Planning History

Bulletin of the
International Planning History Society

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Editorial

When an editor begins by apologising for the lateness of his publication, you can be sure that it really is late. All hopes that time can be recovered at a later stage of the production process or that the delay will be modest enough not be noticed by the readership have had to be abandoned. The editor simply has to rely on the tolerance of his readers and contributors. I now find myself in this uncomfortable position. This particular issue of *Planning History* breaks all previous records in this respect.

I will not burden readers with the detail of all the various reasons for this, but suffice it to say that the excuses embrace both meterology (computer inundation) and technology (problems with a hard disk). Yet the main reason is, perhaps, inherent in the whole conception of the magazine. As a fairly open medium for members of the IPHS to communicate with each other, produced on a low budget by people whose input is largely voluntary, it is obviously prone to delays. When the amount of material to be included is particularly large and the other pressures on the production team are particularly heavy, delays are inevitable. Both of these applied for this issue exacerbated by the unusual problems to which I have already alluded.

The danger of course is that delays can become cumulative. Here I can offer some real comfort to readers because a new editorial and production system is shortly to come into being. The Editorial Board of *Planning History* and the Board of the IPHS have been rightly concerned to ensure the long term health of the publication. The matter of editorial succession is therefore important, particularly since my editorial term was due to expire with this issue, but was extended for a further year when IPHS was formed, pending a new appointment. I can now announce to the membership that a new editor has been appointed. He is Michael Harrison of the University of Central England in Birmingham. An art historian, he is the author of several articles and book contributions on the early town planning movement. With his colleague Michael Durman he also produced the splendid Bournville Exhibition first exhibited in 1991.

Michael Harrison will assume full responsibility for the second issue of the forthcoming volume. The issue following this one will be produced by me at Oxford, but with Michael running alongside me and beginning to plan his own editorial and production process. Thereafter the editorial baton will have been passed on, with our new editor running on the next leg of the *Planning History* relay. (The relay race analogy is particularly appropriate since Michael is a keen runner, in sharp contrast to the distinctly unathletic temperament of the present editor). He will of course have the Editorial Board (and, indeed, his immediate predecessor) to rely upon for advice, assistance and as facilitators of the flow of suitable copy.

The often over-abundance of suitable copy is apparent in the present issue. During my editorial stint I have frequently worried about shortage of copy, yet these fears have been entirely groundless. The combination of unsolicited and invited contributions, material derived from conferences, material derived from both random information flows and more predictable and regular sources as well as the continuing need to report IPHS business has always met and usually exceeded, latterly by a considerable margin, the issue target size of 36 pages. Much the most enjoyable aspect of passing on this abundance has always been the opportunity to draw international attention to important new initiatives in planning history within one country.

One recent instance of this has been the splendid work of Pieter Uyttenhove, one of our Editorial Board members, as co-ordinator of the Open Stad programme associated with Antwerp's year as the European City of Culture in 1993. This title, previously held by the likes of Paris, Dublin, Madrid and, most famously, Glasgow, has become a touchstone for tired industrial cities seeking to reposition their image in the post-industrial world. Yet it also reminds us of a wider role for the planning historian, one that has been amply fulfilled in Antwerp. *Planning History* has, I hope, brought this programme to the attention of the specialist international audience that is the IPHS. Now Pieter has brought together a splendidly produced large format book called *Taking sides - Antwerp's 19th-century belt: elements for a culture of the city*. Produced in English and French, it forms an impressive visual and textual record of the seminars held as part of the Open Stad programme. Planning historians everywhere certainly ought to consider it for inclusion in their institution's libraries. It neatly reminds us of the important role planning historians can play in specifying and delineating the character of particular cities and considering, not uncritically, what cultural promotion and image repositioning actually means for a place. It is a lesson from which all planning historians could usefully learn.

Stephen V Ward

New Members

Sr Javier GARCIA-BELLIDO
c/cuevas Almanzara 185
28033 MADRID
Spain

Mr Eric MUMFORD
881 Massachusetts Avenue No 5
CAMBRIDGE MA 02139
USA

Prof R Bruce STEPHENSON
Dept of Environmental Studies
Box 2753, Rollins College
WINTER PARK FL 32789
USA

Francois-Auguste de MONTEQUIN
2501 M Street NW, Ste 709
WASHINGTON DC 200037-1306
USA

Zeynep S ENIL
4211 Brooklyn Ave NE #1
SEATTLE WA 98103
USA

Prof Christopher SILVER
School of Community & Public Affairs
P O Box 2513, RICHMOND VA 23184
USA

Mr Joseph NASR
7727 Fisher Drive
FALLS CHURCH VA 22043
USA

Helga Stave TVINNEREIM
Dept of Church, Education & Research
Frederick Stangs GT 46A
0264 OSLO
Norway

Mr S ILAN TROEN
Dept of History
Ben Gurion University
BEER SHEEVA 84105
Israel

Sr Arturo SORIA Y PUIG
Gta de Rubin Dario No 3
28010 MADRID
Spain

Mr J D HERSON
School of Social Science
Liverpool John Moores University
Trueman Street Building
LIVERPOOL L3 2ET
UK

Prof C COUCH
School of the Built Environment
Liverpool John Moores University
98 Mount Pleasant
LIVERPOOL L3 5UZ
UK

Ms Helen BULLOCK
32 Ashbourne Road
LIVERPOOL L17 9QH
UK

Ms Janet OWEN
21 Yelverton Road
Birkenhead
MERSEYSIDE L42 6PE
UK

C WAGENAAR
Inst v. Kunst en Architectungshie Deis
Rijksuniversiteit Groningen
Willem Stroot 26
9725 JL GRONINGEN
The Netherlands

Michael BENFIELD
P O Box 41
WARWICK CV35 9BE
UK

Annette O'CONNELL
School of Planning and Housing
Edinburgh College of Art/Heriot Watt University
Lauriston Place
EDINBURGH EH3 9DF
Scotland

Prof A LAQUAIN
Centre for Human Settlements
University of British Columbia
Room 432, 2206 East Mall
VANCOUVER BC V6T 1Z3
Canada

President's Message

President: Professor G E Cherry, School of Geography, University of Birmingham; Secretary/Treasurer: Dr D W Massey, Department of Civic Design, University of Liverpool; Editor, Planning History: Dr S V Ward, School of Planning, Oxford Brookes University; Conference Convenor: Dr R K Home, Department of Estate Management, University of East London.

I wrote to you on 16 August with the news that IPHS had a Council. I can now report that we have a Management Board, due processes of nomination having been followed. There was no need for an election, the number of candidates exactly equalling the vacancies. In addition to the officers (as above on our letterhead), the members are Gerhard Fehl (Aachen), Giorgio Piccinato (Venice) and Chris Silver (Virginia), the latter also nominated as SACRPH representative; also Michael Ebner (Lake Forest), the UHA representative. Welcome and thank you for serving.

The programme for 1994 is proceeding a pace. The Conference 'Seizing the Moment: London Planning 1944-1994' will be held in London 7-9 April; there is a good line up of speakers. The Sixth International Planning History Conference 'Cities and their Environment: Legacy of the Past' will be held in Hong Kong 21-24 June; this promises to bring together a richly varied combination of themes.

A new brochure/ application form is inserted in this issue of *Planning History*. Please use them fully in attracting additional IPHS membership.

Our annual subscription remains unchanged at £10.00 pa (Sterling). David Massey is to introduce the option of multiple year subscriptions, in response to many requests. Details will be on the brochure.

Vilma Hastaoglou-Martinidis informs me that a Hellenic Planning and Urban History Association has been set up in Greece. The intention is that this new body will affiliate to IPHS in the same way as SACRPH and UHA. Such snowballing is good news.

Gordon Cherry

Notices

AESOP ASSOCIATION OF EUROPEAN SCHOOLS OF PLANNING

Announcement of 8th Congress

24-27 August 1994
The Marmara Hotel, Istanbul, Turkey

Yildiz Technical University

Scientific Programme

The scientific programme of the congress is planned to consist of two plenary sessions, parallel sessions, poster sessions, a roundtable and workshops.

The following topics are being indicated here to serve as guidelines for those who wish to participate and/ or submit abstracts. The tracks will be determined and announced in a second notice, in the letter of acceptance:

1. Urban history
2. Planning theory
3. Planning policy

   a) Management and administration of urban and metropolitan development

4. Planning, environment and impacts of Tourism
5. Urban design
6. Infrastructure planning
7. Planning in a dynamic context

   (a) New world hierarchy and emerging regions
   (b) Changing role of cities
   (c) Problems of urban growth and decay
   (d) Problems of conservation
   (e) Housing and community development

8. Planning in heterogeneity and for cultural compatibility

9. Planning education: experiences, tendencies, professional vision

Call for Papers

Submission of Abstracts

The Scientific Committee welcomes the submission of abstracts of original contributions to the 8th Congress of AESOP. Abstracts not exceeding 300 words should be submitted in English on the enclosed abstract form only. Instructions for authors, contained on the abstract form must be followed carefully. Selected papers will be presented in parallel or poster sessions.

