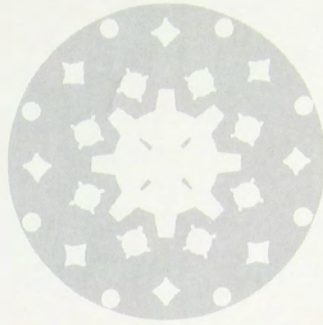


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Notes for Contributors

The prime aim of Planning History is to increase an awareness of developments and ideas in planning history in all parts of the world. In pursuit of this aim, contributions are invited from members and non-members alike for any section of the bulletin. Articles should normally not exceed 2500 words, and may well reflect work in progress. Photographs and other illustrations may be included. Contributions submitted on a disc, with accompanying hard copy, are to be encouraged; please contact the editor for format details.

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Editorial

A Letter From Sydney

How can planning history be better marketed in Australia and the Pacific Region generally? Individual and institutional membership of the Planning History Group from these areas (with the notable exception of Japan) is poor. Regular reports in this journal of new books, meetings, and other planning history events in Europe and the United States provide an umbilical link for scattered, unorganised aficionados. Yet, in another sense, they only add to the loneliness of living and working on the periphery.

Late last year publicity notices on the Planning History Group were published in three monographs circulating widely in New South Wales: the Newsletter of the Royal Australian Historical Society, the Australian Association of Consulting Planners Newsletter, and *Planner*, the journal of the Royal Australian Planning Institute (NSW). This media 'campaign' drew just one meek inquiry. Undaunted, efforts were directed 'offshore' and a full page spread was secured in *Planning Quarterly*, the major professional planning journal in New Zealand. Depressingly, the response was even worse.

It's not all gloom and doom of course. The September 1988 issue of the Melbourne-based journal *Urban Policy and Research* was given over to historical articles, with a special forum of short pieces devoted to the theme: 'the making and unmaking of planning ideas: reviewing, interpreting and learning from the past'. And the most recent edition of the *Australian Planner*, the national-circulating journal of the Royal Australian Planning Institute, was a special issue devoted to Australian Planning History. [For details of both see Publications section]. The latter in particular may serve as a catalyst to spark wider interest. It will also lend support to efforts to establish on a firmer basis a special interest group within the Institute and bring planning history onto its conference agenda.

The 'critical mass' of interest required for planning history to be a viable, legitimate, ongoing research area - rather than simply the isolated or esoteric concern of the odd individual - is still sometime away. Perhaps, it has to break out into the mainstream of urban and social history. This was, after all, the really important breakthrough made in England in the early 1970s, but it has yet to happen in any significant way in Australia or its near neighbours.

It is probably futile to try and simply 'engineer' regional interest in planning history. One hopes it will come in time as an informal network of researchers evolves from recognizing through the media of books, articles, seminars - and even more publicity notices - that their interests are not hopelessly eccentric, specialized or terminal.

Modern town planning was rather late in coming south early this century. The optimistic implication is that interest in planning history is following the same course. The distinctiveness of approaches to strategic and statutory planning that have emerged in the Pacific Region may well be paralleled in its historiography. The contributions that will then come to international planning history may end up being a little late, but hopefully rather unique and certainly enduring.

Robert Freestone
Associate Editor

Notices

FOURTH INTERNATIONAL PLANNING HISTORY GROUP CONFERENCE

"THE BOURNVILLE CONFERENCE"

The Garden City Tradition Re-examined
Westhill College, Bournville, Birmingham UK,
3rd - 7th September 1989

Promoted Jointly by the Planning History Group and the Bournville Village Trust.

1. This, the fourth international conference of the Planning History Group, will focus on the theme of the Garden City tradition in planning and urban development. Co-organised by the Planning History Group and the Bournville Village Trust, it marks the 150th anniversary of George Cadbury's birth (1839). It also serves to commemorate the important 1901 conference of the Garden City movement held at Bournville.

2. The Conference will be held at Westhill College, situated on the Bournville estate. The College provides residential accommodation in a spacious green setting, four miles from the centre of Birmingham.

3. The programme will include keynote addresses by invited speakers and seminar sessions comprising a combination of invited and selected papers. Throughout the Conference there will be a range of other related activities, including field visits, film shows and a conference dinner.

4. The Planning History Group is grateful for generous grants to meet speakers' expenses and other costs from the Bournville Village Trust and local charitable trusts.

5. The main framework of the Conference is provided by the keynote speakers:

PROFESSOR GERHARD FEHL, University of Aachen, West Germany: "Garden City Against Suburbia: The Struggle of German Urban Planners to Bring Order Into Chaos 1910-1950".

DR ROBERT FREESTONE, D.C. Research, Sydney, Australia: "Reassessing Australian Responses To The Garden City Tradition: The Getting of Wisdom or The Cultural Cringe?"

M. JEAN PIERRE GAUDIN, University of Paris, France: "Designing the 'Cité' in France at the Beginning of the Century."

DR DENNIS HARDY, Middlesex Polytechnic, United Kingdom: "Themes in Planning History: A Review of The Garden City Campaign."

PROFESSOR KENNETH T. JACKSON, Columbia University in the City of New York, United States:

"The Garden City Abandoned: Public Policy and the Urban Poor in the American Metropolis."

DR DANIEL SCHAFFER, University of Tennessee, United States: "The Garden City Tradition in an Age of Conservatism."

DR SHUN-ICHI WATANABE, Building Research Institute, Tsukuba Science City, Japan: "The Japanese Garden City Versus The Land Question."

6. In addition, the following have already accepted our invitations to contribute seminar papers:

DR MERVYN MILLER, Chartered Architect and Town Planner, Baldock, Hertfordshire, United Kingdom.

PROFESSOR MARCEL SMETS, Katholieke Universiteit Leuven, Belgium.

PROFESSOR ANTHONY SUTCLIFFE, University of Leicester, United Kingdom.

DR MARC WEISS, Massachusetts Institute of Technology, United States.

7. Call for Papers

A general call for papers is now made. Titles offered should be relevant to the main theme of the conference and may relate to the experience of any countries. It is hoped to be able to offer some measure of financial assistance to those whose papers we select. Those wishing to offer papers should be in a position to submit them in a complete typed form not later than the end of June 1989. Proposed titles and 250 word abstracts should be submitted as soon as possible, and not later than the end of February 1989, to Dr Stephen V. Ward, Programme Organiser, School of Planning, Oxford Polytechnic, Gypsy Lane, Headington, Oxford OX3 0BP, United Kingdom (Facsimile 0865 819073).

8. Booking Details

These will be circulated in March 1989 together with more complete programme information.

RIBA ARCHIVE

The Royal Institute of British Architects has been awarded a grant of £12,000 by the British Library, towards the preservation of the RIBA archive under the terms of the award of grants from the gift to the British Library by the Wolfson Foundation and Family Trust.

The subvention will be used by the British Architectural Library to help conserve the papers, reports and records of the RIBA, which include 19th and early 20th century Fellows' Nomination Papers and minutes of

RIBA committees covering over 100 years of the Institute's history.

BAL Archivist, Angela Mace said, "This grant is a most welcome contribution to the challenging task of ensuring that the Institute's historic records are preserved in good condition for the benefit of future generations. The RIBA archive is a unique record of the development of the architectural profession in Britain and is now recognised as an important part of our national archival heritage.

The project to 'rescue' the archive was initiated a few years ago, with the help of two generous grants from the Interbuild Fund, and the first stage was successfully completed by the recent publication of a guide to the archive and history of the Institute. Now, thanks to this timely grant by the British Library from the Wolfson Foundation, we can embark on the next stage of the project, in which essential repair work is carried out on the most important and heavily-used documents."

AMERICAN URBAN HISTORY ASSOCIATION

The Annual Luncheon of the American Urban History Association will be held on Saturday, April 8, 1989, at Noon in the Adam's Mark Hotel in St Louis, Missouri. The luncheon is being held in conjunction with the meeting of the Organisation of American Historians. Graeme Davison, Harvard University and Monash University, will present a paper entitled, "Australia: The First Suburban Nation?" Blaine A. Brownell and Mark H. Rose will chair the session. Tickets will be available as part of the pre-registration package for the OAH meeting or at the OAH Registration. As the number of tickets is limited, purchase through pre-registration is encouraged. For additional information, contact: Blaine A. Brownell, College of Social and Behavioral Sciences, University of Alabama at Birmingham, Birmingham, AL 35294, 205-8934-5643; or Mark H. Rose, The Program in Science, Technology, and Society, Michigan Technological University, Houghton, MI 49931, 906-487-2115.

2ND INTERNATIONAL CONVENTION ON URBAN PLANNING, HOUSING AND DESIGN 27-29 JULY 1989

Raffles City Convention Centre, West Stamford and Westin Plaza, Singapore.

Introduction

The 1st International Convention on Urban Planning, Housing and Design was held in July 1986. It is timely now for all professionals concerned with urbanisation and rapid growth of cities to meet once again to discuss urban issues and share experiences. Urbanisation has occurred in almost every part of the world in varying intensities. To cope with this situation new housing, industry, commerce, efficient transport networks, sufficient water supply, drainage and refuse

disposal systems have all become necessary in various forms.

The intense development pressures of cities have also resulted in the loss of historic districts and buildings which reflect the distinct identity and character of our cities. All these undoubtedly have also had a great impact on the environment. Urban problems within the built environment and their impact on societies vary from city to city and each has made attempts to solve its problems.

Singapore's rapid urbanisation is an appropriate context in which to discuss the various urban issues and to exchange experiences. It is our intention that planners, architects, engineers, developers, legislators, estate manager, builders and other professionals concerned with city growth will contribute to the continued development of theory and practice of Urban Planning, Housing and Design.

This convention will cover topics on:

1. Urban Design and its Implications
2. Economic and Urban Development
3. Urban Development and its Influences on Transportation
4. Conservation and Revitalisation
5. Information Technology and its Influence on Urban Development
6. Resource Conservation and its Impact on Urban Form
7. Public Participation and Urban Development.

All enquiries and correspondence relating to the convention should be addressed to:

The Convention Manager
"2nd International Convention on Urban Planning,
Housing and Design"
5001 Beach Road 08-31, Golden Mile Complex,
Singapore 07 19. Tel:2970440, 2970347, Telex: RS 39250
MRC, Fax: (65) 2913214.

OBITUARY: TREVOR GIBSON

A valued link with the early post-war planning of Canberra has been severed with the death in July 1988 of Trevor Gibson. He came to Canberra in 1949, then with a population of only 20,000 and for ten years headed the town planning section of the Commonwealth Department of the Interior. He was the first town planner to be appointed since the departure of Walter Burley Griffin in 1920. Gibson was one of very few Australians professionally qualified in town planning and he came with overseas experience. For five years he had been county planner for Londonderry in Northern Ireland. Gibson, who retired in 1975, by which time Canberra had grown to 200,000, will be remembered as a significant figure in the history of Canberra's planning.

[Extract from Obituary by Peter Harrison in *Austplan*, September 1988].

Articles

John D. Fitzgerald And The Town Planning Movement In Australia

Neil O'Flanagan
Urban Research Unit,
Australian National University

A founder member of the Town Planning Association of New South Wales, formed in 1913, John Daniel Fitzgerald was amongst those most readily identified with the cause of town planning in Australia. Along with John Sulman, Walter Burley Griffin and Charles Reade he is a crucial figure in the history of the planning movement in Australia in the early twentieth century. His most outstanding feature was his dual involvement in the planning movement and in the political life of New South Wales. Fitzgerald was actively involved in the cut and thrust of electoral politics from the 1890s until his death in 1922.

In this respect, he was unique in the planning movement that was based in Sydney. In addition, few other advocates of planning in the city held quite the same hopes for planning as a means of ameliorating the social and economic conditions of city dwellers, and in particular, of the poor. Not surprisingly, his political concerns often led him to clash with many of the other planning advocates.

It was probably John Burns, the future Minister for Local Government in Britain, who introduced Fitzgerald, in 1890, to the possibilities inherent in municipal reform and urban politics. The two men met in England when Fitzgerald was sent there as a delegate to raise funds for the striking maritime workers in 1890. Burns was the London organiser of the strike committee so it was inevitable that the two men would meet. Burns was already well versed in the vocabulary of local government and Fitzgerald could not have received a better introduction to the legislative changes that were occurring by the end of the nineteenth century in response to the growth of the Victorian cities. He was immediately struck by what he saw and heard for no sooner had he returned to Sydney than he began his own crusade for municipal reform. In 1891 he petitioned the editor of the

local newspaper, *Daily Telegraph*, for support in a campaign for a 'Greater Sydney' system of local government whereby all the various local and state bodies responsible for the city would be amalgamated into one overriding metropolitan authority. The editor counselled patience however, and suggested a more reformist approach to municipal matters. The advice was well considered, for although Fitzgerald campaigned for a 'Greater Sydney' for the rest of his life, he was never to see it implemented, even as a Minister for Local Government. The reasons that lie behind this are complex, but it is likely that a too ready importation of English ideas to circumstances wholly different to those prevailing in England played a part in the failure of the 'Greater Sydney' scheme.

