the lakeside. This is the natural vantage point for the town with a fine view across the lake to open country beyond the park. Unfortunately this view is obscured.

GLITTER

Already at one point, X1, on the opposite side of the Mere there is ungainly visual squall a glittering jumble of secondhand cars and garbage numbering reaching to the edge of the water. If the garage were moved then it could hide the menace. A high wall and three screens for instance, with the wall set back far enough to allow for a much needed footpath by the water in front of it. This backwash could with advantage reach round much of the Mere, as shown in the dotted line on plan, and link up with the terrace already mentioned. Cars must be taken through not to disturb the existing waterfront trees which now look so beautiful. No opening out or planting of substantial flower beds is wanted.

SPRAWL

The existing park, Park Fields, is fine, but beyond it to the south, and snaking in front of the loveliest place mentioned above, visual blight is continuing along Park Road. This consists of a bus station, car park, fire station and small industrial units. Night might allow the rise of the town, this development has little depth so far and it is imperative to halt it before it ruins the outlook. It is now part screened by trees, and this screening should be thickened up and be allowed to develop naturally permitted to the south.

EXISTING TOWNSCAPE

Apart from The Mere the most individual touch about Dine is the Market Place and the route leading into it (Mores Street and Market Hill). From both of these approaches the church tower, as you in the view from the park, is the dominant factor and at the end of the streets. This could be dull if there were nothing more to it, but it is only the beginning; a clear statement locating the centre of the town.

Coming in from the west (page 158) by St. Nicholas' Street, the church tower is dead ahead, 52. After some 70 yards the road fans, a deep gable parallel the waves, 53. This way or that? Suddenly the thing has become complex, a view of a more attractive classical facade. After a small overhanging park the street continues straight and narrow pointed at the church, 54. Solely the buildings to the right step back to open into the Market Place, 55. This step back coupled with the curve of the left-hand buildings, defining the shape of the Mere behind them, produces a screen of unassuming space with the church tower standing up from the top and it gives an order as an end wall to the square. The shops on the east side, due to the needs have access from a raised terrace.

It is important that the subsidiary encroachment of Mores Street should not be widened at all or the market space will spill out. At the north and there is leeway in the save of the church and to the row of thirty houses (on the right in 55) which do a father and son are set with the church tower making it seem even bigger than it is. Keep these buildings both as space filler and scale giver.

Climbing Market Hill through linked squares

trees, and this screening should be thickened up and be allowed to develop naturally permitted to the south.

 plag showing the sequence of squares leading uphill from the Market Place to St. Nicholas' Street avoids excessive crowding of houses. (Crown copyright reserved.)

SQUARES IN SEQUENCE

The exit from the market square is defined by the simple climbing road being enclosed between the island site and the connecting curve of the left-hand wall enclosing. 15. Finally cameon the wall after about 80 yards there is at right angle to this point of Barclay Bank, 16. As in conjunction with the return face of the island building, this forms the first square (Square 1) through which the road

straight on takes you under the tower and beyond at the curve of Market Street looking the view out, again preventing leakage of space, 15.

If, however, you bear left from the market up Market Hill you climb through the series of squares clearly seen in the apposite direction. This sequence is worth describing rather similarly for this townscape exists it is the most unusual thing about Dine.

15