DEADLINE FOR RECEIPT OF ABSTRACTS:
January 1994

Official Language

The official language of the Congress will be English.

Correspondence Address

All correspondence concerning the congress acceptance of the abstracts and scientific programmes hotel accommodation and tours should be sent to:

MEDI ORGANIZATION & TOURISM
INVESTMENTS INC
Halaskargazi Cad. 207/14 Harbiye 80260, ISTANBUL
Tel: (90) 212-240 48 78, 246 24 15, 246 13 92
Fax: (90) 212-246 62 23

Registration Fees

Up to 1 March 1994
Participants: US$190
Accompanying Persons: US$ 65

From 1 March 1994
Participants: US$220
Accompanying Persons: US$ 75

Participants registration fees include:

- Admittance to all scientific sessions
- All congress material, i.e. final programme, book of abstracts, congress bag, list of participants
- Admittance to welcome reception
- Coffee/refreshments and lunch during official congress breaks
- Transportation to and from hotels/airport
- Half day scientific tour
- Admittance to the official social/cultural events

Accompanying persons fees include:

- Admittance to welcome reception
- Transportation to and from hotels/airport
- Half day scientific tour
- Admittance to the official social/cultural events

Method of Payment

- By bank transfer to the T.Is Bankasi Besiktas Branch, Account No. 30103-693976 Istanbul, Turkey
- By MASTERCARD/VISA

Important note: all payments should be made in US Dollars without charges for the beneficiary. If payment is made by bank transfer please enclose a copy of the bank voucher. The participants name must be clearly stated on the voucher.

A full announcement of conference brochure is available from the organisers. It contains further details about travel arrangements, hotels etc.

Landscape Research

Proposed Conference on Market Perception in the Residential Environment

Oxford, UK, October 1994

Discussions are taking place for a conference on the above theme. Proposed topics include historical change of design and layout in residential areas and the geography of suburbs, and there are a number of other themes that reflect implicitly historical concerns.

For fuller details contact:

Bud Young
Landscape Overview
26 Cross St
Moretonhampstead
Devon TW13 8NL
UK

Phone: 0647 40904 or

Simon Rendel
Rendel and Branch
The Old Canal Building
East Challow
Wantage
Oxon OX12 9SY
UK

Phone: 0235 850131

Hellenic Planning and Urban History Association

The *Hellenic Planning and Urban History Association* was founded in October 1993. Main aims of the new association are the study of the new-Greek city, and the collaboration with the relative societies of the abroad. The members of its Interim Board are: Emer. Prof. Thalis Argyropoulos, FRTPI, Prof. George Sariyannis, Assist. Prof. Vilma Hastaoglou, Dr. Emmanuel Marmaras and Mr. Savvas Tsilenis. For any contact, please use the following address:

Hellenic Planning and History Association
15 Ag. Asomaton Street
GR 10553 Athens
Greece

Fax: (01) 3239414

The Urban History Association

Announcement of Prize Competitions

During 1994 the Urban History Association is conducting its fifth annual round of prize competitions for scholarly distinction.

1. Best doctoral dissertation in urban history, without geographic restriction, completed during 1993.

2. Best book, North American urban history, published during 1993 (edited volumes ineligible).

3. Best journal article in urban history, without geographic restriction, published during 1993.

Deadline for receipt of submissions is: June 15, 1994.

The competition for Best Book in Non-North American Urban History is conducted in alternate years. The next round, to be conducted during 1995, will encompass titles published in 1993-94.

To obtain further information about procedures for making submissions in the 1994 round of competitions, please write to: Dr Glenna Matthews, 2112 McKinley Street, Berkeley, CA 94703. Do *not* send any submissions to Dr Matthews.

c/o Lake Forest College
Department of History
555 N Sheridan Road
Lake Forest, IL 60045-2399, USA
708-735-5135
708-735-6291 (Fax)
Ebner@lfmail.lfc.edu (Internet)

Articles

Gender, Design and Ideology in Council Housing: Urban Scotland 1917-1944

Louise Christie, Cleveland County Council, Middlesbrough, UK

Introduction

This article will investigate how far, and in what ways, the issue of gender affected the design of council housing in interwar Scotland. Studies of council housing tend to focus on the numbers of houses built and the formulation of housing policy at a national level. Often very little attention is devoted to the design of council housing and what that tells us about the priorities of Government and society. Mark Swenarton's book *Homes Fit for Heroes*[1] is an important reassessment of the factors which shaped the Addison Act of 1919. In this book he highlights the role of design in the aims of the Government's housing programme, especially the adoption of garden city ideas of layout and the internal features of houses in state aided municipal housing. However, it is a theory based almost entirely on Government policy and reports, and as such does not give sufficient emphasis to the ideas and influence of municipal government. Further, although design is portrayed as a central platform of housing policy in the fight against social discontent, nothing is said about either the role of women in housing design or the assumptions made about the role of working class women in society.

Housing Conditions in Scotland

Housing conditions in Scotland were deplorable and the problem was of a more widespread and deep-seated nature than it was in most parts of England and Wales. The reason for, and the consequences of this are complex and would require a separate paper.[2] Essentially the prevalence of houses of one or two rooms in Scotland resulted in overcrowding being a feature of everyday life for a large proportion of the population. As late as 1911, 45.1% of the Scottish population and 47.6% of the urban population were living in overcrowded conditions, and the figures were often considerably higher in the industrial burghs of the central belt.[3] The overcrowding problem was a great and consistent worry to public officials and the medical profession, as most Scottish houses did not allow for adequate and 'decent' sleeping accommodation. There was little privacy, day or night, in these houses. There was nowhere for the sick to rest, nowhere for the children to do homework in peace and nowhere at all out of the way of the hustle and bustle of cooking, cleaning and children.

Privacy and Communality

This lack of privacy within the home was compounded by the communality of tenement life, in which everything from a street entrance to a water closet was shared, in some way, with the rest of the close. The standard of amenities in Scottish housing was low. This is perhaps predictable because the dominance of houses of one and two rooms prevented any great specialisation in the use of rooms. Sole use of facilities was by no means common in Scottish housing, especially in the smaller burghs. Furthermore the introduction of facilities such as water closets, water and gas was hampered by the high cost and difficulties involved in installation in tenement houses. In contrast to developments in house design in England and Wales during the second half of the 19th century, there was little or no move towards the privacy of the individual household. Martin Daunton has pointed out that even in Tyneside, where the flat was the predominant form of housing, there was a move away from communality towards separate street entrances, sanitary facilities, and even back yards.[4] (See figure 1)

The impact of communal facilities on domestic work was exacerbated by the tenement system, in which three-quarters of all families lived above the ground floor. This meant that most women had to carry water up flights of stairs at least once in the day. The smallness of the houses and the limited number of rooms meant that women were fighting a constant battle to keep the houses clean. Outside the house there was the rotas for stair cleaning, washhouse and the drying green; all sources of irritation and conflict among the women of the close. Therefore it can be argued that domestic work for Scottish women was heavier and harder than for their English counterparts. In addition to this the day to day problems of communal facilities were imprinted upon the minds of all Scottish women.

