

planned towns are settlements that have been planned from their inception on a previously undeveloped area or as an extension of an existing community. Generally, these settlements have been planned for specific reasons due to geographical or financial opportunities offered by their locations.

case studies – castle douglas, dalbeattie, darvel, huntly, lockergie , thurso

population

1992

3018

date of map

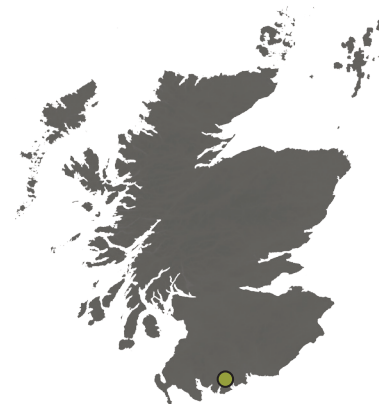
1853

1909



castle douglas

The small town of Castle Douglas is situated near the centre of Dumfries and Galloway. It was originally known as Causewayend and later Carlingwark however in 1789 the town was rebuilt by William Douglas, a wealthy descendant of the Douglas family and was renamed Castle Douglas. Around the shores of the Carlingwark Loch the town plan was based around the grid pattern of Edinburgh's new town. Castle Douglas began to prosper originally as a result of its hand woven cotton industry; this is how one of its main streets 'Cotton Street' came to get its name. Its success did not last as it could not compete with cotton mills elsewhere. However with the arrival of the railway in 1859 and improved road connections it became a major market town for the surrounding areas. The rail unfortunately closed in 1965 but it was replaced with the A75 and Castle Douglas is now a popular tourist destination and prides itself on being the 'Food town' of Dumfries and Galloway.



