

REDCAR SEAFRONT OPEN DESIGN COMPETITION

Competition Brief (Final)
01 July 2008



1. THE COMPETITION

Invitation

Redcar & Cleveland Borough Council, working in partnership with the Environment Agency, invites designers to prepare holistic design proposals for the regeneration of Redcar's Seafront Zone. This two stage international design competition is open to all practising architects, landscape architects, town planners and urban designers. Students of the aforementioned design disciplines may only enter the competition as part of a team that includes an appropriately and fully qualified practising design professional. Inter-discipline collaboration is actively encouraged, as is the inclusion of the work of public artists.

Redcar is a seaside town situated on the bracing and beautiful coast of north-east England. The town is justifiably proud of its past, but now recognises the need for improvements to its public realm and amenities to ensure a dynamic future for residents and visitors alike. The seafront is a key spatial zone that will be at the heart of a resurgent town embracing change.

Designers are invited to engage and explore their creativity and generate:

a) Design ideas for the public realm improvements associated with a proposed GBP £14m coastal defence scheme. The £14m includes an allocation of £1m to provide a basic landscape treatment to mitigate the effects of the new sea wall, on top of which a further potential funding requirement of GBP £4m has been identified to fulfil the aspirations of the Competition Brief. Designers should develop detailed designs for the 'Key Activity Area' (~500m) identified on the Competition Zone Plan, as well as a complimentary strategy for the public realm works along the remaining length of the sea wall (~1000m) indicated. These should be capable of being developed within the overall GBP £5m public realm works budget (inclusive of preliminaries, professional design fees and inflation, but excluding VAT). The proportional distribution of the GBP £5m budget is left to the discretion of competitors.

b) A coherent set of design ideas for the public highway, footpath, building facades and sites in the immediate 'backdrop' zone (see Competition Zone Plan and Cross Section) to the sea front. There should be a clear synergy between these proposals and the public realm works associated with the new sea wall. They should aim to rejuvenate the appearance in a creative, coherent and cost effective way prior to any long term investment in the 'backdrop' zone.

It is the intention that the winner will be commissioned to undertake the detailed design of the public realm works included within their entry, subject to the Environment Agency and Redcar & Cleveland Borough Council securing all of the necessary approvals to progress the scheme to the detailed design phase. The winner will be required to carry out this design in conjunction with the Environment Agency's lead designers for the engineering works. A planning application for the coast defence works is due to be submitted in the Summer and a business case for the project will be prepared in December 2008 with the proposed implementation date between 2010 and 2012.

Development of the 'backdrop' zone proposals would be the subject of a separate and additional funding package being developed by Redcar & Cleveland Borough Council. The Council is planning to commission economic investment master planning work covering the main centres of the borough. Redcar would be the focus of initial investment master planning activity. It is anticipated that ideas arising from the competition for the 'backdrop' zone will be embraced as part of the investment master planning approach for Redcar.

Competition format

The RIBA Competitions Office has been appointed to manage the selection process on behalf of the Environment Agency and Redcar & Cleveland Borough Council (the Promoters). It will follow the format of a two-stage Open Design Competition. The anonymous first stage seeks ideas and approaches for the public realm aspects of the sea wall scheme, as well as imaginative designs for the 'backdrop' zone. Up to 5 schemes will be selected by a Jury Panel to go through to the second stage of the competition. Anonymity will be lifted and the authors of the short-listed schemes issued with feedback from the Stage 1 assessment. Teams will be invited to present their design proposals to the Jury Panel at a final interview. The short-listed schemes will also be subject to public exhibition in Redcar. Each short-listed competitor will receive an honorarium payment of GBP £4,000 + VAT. The winner will receive an additional payment of GBP £4,000 + VAT, which will represent an advance on the professional fee for the subsequent commission.

The winner will need to demonstrate an empathy, realism and overall understanding of the commissioning clients' expectations and abilities.

Public Consultation

A Consultation Event is scheduled to be held in early/mid July when members of the public will be invited to provide their views on:

- Why they live / visit the seaside and the sort of experience a coastal town like Redcar should provide in the 21st Century

- What they like about Redcar's existing seafront
- How the seafront could be improved, particularly the amenities and attractions it offers to residents and visitors the year round.

Themes arising from the Public Consultation will be made available to competitors to help inform their design proposals.