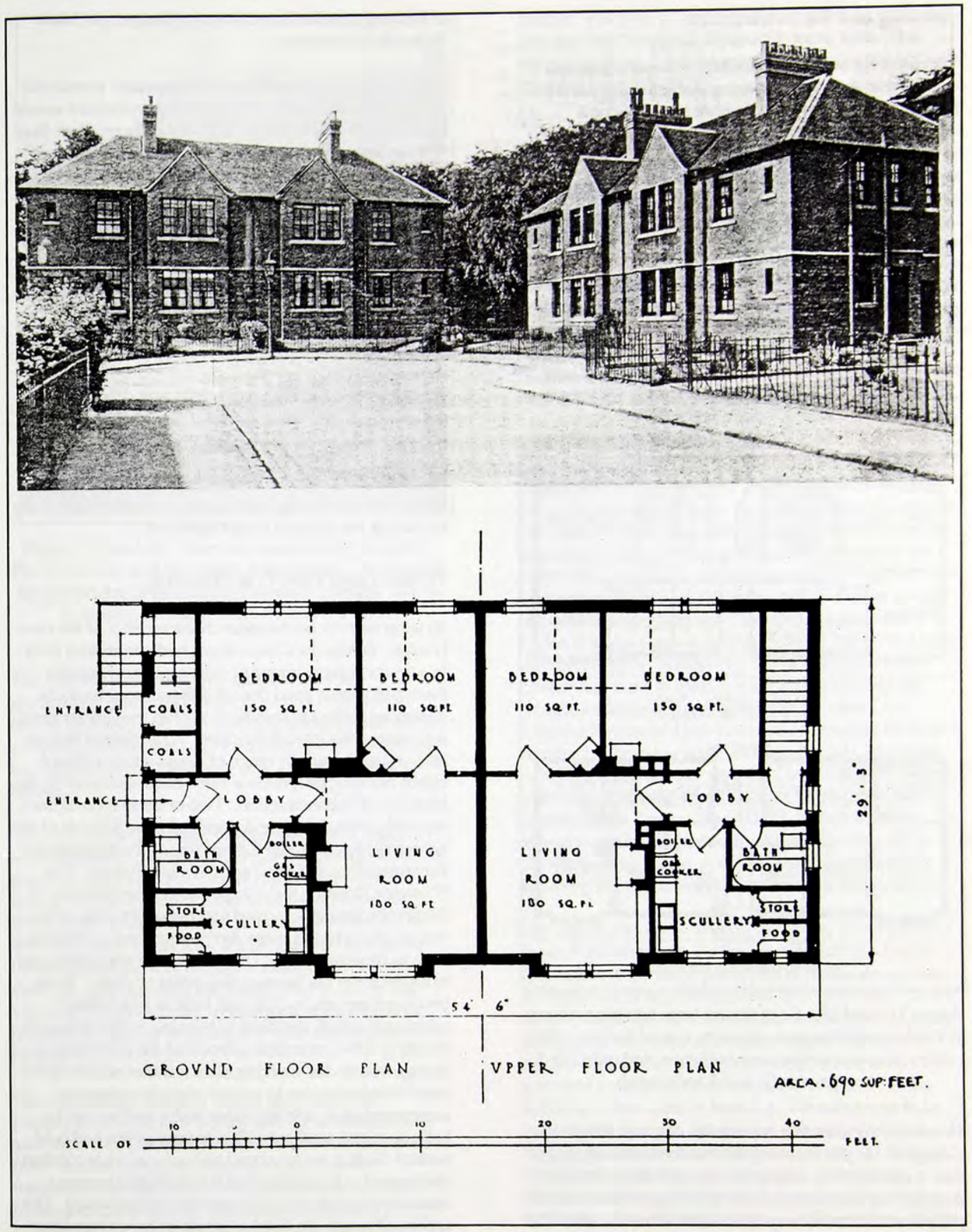

Figure 1: Typical 1920s 3 apartment houses of a good type, built for lower middle class/upper working class occupancy.

Housing and Reconstruction

The emphasis on housing during reconstruction and especially in the year following the Armistice reflected the fear of social unrest. Whether or not we now consider such fears to have been unnecessary, there is no doubt that at the time the Cabinet took the threat of revolution very seriously, as the report of the RC on housing alone shows. The day after the Armistice Lloyd George announced a general election and pledged to build 'habitations fit for the heroes who have won the war'[5]. MPs linked the fear of unrest even more explicitly to housing conditions, arguing that good housing would exercise a counter-revolutionary effect on the working class. As one MP said:

"We can never get to the root of our difficulties until we are able to give the people a home that is worth having."[6]

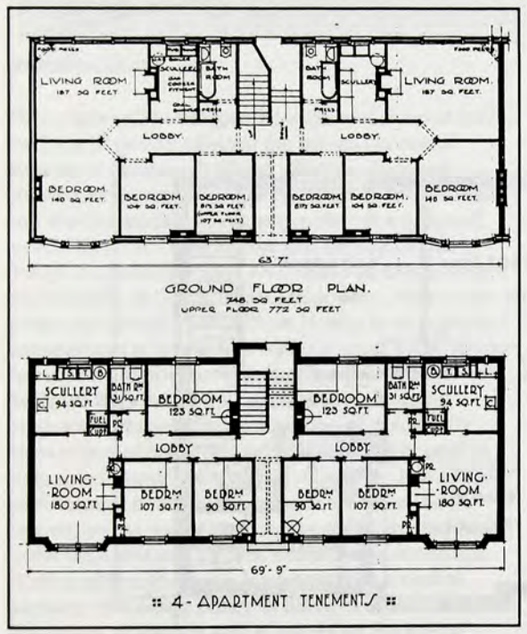

Figure 2 (i) and (ii): 4 apartment large tenement houses in Paisley and Glasgow, showing typical layouts. Most slum clearance replacement schemes had only 2 or 3 apartments (ie 1 or 2 bedrooms).

However, the idea that carried the day was Lloyd George's. He put forward the more realistic argument that it would be by seeing the new houses built rather than having direct experience of living in them that the people would turn away from ideas of revolution. The argument was that these new houses had to be very different from the existing housing stock, both in terms of housing standards and housing design. As Mark Swenarton comments:

"By building the new houses to a standard previously reserved for the middle classes, the government would demonstrate to the people just how different their lives were going to be in the future. In the terms of Lloyd George's Cabinet statement, the housing programme would persuade the people that their aspirations would be met under the existing order, and thereby wean them away from any ideas of revolution. The houses built by the state - each with its own garden, surrounded by trees and hedges, and equipped internally with the amenities of a middle class home - would provide visible proof of the irrelevance of revolution."[7]

Therefore the housing programme was conceived as a means to address the immediate political crisis, and this was reflected in the vagueness of official statements on both the cost and duration of the programme. The standard of the early houses was a highpoint in working class housing, which was quickly revised as the political threat subsided.

Women and Post-War Housing

So what were to be the main characteristics of the new houses? Before the Government had committed itself to a housing programme of such a political nature, there had been a good deal of debate about housing design and housing standards within the Government and among the local authorities. A number of reports addressing the whole range of issues surrounding a public housing programme were commissioned by the Ministry of Reconstruction. Two of these reports dealt explicitly with design and standards, the Reports of the Women's Housing Sub-Committee of the Ministry of Reconstruction and the Tudor Walters Report. The Women's Housing Sub-Committee of the Ministry of Reconstruction was formed just before the end of the war and it included many famous women politicians such as Beatrice Webb. This committee was instructed to report from the 'housewife's point of view'. They produced reports in 1918 and 1919 in which they advocated a high standard of housing.[8] The Women's Housing Sub-Committee advocated the provision of cottage houses for working class families which had at least three bedrooms to ensure adequate sleeping accommodation, a living room and a parlour, and a bathroom and scullery with a supply of hot and cold water.[9] Such a house would not only provide comfort and space for the family, but it would also ensure a measure of privacy for all members of the family. The report, although couched in terms of the convenience of the housewife, amounted to a demand for a fundamental improvement in housing standards.

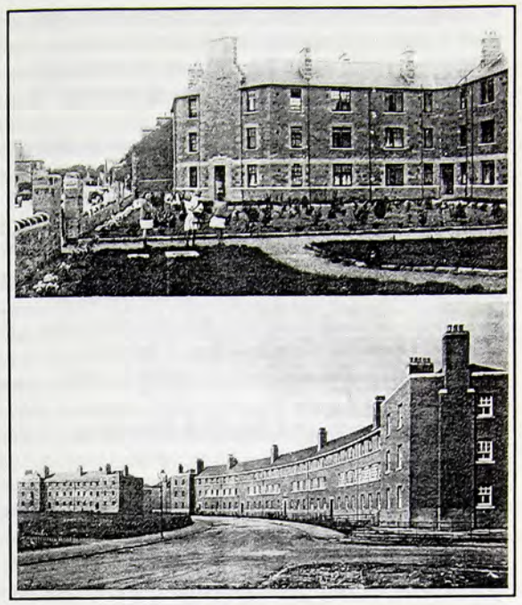

Figure 3 (i) and (ii): Interwar tenements in Broughty Ferry, Dundee and Saughton, Edinburgh. The Dundee tenements are of traditional stonefaced design. Those in Edinburgh show more modern features.

The Women's Housing Sub-Committee were particularly concerned that the burden of domestic labour be minimised and placed great emphasis on the provision of a system of hot and cold water that could be supplied to the bathroom and scullery of each house.