77.54%



£201,034



162 ha



1696



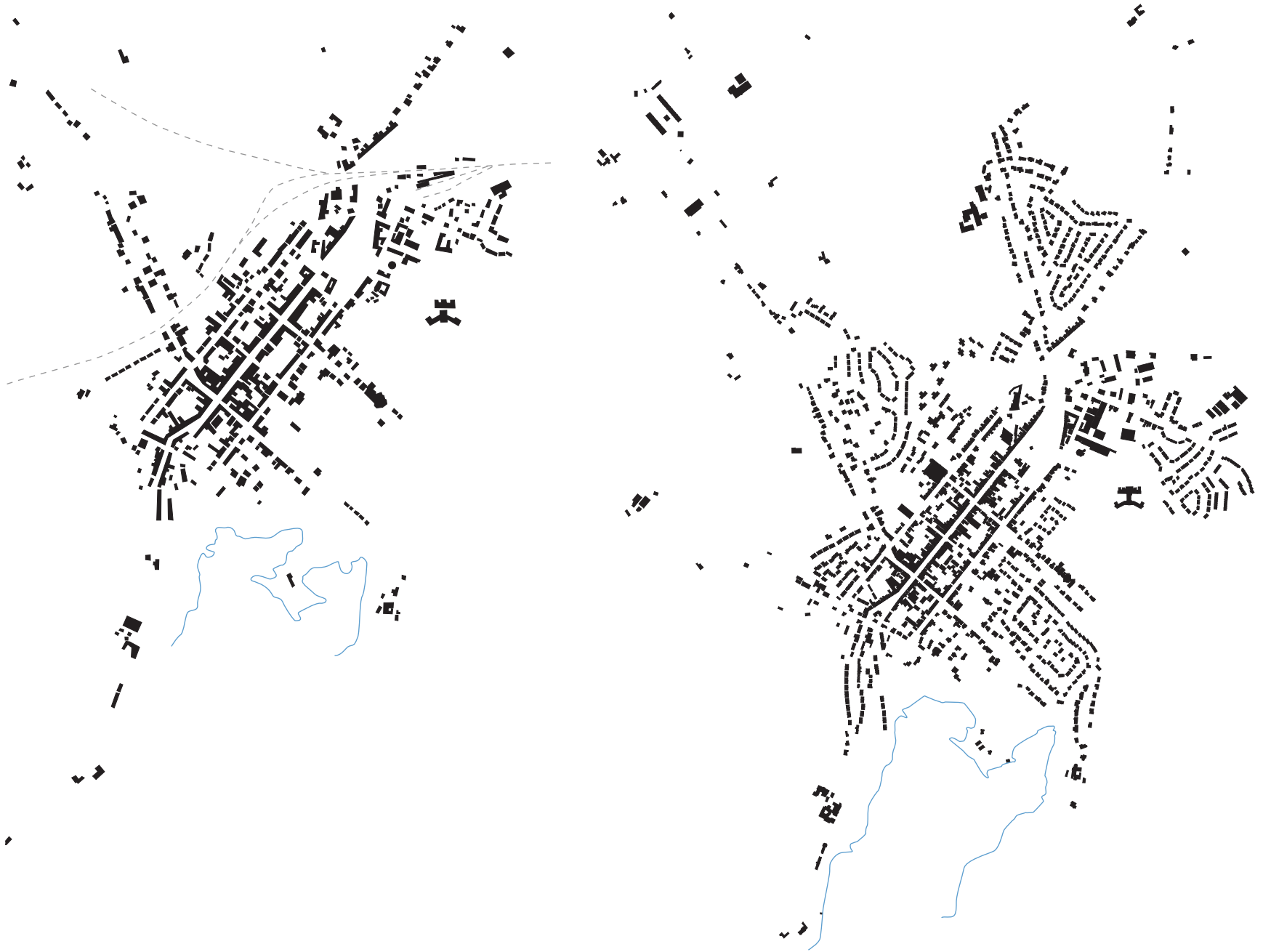
10.5 dwellings/ha

3322

1951

3870

2008

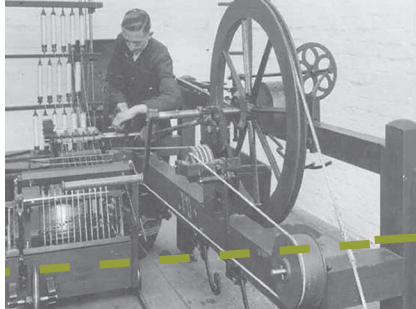
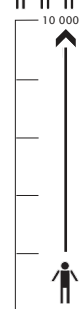


1792 established cotton industry

1859 railway opened + town grew

1900's hexagonal market building built

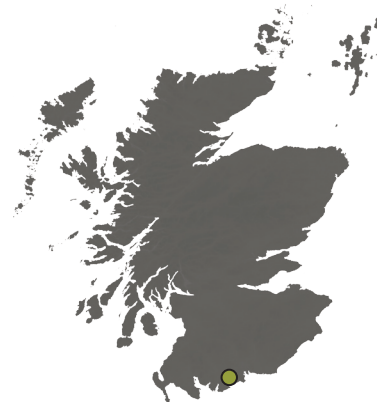
2008 tourist town + traditional shops





dalbeattie

Dalbeattie is situated 15 miles south west of Dumfries in the sheltered valley of the river Urr. It developed in the 1790's as a planned town when long term tenancies were given on both sides of the burn. South of the burn a grid iron pattern of streets was laid out and to the north plots were arranged with east west orientation parallel to the main road. The design of both sides was dependant on the slope of the land as it sloped quite steeply. Only seven years later Dalbeattie was thriving, largely due to the water powered mills. However between 1840-50 the town suffered a severe knock, struck down with typhoid, small pox, and cholera epidemics due to poor water supply. The water supply was improved in 1879 but the recession followed and the population only then recovered in the 1920's with growth in the granite industry. Over the last 50yrs many of the industries declined with the paper mills and water mills closing. Today the future of Dalbeattie is uncertain. A large steel works opened in 1983 was a great boost to the town however today it is primarily inhabited by commuters and retirees.