The direct importation of English or British concerns also played a part in Fitzgerald's interest in state housing. He constantly urged the state to take a leading role in the provision of decent housing for the working class in the city. For his efforts, he was made chairman of the state appointed Housing Board, formed in 1912, with the responsibility of providing rented public housing in Sydney. The Housing Board was somewhat less than successful. The sum total of the houses built as its most ambitious project, Daceyville, came to just 315, out of the 1400 originally planned. Very few other houses were built by the Housing Board which was disbanded in 1924 over allegations of corruption and waste.

Underlying the problem of state housing was the concept of environmental determinism, again a derivation from English social reform. It was a concept ever present in the thoughts of Fitzgerald, who may well have first heard of it from John Burns, apparently the author of a phrase much quoted by town planning advocates in Sydney, 'mean streets makes the mean man.' Fitzgerald consistently noted the debilitating effects of slums upon the slum dwellers, but he differed from many others who used the notion of environmental determinism in that he avoided the use of the notion as a condemnation of the poor because of their association with poverty, crime and insanitary conditions. As he told the members of the Town Planning Association of New South Wales in its first meeting in 1913, that while it was true that criminals were the products of the slums 'they were judged too harshly for being the product of conditions for which they were not responsible but for which the people who permitted the slums had to answer'.¹ Although

Fitzgerald was considered to have 'the sweetest of all speaking voice', it is not clear if the other members responded favourably to his ideas. The stated views of John Sulman, the president of the Town Planning Association of N.S.W. would seem to be almost the complete opposite to those of Fitzgerald. When Sulman gave evidence to the Royal Commission on Housing in Melbourne he suggested the use of labour colonies and eugenics to counteract the activities of the undesirable inhabitants of the slums.² An important factor to be considered is the Irish Catholic background of John D. Fitzgerald, for the obvious Irish Catholic origins of much of the working class in Sydney no doubt encouraged him to take a more sympathetic view of the slum dwellers than many of those with Scottish or English origins. In addition, he referred often to the Christian obligation to improve the living conditions of the poor encouraged in the papal encyclical 'Rerum Novarum', published in 1893. As the years went by, it was certainly Sulman who felt more at ease in the Town Planning Association of N.S.W. than Fitzgerald. The latter twice resigned from the Association, once in 1915, and again in 1917. The cause of the first resignation is still something of a mystery but the reasons lying behind his resignation in 1917 was the result of a public dispute between him and Sulman. The dispute highlights the differing political nuances of Fitzgerald, in his capacity as wartime Minister for Local Government and Public Health, and the Town Planning Association led by Sulman.

The conflict arose over the decision of Fitzgerald to allow Sydney Hospital to extend the rear of its premises into the Domain, a public park, in order to erect a temporary venereal disease clinic. Sulman led the charge against the proposal, alleging that the extension would lead to a permanent encroachment on the Domain, as the board of Sydney Hospital had long desired to extend its premises. Neither did he believe that a venereal disease clinic was suited to be adjacent to a public recreation area. After a number of weeks in which Sulman mobilised the Town Planning Association in a public campaign, the cabinet decided not to adopt Fitzgerald's proposals. It was a humiliating experience for him, and apart from resigning his membership of the Association, he refused to talk to Sulman for many months afterwards. The issue was a complex one, but it is difficult not to sympathise with Fitzgerald, who had 'to balance the beautification of the city in a small instance against the welfare of the race',³ bearing in mind that the proposals dated to early 1917, when thousands of Australians were fighting in Europe. Sulman's concerns seem petty by comparison.

The two stalwarts of the planning movement in N.S.W. patched up their differences however, and collaborated on a number of projects in the next few years. In 1919 Fitzgerald created a Town Planning Advisory Board with Sulman as chairman. Its most noted achievements were the publication of a series of general advisory bulletins on planning, but it also inspected plans and designs submitted to them voluntarily by local authorities or the Housing Board. In 1919, Fitzgerald again appointed Sulman to chair a government body, this time a departmental committee to advise on the design and planning of war memorials. Simultaneously, Fitzgerald inserted a clause in the 1919 Local Government Bill which he was preparing, to make it compulsory that every design for a memorial should first obtain the approval of the Minister before the memorial could be erected. As a consequence, Sulman and his committee inspected 214 designs over the next five years before the compulsory clause was repeated by the Lang Government.

It was the 1919 Local Government Act that dominated the final working years of Fitzgerald rather than town planning. But this is not to say that the two were necessarily distinct; certainly Fitzgerald saw little reason to make a distinction between municipal reform and planning. When he sponsored the first Great Sydney Bill in 1915, he carried with it provisions for a Civic Planning Commission. This would have consisted of the Mayor of Sydney, and two other members, and it would have been instructed to draw up a long term scheme for arterial roads in the Metropolitan area, and to advise on the opening of new roads and on subdivisions. The defeat of the Greater Sydney Bill in the legislative assembly put an end to the hopes for a comprehensive town plan for Sydney for the time being. The decision to put together planning and municipal reform might have been unwise, but in the case of Sydney where over 50 local councils and state boards operated, it was impossible to avoid.

The 1919 Local Government Act is therefore all the more remarkable for its grafting of planning principles upon a vibrant system of administration entirely removed from the British experience from which many of those principles were drawn. In this respect it is a truly indigenous piece of legislation. The thrust of the act was ultimately conservative, and granted to local councils considerable autonomy over the zoning and subdivision of the area under its jurisdiction. Although this left the councils open to the pressure of corruption, they were at least able to lay out the area according to their wants, whether for entirely residential purposes or for a mixture of industrial and residential zones and such like. Needless to say, the Town Planning Association

was dissatisfied with the limited planning aspects of the 1919 Act, and it continued to press for a regional town plan for the laying down of main roads, housing schemes and for the setting aside of public space. This was a reasonable cause, but it did not find fruition until the 1919 Act was amended in 1945 to make way for the Cumberland plan.

In spite of the obvious differences that existed between Fitzgerald and many of the other planning advocates, the esteem held of him rarely diminished. He was twice made President of the Australian Town Planning Conference, in 1917, and 1918. During the latter conference in Brisbane in 1918 he could not bring himself to talk to Sulman because of the Sydney Hospital affair, and he may not have been a member of the Town Planning Association of N.S.W. at the time. According to the Melbourne 'Punch', he stood 'head and shoulders over most of his acquaintances'⁴ in terms of intellectual ability, and as we have mentioned, he was a very attractive speaker.

His troubled connection with the planning movement mirrored his uneasy links with the labour movement. A founder member of the Labour Electoral League in N.S.W., he was elected to Parliament in 1891 but lost his seat in the next election. Over the next fifteen years he moved in and out of labour politics, usually on a matter of principle. He finally broke with the party he had helped found, during the war, over the question of conscription, and became a member of the Holman government in opposition to the anti-conscriptionist stand of the labour movement. Thus he found himself in a similar position to that which he found himself in the planning movement of N.S.W., the sole person of Irish Catholic origins.

It is perhaps his tendency to remain on the margins, whether of his political colleagues, his fellow planning advocates, or his Irish background that provides much of the originality of his ideas and interests, such as local government, housing and public health. In many respects he shares the preoccupations of English social reformers of the period, and his obsession with Greater Sydney and public housing may represent a simplistic use of foreign ideas. His major legislative achievement, the Local Government Act of 1919, however, suggests that he overcame this derivative failing, a failing which may have been more prevalent in the planning movement at large. His transformation from English social reformer to Australian legislator is perhaps his major achievement.

NOTES

1. *Building* (Sydney) 12th November 1913, p.89.
2. Royal Commission on Housing Conditions of the People in the Metropolis, 2nd Progress Report, V.P.P. 1917, Vol.2, p.298, 6386.
3. *John D. Fitzgerald, Papers*, Ms Q 266.
4. *Punch* (Melbourne), 23 September 1915, p.10.

Reference has also been made to the *Fitzgerald Papers* (Dixon Library, State Library of New South Wales); and the *Sulman Papers* (Mitchell Library, State Library of New South Wales) ML.Mss 4480.

Local Government Initiatives In Urban Regeneration 1906-32

The Story Of Derby's Borough Development Committee

Mary Bonsall

Urban regeneration is not a problem unique to our own times. The necessity for industrial restructuring in order to combat declining prosperity, urban decay and unemployment faced many local authorities at the beginning of the Twentieth Century. Their response was to set up committees which were to persuade new industries to locate themselves in their towns. It was to be the last chance for local authorities to create their own future. By the end of the Second World War central government had taken control of industrial location in order to help distressed areas. This ended the 'free for all' in which local authorities competed with each other to offer the best terms to prospective manufacturers.

Derby's industrial development committee was one of the earliest to be established. Luton's in 1899 may have been the first. Derby set up its committee in 1906 in response to long-term industrial decline intensified by the Depression of 1902-5. The town began to perceive that it was over-dependent on the Midland Railway Company, which in the Nineteenth Century had provided its economic growth and prosperity. In the 1840s when the Railway Company established its locomotive and carriage and wagon works in the town it ensured that Derby would develop as an engineering centre. At the end of the Century, however, constructional engineering was in decline. The Railway was cutting back on its own engineering workforce and other prestigious engineering firms such as Handysides and Eastwood Swingler were close to liquidation.¹ Townspeople began to regret their lost textile industries, and in particular that silk had been allowed to decline. They were beginning to appreciate the virtues of industrial diversification.²

The rate factor, above all else, was responsible for bringing the Borough Development Committee into being. At the time, unemployment was a direct burden on the local rates and the most obvious cause of rate increases. For that reason existing manufacturers were as anxious as other

sections of the business community to welcome new industries to share rate costs and to reduce the volume of unemployment which contributed so much to the rate burden. So great was the number of unemployed that industrialists did not, at that stage, see new firms as a threat to their own cheap labour supply. Some businesses were more directly affected by urban decline. House builders, brick manufacturers and stove grate makers were particularly concerned at the low level of house building which they attributed to waning prosperity.³ It was, however, the shopkeepers, the dominant group on the Borough Council, who took the first steps towards setting up the Borough Development Committee. They clearly recognised that their difficulties were caused by the weaknesses in the manufacturing section of the local economy and it was in their organisation, the Chamber of Trade, that the problems of attracting new industry was first addressed⁴

The Borough Development Committee was eventually established as a result of an initiative of the whole business community. The shopkeepers in the Chamber of Trade involved the Chamber of Commerce, which represented the interests of manufacturers, and together they approached the Borough Council.⁵ As the Council at that time largely consisted of members of those two bodies, it is not surprising that their recommendations were graciously received and acted upon. When established, the Committee consisted of eight elected members, seven of whom were members of one or other of the two Chambers. In addition three members of each Chamber were coopted onto the Committee. Those six had equal voting rights with the eight Council members. In effect, then, the Committee was managed by the business community. They also appointed one of their own members, a civil engineer in private practice, to act as secretary.⁶ It was he who did the real work. He made the initial contacts with prospective firms, conducted negotiations and acted as a liaison between the firms and the Council Committees responsible for setting the terms under which the new industries would establish themselves in the Borough. Because the Committee was prepared to exist on an annual expenditure of £300 there was little opposition from even the most bigoted exponents of 'rigid economy'. The consequence was, however, that there could be no large scale advertisement of Derby's locational advantages, for as one councillor put it, one advertisement in the Daily Express would have cost virtually the whole of the Committee's annual budget.⁷ Despite such parsimony, before the end of the First World War the Committee had established almost thirty new firms in the town, the most significant for the future being Rolls Royce and British Celanese.

These two firms joined the Railway Company as the three largest firms in Derby. Its prosperity is still largely dependent on this triumvirate.

The initial success of the Borough Development Committee was the result of a happy collaboration between business expertise, cooperative Council Committees and a complacent Borough Council. Derby did, of course, have some natural advantages. The town's central geographical location at the heart of the national railway network was of great significance for its continuance as an engineering centre, for coal, iron, steel and machine tools were all nearby and accessible on the Midland's main lines.⁸ The Railway was itself a valuable source of skilled engineering labour and some manufacturers did admit that this was an important reason for choosing Derby. Some, less openly, appreciated that Derby was a 'cheap labour' town and that there was little trade union militancy.⁹ Other factors in industrial location in Derby were, however, more dependent on local government initiatives, for the role of local government is to create the infra-structure without which industry cannot function efficiently. By 1906 the Borough Council had undertaken three important development schemes without which it is very unlikely that new industry would have been persuaded to settle in Derby. How those reforms were able to overcome the opposition of the 'Ratepayers Interest' is fascinating but outside the scope of this paper.