"It cannot be too strongly emphasised that a regular and efficient hot water supply is a *sine qua non* from the point of view both of personal cleanliness and of labour saving, the extra time, trouble and expense when water must be heated in kettles, and carried to the bath, wash tub or sink is a serious addition to the housewife's burden...The extra strain on the woman's strength, coupled with the waste of time, leaves her without the opportunity or energy to attend to other household tasks or to secure any form of recreation for herself."[10]

This is probably the only report produced that portrayed women as anything more than housewives and mothers. The recognition that women, as well as men, needed some free time in which to enjoy themselves or relax away from the pressures of the home and child rearing. However the Women's Housing Sub-Committee did place women firmly in a domestic role. Any lightening of the housewife's burden was seen in terms of allowing her to undertake her domestic responsibilities with more ease. The report recommended the provision of gardens because it would enable women

"to keep the baby and the small children in the open air...while she is occupied with her housework"[11]

Therefore even a report written by women (almost entirely middle class women) fully accepted and encouraged the belief that the house was the woman's domain and that improvements in women's daily lives were to be achieved primarily by improvements in housing. However, the did embrace some radical proposals. In their later report they regarded communal living, including communal cooking with favour, but they pointed out that working class women in general seemed against it.[12]

The Tudor Walters Report

The Report of the Women's Housing Sub-Committee was followed within a few weeks by the publication of the Tudor Walters Report.[13] This report was the most influential report of the period, and it effectively set down the standard of housing and type of layout to be adopted in the housing programme. This was a well respected body of 'experts', the chairperson John Tudor Walters was a respected Liberal MP with a long standing interest in housing. Other members of the Committee were to exert a great influence over the recommendations, particularly the 'Garden City' architect Raymond Unwin whose arguments for a new standard of housing were adopted by the Committee. Also on the Committee was the Controller of Housing and Town Planning and the Chief Engineer at the Scottish Local Government Board, J Walker Smith. He enthusiastically supported the ideas put forward by Unwin and the report, and was responsible for applying the recommendations to the Scottish context.

The report was wide ranging in nature, but the main areas of interest were the layout of housing schemes, a discussion of the main principles of house design and the standard of accommodation to be provided. In the issue of the layout of schemes the influence of Unwin and garden city principles can be seen. The report came out in favour of a layout which saved on roads and road costs (the cul-de-sac) so as to allow for the building of low density housing. Housing was to be surrounded by open spaces and greenery as it had been in the garden city style pre-war estates. Most of the recommendations on layout can be found in Unwin's earlier publications and was on the whole a summary of an existing body of published knowledge, but this is not the case with the recommendations on

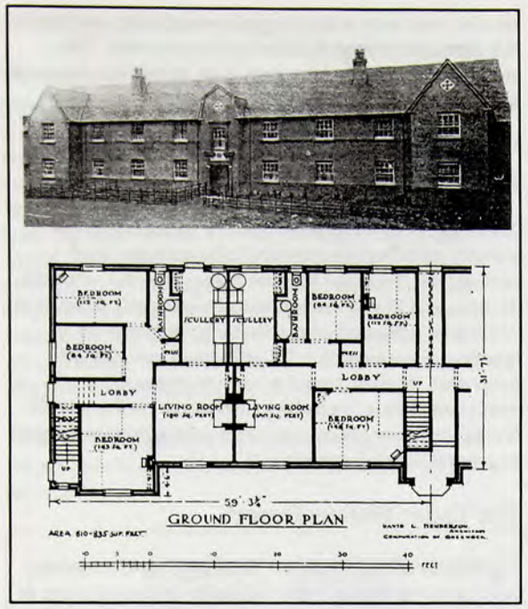

Figure 4: 2 storey tenements in Greenock, retaining the tradition of tenement living within a physical form more akin to the English house.

housing standards. The Tudor Walters report was not the first to advocate a radical improvement in working class housing conditions, but in the eyes of the establishment, it was the most respected body to do so. They recommended the provision of three bedroomed cottage houses with all modern facilities, but more importantly they put forward economic arguments for a radical improvement in housing standards. The Report argued that, in view of the tendency of the housing standards demanded by the working class to rise over time, it would be bad economy to provide new houses of anything other than the highest standard.

The report's argument for the adoption of a much higher standard of housing contained two discernible strands. Firstly the committee assumed that a major objective of the Government was to secure an improvement in the standard of housing, and secondly the committee decided that the standard of housing demanded by the working class would continue to rise. This was central to the argument for higher standards, and as such it made sense to concentrate on the uppermost levels of working class housing rather than provide for the general shortage of all kinds of working class housing.

"The general standard of accommodation and equipment demanded in their dwellings by the working classes has been rising for some time; and there is every prospect that the influence of war conditions will considerably increase the force and extent of this demand for an improved standard."[14]

This approach made sense in the turbulent conditions of 1918, but after the collapse of the postwar economic boom in 1920, the political and economic power of the working class declined considerably, and standards were able to fall away from those recommended by the Tudor Walters Report. Nowhere was this more apparent than in urban Scotland, where the local authorities, although following the new minimum standards reverted to the building of flats and concentrated on the provision of smaller houses.

English Reports and Scottish Housing

The problem with these reports was that they were placed firmly within the English working class housing experience. The adoption of cottage style houses was alien to the Scottish architectural tradition of tenement building. In Scotland the tradition of living in flats of few rooms was so different to the English housing tradition that the standards proposed by the reports seemed almost unrealisable. Recommendations about the removal of cooking facilities from the living room and the provision of a bathroom were even more radical in Scotland where few urban houses actually had sculleries and many families shared water closets. Housing standards in Scotland tended, during the interwar years to be slightly lower than those in England. The number of rooms per house, although a massive improvement, tended to be lower than in English council houses, parlours were never a feature of Scottish council housing; and the most popular type of house built was the flatted house or later the tenement house. One of the strengths of the Tudor Walters report was that it did recognise that English housing standards might be out of reach for Scotland. The report stated:

"The house with two bedrooms is such an improvement on the accommodation which is available for a very large number of inhabitants of Scotland at the present time that it would represent in Scotland an advance in conditions more marked than would be represented by the three bedroomed cottage in England.[15]

The success of the Tudor Walters report in Britain and in the Scottish case rested not only on its merits but also on the fact that the political bias of the report reflected the general political tide. By the time the report was published early in November 1918, Lloyd George and others were promising a massive housing campaign which aimed not only to make good the

shortage of houses, but also to radically improve the basic standard of working class housing. In this context, the Tudor Walters Report, which not only called for the building of 500,000 houses of the higher standard, but also showed how they could be built economically became a central part of the strategy adopted by the state to avert the threat of social unrest.

Gender, Design and Ideology

Therefore the design and standard of the new state subsidised houses was a product of political objectives. The new houses were aimed at the returning 'heroes' in an effort to persuade them that their bravery in the battle field was going to be rewarded by a new social order, in which all the problems of the past would be enthusiastically tackled. These were houses designed by men and built by men for men (in particular skilled men). Any consideration of women was almost wholly concerned with their roles as housewives and mothers to the workers and future workers of the nation. It was assumed that any improvement in the standard of houses and the environment in which they were situated would automatically improve women's lives. This undoubtedly was true. Even when standards fell and more and more flats were built, certain minimums were never departed from. All houses had a scullery and a bathroom with a supply of hot water, and although there were some two apartment houses in the early slum clearance rehousing schemes, most houses were of three apartments (two bedrooms and a living room). Yet from the beginning there was the unwritten assumption that women were to be primarily or solely housewives and mothers. This fitted in very well with the prevailing political aims of the housing programme, The programme wanted to bring middle class housing standards to the working class for social as well as health reasons. With a middle class standard of housing came the assumption of a home centred lifestyle. Women's position in the home was therefore very important to the success of the wider aims of the programme.

Feminism and Housing Design

Although the Report by the Women's Housing Sub-Committee favoured some measure of communal housekeeping, as did many feminist thinkers, the housing programme rejected this idea. The new council houses all had their own domestic facilities and there was a desire too to keep domestic functions, and therefore women, firmly within the family home. One of the major feminist themes of the late 19th and early 20th century 'women and planning' movement was the ideal of co-operative housekeeping; that is the central provision of domestic work such as laundry,

Figure 5: Interwar tenement housing in Stirling, showing how new housing was sometimes designed to fit into historic town centre settings.

cooking, cleaning and even child rearing. These ideas were not only too radical and costly to be embraced by the all-male decision makers, but they conflicted with the aim of bringing middle class housing standards and middle class lifestyles to the working class. Middle class housing and lifestyles were heavily imbued with the ideas of exclusivity, privacy of space and the confinement of women to the private or domestic sphere. The aim of attaining this ideal meant that the ideal of communal housekeeping could not be considered. The purpose of improvement was to lighten the housewife's domestic burden, not remove it.