85.47%



£201,034



162 ha



1696



10.5 dwellings/ha

3285

1951

4310

2008

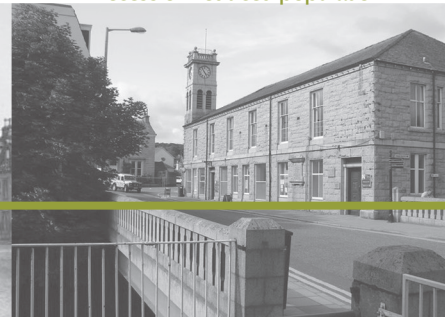
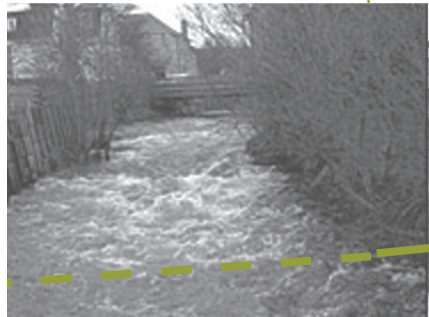
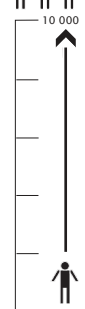


1790's founded beside the water power

1850 infectious diseases swept the town

1920 recession reduced population

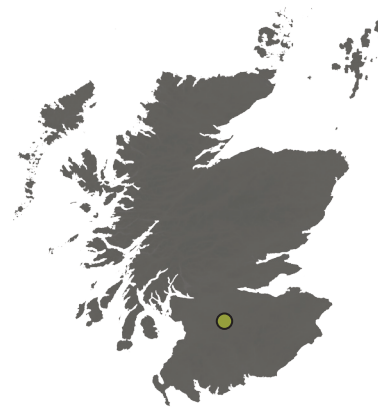
2008 commuter + tourist town





darvel

Darvel, the most easterly of the textile towns, emerged from nothing as a planned town in the 16th and 17th century. It was laid out in a grid pattern of roads which formed a straight wide main street. It was initially just 12 plots in 1752 when the fourth Earl of Loudoun built homes for people displaced from land in the agricultural revolution. The town grew rapidly throughout 1780 with the population increasing by nearly 1000 in one year. Locally grown flax was the basis of the linen industry, mills appeared in the late 1870's and the town began to manufacture lace which was a large success, exporting to around the world. The lace industry quickly declined in the early 20th century due to competition from India. Lace is still made in the Irvine Valley but the factory in Darvel is now closed. The town largely remains in the form of one street, running half-a-mile east to west.



69.45%



£122,411



113 ha



1495



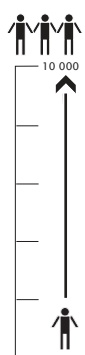
13.23 dwellings/ha

3239

1968

3620

2008



1800's initially just 12 plots



1870 lace making village



1900's loss of industry to india



2008 central square focus of town



population

3519

4136

date of map

1871

1902



huntly

Located in Aberdeenshire, Huntly's origins date back to the 1100's when it was originally know as Milton of Strathbogie. It was established as a planned town in 1769 and was subsequently named Huntly. Over the following 30 years Huntly grew to a population of 3000 and a range of industries developed. These primarily involved textiles. Huntly did try distilling but had little success compared to other towns in the area. The textile industry declined in the 1850's however the arrival of the railway four years later lead to Huntly becoming a important freight centre on the Aberdeen to Inverness line. At the centre of Huntly is the town square surrounded by large grey stone buildings with the street leading off it merging into smaller stone cottages. Today Huntly is well serviced with a new railway station constructed in 2000 and being situated on the A96 which takes the traffic from Aberdeen to Inverness through the south of the town.