The first essential development was for a sewage disposal system, completed in 1908 and one of the last in the country. It had been resisted by the 'economy' section since the 1870s when it had been made illegal to tip untreated sewage into the river. The second scheme provided an abundant supply of water suitable for industrial use. The Borough had participated in the Derwent Valley Water Scheme which ensured that the headwaters of the Derwent would be shared by a number of local authorities, in order to prevent their acquisition by one authority for its own exclusive use. The third project was of paramount importance, for Derby set up one of the earliest electrical generating stations in the country. As a result of a fortunate decision to use it to power its tram system the Council injected sufficient capital to enable it to be used for the generation of industrial power and not be limited to lighting as originally envisaged. Through the appointment of a first class electrical engineer to run the station and the enthusiastic cooperation of the Chairmen of the Electricity Committee, an efficient and cheap power supply was generated which could compete with any other Authority at that time. Electrical power supply was, then, the most potent factor in the relocation of industry. No longer were firms dependent on steam power,

which, because it needed bulky fuel supplies, tied them to coalfield sites. Industry became 'foot-loose' and able to move nearer to its markets, and so to reduce transport costs. Moreover, electrical motors were cheaper to buy than steam engines. In Derby motors could be hired from the Electricity Committee with options to purchase later. For new firms short of capital this was a very attractive facility indeed. It may have been this which, in the case of the relocation of Rolls Royce, finally 'tipped the scales' in favour of Derby.¹⁰

After 1918 the Borough Development Committee had little further success. Perhaps partly as a result of its earlier achievement Derby's initial advantages had largely disappeared. There were few large industrial sites left to offer and there was a growing shortage of labour and housing. Other local authorities were developing their electricity stations and in other ways becoming very competitive in the race to acquire new industries. The Development Committee pleaded in vain for reforms which would enable Derby to compete again; for land reclamation to provide sites, new roads to give access to them, and for housing. The Committee also tried to explain to the Council that industrialists could be deterred from moving to a place which had a bad reputation, as Derby had, for dullness and drabness. The councillors totally rejected this view. In the face of pleas for essential urban renewal, and for the provision of the infra-structure needed by new industry the 'ratepayers interest' had only one response. This was that there was only one factor in industrial location and that was the level of the rates. Industry would come, of its own accord, if rates were sufficiently low. It was no use explaining that rates were only a small proportion of an industrialist's costs and that they were much more concerned about the price of electricity which could be over ten times their rate bill. The 'economy' group firmly resisted reform, even the provision of municipal housing which, after 1919, was to be largely financed by national government and not the rates. By so doing they seriously impeded the work of the Borough Development Committee and injured the Town's long term prosperity.

In 1918 the members of the Borough Development Committee were almost united in pressing for reform, regardless of their political allegiances. There was, for a few years, a brief opportunity in which the Borough could have opted for massive growth, for industry was expanding into the domestic markets throughout the 1920s and in the process of relocation. The chance would not be available on that scale again. Moreover, party politics soon began to reinforce the old division between 'economiser' and 'reform-

mer' and this considerably strengthened the exponent of Gladstonian retrenchment. The schemes presented and endorsed by the Borough Development Committee were the offering of the business community to the town, from both Liberal and Conservative. They were not ill-considered or impractical or the work of socialists. The man largely responsible for planning the future of Derby was W.G. Wilkins, a Progressive Liberal, wallpaper manufacturer and member of the Chamber of Commerce. He had also helped to found the National Housing Reform Council and was its treasurer from 1903-13.¹¹ According to his own account it was he who persuaded Cadbury and Lever to support the indigent organisation.¹² Wilkins also organised many of the Council's visits abroad to study town planning in Germany and America and invited leaders of the town planning movement, such as Horsfall and Thompson of Richmond, to lecture in Derby.¹³ In 1913 he resigned as treasurer to devote his mayoral year to persuading Derby to adopt town planning legislation and to initiate far reaching changes in the town.¹⁴ He held an exhibition to show the historical evolution of Derby and to display his plans for its future. All the elements of the schemes which were to be presented again in 1918 were there in his 1913 exhibition. There was to be the reclamation of the Riverlands to create industrial sites and a central improvement scheme to clear the riverbanks of unsightly buildings in the town centre and replace them with riverside walks, recreational and cultural facilities. There was even a plan for a 'People's Palace'. Finally, there was to be a 'ring road' to relieve the town centre of traffic congestion and open up the new industrial sites on the Riverlands.¹⁵

In 1918 Wilkins' schemes were carefully redrawn and costed by the civil engineer who was secretary to the Borough Development Committee, but there is no doubt that they were Wilkins' schemes, and that it was he who persuaded the Committee to adopt them.¹⁶ They were all convinced, at that stage, that without them no important new firms would be attracted to the town. As businessmen they recognised that the time had come to make substantial investments in order to reap financial rewards in the future and by so doing secure Derby's long term prosperity. Time was running out. 1921 was the last year in which a firm of any significant size moved to Derby, and this was for a very exceptional reason. International Combustion moved to Derby because W.G. Wilkins as Chairman of the Electricity Company was able to promise that if they did so the firm could install their experimental new boiler in the Corporation's electricity station. The result was that engineers came from all over the world to test the effectiveness of the new boiler

which used cheaper powered coal to fire it. The Derby station became the model for many new power stations including those of Paris and Berlin.¹⁷

The story of the Borough Development Committee in the post-war years is one of growing antagonism, as it became the storm centre of the battle for the implementation of town planning schemes based on Wilkins' ideas. The political advantage lay with the opponents of reform who firmly entrenched themselves in the new Town Planning Committee in order to inhibit the adoption of those plans by the Council. Wilkins, despite his well known expertise, was never allowed to join the Town Planning Committee which he had pioneered over such a long period of time. Politically, the tide was turning even further against him. The growing support for the Labour Party caused Liberals and Tories to close ranks, and for political advantage to back away from municipal spending so that the Labour Party could be isolated as wasters of the ratepayer's money. Very soon the Labour Party found itself as virtually the only supporters of Wilkins' schemes, the heirs to his vision of the Derby of the future.¹⁸ As the Labour Party took control of the Council the Borough Development Committee changed in composition. The elected businessmen of the Liberal and Tory Parties were replaced by Labour men and the coopted members deserted it when they lost the voting rights they had exercised for so long. The Committee was then left without the business expertise it so badly needed. Only the secretary survived until, in 1932, when the Tories temporarily regained power, he was dismissed. This short sighted vindictiveness reflects the hatred that the Borough Development Committee and its secretary had incurred for their long standing advocacy of reform. The secretary, a Tory businessman himself, was an inconvenient reminder that there could be reformers in all political parties and that the battle between 'economy' and 'reform' transcended party boundaries. After he had gone the work of actively seeking new industry ceased.

By 1933 the Labour Party had regained its majority but they did not reconstitute the Borough Development Committee. They did implement severely truncated versions of Wilkins' ambitious plans but on so small a scale that there was little improvement in either the appearance of the town or in its ability to provide suitable sites for new industry. Instead of a People's Palace on the prime sites by the river, in the centre of the town, there was built the new Council House, the Police Station, Magistrates Courts and a Bus Station, all obscuring access to the river by its townspeople.¹⁹ Perhaps the schemes were lost in the massive reform programme with which the La-

bour Council became involved, particularly in education, housing and health. Much was done, financed by Derby's unprecedented prosperity in the 1930s. The Borough was then reaping the benefit of the expansion of those industries established by the Borough Development Committee before the end of the First World War. The town weathered the 1930s Depression with unemployment levels close to those of London and the South West,²⁰ the lowest in the country. By 1936 when Rolls Royce began to fulfil government contracts for Merlin aero-engines Derby was inciting national envy for its prosperity. In this complacent atmosphere the need for new industry seemed irrelevant. Industrial structure was still insufficiently diversified. It had exchanged a dependence on one industry, the Railway, for a dependence on three, the Railway, Rolls Royce and British Celanese.²¹ In the early 1970s when Rolls Royce was declared bankrupt there was panic in the town, and people rushed to take their money out of the Derbyshire Building Society. This was obviously an irrational response but a measure of local residents' recognition of their dependence on the Company.

The early success of the Borough Development Committee was Derby's good fortune. Without the new industries it brought to the town its future would have been very bleak. It would have become a depressed railway town with little work for either its male or female workforce. It could have been even worse than that, for in 1923 when the Midland merged into the London Midland and Scottish Railway Company there was a very real danger that Derby would lose its railway engineering works in the ensuing reorganisation.²² Because success had been achieved with so little expenditure or effort on its part, the Borough Council singularly failed to recognise how narrowly they had escaped from poverty and decline. It did not understand when the moment came to make a massive contribution to the work of urban regeneration in order to secure future economic progress. In the few years the Council had left to determine Derby's fate civic improvement needed to go hand in hand with industrial development. It is perhaps Derby's misfortune that with the advent of the Labour Party the real issues of urban renewal were never seriously addressed by the community as a whole. They were lost in a smokescreen of political rhetoric and prejudice. This successfully obscured the most real division in local government which was not between Conservative, Labour and Liberal but between those who saw the role of local government as 'reactive', waiting on market forces, and those who believed that it is necessary to plan long term goals, invest in the future in order to win greater rewards later on, and by so doing create better environments for its citizens.

Wilkins called this vision 'The City which is to be'.

In 1935 it was a Conservative, Arthur Aiton, an industrialist, and founder of the very first firm the Borough Development Committee persuaded to move to Derby, who warned the town against complacency and of the necessity to continue to promote industrial development. In an effort to get the Borough Development Committee reconstituted he warned:

'If Derby goes to sleep and thinks what it has done is good enough, then I am afraid that in another thirty years time, Derby will be a distressed area.'²³

If Derby has not become a distressed area neither has it escaped the problems of the 1980s as it did those of the 1930s.

NOTES

This article is based on Dr. Bonsall's Nottingham Ph.D thesis: 'The Derby Borough Development Committee, 1906-32'.

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3. Annual Reports of Chamber of Commerce.
4. *Derby and Chesterfield Reporter* 28.10.03.
5. Derby Borough Council: Minutes April 1906.
6. Borough Development Committee: Minutes May 1906.
7. *Derby and Chesterfield Reporter* 22.10.09.
8. Rolls Royce Minutes: Royce and Johnson to Directors 22.7.07.
9. E.G. Boissier Letter 29.7.69.
10. It is well known that the new firm of Rolls Royce was very short of capital. See, for instance W.J. Oldham *The Hyphen in Rolls Royce*, 1967.
11. National Housing and Town Planning Association: Minute Book 1903-13.
12. W.G. Wilkins 'Forty Years Service in Derby Corporation' Derby 1936, published version of his valedictory address.
13. Ald. Thompson of Richmond said of Wilkins 'he is known and renowned in every capital of Europe as an expert on the subject of town planning', *Derby and Chesterfield Reporter* 1.5.14.
14. *Town Planning Review* 4, 1913-14, p.261.
15. *Derby Mercury* 27.6.13, *Derby Advertiser* 4.7.13.

16. Borough Development Committee: Minutes 1918-19; Derby Borough Council: Minutes 1918-19; Press Reports.

17. W.G. Wilkins 'Forty Years Service in the Corporation of Derby' op cit.

18. W.R. Raynes, *Worthwhile*, unpublished memoirs c.1918. In this he claims that non-Labour supporters of the Riverlands scheme were warned of the serious consequences to themselves if they persisted.

19. Wilkins did warn of the foolishness and short sightedness of this; see *Derby and Chesterfield Reporter* 6.1.27. In 1988 when the 1920s bus station was demolished a new Magistrates Court was erected on this crucial riverside site, thus compounding the original 'foolishness'.

20. Unemployment Indices 1927-39, Ministry of Employment.

21. Industrial Census 1951; Board of Trade Industrial Survey 1948.

22. It was not revealed until 1929 just how serious that threat had been. When, in 1929, J.H. Thomas was made an honorary freeman of the Borough it was then acknowledged that Derby had kept its railway engineering works only because of the efforts of Thomas. *Derby Mercury* 4.10.29.

23. *Derby Advertiser* 27.12.35.

The Winter Garden And The Development Of The English Seaside Resort

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The English seaside winter garden is a building type with a peculiarly unhappy history, but one which can act as a demonstration of the effect on the seaside townscape of the work of groups of nineteenth century speculative developers, which often included architects with a local or regional connection. Previous work on resort development has concentrated on land ownership and speculation, with less attention paid to architectural styles and, as Walton points out in his excellent history of the English seaside resort, the building industry.¹ This research on the winter garden is part of a larger project on English seaside architecture, and seeks to clarify the part played in resort development by architectural practices which had a large input into specific resorts or groups of resorts, usually on a regional basis. Their involvement can be ascertained through archival sources such as the BT31 series of Joint Stock Company records held by the PRO at Kew.