However although this may be perceived as a missed opportunity for women, we do not know how well working class women would have responded to this type of proposal; the Women's Housing Sub-Committee noted that in general working class women seemed to oppose the idea.[16] Working class women had no tradition of servants to wash, cook, clean and bring up children; they had always shouldered the domestic burden. Furthermore it is probable that Scottish women would be particularly suspicious of ideas of communal housekeeping. Scottish women had shared the responsibility for cleaning communal entrances, they had shared washhouses and drying greens and often water closets as well. All of these shared facilities and responsibilities had resulted in conflict between neighbours and had added problems to the housekeeping regime. Most women were disillusioned with their experience of communality in domestic work and probably had little faith in the merits of communal housekeeping. Improved standards not only meant larger houses in more pleasant surroundings, but also the inclusion of all necessary domestic facilities in the house for the convenience of the housewife.

Improved housing, at first for the skilled workman and clerical worker, but in time for all, was to be the central

feature of the attack on bad conditions, poor health and what was seen as a lack of citizenship among the working classes. It was at this point that women begin to have a clearly defined role. Women were to carry this crusade, with the help of improved housing, into the family. It was women that the reformers looked to, to enthusiastically embrace the opportunity for self and family improvement that was presented by the new houses and living environment. Housing management in the housing schemes, particularly those for the rehousing of dispossessed slum dwellers concentrated on building up a rapport between the female housing visitor or manager and the housewife of the tenant. It was essential that the tenants of the new council housing take a pride in both their house and the surrounding area. Women were to be the medium between the aims of the housing reformers, sanitary inspectors and medical officers and the lifestyles of the working class. It was believed that if women could be persuaded to adopt and expect a new and more home centred lifestyle, then they would take their menfolk with them. Women were to be the homemakers, the child rearers, the cooks and cleaners for a new generation of healthier and fitter people.

Women, Housing and Social Improvement

This idea was taken to great lengths by some local authority officials. The Medical Officer of Health of Glasgow was convinced that the objects of the housing programme were wide and varied, not just concerned with the improvement of physical conditions but also with a change in working class lifestyles and behaviour. He stated

"...the objects of rehousing should not be only the improvement of health, but of conduct and habits, encouraging, indeed disciplining, the backward in thrift, self-respect, neighbourliness and house pride, and preventing them from drifting downwards again."[17]

Women were to be instrumental in this. He believed that if the wives of tenants did not embrace these ideals, then the wider aims of the housing programme would not be achieved. He agreed with the Medical Officer of Health of Edinburgh, who when emphasising the importance of women in making the most of the improved housing conditions commented

"While good housing is necessary for a healthy race, equally, if not more so, is good housekeeping. As it is not so much the gun as the man behind the gun that matters, so it is not so much the house as the housewife."[18]

Women were to be the infantry in a new crusade to extend the values of thrift, cleanliness and citizenship to all sections of the working class. Indeed women were to be judged on their ability to maintain a clean, hygienic and pleasant domestic environment.

Conclusions

The early council housing programmes brought new minimum standards of housing to the working class, and even when standards declined after 1921 the new houses represented a qualitative improvement in Scottish working class living conditions. Women, with their particular responsibility for the home, could not fail to be affected by the new houses. That is not to imply that all working class women lived in new council houses, but for those who did the quality of home life was dramatically different from before. Working class women, and women in general had had no real say in the design of the new council houses, design was used as a political instrument by the men of the government and other interested officials to persuade the working class men of Britain that the war effort was to bring real rewards. The reward was to be a standard of housing and living environment that had previously been reserved for the middle classes. Integral to the new houses and the new lifestyle was the confinement of working class women to the domestic sphere. They were to be the people who would translate improved housing into improved health and improved ideas of citizenship. Women would have their domestic burden lightened to enable them to spend more time on nutrition, child rearing and the creation of a cosy and inviting home for their menfolk. Women were to be the prime movers to the state's desire to alter the lifestyle, behaviour and attitudes of the working class, particularly working class men.

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Prospects for the Dual Metropolis in the USA*

Michael H Ebner, Lake Forest College, Illinois, USA

"The time will come when cities will strain our institutions as slavery never did." Wendell Phillips (ca., 1880)

"... we cannot survive as a first-rate nation with millions of people rotting away at the bottom." James Rouse, **Parade Magazine** (May 12, 1991)

From the vantage point of our own time, the basic vocabulary employed to define the American metropolis is changing. This change corresponds to the shifting residential and employment circumstances of the nation's population. As a result, such key words as "city" and "suburb" are rendered inadequate.[1]

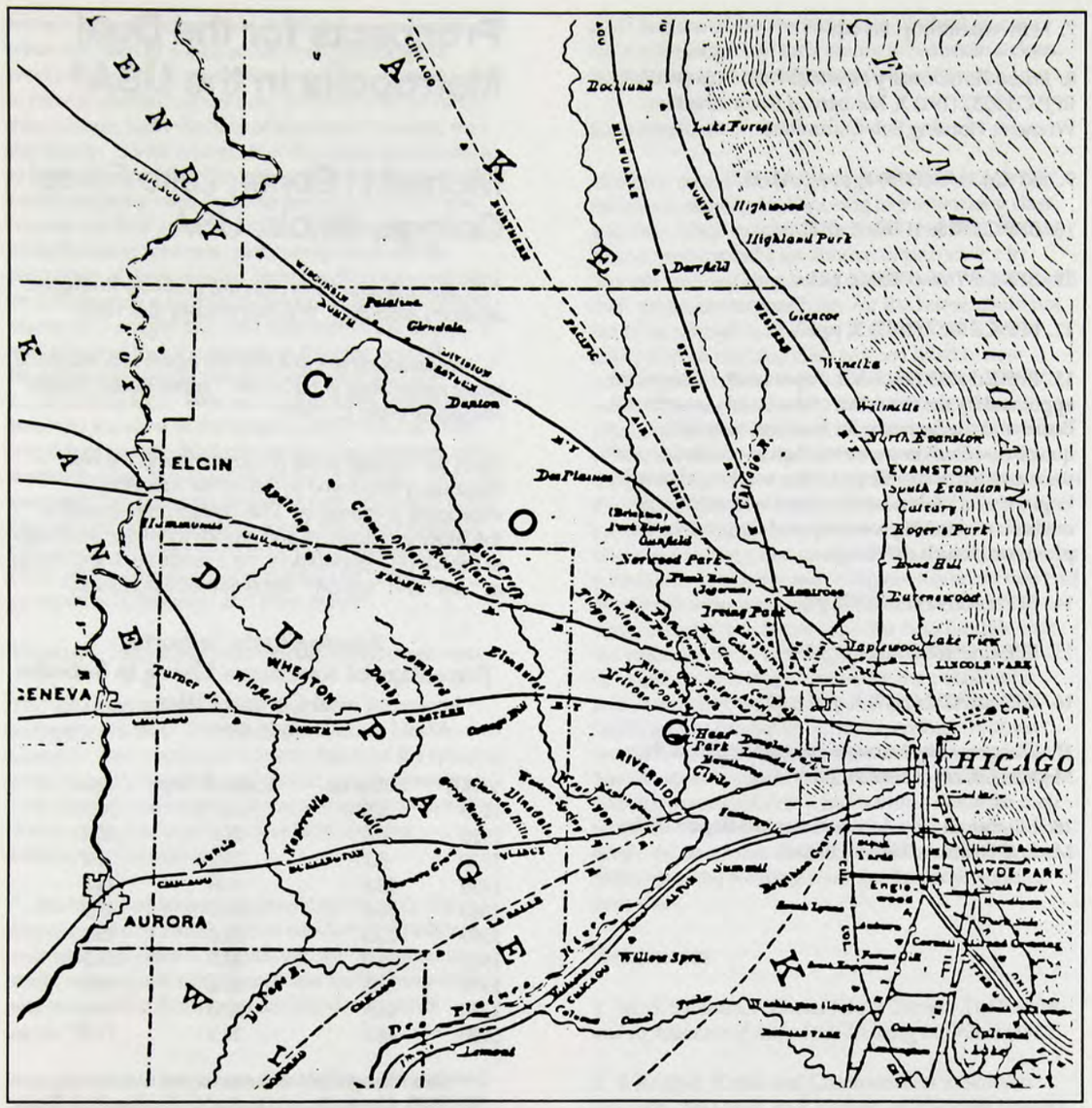
Moving to the Suburbs
Percentage of Americans Living in Suburbs and Central Cities
1900-1990

YEAR	Suburbs	Central City	Total
1900	5.8%	19.7%	25.5%
1910	6.6	21.7	28.3
1920	8.7	25.3	34.0
1930	13.8	30.8	44.6
1940	15.3	32.5	47.8
1950	23.3	32.8	56.1
1960	31.0	32.3	63.3
1970	37.6	31.4	69.0
1980	44.8	30.0	74.8
1990	46.2	31.3	77.5

Data through 1940 excludes Alaska and Hawaii.
SOURCE: Census Bureau as cited by the *New York Times* (6-1-92).