The 5 schemes short-listed by the Jury Panel will be subject to public exhibition in Redcar between Monday 8 September and Monday 22 September 2008. The feedback will be collated and made available to help inform the Jury Panel's decision when they meet to select a winner in early October 2008.

The Vision

The competition offers a rare opportunity to shape the future form of approximately 1.5kms of sea frontage at a UK coastal resort. By enhancing the quality, role and economic performance of the seafront visitor space, Redcar wishes to raise its profile as a visitor destination and commercial centre to stimulate investment activity.

2. THE SITE

Context

The coastal town of Redcar lies within the Tees Valley region of north-east England and is located approximately 50 miles from Newcastle and York. The heart of the town sits on a small exposed headland with panoramic views out onto the Redcar Rocks, Coatham Sands and Tees Bay. Parts of the foreshore have designated national and European environmental protected status (see Nature Conservation Constraints plan). To the west of Redcar lies the industrial River Tees and to the east the dramatic cliff line at Saltburn. The combination of industry and the natural environment provides a rich and diverse landscape setting that is highly visible from Redcar seafront.

Like other coastal towns Redcar has seen changes to its traditional markets as a commercial and visitor destination. However, it has maintained a stable visitor profile of around 1.2m visitors per annum (from the Tees Valley sub-region and beyond) who are attracted by Redcar's traditional seaside facilities.

The planned construction of a new seawall by the Environment Agency will have a major impact on Redcar's key seafront visitor space. This provides a

significant opportunity to transform the quality of the public realm and associated facilities to meet the increased expectations of visitors and residents alike. The potential exists to realign the seawall out-with the areas designated with European environmental protection status.

A mixed-use and leisure development on a 14ha site (Coatham Enclosure) adjacent to the western end of the competition area has reached an advanced planning stage, with a scheduled implementation date between 2008 and 2011.

The Seafront Strip

The Brief for the competition covers a roughly 1.5Km long linear strip of Redcar's Seafront. This runs West-East from Coatham Enclosure to the Stray (see Competition Zone Plan) and contains the following elements:

The Esplanade

The Esplanade and adjacent promenade comprise the main seafront visitor zone. A disused bar and nightclub (Leo's) has recently been demolished to promenade level, whose sub-base forms part of the existing sea wall. Competitors should be aware of the possibility of housing a new, circa 300m² enterprise building for the creative industries on the Leo's site or closer to the active Regent Cinema. The 'backdrop' area (see Competition Zone Cross Section) is made up of shops, cafes, amusement arcades, Lifeboat house and tourist information building, together with some residential uses. The promenade and shops are dissected by an access and service road running the full length of the promenade. There are currently a limited number of access points into the town's commercial centre.

The ~500m section of the Esplanade designated 'Key Activity Area' on the Competition Zone Plan is where designers should focus their effort in terms of their design ideas and perhaps, budgetary spend. Designers are also tasked with proposing a complimentary set of design ideas for the public realm works along the remaining length of the sea wall identified on the Competition Zone Plan (and see below).

Newcomen Terrace to Coatham

Newcomen Terrace is situated to the west of the Esplanade and links to the proposed Coatham Enclosure development site. It continues the seafront promenade and main service road. Located on the eastern edge of the seafront within this area is the Regent Cinema. The 'backdrop' zone is made up of bed and breakfast premises, hotels and various residential uses. Views look out on to Coatham Sands and across the Tees Bay.

Esplanade - The Stray (Redcar)

This section lies to the east of the Esplanade and is linked by a coastal promenade along the seawall revetment. The Stray forms a major green open space area popular for visitor activity and giving access to the foreshore area. There is no immediate building 'backdrop' area within this zone.

Design Issues

The design approach advanced for Redcar seafront must respond to a wide range of issues specific to the project and the context of this site, including: sustainability, exploiting the location, transport and access, site specific considerations, statutory regulations, planning and environment conditions.

Strengths

The main opportunities of the site that need to be capitalised on are as follows:

- A waterfront location that is an established visitor destination with outstanding views of the natural and built environment;
- Gateway to Redcar Seafront;
- Proximity to Redcar town centre and the planned Coatham Enclosure development site;
- Good public transport, pedestrian and cycle links.

Challenges

A number of challenges have been identified to the regeneration of Redcar that will need to be carefully considered as part of a proposed design approach. These are summarised as:

- Redcar functions as a visitor destination, but without appropriate investment and development faces increasing competition from other attractions;
- Low levels of private sector investment in the Seafront zone arising from poor perceptions and lack of creative opportunity;
- Poor appearance of buildings, shop fronts and forecourts;
- Continued deterioration of the built fabric;
- High levels of deprivation in the surrounding areas;
- High exposure to marine and nearby industrial environments (i.e. salt water, wind blown sand, staining etc).