Only three seaside winter gardens survive from the dozen which were built in English resorts in the nineteenth century. Great Yarmouth's, originally sited at Torquay, is the best preserved whilst Blackpool's is largely buried beneath later improvements; the Tynemouth winter garden still exists but has lost its glass roof and is in a sad state of disrepair. The other nine winter gardens have either been pulled down, bombed or otherwise removed, continuing their remarkably unsuccessful history as mass entertainment buildings. Walton has pointed out the burst of investment in purpose-built leisure buildings which took place in the 1870s, and indeed of the 27 joint stock companies which gave the construction or purchase of a winter garden as one of their aims on incorporation, 15 were registered in that decade.² The second boom in seaside investment came in the 1890s, when a further seven such companies were registered. Almost invariably early aspirations towards promoting rational and educational recreations were soon replaced by a move down market in an effort to attain profitability, but despite this most of these companies were short lived, their buildings

sometimes being taken over by a local corporation or replaced by more lucrative ballrooms or theatres.

The earliest seaside winter garden intended for use by the public was not the product of a joint stock company, but was designed by botanist Henry Phillips and built at Hove by architect A.H. Wilds in 1832-33. It was to have contained gardens and an amphitheatre, but when almost complete collapsed on 21 August 1833 after the scaffolding had been removed.³ The earliest joint stock company venture into the winter garden business occurred in 1864 when the Torbay Hotel and Winter Garden Co. Ltd. was incorporated, but as with a further six companies, this was simply a speculative venture which never actually traded.⁴ These companies generally originated in London in the boom year for investment of the 1870s and 1890s; the Southsea (1874), Weymouth (1876), Bexhill (1899) and Brighton (1899) companies were all London based, while the New Brighton (1876) and Bridlington (1895) speculations originated from Lancashire and Yorkshire respectively.⁵ Although some of these companies went so far as to issue a prospectus, none ever reached the stage of share allotment, although Habershon and Pite, a busy London architectural practice, did produce a towered gothic design for the New Brighton winter garden. Scarborough Winter Gardens Ltd., incorporated in 1892 with the Borough Treasurer as a founder shareholder, did function as a company but became entangled in a legal argument concerning land purchase and was wound up in 1893. Bexhill Winter Gardens Ltd., incorporated 1907, was a Bexhill and London based theatrical speculation. It issued a prospectus and instructed Bexhill councillor and architect J.B. Wall to draw up a ground plan for the winter gardens, but proceeded no further.⁶

The South Of England

The companies formed in the early 1870s were the most successful in building winter gardens. In Bournemouth, the South Bourne Winter and Summer Gardens Co. Ltd., was incorporated in 1871 with a nominal capital of only £2500, its subscribers including landowner and developer Dr Thomas Armetriding Compton and local architect Peter Tuck. Within three years the company had purchased the winter garden from Tidworth House near Andover for a few hundred pounds, its original cost (probably around 1860) being £20,000. The winter garden was erected in Southbourne and proved popular; despite this, the company was wound up in 1882.⁷ It was followed by a Bournemouth based company having Compton as a large shareholder and a greater nominal capital; this found some local support and continued until 1890 before being wound

up.⁸ Meanwhile in central Bournemouth, Peter Tuck and another local architect, E.J. Cumber, had become founder subscribers of the Bournemouth Winter Gardens Co. Ltd., set up in 1873 with a nominal capital of £10,000. Tuck produced a site plan for the winter garden in February 1875, and the London greenhouse and conservatory firm Fletcher, Lowndes & Co. contracted to build a winter garden to their own design in 1875-76. Tuck and Cumber supervised the work, which cost over £12,000. Although over 6000 shares in the company had been taken up, mainly by Bournemouth residents, many of these had not been fully paid up, and as a result of financial difficulties the company was wound up in 1878.⁹ It was replaced by a company formed by Christopher Crabbe Creeke, the first surveyor to the Town Commissioners of Bournemouth. Creeke, who laid out much of Bournemouth and Southbourne in the 1860s and 1870s, intended to develop the winter gardens but could find no financial support and his company collapsed.¹⁰

In southern England, other winter gardens were built by joint stock companies at Eastbourne in 1874, where the company founder and director was speculative builder George Ambrose Wallis, Margate in 1877-78 and Torquay in 1878-81.¹¹ The Margate winter garden was built by the second company to attempt the task, the Margate Skating Rink, Concert Hall, Swimming Baths and Aquarium Co. Ltd. Its architect was A. Bedbo-

rough who masked the iron and glass structure with a Second Empire style stone facade. Both companies were London based but the successful venture, incorporated in 1876, drew shareholders from the middle classes throughout the country but raised too little capital and was wound up in 1883.¹²

Architect John Watson was one of the founders of the Torquay Aquarium, Winter Garden and Skating Rink Co. Ltd. in 1876, and also one of the designers of the winter gardens with another local architect William Harvey. The Harvey family of architects, Jacob and his sons William and J. T., were responsible for much of the development of Torquay from the 1820s to the 1860s. The company pushed on with the project despite a slow inflow of capital, with less than 1000 of the original 10,000 shares sold in the first year of trading. The ironwork was carried out by the Crescent Iron Works of Willenhall, Staffordshire, and payment was made partly in shares; the company also failed to pay Watson and Harvey in cash, and was dissolved in 1885. The winter garden never prospered, and after Torquay Town Council refused to take it over it was bought by Great Yarmouth Council for £1300 on 22 April 1903, and taken away by sea to be re-erected on Great Yarmouth sea front where it stands today.¹³

The local corporation also took the initiative at Ilfracombe, where the Victoria Pavilion was built by Local Board architect W.H. Gould in 1887-88,



Gt. Yarmouth winter garden, originally built Torquay 1878-81

and at Southend where the Pier Hill Buildings, which included a small winter garden, were erected in 1896-98 to a design by James Thompson. A winter garden had been mooted for Southend in 1879 by the Southend Marine Palace Co. Ltd., but although over £5000 was raised, this was not enough to achieve the main aim of the company which was to build a palace of entertainment requiring £70,000 capital, and the company was wound up in 1881. A massive Marine Kursaal or winter garden was suggested as an addition to the seaward end of Brighton's Chain Pier by pier engineer Eugenius Birch, but the scheme was abandoned in 1883 after being included in an Act of Parliament.¹⁴

The North Of England

In the north of England, the appearance of several resorts was changed by the construction of massive winter gardens in the 1870s. Southport's was first to open on 16 September 1874, followed by winter gardens at Blackpool, Morecambe and Tynemouth in 1878. The Southport Pavilion and Winter Gardens Co. Ltd. was incorporated in 1872 with a nominal capital of £40,000, raised to £150,000 over the next six years. It was a Southport based company which had about 350 shareholders at its peak, most of whom held a small number of shares. The winter gardens architects, Maxwell and Tuke of Bury, were also responsible for the towers at Blackpool (1891-94) and New Brighton (1897-1900), the original plan of St Annes and several other buildings in South-

port; in addition F.W. Maxwell had a large shareholding in the company formed after the collapse of the first venture, due to a lack of response to the final share issue in 1879. The new company lasted only from 1898 until 1902 when although almost 80,000 shares had been taken up, the debts totalled £100,000. Yet another company, Southport Opera House and Winter Gardens (1905) Ltd. then took over responsibility for the building.¹⁵

The Blackpool Winter Gardens and Pavilion Co. Ltd. held a competition for the design of a winter garden in 1876 which was won by Thomas Mitchell and Macleod of Oldham and Manchester. The winning design cost £106,000 to build, more than double the original estimate, and was opened on 10 July 1878. The Morecambe winter garden was built by an unknown architect for a Bradford based company incorporated in 1876; always undercapitalised, the company was dissolved in 1894 and replaced by Morecambe Winter Gardens Co. Ltd. which bought the winter garden for £44,000, approximately its building cost. The new company added a pavilion and converted the winter garden to a ballroom in 1897, the architects being Mangnall and Littlewood of Manchester who also designed the Empress Ballroom at the Blackpool winter garden (1896). Morecambe Winter Gardens Co. Ltd. had debts of over £50,000 by 1901 when it went into liquidation.¹⁷

The Tynemouth winter garden was also financially disastrous, despite wide support from



Tynemouth winter garden, built 1876-8

Tyneside for the Tynemouth Aquarium and Winter Garden Co. Ltd., incorporated in 1875 with a nominal capital of £50,000. The company had 251 shareholders in March 1876, by which time London architects John Norton (who had a large country house practice) and Philip E. Masey, a shareholder, had produced a spectacular design for the winter gardens which was to be situated above the beach at Tynemouth. Building began in 1876 and the winter garden opened on 28 August 1878, the cost being estimated at £82,500. It was not a great success; the builders pressed for payment and the company was wound up in 1879. A new company was formed to take over the building but lasted only a few months.¹⁸

After The Boom

The only privately funded winter garden to be erected in England in the 1880s was at Weston super Mare, where a locally based company formed in 1881 built a small winter garden which acted as a foyer to the Victoria Hall. The company's nominal capital was only £3000, but investment was slow and the company had to borrow money to build the winter garden. The architects were Hans Fowler Price and Wooler, a local firm, and the building opened in January 1885. Price, a founder member of the company, was responsible for much of the development of Weston super Mare and also built in Clevedon. The company went into debt in 1902 and was dissolved in 1907.¹⁹

No further iron and glass seaside winter gardens were built; although Brightwen Binyon of Ipswich won the Felixstowe Spa and Winter Garden Company's competition for a design in 1897, the scheme was never carried out.²⁰ Brighton "Eiffel" Tower and Winter Gardens Limited was incorporated in 1891, two years after the opening of the Eiffel Tower itself. It was a generally upper class London venture with the aim of erecting a tower in Brighton or elsewhere in Sussex. Its nominal capital was £210,000 and amongst the 67 founder shareholders were architects Mangnall and Littlewood with 25 shares; it traded for a year without ever achieving a high capital base, and was wound up in 1892.²¹

Conclusions

The winter gardens at Bournemouth, Torquay, Southport and Weston super Mare were built by architects who had a personal stake in the company initiating or controlling the project. In Bournemouth, Tuck and Cumber were founder subscribers of the first winter garden company, and supervised the erection of the winter garden in 1875-76. The Torquay winter garden of 1881 was designed by founder subscriber John Watson

and William Harvey, prominent in Torquay's development. Architect Hans Fowler Price, known for his work in Weston and Clevedon, designed and subscribed to the Weston winter garden. In the north of England, Maxwell and Tuke built massively in several resorts, as well as designing and being financially involved in the Southport winter garden. Mangnall and Littlewood of Manchester, who worked in Morecambe, Blackpool and Southport, had an interest in the abortive scheme to erect an "Eiffel" tower in Brighton.

Only by means of more specific research into those architectural practices which appeared to specialise in seaside work will the scale of the connection between those practices and the growth and development of the resorts become apparent. It seems clear that a very few big Northern city practices had an interest in the building of several north western resorts, while in the south local architects-cum-developers built not only winter gardens but housing and other places of entertainment. In East Anglia, architect George Skipper built in several seaside resorts. This local or regional connection has previously been overlooked in what little consideration has been given to the subject of seaside architecture.

Acknowledgements

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Research in progress

Battles For The Welsh Landscape, 1920-50

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As inter-war authors happily included Snowdonia amidst the beauties of England so have recent studies not considered the difference between the preservation of English and Welsh landscapes. My research addresses this question and in this report I briefly outline some of the groups and individuals involved.

The Council for the Preservation of Rural Wales (C.P.R.W.), established in 1928 with scenic preservation as its primary, if not sole, concern is considered in detail. Their aims matched the C.P.R.E.'s and indeed the origins of both can be traced to Patrick Abercrombie.¹ The C.P.R.E. initially managed Welsh affairs but Abercrombie felt that an indigenous movement for preservation was desirable. He had known North Wales and particularly Anglesey since his boyhood and grew concerned about its future. He urged, for instance, the improvement of Anglesey's decrepit rural housing and eradication of the insanitary conditions and overcrowding which were sustaining high rates of T.B. and infant mortality.² Any solution, however, had to give all due regard to local tradition and custom. It was Abercrombie's sensitivity to Welsh distinctness that made him influential in promoting the idea of a separate Welsh council.³ Informal discussions were held at the Mold National Eisteddfod of 1923, but not until 1927 were there significant developments when Abercrombie himself directed matters in co-operation with London-Welsh society, the Cymmrodorion, whose Holyhead Eisteddfod meeting in 1927 saw the C.P.R.W.'s birth.

Another figure central to both Councils was Clough Williams-Ellis whose fiery language provided welcome publicity for the C.P.R.W. which he chaired from 1928 to 1947. A complex character worthy of considered attention, Williams-Ellis believed the Welsh to be inept in all matters of natural beauty and his philosophy was stamped firmly on the C.P.R.W. pamphlet *Land of my Fa-*

thers (and of my children): Why only Sing About it? (1930). He loved Welsh rural vernacular buildings but loathed native emulation of the worst of English architectural vulgarity. His Portmeirion gave a dramatic demonstration of how careful design and planning could actually enhance a beautiful North Wales natural site.⁴

An Indigenous Movement?