78.3%



£194,239



175 ha



2045



11.68 dwellings/ha

4198

1967

4400

2008



1854 train arrived



1890 central clock tower built



1970 bypass built diverting traffic



2008 square still central focus



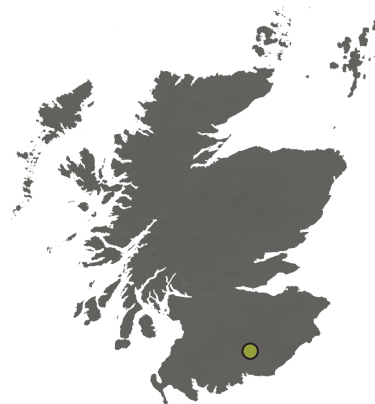
population | 1709 | 1861 | 2358 | 1920

date of map



lockerbie

Lockerbie dates back to AD900 and was first recorded in history in 1306. The town has long been a trading post for cattle and sheep, due in part to its location close to the English border. The town experienced its major growth period after 1730, when local landowners, the Johnstone family, released plots of land for sale along the high street. This formed the settlements early structure. Within twenty years the town had grown in size and significance. In the late 18th century it became a staging post on the carriage route from London to Glasgow. The railway arrived in 1847 and subsequently the towns role in the cattle and sheep trade grew. Population growth between the 19th and 20th century was steady, rising from 1569 to 2358 between 1800 and 1901. This pattern continued through the 20th century. In 1988 the town was struck by tragedy when Pan Am American Flight 103 flying from London to New York exploded over the town killing all passengers and eleven locals. In recent years the town has continued to grow aided in part by good road connections to the M4 and retention of the railway. Cattle and sheep trade still play an important part in the towns economy.



79.89%



£155,471



236 ha



1781



7.54 dwellings/ha

2621

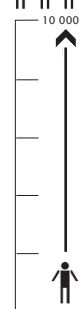
1950

4110

2008



1847 railway arrives



1900 town grows steadily as market town



1988 pan am disaster devastates town



2008 sustained growth






thurso

Thurso dates back to Viking times and is Scotland's most northerly town. Throughout history it has been an important port and was a Royal Burgh. 1798 saw a major expansion with the planned execution of Thurso's New Town, which followed a grid pattern. As well as being a successful port, the town thrived with other industry. Most notable was the flagstone industry which was a huge employer until the 1890's. Over the course of the 18th century Thurso grew from 3628 to over 5000. Unfortunately, this declined and the town's population reduced to 4200 in 1951. However, the town's fortunes turned again in the 20th century. Between 1955 and 58 the population soared to 12,000. this was due to the construction of the Dounray Nuclear Power Station. This dropped when the construction crews left, but the station itself became a major employer. The harbour remains an active and important element of the town and many ferries serving the islands, Norway and Denmark. The fishing industry is also still active. The town has retained its railway and is on the A9 road to Inverness.



-  86.84%
-  £136,386
-  485ha
-  3401
-  7 dwellings/ha

4210

1960

7540

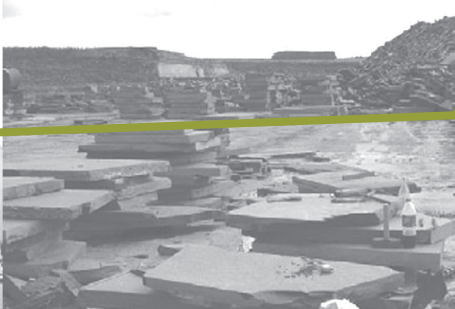
2008



1800's new town of 1790 established



1890 flagstone industry declines



1955 power station constructed



2008 remains important port



castle douglas



economy

top three
employment
types



% in
employment
[s.a. 44.67]

↓ 42.52

social

education:
% with a
qualification
[s.a. 66.77]

↓ 59.89

health: %
good general
health
[s.a. 89.85]

↑ 90.19

dalbeattie

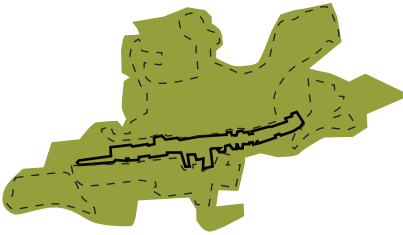


↓ 41.08

↓ 60.67

↑ 90.38

darvel

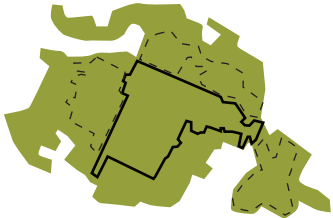


↑ 46.68

↓ 60.96

↓ 89.35

huntly



↓ 41.8

↓ 57.23

↓ 88.87

housing

% +/- average house price
[s.a. £150,257]

↑ 26

↑ 27

↓ 19

↑ 29

% owner occupied
[s.a. 62.59]