Technical Constraints

In addition to the challenges there are a number of technical constraints that will also need to be considered:

- The site lies on the edge of Redcar Rocks identified as a Site of Special Scientific Interest (SSSI) and the Teesmouth and Cleveland Special Protection Area (SPA) - see Nature Conservation Constraints Plan. Redcar Rocks represents the finest exposure of the Lower Lias in the Yorkshire Basin. These compliment other areas of rocky foreshore within South Gare and Coatham Sands SSSI, including Coatham Rocks and the 'German Charlies'. Any development affecting these areas will be subject to close scrutiny to ensure they do not have an adverse effect on the ecology, or nature conservation of these special protection areas.
- Generally the location of the slipways, the line and shape of the sea wall and revetment are fixed and will determine the edge of the competition area. There may be some flexibility in the position of this line outside of the environmentally designated areas. However, any such proposals should not have a direct or indirect impact on the SSSI or SPA such as to interrupt or impede sediment movement.
- All slipways should remain easily accessible to the RNLI, particularly since some become inoperable under storm conditions depending on the prevailing wind direction.
- Fishermen based out of Redcar will require a flat area (i.e. not raised) to park and store their boats on the promenade similar to how they park and store them now.
- Existing land use and access issues along the promenade will need to be considered to ensure the space remains accessible and functional. The Esplanade is a major east-west access route through Redcar. Competitors should note that when the Environment Agency previously consulted residents about proposals to make the road narrower and only open to one-way traffic, it met with strong local opposition.
- Weather exposure is a critical factor in this location as the site is extremely exposed. This is an issue for construction, long term maintenance and visitor use. Appropriate materials should therefore be selected based on their durability.
- Security, especially from possible criminal damage will need to be considered at the design stage.

Development Opportunities

In order to bring about the vision for this area, the Promoters are seeking proposals that will:

- Add vibrancy to Redcar Seafront and its surroundings;
- Enhance Redcar as an attractive coastal visitor destination;
- Provide public open areas which maximise opportunities for views out to sea and provide adequate shelter from the wind;
- Enhance pedestrian flows by developing and enhancing linkages between the seafront, Redcar town centre and the planned Coatham development;
- Deliver high quality public realm;
- Provide interest and diversity to encourage vitality and a lively atmosphere.

Planning Policy Context

There are a number of policies from the recently adopted Local Development Framework (LDF - Core Strategy and Development Policies [DPD's]) and the existing Local Plan that are relevant to this Development Framework.

The most relevant policy of the LDF is policy CS5; the Spatial Strategy for the Redcar Area. The Redcar Area Spatial Strategy aims to promote regeneration, sustainable communities, the economy and the environment through working with the Council. In addition the Strategy identifies a number of challenges for Redcar that are of particular relevance to this Brief.

Other policies from the LDF that should be considered are CS20 and DP2 setting out general design principles, and DP1, DP4, DP5, DP7 and CS21, CS26 and CS28.

The Urban Design Guidelines SPD 2006 and the Statement of Community Involvement, January 2006 should also be taken into account.

For an up to date list of the Council's local development plan policies, please visit www.redcar-cleveland.gov.uk/ldf and view the 'Adopted Development Plan for Redcar and Cleveland Borough Council: A Guidance Note' document.

Supporting information

- Competition Zone Cross Section (Pdf format).
- Competition Zone Areas (Pdf format) showing seafront strip covered by the competition, location of the Key Activity Area and Backdrop Zone.
- Images of Redcar Seafront referenced to Competition Zone Plan (Pdf format).
- R&CBC Information Sheets.
- Nature Conservation Constraints Plan (Pdf format).
- Aerial Photographs (Pdf format).
- Historic images of Redcar Seafront (Pdf format).
- Historic maps covering Redcar Seafront (Pdf format).

Upon registration (see How to Enter), competitors will be supplied with a unique entry reference number and be issued with:

- Ordnance Survey Extract (Dwg format).
- Plans & Cross-sections through the proposed new sea wall (Dwg formats).