The C.P.R.W. never attracted Welsh popular support but Welsh rural planning, and in its wake the C.P.R.W., was nevertheless shaped by certain key Welsh figures and two are worth mentioning briefly. T. Alwyn Lloyd was on the C.P.R.W.'s original Executive Committee and became Chairman in 1947. A strong idealism influenced his work. He was architect to the Welsh Town Planning and Housing Trust Ltd., formed in 1913 by the philanthropic coal-owner Lord Davies of Llandinam,⁵ which aimed to provide high standard housing in industrial and rural areas. By 1932 they had built 1050 houses, as well as 1325 for the Great Western Railway.

Alwyn Lloyd was also a Council member in the Welsh Housing and Development Association (W.H.D.A.), formed in 1916 with Lord Davies as President.⁶ It was an educational organisation concerned with a range of planning issues and was, in many ways, a precursor of both C.P.R.E. and C.P.R.W.⁷ He was also architect to the Welsh Land Settlement Society Ltd., established in 1936 to settle on the land families from the South Wales Special Area. By 1938, they had established 6 settlements, many in the form of small villages with houses grouped around a green reflecting a collective organisation of work unusual in contemporary land settlement schemes.⁸

On its formation the C.P.R.W.'s Chairmanship was held briefly by Alfred T. Davies, Permanent Secretary to the Welsh department of the Board of Education. A most renowned figure, he was experienced in planning and landscape matters. In 1903 he won the first prize given by W.H. Lever at the Birkenhead Eisteddfod for a study of housing reform in Wales, and later sat on committees of the W.H.D.A. and its predecessor, the Welsh Housing Association. But his greatest work was perhaps his promotion of natural beauty in schools. He believed that teachers could help foster a culture which recognised the need for natural beauty and proposed a less rigidly defined school curriculum allowing more scope for direct studies of the local area, thus encoura-

ging patriotism and love of the native countryside. School buildings could also be improved, he argued, for

".. a child's outlook on life may - nay, must - be sensibly affected for the rest of its days by what it sees and by the subtle influences with which it becomes surrounded when it is within the precincts of the place in which its education is carried on. The extent to which, in these matters, men - and good, well-meaning men - not merely neglect but commit outrages upon Nature and are at pains to shut out the Beautiful from the vision of the child is sad in the extreme."

In some of Davies's most comprehensive work in Glynceiriog, Clwyd the aims of inculcating patriotism, educating, and protecting the landscape were combined. In 1909, he founded a village institute opened by Lord Davies and later extended by Alwyn Lloyd. Commemorating the poet Ceiriog it provided - through memorials and a fine collection of paintings, sculpture and books - a model of how love of country and community might be fostered by recalling the achievements of local men and women.¹¹ Davies successfully evoked the historicity of the Ceiriog Valley in a campaign organised in 1922 to oppose the planned drowning of parts of the valley for reservoirs serving Warrington. Published by the Cymmrodorion, his pamphlet *Evicting a Community* argued that the simple valley folk embodied all the values that were lacking in modern society.

Anthropology and Architecture

Anthropological arguments in the defence of communities, extolling the relationship between a community and its land, were symptomatic of an attitude to the rural areas prevalent in Welsh academic work. In 1919, for instance, Alfred Davies initiated a scheme for the collection of Welsh rural lore. Its educational virtues were clear as the material - place-names, details of rural industries, dialect works, use of old agricultural implements etc. - was to be collected by school children and their teachers. Direct observation might thus supplant text books for

".. there is a special danger of such books taking no account of the traditions and environment of a Welsh country child. Instruction based on such materials fails to kindle that spirit of intellectual curiosity which lies at the root of all true education, as well as of right mental development, and does not foster in the child that many-sided interest in his own district which is one of the surest foundations of useful citizenship."¹³

Associated with the scheme was H.J. Fleure, Professor of Geography and Anthropology at Aberystwyth University, whose chair had been

endowed from Lord Davies's fortune.¹⁴ Fleure and his colleagues were profoundly aware of the threat to old ways of life and were engaged in research which chronicled the historical development of cultural regions and stressed the importance of maintaining old values in an age of rampant materialism. Their research included, for instance, an anthropometric survey which delimited particular physical types within certain areas, explaining the distribution in terms of historical shifts of population. On the uplands of central Wales remnants of the original Welsh type could still be found supporting Fleure's belief that continuity and persistence were remarkable features of Welsh rural life.¹⁵ Likewise Iorwerth Peate, who studied the relationship between crafts, folklore and language in Wales, found traditional practices surviving in remote western areas. But these areas, hitherto protected by the Cambrian Mountains, were threatened for geography was "likely to count for less and less in these days of powerful charabancs, listening-in and universal education."¹⁶ The crafts were in decline and mass-produced goods available even in remote rural areas. Peate's study of Welsh architecture further noted a twentieth century erosion of vernacular qualities as bricks and tiles replaced local materials.¹⁷ He was a member of the C.P.R.W. from its earliest days and worked closely with T. Alwyn Lloyd, on whose Rhiwbeina estate in Cardiff he, and several of the Welsh intelligentsia, lived. He translated Alwyn Lloyd's pamphlet on colour-washing into Welsh and occasionally advised the largely Anglicised C.P.R.W. Executive on Welsh affairs.¹⁸

Peate's concern for cultural invigoration was also reflected by his initial role in the Welsh Nationalist Party, formed in 1925. The Party promoted the craft and peasant communities, which Peate had studied, as preservers of the Welsh cultural heritage, and in this respect there are interesting comparisons to be made with nationalist tendencies elsewhere in Europe. The Party was also concerned to preserve Welsh landscapes for a variety of reasons - spiritual, territorial and economic - and campaigned for a national planning authority for Wales. Its members visited Portmeirion and heard Alwyn Lloyd discuss the planning of the South Wales valleys. They initially welcomed the C.P.R.W.'s formation but strong criticisms soon emerged from the Party's belief that to protect the beauties of Wales it was vital to respect her culture, traditions and language. A land became desecrated, ugly and prey to exploiters when national spirit and pride in tradition waned. The only method of protection, they claimed, was self-government. The Anglo-Welsh C.P.R.W., argued its growing number of critics, cared only for the externalities of Welsh beauty and not for the centuries of tradition that

underlay it nor for the persistence of that tradition, language and community.

These criticisms grew in strength and inevitably conflict occurred concerning landscape and rurality in Wales. My research examines major instances of such conflict, including the military requisitioning of Welsh land - which aroused considerable hostility from cultural and political campaigners but very little from the C.P.R.W. - and post-war reconstruction and particularly the role of tourism. The stormy history of Billy Butlin's Pwllheli holiday camp is chronicled from its origins as an Admiralty training centre to Butlin's victory in the face of apparently national (Welsh) opposition and amidst allegations of corrupt deals with government.

The conclusion dwells on the relationships between a nation and its landscape in a period of emerging political nationalism and on the question of whether any organisation which failed, as did the C.P.R.W., to consider community, language and sovereignty could have succeeded in eliciting significant support in Wales at the time. A glance at membership figures suggests not.

Notes

1. Patrick Abercrombie (1926) *The Preservation of Rural England*, Liverpool University Press/London: Hodder & Stoughton; and (1928) "The Preservation of Rural Wales", *Transactions of the Honourable Society of Cymmrodorion*, Session 1926-7, pp.156-69.
2. Patrick Abercrombie (1918) *Mona Nova: The Future Development of Anglesey (with special reference to housing after the war)*, Cardiff: W.H.D.A. It was claimed that five Welsh rural counties had the highest death rates from T.B. in Britain. *Report of the Council, 1911* London: Welsh Housing Association.
3. See Abercrombie's (1924) "Wales: a Study in the Contrast of Country and Town" *Trans Hon Soc Cymmrodorion*, Session 1922-3, pp.179-92.
4. Pyrs Gruffudd (1987) *Taming the Octopus: Portmeirion and the Inter-War Landscape Ideal*, Loughborough University, Department of Geography, Occasional Paper No.12.
5. I mention David Davies, a Liberal MP, only in passing in this article. He founded, in 1910, with a donation of £125,000 the Welsh National Memorial to King Edward VII which aimed at eradicating T.B. in Wales. His fortune came from the Ocean Coal Company Ltd., one of the first in South Wales to experiment with pithead baths.
6. It was formed after the amalgamation of the Welsh Housing Association and the South Wales Garden Cities and Town Planning Association of

which David Davies was Vice-President and President respectively.

7. Abercrombie is believed to have modelled the C.P.R.E. on the W.H.D.A.
8. *Journal of the R.I.B.A.* (1939) "Land Settlement Scheme in Wales (Architect T. Alwyn Lloyd)" Vol.46, No.14, pp.719-24.
9. Alfred T. Davies (1912) *The Cult of the Beautiful in the School* Oxford University Press/Henry Frowde. Its arguments are echoed by Leavis and Thompson in *Culture and Environment*.
10. *Ibid*, pp.7-8.
11. One of those commemorated within its walls was Robert Owen, the founder of New Lanark.
12. Welsh Department, Board of Education (1919) *Scheme for the Collection of Rural Lore in Wales*, London: H.M.S.O.
13. *Ibid*, p.11.
14. Davies was a passionate enthusiast for a League of Nations and for a world view of political and moral problems. In 1919 he founded a chair of International Politics at Aberystwyth, the first of its kind in Britain.
15. H.J. Fleure (1923) "Problems of Welsh Archaeology" *Archaeologia Cambrensis* 7th series, Vol.3, pp.225-42; p.241. This reflection of continuity should be seen in the light of Fleure's internationalism and anti-racism. It is a markedly different attitude to that of the agricultural scientist R. George Stapledon for instance, also at Aberystwyth between the wars, whose respect for the 'country stock' was conceived in more openly eugenicist terms. On this academic work see Pyrs Gruffudd (1989) "Anthropology and Agriculture: Rural Planning in Wales Between the Wars" in Heffernan, M. and Gruffudd, P. (eds.) *A Land Fit for Heroes: Essays on the Human Geography of Inter-War Britain*, Loughborough University, Department of Geography, Occasional Paper No.14, pp.80-109.
16. H.J. Fleure (1924) *Wales and Her People*, Wrexham: Hughes & Sons., p.2.
17. Iorwerth C. Peate (1944) *The Welsh House: a Study in Folk Culture*, Liverpool: Hugh Evans & Sons Ltd./The Brython Press.
18. C.P.R.W. (1931) *Brighter Welsh Villages and How We Can Obtain Them*, Pamphlet No.5, London: C.P.R.W.

Works Housing And The Garden City Movement

A Study Of Somerdale Village Housing Society Ltd

Keith Skilleter

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Liberal industrialists are acknowledged to have played a significant role in the origins of British town planning. Early members of the Town Planning Institute in 1914 included George and Edward Cadbury as Honorary Members and George Cadbury Junior as an Associate. The importance of these individuals was wide-ranging, covering the housing reform movement and support for Limited Dividend Companies linked to the garden city movement such as Hampstead and Letchworth. This study for a MSc has concentrated on the plans for employee housing made by J.S. Fry and Sons Ltd. of Bristol - commercially amalgamated with Cadburys in 1919. Somerdale provided a particularly good example of a model private industrial estate, developed also as a demonstration of Company support for the garden city movement.

Although not commenced until 1921, Somerdale reflected one early object, approved by the Garden City Association in July 1903, which guided the industrialist, voluntarily seeking to provide model working and housing conditions for the workforce: "Encouraging the tendency of manufacturers ... to move from crowded centres to rural districts, co-operating with such manufacturers and with public bodies in securing healthy housing accommodation for the work people in proximity to the places of employment."¹

When Frys created a Public Utility Society at Somerdale in 1925 to build Works Housing the Company brought in the expertise of the Bournville Village Trust and George Cadbury Junior to advise on how it should be organised. The study demonstrates how the Society was adapted from the Works Housing Society at Bournville to provide a later model of the traditional 19th Century company town. The society managed the houses on a small industrial garden village on the western side of the industrial estate, until 1984 when it was converted into a limited liability company

and shares transferred to Cadbury Schweppes PLC. The latter contemporary company was helpful in allowing me access to the Society's papers at Somerdale and the Cadbury Schweppes PLC archives at Bournville; the Bournville Village Trust holds the original drawings.