↑ 63.79

↓ 58.26

↑ 65.42

↓ 54.58

connections

railway station

✗_p

✗_p

✗_p

✓

within thirty miles of large settlement

✗

✗

✓

✓

growth

% growth 1954 - 2006

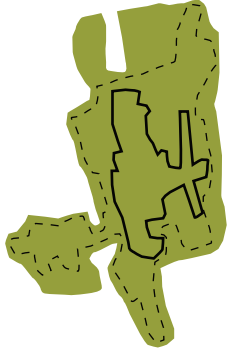
↑ 14.38

↑ 31.2

↑ 5.89

↑ 6.24

lockerbie



economy

top three
employment
types

% in
employment
[s.a. 44.67]

social

education:
% with a
qualification
[s.a. 66.77]

health: %
good general
health
[s.a. 89.85]

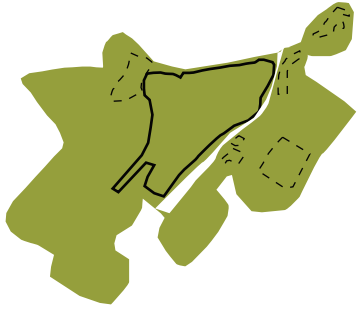


↓ 43.63

↓ 42.2

↑ 91.74

thurso



↑ 46.68

↓ 60.87

↑ 92.79

housing

% +/- average
house price
[s.a. £150,257]



3

% owner
occupied
[s.a. 62.59]



70.36

connections

railway
station



within thirty
miles of large
settlement



growth

% growth
1954 -
2006



56.81



10



59.13



79.09

performance

top employer [s]- manufacturing

- 2/6 have higher than average % of people in employment
- 0/6 have a higher than average % of people with qualifications
- 4/6 have better than average health
- 5/6 have higher than average house price
- 3/6 have higher than average owner occupation
- 3/6 have a railway
- 3/6 are within 30 miles of large settlements
- 6/6 have increased in population from 1954 – 2006

structure and history

Planned towns are exceptions to the normal pattern of development seen through this study. They were designed rather than forming naturally as defensive or trading centres. This was unusual as very little town planning occurred during this period.

There appears to be two categories. The first contains Dalbeattie, Lockerbie and Darvel. These towns formed in the 18th century when local landowners released plots of land for sale. The dispersion of this land formed the shape of the towns high streets and the spine of the town.

These towns were constructed with a purpose in mind. Residents of Dalbeattie and Darvel were provided with employment from the lace and textile industries. Lockerbie exploited its position along transport routes to become a trading post and market town. When drawn, these towns do not appear to be planned settlements. Apart from the high streets, no other element or period of growth appear to have been planned.

In contrast, the second category has a markedly different appearance. Here grid patterns can be seen, which is uncommon for Scottish Towns. Indeed, Castle Douglas was based upon the pattern of Edinburgh's New Town, which bears no similarity to that of a traditional settlement. Thurso and Huntly are perhaps the most extreme examples of grid patterns. Both grew quickly to fulfil certain functions, and this is perhaps why the grid pattern was used. Huntly grew to accommodate the textile industry. Thurso, although having an older core, expanded on a grid to accommodate the towns commercial activities based on its previous success. In these examples the original core of the town is generally much larger and more visible. Periods of growth between 1850 and 1950 appear to have respected the original plan of these towns. However, post 1950 growth has followed the normal pattern of uncontrolled sprawl of suburban style housing.

Planned towns exhibit a mixed performance in terms of socio-economic indicators. Those which were based on the success of industry, such as Darvel, have struggled through the years. Other settlements that have sustained economic activity through other roles have been more successful. It appears to be function rather than form has dictated the livelihood of these towns.

Conclusion

Although all of the case studies have grown since 1954, planned towns do not perform particularly well across the board of socio-economic indicators examined. While the planning of these settlements shows some foresight into environmental conditions and the physical appearance of the towns, it does not guarantee other factors necessary for success such as sustainable employment.

In all case studies, the structure laid out originally has been ignored by recent development. Suburban style housing schemes have shown little respect or relation to planned centres. This is a lost opportunity as a chance existed to provide coherent and legible towns.