Competitors may also wish to refer to the following web sites that give interesting current and historic images (respectively) of Redcar:

- <http://homepage.ntlworld.com/fred.brunskill1/id22.htm>
- <http://www.francisfrith.com/search/england/cleveland/redcar>

3. SCHEME COMPONENTS

Concept Essentials

The following components must form part of the scheme:

- A visitor destination of architectural distinction and outstanding quality that inspires people to visit Redcar;
- An exemplar of good design in its own right;
- A catalyst for and beacon of economic growth in Redcar and Cleveland.
- At least 10% of predicted energy use must be met by the use of renewables, based on Policy DP3 of Redcar and Cleveland's Development Policies DPD.
- Adequate provision for service and emergency vehicle access.

Functional Aims

In parallel with the above, the proposed scheme should:

- Be low maintenance. The design and proposed materials should tolerate a high level of exposure to the marine environment and should not deteriorate over the proposed 50yr lifespan;
- Create public open spaces that are capable of being used flexibly for a variety of functions to enhance visitor's experience of the Seafront zone. This should include areas for open-air events, displays and festivals;
- Facilities that enhance opportunities for use of related foreshore and waterspace areas;
- Provide open areas and opportunities for seating in sunny and sheltered positions that maximise views out to sea;
- Create attractive covered public spaces that will continue to attract people to the site in a variety of weather conditions;
- Design in security and use landscaping, lighting and management to design out potential crime and vandalism;
- Reduce street clutter and the need to add additional items of street furniture in the future;
- Provide a comprehensive and creative lighting scheme that emphasises the promenade as a centrepiece of Redcar, highlights the architectural/built form and has appeal as a visitor feature;
- Improve pedestrian circulation through the provision of pedestrian crossings, additional pedestrian and cycle space, legible surface treatment, rationalisation of on-street car parking and improved street lighting.

Environmental Aims

Sustainable, environmentally responsible design should be seen as a driver for the project. The design philosophy should consider a range of factors including:

- Positive impact on the natural environment;
- Impacts associated with the sea wall;
- Impacts on wildlife biodiversity;
- Energy efficiency and use;
- Sustainable construction methods;
- Re-cycling of materials;
- Future proofing where appropriate technologies are not sufficiently developed.

Economic Aims

The proposals should:

- Act as a catalyst for wider regeneration benefits to the area, including support for local and leisure businesses, as well as attracting new investment;
- Provide an approach to increase visitor numbers and spend benefiting the local economy;
- Provide direct and indirect job opportunities.

4. HOW TO ENTER

Registration

You may only submit an entry to the Redcar Seafront Competition if you are officially registered through the RIBA Competitions Office.

- Registration & Declaration form
- Notice for the supply of Environment Agency information

Competitors should complete the Registration and Declaration form and return it along with their remittance for £25.00 (non-refundable) to:

Redcar Seafront Competition
RIBA Competitions Office
6 Melbourne Street,
Leeds
LS2 7PS

Tel +44(0)113-234-1335
Fax +44(0)113-246-0744
Email riba.competitions@inst.riba.org
Web www.architecture.com/competitions

Cheques (in GBP) should be made payable to 'RIBA', or please contact the Competitions Office for alternative payment options.

On receipt of the Declaration Form and registration fee, each competitor will be issued with a unique entry reference number and the supporting DWG files. Please note that registrations will close on 20 August 2008 and the deadline for receipt of design submissions is **2.00pm on Wednesday 27 August 2008**.

5. COMPETITION CONDITIONS

Competition Promoters

The Promoters of the Redcar Seafront Open Design Competition are Redcar & Cleveland Borough Council and the Environment Agency.

Eligibility, intention to build & procurement

A Notice relating to the competition has been placed in the Official Journal of the European Union (OJEU). The competition is open internationally to all practising architects, landscape architects, town planners and urban designers. Students of the aforementioned design disciplines may only enter the competition as part of a team that includes an appropriately and fully qualified practising design professional. Inter-discipline collaboration is actively encouraged, as is the inclusion of the work of public artists.

No member or employees of the Promoters; or member of, or employee, or business associate of a member of the Jury Panel shall be eligible to compete, or permitted in any way to assist or advise a competitor in preparing a submission for the competition.

Subject to the Environment Agency and Redcar & Cleveland Borough Council securing all of the necessary approvals to progress the scheme to the detailed design phase, It is the intention that the winner will be commissioned to undertake the detailed design of the public realm works included within their entry. The winner will be required to carry out this design in conjunction with the Environment Agency's lead designers for the engineering works and develop a detailed and costed design framework for the seafront zone. Part of this work will involve detailing design concepts and finishes for the new seawall that would be incorporated into a planning application for the scheme.