'The Bournville Style' - what the ideal surroundings of a factory should be

The search for a new site and the planning of Somerdale was placed by the Board largely in the hands of one of George Cadbury's sons, Egbert Cadbury. Between 1921 and 1935 Fry's commercial operations were gradually moved out of Bristol to the new site in the country; the high standards of employee welfare, including recreation grounds and allotments reflected the Quaker inspired values of George Cadbury at Bournville, although Fry's already had a notable record in urban based 'social citizenship' at Bristol. The influence of the Bournville layout was evident in an early engineers plan which allocated factory space, but included a linear strip of housing around the southern and western perimeter of an 80 acre plateau. The plateau was surrounded by water meadows set in a loop of the River Avon, and unspoilt country beyond. However, such ideal surroundings also provided a constraint on housing development.²

At Bournville, contemporary Cadbury's publicity stressed the ideal and hygienic surroundings in which the product was made; a poster announced: 'CADBURY'S make fine chocolate in the garden village of BOURNVILLE' and illustrated factories surrounded by trees and sports grounds. Somerdale's publicity material (on postcards and brochures) showed modern factories surrounded by playing fields, a belt of poplar trees and model housing around a village green (the latter based on the Society's houses). A company vision was also presented of:

"Model factories in a village away from smoky towns (and) hundreds of decent homes springing up at Somerdale where little children shall be reared in healthy and sanitary surroundings."³

A Garden Village for a Model Industrial Estate

The 'vision' of hundreds of decent homes included a role for the Society to build an employee village to virtually surround the new factories. The choice of a Public Utility Society was almost inevitable because of the 'Bournville connection', but also reflected the hopes of the Tudor Walters Committee Report of 1918 that industrial employers would found such Societies to build industrial villages as well as planned schemes on the outskirts of cities, and to act as important au-

xiliaries to municipal housing projects.⁴ The study argues that this Society created in 1925 should also be seen to reflect an emphasis on co-operative, artisan housing associations and "authorised associations", contained in the contemporary 1925 Town Planning Act, an emphasis on Limited Dividend Companies to develop garden cities, garden suburbs and garden villages.⁵

The study also demonstrates that this Industrial Public Utility Society was unable to realise ambitious plans to build, if not a second Bournville, at least two sizeable industrial garden villages. The Society was authorised by the Board to borrow up to £500,000. Work commenced on the linear layout on the main estate, but the second estate of houses for sale was never built, partially because of company reservations over re-sale outside its control. Nevertheless, with plans for something between 350 and nearly 500 houses Somerdale might have provided a housing experiment on a scale roughly equal to New Earswick at York.⁶

The Housing Society was essentially the creation of the Company with the main role of encouraging employees to live near the new works in the country. It had a hybrid, and in many ways contradictory, character with a constitution based on the Garden Cities and Town Planning Association's Model Rules. It was a good example of the late development of the 'traditional' 19th century company town into a more democratic housing association, organised on co-operative lines. Ebenezer Howard had hoped that workers in his Garden City utopia would form their own housing societies, but raising early finance was the major difficulty solved when the employer provided the necessary loans.

The study shows how at Bristol public utility societies planned between 1916 and 1918 at Avonmouth were stillborn because of such difficulties in acquiring land and raising finance. At least the Somerdale Society enjoyed the early advantage of a secure source of loan finance and land provided by the Company. Early experiments in employee participation were reflected in the ability to tenant members to elect their own representatives onto the Management Committee.

Limits on the Society's Activities

However, the major Company holding of loan stock meant that it could appoint the other members of the Committee and in practice dominate policy and voting procedures. The garden village of 64 houses had a neat disciplined appearance with simple cream coloured houses in both the 'municipal style' of the 1920s and with clear Bournville origins; tenants enthusiastically followed the emphasis on horticulture evident at Bournville. The housing programme was of

necessity subject to subsidy under the 1923 and 1924 Housing Acts to counter the effect of high building costs and to maintain rent levels at the level of Bristol's municipal estates, between 2 and 6 miles away.

The study discusses several problems encountered by the Society. Fry's workforce was able to commute to Somerdale by train. Bristol's municipal programme provided a wider range of house types and rents on several large low density estates - of over 9,000 dwellings added to existing stock of 1931, almost half were Corporation houses.⁷ Furthermore, the Society was involved in a bitter dispute with the Rural District Council over the highway standards adopted for the estate based on pre-First World War Bournville; the linear site around the factory was too constrained to allow easy widening of streets and verges. The Company was drawn into the argument, and in any event the study suggests that the Company may not have seen the linear layout as capable of completion; the garden village was really a pilot project for the second estate.

Conclusions

The industrial public utility Societies formed part of the later evolution of the Company town from around 1914 to 1940. The thesis concludes that during the inter-war period employee housing became part of the layout of planned industrial estates. Chapter Two emphasises the exceptional support of Cadbury Brothers Ltd. for early town planning ideas and environmental education, some elements of which were reflected at Somerdale. The Employee housing at Somerdale completed the plan, summarising what I have described as the "Bournville style". Somerdale was a summary of a layout philosophy taking into account the prevailing wind and incorporating ideas for an amenity belt between residential and industrial areas discussed firstly by W. Alexander Harvey, the first Bournville architect, and then by George Cadbury Junior, in their respective writings on the design of garden city neighbourhoods and park belts around factory areas.⁸ The influence of such a layout on the plan of Letchworth has been recognised, with the industrial area to the north east of the town. At the detailed neighbourhood level Somerdale follows the arrangement at Bird's Hill where workmen's housing associations were separated from a factory/workshop area by a screen of trees. This broad land use relationship continued into the first generation of New Towns as seen, for example, in the plans for Hook and Harlow.

The Housing Society demonstrated some limitations inherent in the industrial Public Utility Societies; although set up by the Company as a co-

operative housing association on the lines of Bournville, there was an essential conflict between reformist elements in the constitution and the strict requirements of Works Housing. By the 1920s the Society struggled to compete with the municipal programme. However, it started a more gradual drift of employees to Keynsham, which accelerated with an overspill agreement between the City and District Councils in the 1950s and 1960s. Somerdale was an early experiment in the decentralisation of both modern industry and the industrial workforce; an important theme in successive government studies and the development of a direction for town planning ideology up to the Second World War.

(The author is a Senior Planning Officer at the Department of the Environment; these are his personal views and not those of the Department).

Notes

1. Gordon Cherry, *The Evolution of British Town Planning. A History of town planning in the United Kingdom during the 20th Century and of the Royal Town Planning Institute, 1914-74*. Leonard Hill Books, 1974, p.36.
2. The choice of site expressed the ideas of Cadbury Brothers Ltd. as to what the ideal surroundings for a factory should be. A second industrial estate was constructed from 1920 onwards by an Australian Consortium linked to Cadburys. It was planned at Claremont, near Hobart, Tasmania on a peninsula surrounded by a river estuary and mountain scenery. Only some 23 key workers houses were constructed before the Second World War; the industrial garden village that was planned by the South Australian Government Town Planner being put aside by the Company. One account of Claremont by Rob Freestone is given in *The Australia Garden City: A Planning History 1910-1930*. Doctoral thesis, Centre for Environmental and Urban Studies, Macquarie University, September 1984, pp.272-276.
3. J.S. Fry and Sons Ltd. *The Home of the Frys: Bristol and Somerdale*. Publicity brochure to celebrate Fry's Bi-centenary 1928, p.36.
4. *Report of the Committee appointed by the President of the Local Government Board and the Secretary for Scotland to consider questions of building construction in connection with dwellings for the working classes in England and Wales and Scotland, and report on methods of securing economy and despatch in the provision of such dwellings*. (More commonly known as the Tudor Walters Report). 1918. Cd. 9191, p.5.
5. The Town Planning Act 1925. Section 16. (1) - (15).

6. See 'One Man's Vision' *The Story of the Joseph Rowntree Village Trust*. George Allen and Unwin, 1954, pp.13 and 36. At New Earswick 259 houses were built between 1919 and 1936. By 1939 the New Earswick Estate amounted to 518 houses.

7. Madge Dresser. 'Housing Policy in Bristol 1919-1930'. One of three area studies of state housing contained in M.J. Daunton (ed) *Councillors and Tenants: local authority housing in English cities, 1919-1939*. Leicester University Press, 1984, pp.163-166.

8. W. Alexander Harvey. *The Model Village and its Cottages: Bournville*. B.T. Batsford, 1906, p.66. George Cadbury Junior, *Town Planning - with special reference to the Birmingham Scheme*. Longmans, Green and Co. 1915, pp.72-80.

The Hidden Urban Designer

Halina Dunin-Woyseth
Oslo School of Architecture, Norway

The physical aspect of urban history has often been presented as a history of styles in architecture and town planning; its subject of investigation was the consciously formed, designed part of the urban physical environment - its unique past. What shaped the remainder, the preponderant and undesigned portion that provided the "motif de fond", the basis and background of the unique?

The aim of this project is to clarify how the "hidden urban designer", i.e. urban legislation, has shaped the urban built environment through time. It is based on the notion that urban legislation is among the factors shaping that undesigned preponderance of the built city. The legislative factor is seen as an expression of the total life situation of the people who have lived in urban areas at any time in history. The project seeks to examine the essence and extent of the relationship between urban legislation and built forms, its desired and undesired results, and how such legislation acts as a constrainer or stimulator.

Professor Halina Dunin-Woyseth is conducting this project with support from the Fulbright Post-doctoral Research Program, with further support for this project from the Oslo School, the Norwegian Royal Academy of Sciences, and the Deutscher Akademischer Austauschdienst. She was with the Institute of Urban and Regional Development, University of California at Berkeley while on leave from the Oslo School of Architecture and the Norway Academy of Architecture.

Her project is based on national case studies in England, Germany, Scandinavia, and the United States. The time period covered is from the Middle Ages (from the colonial era in the U.S.) through to the present.

Other researchers in Germany cooperated to produce the case study of Germany in an earlier project phase. Professor Dunin-Woyseth conducted the case study of the U.S. while at the Institute.

The next and final step in the project will be to process into a final report the materials collected on the general past and for the case studies. Several papers and reports have been published

earlier in Norway and Germany, and a book entitled *The Hidden Urban Designer* is forthcoming.

Reports

Tokyo International Symposium And Third International Planning History Conference

Tokyo, November 1988

Dennis Hardy
Middlesex Polytechnic

Two major events occurred in Japan in November 1988. The first was an international symposium (8-10 November) to mark the centennial anniversary of modern urban planning legislation in Japan - a hundred years since the Tokyo Urban Improvement Ordinance. Delegates gathered from around the world to review a century of urban planning, and an important associated publication was produced by the City Planning Institute of Japan, *Centenary of Modern City Planning and its Perspective*, 1988. The book contains valuable comparative material, and it is hoped that a wider circulation can be arranged in due course.

The four keynote speakers set the tone for the symposium. Hidemitsu Kawakami (President, City Planning Institute of Japan) painted an optimistic picture of continuing expansion and modernisation in the capital, with the promise of a higher quality of life for its residents. He acknowledged that excessively high land values posed a problem, but believed that this will be solved through the release of additional land.

In turn, Shunichi Suzuki (Governor, Tokyo Metropolitan Government) also focused on the growth of the capital, acknowledging the serious problems associated with growth, while offering a seductive vision of 'My Town Tokyo'. In this, the inhabitants would enjoy all the advantages of a world city, yet, at the same time, relate to each other on a human scale.

Gordon Cherry (University of Birmingham, and Chairman of PHG) offered a broad review of planning history in world cities. Appropriately, he set the scene in Tokyo, where modernisation started in 1868, the beginning of the Meiji period;

moving on to look at parallel processes in Britain, Germany, France and the United States. He argued that planning developed as an international phenomenon, but that there are many types of planning, not just one. The major task for the future is to make cities more humane.

Finally, Takashi Inouye (University of Tokyo) explained the significance of the 8th November, the date of the presentation, as 'World Town Planning Day', a commemorative occasion that dates back to the 1930s, the brainchild of Professor Carlos Maria della Paolera. In many countries, the celebration of this day has lapsed and Professor Inouye was keen to see it revived once again. Turning to the problems of Tokyo he argued that for too long housing had not been accorded a high enough priority. In response to more optimistic views of Tokyo's growth, he expressed concern about the poor housing conditions in the city that resulted from rapid growth.

For planning historians, the symposium offered a stimulating introduction to the event that followed, the Third International Conference. Eight years had elapsed since the Second International Conference (held in Sussex, England), and it was significant that the focus should move so far to the east. It was not simply a question of the same delegates gathering in a different location, so much as a whole shift of emphasis in the focus of interest. For, on this occasion, of the twenty seven papers, twenty two were specifically on Asian aspects of planning history and the majority of the remaining delegates were from Japan and other Asian countries. Shun-ichi Watanabe and his Japanese colleagues are to be warmly congratulated for all their efforts in organising the event.

It is hard to exaggerate the significance of this shift of focus, and, indeed, the conference unearthed a wealth of research that was new to an international audience. Appropriately, the theme of the conference was on the international process of diffusion of ideas, with particular reference to the interchange in Asia.

Many papers served to demonstrate the extent to which early Western planning ideas were adopted, often uncritically in the Orient. A distinction can be made between those countries which absorbed Western planning models through a colonial process of domination, and Japan, where Western ideas were enthusiastically received as a source of modernisation. Britain, France, Germany, Belgium and the U.S.A. have

all left a distinctive mark on various planning systems and on resultant urban form.

A simple illustration of the process is that of the pattern of modern parks in Tokyo, where Yotaburo Shirahata explained that traditional Japanese landscape designs had been rejected wholesale in favour of Western models - purely because the latter were considered to be expressive of modernisation.