The demographic transformation since 1900 alone is striking (consult table). As of 1900, 20 percent of all

* This essay expands upon ideas I developed at the request of Vision 20/20, a project sponsored by The Chicago Historical Society. It also represents an updated version of the author's article "Re-Reading Suburban America: Urban Population Deconcentration, 1810-1980," American Quarterly, 37:3 (1985), 368-81.



1. Metropolitan Chicago, 1873 **SOURCE:** Chicago Historical Society

Americans lived in urban places and another 6 percent in suburban settings. Today, about 75 percent of all Americans live in a metropolis. But what is most significant is their preference for suburbs over cities: as of 1990, 44 percent of the population lived in a suburb, while only 31 percent lived in the city. The 1992 presidential election was the first time a majority of U.S. voters probably considered themselves suburbanites.[2]

Origins of American suburbs

To comprehend the origins of the movement to the suburbs, we must return to the first quarter of the 19th century. Spurred by the Industrial Revolution, the pace of urban growth exceeded almost every expectation. Congestion, filth, and disease exerted a significant force in prompting urban residents to consider alternatives. But also contributing to the rise

of what came to be known as commuter suburbs was the perfection of three transportation systems: steam-powered ferry boats; various horse-drawn conveyances; and steam railways.[3] Ultimately, the steam railway proved dominant: in Chicago, 3,600 miles of new track were laid within the city between 1848 and 1856. It enabled people who worked in the city to live in newly established railroad suburbs.[4]

By the second quarter of the 19th Century, a new demographic pattern–"peripheral affluence and central despair" are the words invoked by Kenneth T. Jackson–was evident in the nation's largest metropolises.[5] For instance, as of 1830 Brooklyn was growing more quickly than Manhattan; by mid-century a journalist rued the population exodus across the East River, claiming it resulted in "the desertion of the city by its men of wealth." As of the 1850s, Boston boasted of its Chestnut Hill, Philadelphia its Germantown, San Francisco its Nob and Russian Hills, and Chicago its North Shore. And increasingly apparent was the romantic suburb–Newark's Llewellyn Park, Cincinnati's Glendale, Chicago's Lake Forest– whose artful designers preserved pastoral landscapes for their upper-class clients. Gunther Barth, in studying the cultural transformation of cities, cites these amenities as fostering "the isolationist features of modern city life," whereby people's place of residence was determined by their class status.[6]

In post-Civil War America the configuration of the metropolis underwent dramatic reordering. Several factors contributed: heightened industrialization, massive new waves of European immigration, and further technological advances. While promoters sought to convey romantic suburban images, the suburbs were actually being democratized, with large tracts of land divided into small, affordable plots.[7]

Urban Imperialism

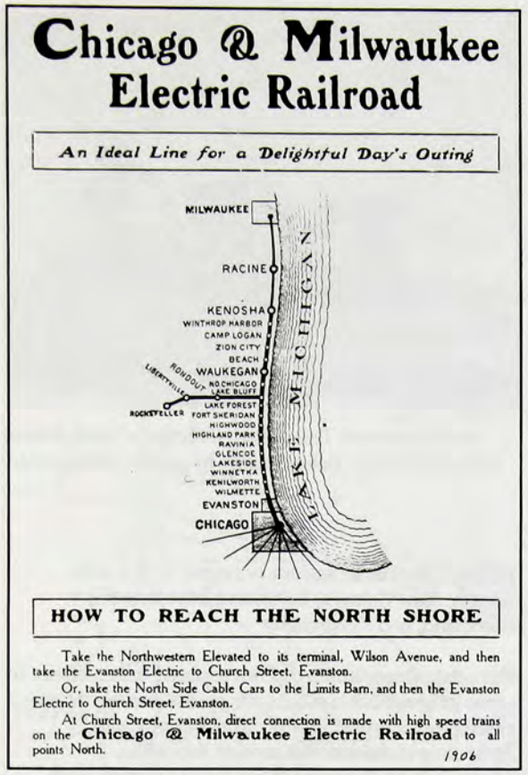
During the second half of the 19th century, suburban residents found their communities coveted by metropolitan imperialists. Leaders of several major cities designed to centralize administrative control over adjacent territories. The first effort occurred in Philadelphia, which in one swoop in 1854 expanded its municipal boundaries from 2 square miles to 129 square miles. Chicago added 125 square miles to its existing 43 square miles in 1889 (including the municipality of Hyde Park); it was the largest single addition of outlying land in Chicago's history. Most noteworthy was the formation in 1898 of Greater New York City, wherein its square mileage went from 40 to 300, its population growing instantaneously by 2

2. First Commuter Train along Chicago's North Shore, 1855. **SOURCE:** Lake County Museum, Wauconda, Illinois

million. Similar accessions occurred in St. Louis, Boston, New Orleans, Baltimore, Minneapolis, Cleveland, and Pittsburgh.[8]

But urban imperialism did not proceed unimpeded. In some long-established suburbs on the borders of major cities, people prized their local autonomy and distinctive identities. Citizens of Brookline, Massachusetts thwarted plans for annexation with Boston as early as 1873, a decision now regarded by urban historians as the first significant setback to consolidation mania sweeping the nation.[9] When other suburban communities—Cambridge (1892) and Somerville (1893) north of Boston as well as Evanston (1894) north of Chicago—faced similar questions, their

3. Constructing the electric trolley line along Chicago's North Shore (ca., 1894). **SOURCE:** Wilmette Historical Museum, Wilmette, Illinois



4. Advertisement for interurban electric trolley (1906).
SOURCE: Highland Park Historical Society, Highland Park, Illinois

citizens voted down annexation. These and other residents demonstrated a dogged determination (very much evident today) to differentiate their communities, politically and culturally, from the central city.[10]

Transportation

A technological innovation in transportation–the electrified street railway–added to the complexity of metropolitan life in the last decade of the 19th century. Known as the *trolley*, it radically transformed mass transit. The trolley was launched experimentally in Richmond, Virginia, and ran immediately thereafter in the western suburbs of Boston. Its instant success has been attributed to its economy, cleanliness, speed, and geographic radius. By 1895, 85 percent of all street railways in the U.S. had been electrified, stimulating the suburban home construction industry and creating what historian Sam Bass Warner, Jr., labels as *streetcar suburbs*.[11]

The 1890s saw the emergence of another revolutionary innovation, the gasoline combustion automobile. Initially a technological novelty enjoyed by the rich, the possibilities offered by the automobile dramatically affected trolleys after 1900. Although the balance did not shift toward the automobile until the 1920s, a variety of factors figured in the trolley's decline: diminishing profits for transit companies; political criticism over fare structures; overcrowding; and deteriorating rolling stock.

The marriage between suburb and automobile was consummated during the 1920s. Vehicle registration reached 8 million in 1920; in 1927, one car existed for every 5 persons; and by 1929, 26 million vehicles were on the nation's roadways. Highway and road construction mounted, stimulated in part by federal legislation dating to 1916; in 1925, total highway construction nationally surpassed $1 billion annually. Key linkages were also erected: the Benjamin Franklin Bridge tied Philadelphia to Camden (1926); the Holland tunnel joined lower Manhattan to Jersey City (1927); and the George Washington Bridge did the same for upper Manhattan and Bergen County, New Jersey (1931). Stimulated in large part by these transportation developments, by the first third of the 20th century the suburban experience encompassed a broad range of Americans, not just residents of long-established upper-class enclaves.[12]

Lewis Mumford's alternative vision

Lewis Mumford advocated an alternative vision of suburban America during the 1920s rooted in the ideal of planning rather than entrepreneurship. Although not fully realized, his ideas merit attention. Influenced