Development of the 'backdrop' zone proposals would be the subject of a separate and additional funding package being developed by Redcar & Cleveland Borough Council.

Where necessary, the Promoters reserve the right to supplement the expertise of the winning designer/team to ensure deliverability of the project.

In the event that no scheme meets the requirements set out in this Competition Brief, the Promoters reserve the right not to proceed beyond the competition stage.

Jury Panel

The Jury Panel is expected to comprise:

NAME	AFFILIATION
Cllr. Sheelagh Clarke	Redcar & Cleveland Borough Council (Deputy Leader & Portfolio Holder for Leisure, Culture & Tourism)
Cllr. Irene Curr	Redcar & Cleveland Borough Council (Elected member, Coatham Ward)
Cllr. Josie Crawford	Redcar & Cleveland Borough Council (Elected member, Coatham Ward)
Ged Demoily	Redcar & Cleveland Borough Council (Head of Cultural & Tourism Services)
Pat Denny	Chair of Redcar Business Association
Cllr. George Dunning	Redcar & Cleveland Borough Council (Council Leader)
Derek Gouldburn *	Hartlepool Borough Council (Urban Programmes Manager)
Alastair Howarth *	One NorthEast Regional Development Agency (Regeneration Manager)
Matthew Jarratt *	Arts Council North East for Northern Architecture (Lead Officer)
Glen Preedy	Redcar Town Centre Management Executive
Paul Stainer *	Environment Agency (Redcar Coastal Defence Scheme - Project Executive)
Simon Warren *	Director, Bauman Lyons Architects Ltd (RIBA Architect Adviser)
Kirsteen Thomson *	One NorthEast Regional Development Agency (Sustainable Development Manager)
James Porter **	RIBA Competitions Office (Competitions Officer)

* Denotes Jury Panel member with appropriate technical qualification.

** James Porter will attend the Jury Panel meetings to document the process and to answer procedural matters.

Timetable

The timetable for the competition (subject to change) is as follows:

ACTIVITY	DATE
Placement of OJEU Notice & Competition launch	Tues. 1 July 2008
Public consultation.	Early/mid July 2008
Deadline for competitors to raise questions about the Competition Brief	Tues. 22 July 2008
Answers available to download from dedicated competition web site, together with document summarising community engagement consultation	Fri. 1 August 2008
Time limit for requesting to participate (registration deadline)	Wed. 20 August 2008
Stage One submission deadline	Wed. 27 August 2008
Jury Panel meets to select shortlist	Thurs. 4 September 2008 & Fri. 5 September 2008
Notification to short-listed teams	Mon. 8 September 2008
Feedback issued to short-listed teams	Fri. 19 September 2008
Anonymous public exhibition of short-listed submissions	Mon. 8 September 2008 to Mon. 22 September 2008
Presentation of design proposals to Jury Panel	w/c Mon. 6 October 2008
Short-listed teams notified of result	w/c Mon. 13 October 2008
Announcement of result	w/c Mon. 20 October 2008

Site visit

No official site visits will be held since the seafront strip is readily accessible to all members of the general public. Those competitors unable to visit Redcar personally should refer to the supporting information which includes site plans, photographs etc.

Questions

Questions relating to the Competition Brief should be submitted in writing to the RIBA Competitions Office to arrive no later than **14.00hrs on Tuesday 22 July 2008**. Responses to questions raised will be available to download from the dedicated Redcar Seafront Competition web site: (www.ribaredcarseafront.co.uk) from Friday 1 August 2008.

Stage One submission requirement

- Competitors should submit their design in landscape format, on up to two lightweight A1 foam boards. Submissions should include sufficient information to outline the design, approach and thinking. Drawings should be at sufficient scale to allow Jury Panel members to appreciate the components of the planning and design approach. Diagrams should be included where these help to explain the approach.
- The unique entry reference number provided to each competitor upon registration should be clearly displayed in the top RHS of each A1 design board. Please also see 'Anonymity' section below.
- A statement (one single-sided sheet of A4, 12pt arial typeface) outlining the financial viability of the design proposals. This should address how the public realm aspects of the new sea wall could be delivered within a total potential budget requirement of GBP £5m.
- A digital copy (PDF format) of the A1 design boards should be submitted on an accompanying CD-ROM. The CD-ROM should also contain three images which the designer feels best represents their scheme, for potential use in the printed and/or electronic media. A high (300dpi) and low resolution (72dpi) version of each image should be submitted in JPEG format.