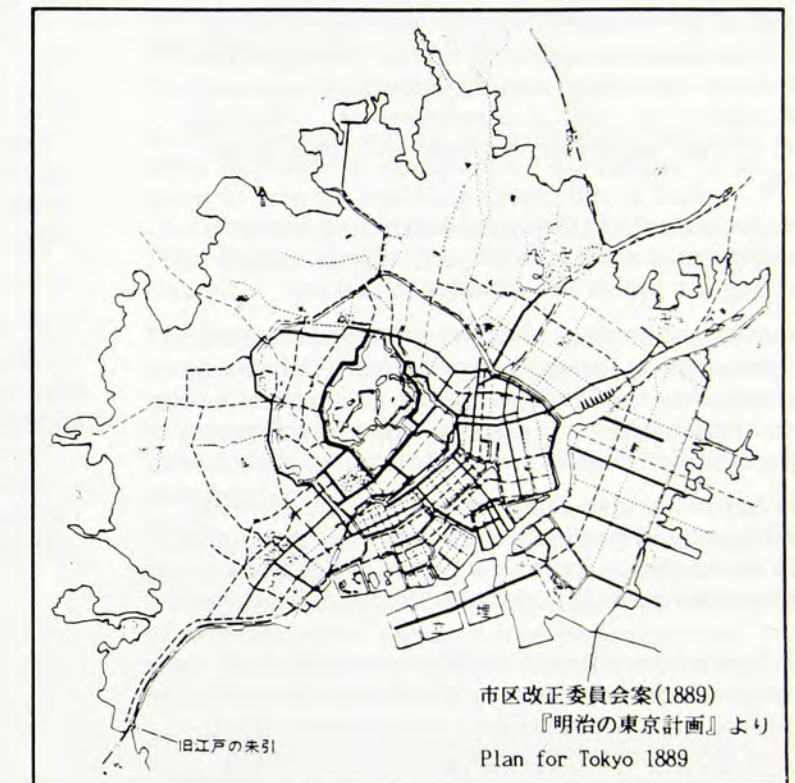
Sometimes (to the relief of Western delegates) this process of international transfer was an imperfect process, even to the point of rejecting particular schemes. This imperfection of the process raised to the surface the difficulties and, indeed, sensitivities in attempting to transplant ideas from one culture to another. While this may have played its part, historically, some delegates were sceptical about its continuing value. An understanding of different practices is one thing, and the selective adoption of ideas has its place, but cultural diversity through locally-derived practices emerged as a favoured goal. Learning from the past, planning historians are in a position to contribute, not to uniformity, but to cultural diversity.

Undoubtedly, the conference was a watershed in the development of planning history, and, in his closing remarks, Gordon Cherry pointed to four markers for future research and discussion. Firstly, he reinforced that the process of international diffusion is an irrefutable part of planning history, something that cannot be ignored in future work. Secondly, he called for a more theoretical approach to planning history, with political economy offering a potential framework for research. Too much work continues to be descriptive. Thirdly, he noted that the exchange of ideas is far from automatic, and planning historians can reveal where ideas have been inappropriately applied. Finally, we ignore cultural diversity at our peril, and a sensitive understanding of societal differences is essential to the achievement of a successful process of transfer.

The ending of this conference is, in one sense, the beginning of the sequel, the Fourth International Conference, to be held in Bournville in September 1989. It is to be hoped that the momentum established in Tokyo is maintained, and that a deepening as well as a broadening of planning history is achieved.

●第3回都市計画史国際会議

——都市計画システムの国際交流史



● THE THIRD INTERNATIONAL PLANNING HISTORY CONFERENCE

—THE HISTORY OF INTERNATIONAL EXCHANGE OF PLANNING SYSTEMS

11-12 November 1988 TOKYO

Silver Jubilee Declaration Of Europa Nostra At Heidelberg, 6-8 September 1988

At its Silver Jubilee Congress held in Heidelberg, Federal Republic of Germany, from 6th to 8th September 1988, attended by around 200 delegates from 21 countries, and members of the Council of Europe's Parliamentary Assembly, EUROPA NOSTRA reviewed its activities since 1963. It considered first the impact which many of its initiatives have had on national, regional and local governments as well as on public opinion. It noted that many important initiatives for the preservation of Europe's heritage, both natural and man-made, were taken by non-governmental organisations, among them Europa Nostra. It urged all governments to pay more attention to the importance of speeding up the process of conservation nationally, and the European Community to make conservation a more integral part of their economic, regional and social planning.

Resolutions were adopted condemning current planning and rural policies in Romania, and regretting the recent fire disaster in Lisbon.

Concern was expressed at the growing threat of air pollution to the environmental and man-made heritage, and the inadequacy and slowness of national legislation and international agreement to bring it under effective control.

The Assembly also drew attention to the growing need to extend protection not only to 19th century monuments, but to the best that the 20th century has contributed to our common heritage.

The Assembly affirmed that Conservation and Tourism should continue to work together, and reinforce their cooperation in the common interests of the people of Europe and the tourists in Europe.

Planning History Practice

The Bournville Village Trust

Philip Henslowe,
Bournville Village Trust

In 1897 two brothers decided to move their factory from the middle of a city into the countryside.

George and Richard Cadbury moved their factory from the middle of Birmingham, not only for practical, commercial reasons, but also for other, equally compelling ones.

As a Quaker, George Cadbury, particularly, was convinced that by providing working men, and their families, with decent homes with gardens, on the edge of the city where they worked, they would benefit in many ways, principally in their health.

The Bournville Building Estate

In the years following the move to Bournville, and with the business well established, he started a Building Estate, open to anyone who wanted to live on it. It had cottages, grouped in pairs of threes - each set back from the tree lined roads, each with their own front gardens. Behind each cottage, there was a vegetable garden ending in

some fruit trees. All the cottages were well built, with light and airy rooms and good sanitation. His objectives were quite clearly set out in a pamphlet at the time. He intended "... to make it easy for working men to own houses with large gardens secure from the danger of being spoilt either by ... factories or by interference with the enjoyment of sun, light and air...".

Initially 140 acres of land were purchased, and mortgages made available for would-be purchases on 99 year leases. certain conditions were stipulated, however. The houses were to be not less than a certain size, nor cost less than £150 to build. 143 such cottages were built, work starting on the 140 acre site in 1895. Subsequently more land was bought and more houses built, but this time for rent.

The Foundation Of The Trust

In 1899 George Cadbury took a further step. In order to preserve the Estate for the future, he decided to turn his Building Estate into a Trust. Therefore, on December 14th 1900, a Charitable Trust called "The Bournville Village Trust" was created.

The Bournville Village Trust, at its foundation, was given 330 acres of land containing 313 dwellings, all of them unencumbered. This enabled it to get off to a flourishing start and the Deed of Foundation, by its wording, allowed for considerable future scope.

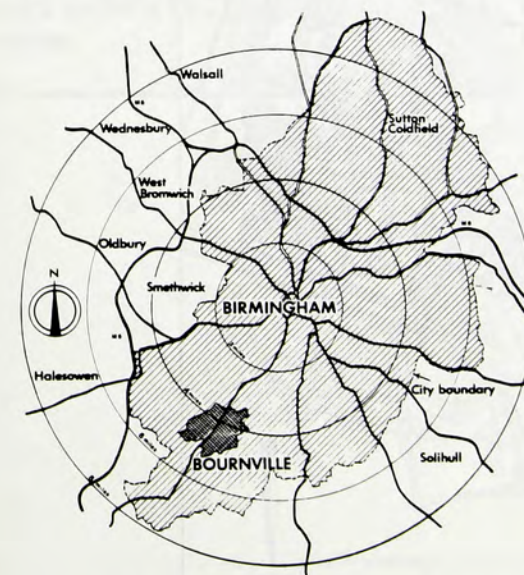
Within a few years of its foundation, there were parks and open spaces, a row of shops, the schools, an Arts and Crafts Institute, and places of worship providing for a true community in ways previously unheard of, which were to become the model for those who came after.

The Trust has always been quite separate to the Firm that is so close on its doorstep, although the original Building Estate, and the Village, were built on land close to the factory.

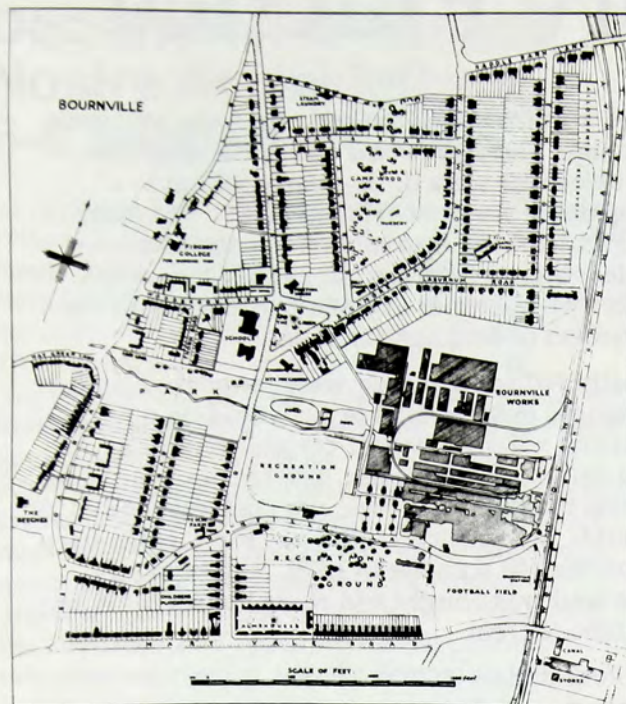
Later, the Estate was extended by the purchase, or acquisition of land nearby.

Between The Wars

Between 1900 and the start of the Second World War in 1939, much of the southern part of the Estate was gradually developed, in a variety of ways. Special societies and housing co-operatives were set up providing both houses for sale on 99 years leases, and also for rent, in addition to ordinary housing built by the Trust.

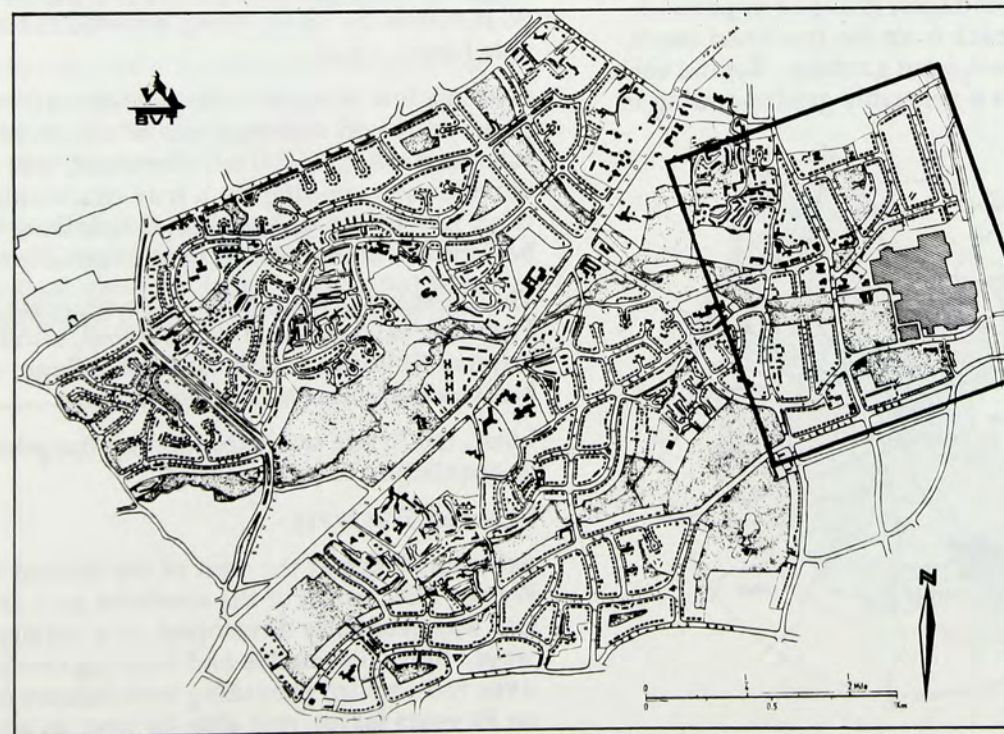


Bournville in relation to the City of Birmingham



Bournville circa 1914

All of the new developments were made to harmonize with their natural surroundings and the existing landscape. It was possible to achieve this by using the Trust's own in-house architects to design housing that was in sympathy with the environment both in style and scale.



Bournville Village Trust, circa 1983

Post War Development

The end of the Second World War in 1945 and the first few years of peace brought severe shortages as well as stringent government regulations. However, by the early 1950s, conditions had gradually improved, regulations had eased, and it was possible to build more houses on the Estate.

In the early part of the 1950s, with the rapid expansion of the West Midlands and the urgent demand in the region for additional housing, the Trust decided to embark on the largest, single development scheme since its foundation in conjunction with the City.

This scheme consisted of 580 dwellings, with community facilities. Higher housing densities demanded by the planners meant much more intensive use of the land available, and this was achieved by introducing blocks of three-storey flats into the layout and the whole scheme was financed by 60 year mortgages from the City.