5. Early motorist in Highland Park, Illinois (undated).
SOURCE: Highland Park Historical Society, Highland Park, Illinois

by decentralist thinkers of the late 19th century, Mumford's goal was to create tightly-organized planned communities within the metropolis ("fully equipped for work, play, and living"). This aspiration was partially realized in 1928 in the establishment of a planned community known as Radburn, New Jersey, although ultimately its completion was sidetracked by the Great Depression. During the 1930s the concept of planned communities was briefly revived by the federal government, but met opposition from virulent anti-statist critics. If Mumford's idea was never fully achieved, its influence on American suburban tradition has endured among intellectuals as well as progressive planners. Some evidence of its persistence is found in the rise of a handful of experimental new towns (e.g., Reston, VA, Columbia, MD, and Irvine, CA) during the 1960s. Nonetheless, deeply-embedded opposition to large-scale planned community developments persists as a veritable hallmark of American political and economic systems.[13]

The new deal

The 1930s exacerbated the complex and uneasy relationship between suburb and city. The Great Depression affected the core with enormous severity. Unemployment soared in major cities: 1 million in New York City, and 600,000 in Chicago, and 298,000 in Philadelphia. Yet the gross effects do not tell all. Puzzling as it initially appears, suburbs prospered at the expense of cities because of New Deal policies! This effect is curious in that Franklin Delano Roosevelt is widely regarded as a politician with an urban electoral base.[14]

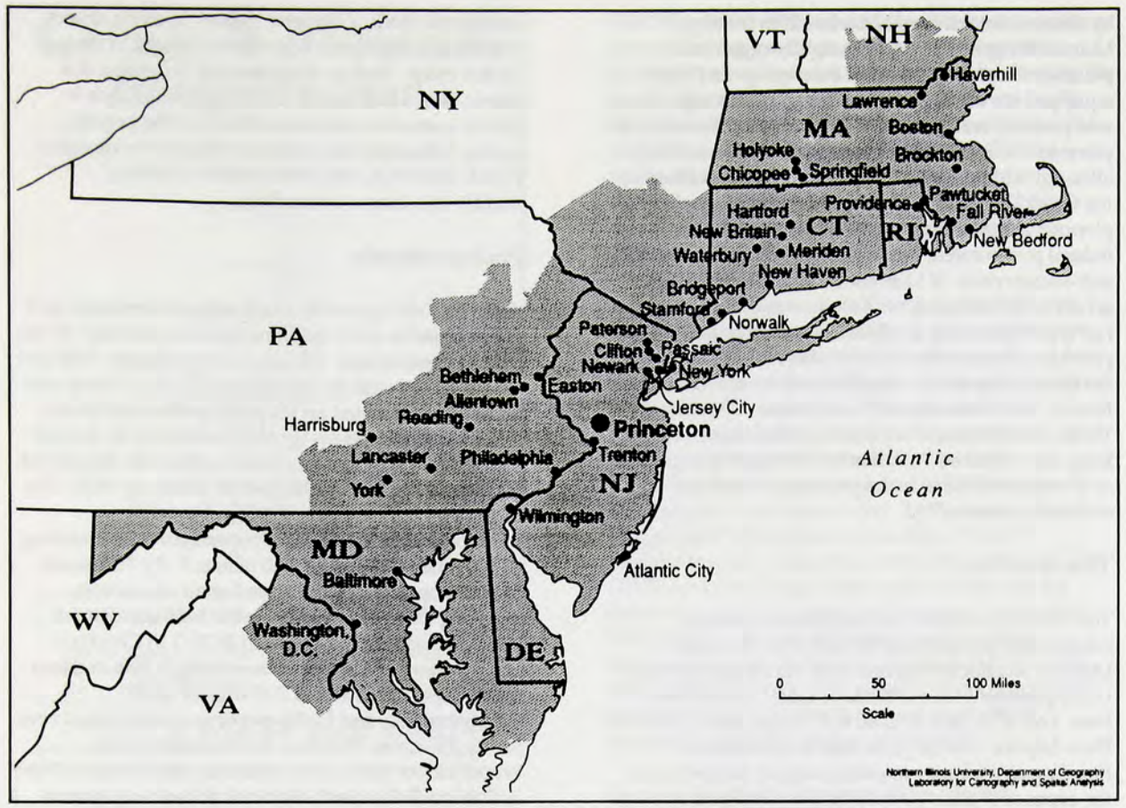
Two pieces of New Deal housing legislation explain this circumstance. The Home Owners Loan Corporation (HOLC) sought to curtail the enormous number of foreclosures on private home mortgages, and the Federal Housing Administration (FHA) boosted the home construction industry by subsidizing the upgrade of existing dwellings and the initiation of new starts. If conventional wisdom once instructed us that such laws restored faith and prosperity, historians offer a revised interpretation: the policies of these agencies undermined the well-being of housing stock in the urban core while enhancing circumstances in the suburbs. Real estate appraisers employed by HOLC developed the practice we now know as red lining, wherein loans are not granted in portions of the city classified as physically or economically deteriorated or in neighbourhoods populated by African-Americans and working-class ethnics. The FHA favoured low-risk loans (consult Appendix): new units rather than existing dwellings, open spaces rather than built-up locales, white collar rather than working class, whites rather than blacks, and native-born rather than immigrant stock. Of course neither housing agency possessed a legislative mandate to defend or revive central cities. Rather, their housing programs fit a classic New Deal mould: utilizing public funds to induce a return to economic health in the private sector. Whatever the motives of those who designed HOLC and FHA, they best served suburban, middle-class home ownership.

Postwar trends

After 1945 the suburban trend seemed inevitable, as if it amounted to a self-fulfilling prophecy abetted by the federal government. Housing starts between 1946 and 1955 doubled over the preceding 15 years. Many new homes were situated on the metropolitan periphery, constructed inexpensively, and subsidised by federal loan programs. Highway construction also flourished, reaching $2 billion in 1949 and $4 billion by 1955. The Interstate Highway Act of 1956 projected a transcontinental network of superhighways stretching 42,500 miles and costing $60 billion.[15] By 1970 some 14,000 shopping centres served retail consumers, diverting them from older central business districts. When Woodfield Mall opened in 1971 in Chicago's northwestern suburb of Schaumburg, it featured four major department stores, 230 smaller retail establishments, and 11,000 parking spaces spread over nearly 200 acres. Whether the destination was Woodfield, or such counterparts as Old Orchard (1956) or Oakbrook Centre (1962), their collective presence decreased the likelihood of the shopper travelling to the Loop. The proliferation of suburban malls affirmed a fundamental fact: the American people live and shop in the suburbs.[16]

Cities as hollow centres

Whether the vantage point is social or economic, the postwar suburban trend damaged the nation's older cities. The result was that the nation's urban cores became what Sharon Zukin metaphorically identifies as "the hollow centre."[17] Between 1950 and 1960, cities grew 11 percent as contrasted with suburban growth of 46 percent. Similar shifts occurred in employment patterns: between 1948 and 1963, industrial jobs declined 7 percent in the nation's 25 largest cities at the same time that suburban jobs rose 61 percent. From 1970 to 1977, suburban-situated jobs increased 48 percent in Washington, D.C., 41% in Baltimore, 31% in St. Louis, and 22% in Philadelphia.[18] The United States Conference of Mayors balefully itemized the problems afflicting cities in 1986: population loss, impoverishment, racial concentration, deindustrialization, unemployment, homelessness, crime, schooling, and high taxes. William Julius Wilson said as much in *The Truly Disadvantaged* (1987),



6. Jean Gottmann's Megalopolis (1961). **SOURCE:** Northern Illinois University, Department of Geography, Laboratory for Cartography and Spatial Analysis

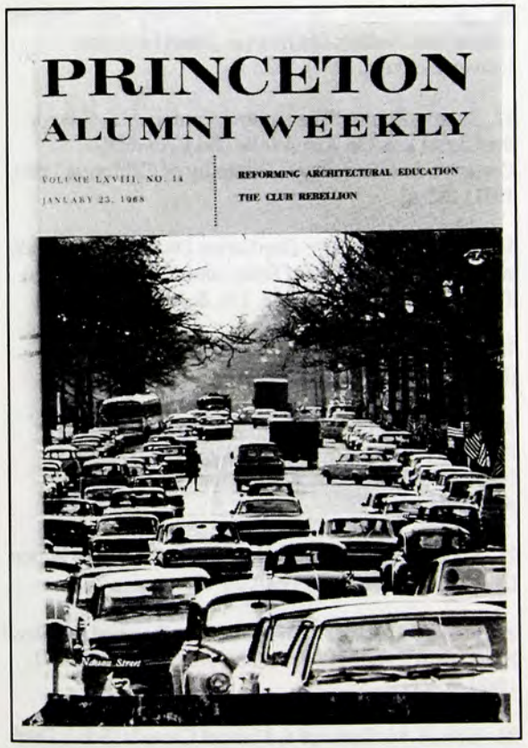
as he explained how the poorest residents of inner cities suffer disproportionately from the concentration effects of their environs as one affliction builds upon another.