Assessment Criteria at Stage 1

When reviewing the anonymous design submissions, the Jury Panel will be looking for:

- Proposals that inspire, surprise and enthuse to transform Redcar into an inspirational place to visit, play, work and invest;
- A design approach that can serve as a catalyst for the renaissance of Redcar;
- Viable proposals that strike a clear balance between creativity and pragmatism;
- Proposals that will be sustainable and durable within the harsh marine environment;
- Clear communication of ideas to explain the ethos behind the scheme.

Stage 2

At Stage 2, anonymity will be lifted and the short-listed designers will be invited to present their design proposals to the Jury Panel at a final interview. It is anticipated that these interviews will be held in Redcar in early October 2008. In addition to the assessment criteria listed above, the Panel will also consider each designer's:

- Response to feedback from the Jury Panel following the Stage 1 assessment;
- Empathy, realism and overall understanding of the commissioning clients' expectations and abilities;
- Ability to carry out the commission in conjunction with the Environment Agency's lead designers for the engineering works.

Submission method

Stage One submissions should be contained in a single package and are to be sent, carriage paid to:

Redcar Seafront Competition
RIBA Competitions Office
6 Melbourne Street
Leeds
LS2 7PS
UK

- Overseas Competitors should note that for Customs purposes no commercial value should be assigned to the design submission. If a commercial value is given this may result in your submission being delayed and/or returned to you unopened, as the RIBA will not be liable for any Customs charges otherwise incurred.
- Your submission should arrive no later than **2.00pm on Wednesday 27 August 2008**. Late submissions will not be accepted and it will not be possible to submit entries via e-mail. UK Competitors should note that First Class post does not necessarily guarantee next-day delivery and should plan their submission schedule accordingly.
- Competitors requiring proof of delivery should enclose in their submission package a stamped, sealed envelope bearing the name and address of a person other than the competition entrant nominated as a Third Party to receive the proof of delivery. The entry reference number should be clearly displayed on the envelope. This will be posted upon receipt of the submission. Please refer to Anonymity section below.
- **Competitors are advised to retain copies of all design material submitted.** Whilst the Promoters and the RIBA Competitions Office will exercise all reasonable care, they will not be liable for loss or damage to

drawings that may occur either in transit, during exhibition, storage or packing.

Anonymity

Stage 1 design submissions should be submitted without name, motif or distinguishing marks of any kind. The unique entry reference number supplied on registration must be clearly displayed in the top right hand corner of each landscape, A1 design board. The number should also be displayed on the supporting financial viability statement and CD-ROM. Competition entries submitted **without a clearly displayed** official entry reference number **shall be excluded from the competition.**

All competitors will need to satisfy the Competition Promoters that the proposals submitted are original pieces of work and that he/she is the bona fide author of the design he/she has submitted.

Anonymity will be lifted at Stage Two of the competition. Up to 5 competitors will be invited to articulate their design concepts and explore the financial viability of their proposals at a final interview. Each short-listed competitor/team will need to satisfy the Competition Promoters that they are (or their team includes) an appropriately and fully qualified, practising design professional.

Disqualification

Any design shall be excluded from the competition:

- If received after the latest time stated under the Submission Method;
- If, in the opinion of the assessors, it does not fulfil the requirements of the Brief;
- If a competitor shall disclose his or her identity, or improperly attempt to influence the decision;
- If any of the requirements of the Competition Brief and Conditions are disregarded.

Copyright

The ownership of Copyright will be in accordance with the Copyright, Designs and Patents Act 1988. The Promoters reserve the right to exhibit or publish all entries without cost. The Promoters may choose to retain all entries.

Announcement of Award

The competition results will be published after notification has been given to all participating competitors. The Promoters and the RIBA reserve the right to publicise the competition, any design submission and the result in any way or medium they consider fit.

Enquiries

All enquiries regarding the Redcar Seafront Design Competition should be made to the RIBA Competitions Office:

RIBA Competitions Office
6 Melbourne Street,
Leeds
LS2 7PS
UK

Tel +44(0)113-234-1335
Fax +44(0)113-246-0744
Email riba.competitions@inst.riba.org
Web www.architecture.com/competitions

The Competition Promoters should not be solicited for information as this may lead to disqualification from the competition.