During the 1960s and the 1970s work took place on other parts of the Estate. Small, three-storey dwellings were built, to a design produced by an outside, commercial firm of builders. Other Trust designed housing was also built nearby, on another site a total of 243 houses being built, for rent.

The Scheme Of Management

In 1967, the Government passed the Leasehold Reform Act, enabling leaseholders to purchase their freehold after a qualifying period of residence. In order to protect the amenity of the

Estate, and so that the Trust could retain a measure of control over the development in the future, a Scheme of Management was obtained from the High Court, in 1972.

The Estate today comprises over 7500 dwellings of different types and sizes, ranging from one bedroom bungalows to five bedroom detached houses with large gardens. There are maisonettes, flats, terraced and semi-detached houses as well as shops, schools, churches and a whole range of community buildings.

The Trust Today

In today's terms, it is a far cry from the original Building Estate of 1895 with its 143 leased cottages.

In the 1930s the Trust acquired 2,700 acres of agricultural land consisting of some woodland, farm land and open spaces, most of which is leased for agricultural purposes or open to the public in some form or another.

The Trust has now reached a significant point in its existence. For the past 83 years, it has grown from a mere 313 houses on 330 acres of land around the Factory, to a present day size of over 1000 acres containing about 7500 dwellings of all sorts, and a population approaching 23,000. With almost all the development land on the Estate now exhausted, this phase of the Trust's existence is now drawing to a close.

The Trust today is controlled by 12 Trustees, 9 of whom are descendants of the founder or his brother. Reporting to them is a General Manager and 5 other Senior Managers, each responsible for different areas of the Trust's activities. In total there are 143 members of staff including a Direct Labour team of 75, a Landscape Section of 12 gardeners under a Landscape Manager, and a Forester.

Networks

Europa Nostra

EUROPA NOSTRA is a confederation of independent conservation associations which are working, throughout Europe, towards a general improvement in the quality of life, both in the natural and the built environment.

Europa Nostra's wide ranging activities seek:

- to awaken the pride of the European peoples in their common history and heritage of man-made and natural beauty;
- to draw attention to the dangers which threaten this heritage, and to call for the preservation and better management of such irreplaceable treasures;
- to facilitate a full exchange of information, experience and ideas, and to participate in the development of environmental education at all levels, by means of conferences, study tours, publications, exhibitions and films;
- actively to encourage high standards of appropriate planning and architecture and measures to improve and manage the environment in town and countryside;
- to make recommendations to local and regional authorities, parliaments, governments, the Council of Europe and the European Community;
- to support activities of its member organisations by all appropriate means.

The Europa Nostra symbol incorporates seven elements representative of the natural and architectural heritage: a mountain, a river, a tree, a cathedral, a church, a castle and a row of houses. All are important; and all can be threatened.

Europa Nostra is financed by subscriptions from its member organisations, donations from commercial and non-commercial organisations and individuals, and by grants from the European Community and other European bodies. If you would like more information about Europa Nostra, or wish to support its activities by covenant or donation, please contact:

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9, Buckingham Gate
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Publications

Abstracts

Denis Cosgrove and Stephen Daniels (eds), *The iconography of landscape. Essays on the symbolic representation, design and use of past environments.* University Press, Cambridge, 1988, 318pp, £30.00 (\$49.50), ISBN 0 521 32437 8

In the publisher's 'Cambridge Studies in Historical Geography' series, the volume opens with a discussion on the meaning of landscape, which is followed by 14 contributions on the status of landscape as a cultural image, 'a pictorial way of representing, structuring or symbolising surroundings'. Examples are drawn from the 16th century onwards and cover poetry and promotional literature, architectural designs and urban ceremonial, maps and paintings.

David Crouch and Colin Ward, *The allotment. Its landscape and culture.* Faber and Faber, London, 1988, 322pp, £13.95, ISBN 0 571 15010 1

Explores the culture and landscape of the allotment in Britain over the last 150 years, noting regional variations and new off-shoots like the family leisure garden with its chalet and lawn. International comparisons are made in an assessment of the future role of the allotment as a source of food and recreation, and expression of everyone's right to manage a patch of land.

Sabine Fachard, ed, *Paris 1979-1989.* New York, Rizzoli, 1988, 192pp, \$37.50 ISBN 0 8478 0899 8

This anthology includes commentaries by government officials, together with statements by architects justifying their design decisions regarding nine building projects supported by the Mitterand administration. While physical renovation in Paris usually evokes bitter controversy, the contributors to this volume uniformly emphasize the positive. In spite of its limited scope and biased presentation, the volume provides a survey of significant additions to the Paris built environment.

Richard E. Fogelson, *Planning the Capitalist City: The Colonial Era to the 1920s,* Princeton, N.J.,

Princeton University Press, 1986, 279pp, \$25.00, ISBN 0 691 07705 3

Despite a promisingly provocative title, this volume draws essentially upon the much told tale of conventional urban planning history in the United States in a form recast to sustain a Marxist urbanology. A succession of chapters deal with colonial planning, housing reform, parks, City Beautiful, Benjamin Marsh's anti-congestion campaign, along with Garden Cities and company towns, and concludes with some highlights from the newly institutionalized planning of the 1920s.

Gibbney, Jim *Canberra 1913-1953,* Australian Government Publishing Service, 1988, 315pp, \$A49.95

Sparke, Eric *Canberra 1954-1980,* Australian Government Publishing Service, 1988, 396pp, \$A59.95

The bicentenary of British settlement of Australia in 1988 has spawned a considerable number of historical works. These two volumes will be of more than passing interest to planning historians in documenting the evolution of Australia's national capital. Canberra is, of course, the country's most planned urban environment - even 'the supreme achievement of European man on the continent' according to a former head of the National Capital Development Commission, the city's planning agency since the late 1950s. These complementary official histories provide standard reference works for all the major planning events in the city's development: from the 1911 international design competition won by Griffin through the work of the Senate Select Committee, William Holford in the 1950s, and to the present day. The flavour is generalist, urban and social history but the making of the built environment is unavoidably a major theme.

Howard Gillette, Jr and Zane L. Miller, eds. *American Urbanism: A Historiographical Review,* Westport, CT, Greenwood Press, 1987, 328pp, \$45.00 cloth ISBN 0 313 24967 9

This collection of fourteen essays reviews the literature of American Urban History. The topical organization of the book includes separate chapters that cover directly and indirectly the field of planning history in the United States. Separate chapters on infra-structure, institutional city planning, and architectural history are most directly

relevant but so are many others in this significant anthology.

Peter C. Gould, *Early green politics. Back to nature, back to the land, and socialism in Britain, 1880-1900*, Harvester Press, Sussex, St Martins Press, New York, 1988, 225pp, ISBN 0 7108 1192 6 (Harvester) ISBN 0 312 01952 1 (St Martins)

Perceptions of rural decline, urban crisis, and imminent social catastrophe gave rise to a 'back to the land' movement, which in turn had a profound effect on the early development of British socialism and thinking on the possible integration of town and country.

Edwards Relph, *The Modern Urban Landscape*, London, Croom Helm, 1987, 279pp, £30.00 hardback ISBN 0 7099 2231 0, £10.95 paperback ISBN 0 7099 4270 2

This is a worthwhile book that encourages its readers to look for themselves with fresh eyes at townscapes and cityscapes as they have evolved since the 19th century. It is especially attentive to these issues since the 1960s but includes an historical section that looks at the origins of modern urban townscape since 1880.

G.P. Webber, ed., *The Design of Sydney: Three Decades of Change in the City Centre*, Sydney, The Law Book Company Ltd., 1988, 220pp, \$A60.00, ISBN 0 455 20727 5

Handsomely presented collection of articles on major urban planning, civic design and housing issues in the Sydney central business district in a turbulent period marked by massive injections of international capital and political conflict. Chapters on the planning of a central city pedestrian network, the design of major civic spaces and promenades, the redevelopment of traditional inner city working class neighbourhoods, and the Darling Harbour precinct. [Inquiries to Law Book Company Limited, 44-60 Waterloo Road, North Ryde, NSW, 2113].

Australian Planning, *Australian Planning History*, Special theme issue, Vol.26, No.3, September 1988, 43pp.

This special 'bicentennial' planning history issue was previewed in *Planning History Bulletin*, Vol.9, No.2, 1987. The guest editors, Robert Freestone and Alan Hutchings, state in their introduction,

that their intention 'has not been to construct a comprehensive history of planning, much less push some particular brand of historiography. Rather, it is hoped that this special issue will simply make a small contribution to advancing interest in, and the study of, planning history in Australia.' Diverse contributions from 14 authors run the gamut from colonial town plans to the role of consultants in post-war planning. A bibliography of Australian planning history is included. [Inquiries to Professor Stephen Hamnett, School of the Built Environment, South Australian Institute of Technology, North Terrace, Adelaide, South Australia, 5000].

Urban Policy and Research, Special Australian Historical Issue, Vol.6, No.3, September 1988, 47pp.

Historical articles on public housing and health administration in Sydney and Victoria. A forum section edited by Robert Freestone is devoted to planning history with contributions on swings in planning fashion (J. Floyd), the persistence of planning ideas in Adelaide (A Hutchings), Commonwealth plans for reconstruction (M. Howard), the Rocks and the Sydney Cove Authority (J. Thompson), and reflections on public involvement in urban planning (J. Haskell). [Enquiries to Oxford University Press Australia, GPO Box 2784Y, Melbourne, Victoria, 3001].

T.M. Russell, *The Built Environment: A Subject Index 1800-1960*, Gregg Publishing, September 1988, 4 volumes £350.00 ISBN 0 576 40006 8

Volume One: Town Planning and Urbanism, Architecture, Gardens and Landscape Design. Included in this volume are subjects such as Architectural History and Theory, Domestic Architecture, Ecclesiastical and Sacred Architecture, Botanical Gardens and Gardening. Total number of entries: 17319.

Volume Two: Environmental Technology, Constructional Engineering Building and Materials. This volume covers areas such as Heating, Ventilation and Gas Engineering, Electrical Engineering, Acoustics, Structures and Architectural Engineering. Total number of entries: 16268.

Volume Three: Decorative Art and Industrial Design, International Exhibitions and Collections, Recreational and Promotional Arts. Subjects covered in this volume include Aesthetics, Industrial Art, Furniture Design, Museums, Libraries, Theatres and the Cinema. Total number of entries: 17711.

Volume Four: Public Health, Municipal Services, Community Welfare. This volume includes entries in the following areas: Hygiene, Irrigation, Drainage, Water Supply, Working Class Housing, Hospitals, Factories, Prisons, School Buildings, Inns, Taverns and Restaurants. Total number of entries: 18885.

CATALOGUES

Historic City Plans and Views

Catalogues 32 (1988) and 33 (1989) - available from Historic Urban Plans, Box 276, Ithaca, New York 14851, USA - provide details of facsimiles of town plans and perspectives. The coverage is international.

Historic Town Planning

Inch's Books, List 41 - available from 3, St. Paul's Square, York YO2 4BD, England - contains details of current stock. Headings include UK Town Planning pre-1940; 1940s Planning, Blitz and Reconstruction; Garden Cities and New Towns; Mass Housing and Slums; Foreign Planning and Urbanism pre-1940; and post-1950s.

Architecture, Planning and Design

Catalogue C88 - available from Vivian Wright, Fennelsyke, Raughton Head, Carlisle - lists current titles under the headings of Architecture, Planning, Design and Art.

PHG

Working Party On Historic Planning Records

In 1980 the above working party was established, with Michael Simpson of the Department of History, University of Swansea, acting as convenor. The intention of the working party was to promote the better care of historic archives and to make them more widely available to scholars.

With the keen and skilled cooperation of Altair Publishing, the working party has been able to issue a considerable number of microfilms of the records of the major institutions. It is intended to follow these with microfilms of the papers of outstanding individuals. Another outstanding task for the working party is to compile a national catalogue of records.

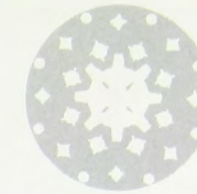
Because of changing research priorities, Michael Simpson has handed on the convenorship and editorial tasks to Stephen Ward and Dennis Hardy.

It remains, though, to acknowledge, on behalf of the Planning History Group, the very considerable contribution Michael Simpson has made over nearly a decade. His successors are especially indebted, and will endeavour to continue the good work.

Membership

Kindly note that annual subscriptions are now due for 1989. Enclosed with this issue is a subscription form, to be returned to the Membership Secretary.

Planning History Group



The Planning History Group, inaugurated in 1974, is an international body. Its members, drawn from many disciplines, have a working interest in history, planning and the environment.

Chairman

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Membership

Membership of the group is open to all who have an interest in planning history. The annual subscription is £10 (currency equivalents available on request).

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Professor Gordon Cherry is Joint Editor with Professor Anthony Sutcliffe of an international journal concerned with history, planning and the environment: **Planning Perspectives**. There is a link between **Planning History** and **Planning Perspectives** and members of the Planning History Group are able to subscribe to the latter journal at very favourable discount rates.