Edge cities

As we approach the end of the 20th century, a new suburbanisation phenomenon is emerging: edge cities. Among their ingredients: locations along highway corridors far from their central cities; reliance on automobiles; population homogeneity; and swift economic development led by technology-related industries, computer-linked enterprises, and shopping mall retail businesses. People work, live, and pursue many of their leisure activities in these settings. Edge cities are situated along interstate highways as much as 40 miles from the urban core on the peripheries of large-scale metropolitan systems. In 1991, Joel Garreau of the *Washington Post* calculated some 200 edge cities. Examples include: Bellevue, Washington; Overland Park, Kansas; Princeton, New Jersey; Tyson's Corner, Virginia; and Naperville, Illinois.[19]

Princeton, 60 miles from both New York City and Philadelphia, dates to 1696.[20] Grover Cleveland retired there after his second term as president of the United States in 1897, anticipating what John A. Jakle so aptly terms *a place apart*. Whether or not he realized as much, even then this small and bucolic college town stood on the verge of its remaking into a university research centre whose aspirations were cosmopolitan and international. Princeton University provided the catalyst. Spurring the shift was the carefully calculated redefinition of its institutional mission during the first third of the twentieth century, emphasizing the primacy of scholarship and advanced scientific research. Correspondingly, trustees and administrative officers actively courted kindred but unaffiliated research-related operations to situate in proximity to their campus, including: Rockefeller University's laboratories for animal and plant

pathology (1915), The Institute for Advanced Study (1930), Gallup Poll (1935), RCA (1942), and Educational Testing Service (1947). After 1945 it became more and more obvious that some of the community's charms stood at risk because this beautiful university town was popular increasingly as a place to live and work. What evolved was a mix of academic, scientific, and business enterprises; it prompted Jean Gottmann, the geographer who gave us the concept of *megalopolis* in 1961, to categorize Princeton as its *brains town* ("... a prestige location for high-brow intellectual and advanced scientific activities.") During the 1980s a stretch along U.S. Route 1 east of the campus came to be known as the Princeton Corridor. Some now lament the making over of Princeton and environs, with its clustering of shopping malls, offices complexes, and high-technology activities, into New Jersey's largest downtown. Paul Goldberger, the design and architecture critic of the *New York Times*, revealed a keen understanding as to the outcome: "No longer do the university and its gentle town seem a place apart–they have merged with the world around them."



7. Traffic congestion along Nassau Street in Princeton (1968). **SOURCE:** *Princeton Alumni Weekly*, 68:14 (January 23, 1968).

Robert Fishman, a historian willing to cast an eye toward the future, forecasts how such edge cities might differ "radically" in form and function from their traditional precursors: "... too congested to be efficient, too chaotic to be beautiful, and too dispersed to possess the diversity and vitality of a great city." Edge cities, contrary to what some optimistic observers would have us believe, do not represent the nation's urban future. Rather, they constitute the most recent chapter, avowedly anti-urban, in the evolution of our suburbs. And there is even the prospect, raised by Professor Fishman, whereby the edge cities of America will eradicate the traditional suburban culture and replace it with mindless metropolitan sprawl.[21]

Dual Metropolis

The dual metropolis, encompassing our decaying inner cities and our glittering suburbs within a single geographic system, is a useful contemporary depiction of the relationship between city and suburbs.[22] It is premised on the notion of unbalanced development (e.g., technologically oriented job opportunities requiring high skill levels in suburbs and poorly educated, underemployed labour pools in cities). Replete with the starkest of contrasts, it is symptomatic of national political structures and economic systems that too often have proven themselves disdainful of the inner city, its depleted resources, and its beleaguered inhabitants.[23]

If the dual metropolis represents the bleakest of contemporary realities, what better prospect exists for our metropolitan future?[24] The most optimistic expression, rooted in an abiding faith in our capacity as a democratic nation to foster renewal and change, is that future suburban residents might yet find reason to re-centre their sensibilities. This would require a series of political and economic imperatives fostered by our leaders–in the public and private sector, in the neighborhoods, in the giant corporations, in small enterprises, in labour unions–at the local, state, and national levels. Escaping the scourge of the dual metropolis is a goal worthy of our self-respect as a great and powerful nation. Attaining it will require the recognition of a new set of imperatives, which would oblige us to redirect our metropolitan lives--geographically, economically, and culturally–away from the edge toward the core.[25]

Appendix

Residential Security Survey of Metropolitan Chicago, 1939-40: A Sample Community Description.

Kenilworth, Illinois

Kenilworth is one of the outstanding communities along the north shore. The centre of the town is 17 miles north of the Chicago Loop .... Except for a few poor units adjacent to the railroad on the west side, the entire community is very uniform and high grade throughout. It is generally considered to be the outstanding close-in residential village north of Chicago. The town enjoys a particularly good social reputation and its future seems to be one of continued desirability.

SOURCE: Record Group 195, Section I, Box 120 (Metropolitan Security Map and Area Description # 15), The National Archives.

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The Origins of Sheffield's Green Belt

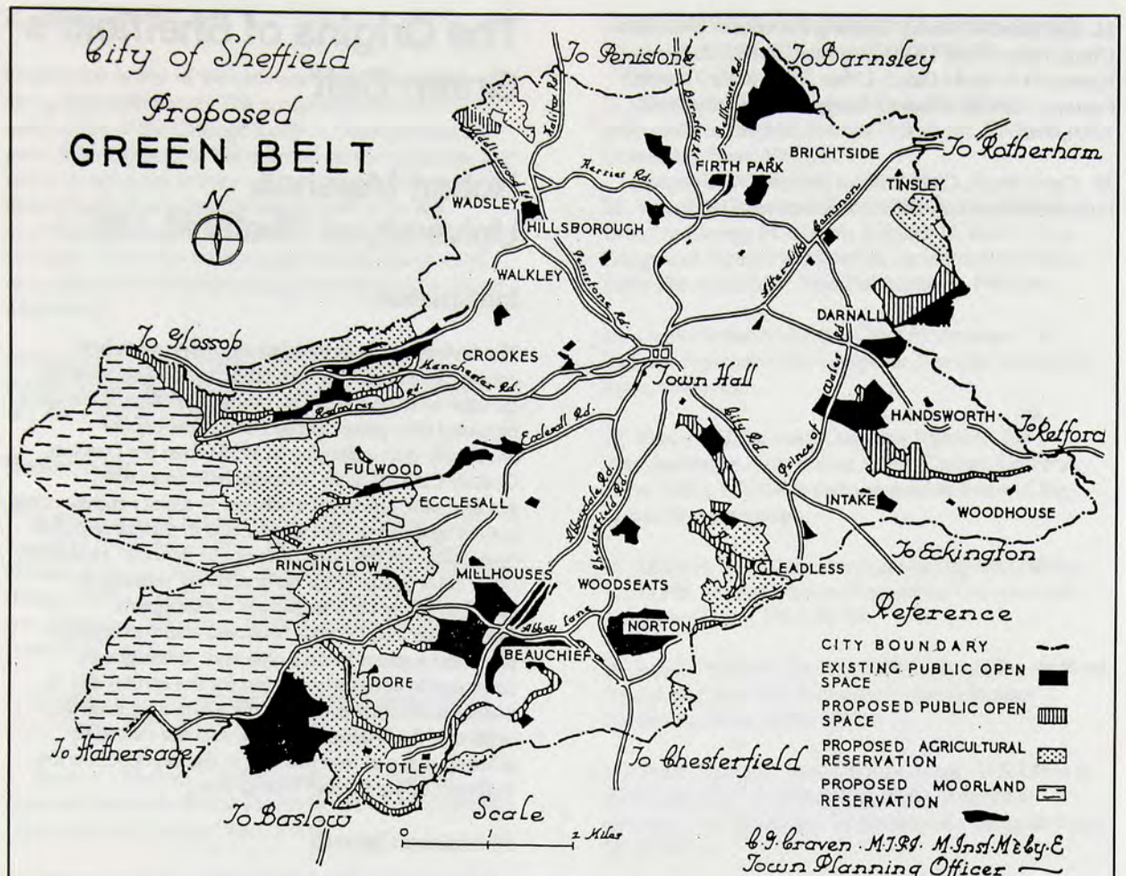
Robert Marshall, University of Sheffield, UK

Introduction

The history of the development of the green belt concept in Britain has inevitably been dominated by London's experience. The implementation of Unwin's proposal for a green girdle around the capital effectively got underway in 1935 when the London County Council, with financial help from the government, launched a scheme to assist neighbouring county and urban district councils to purchase public open space on the edge of the built up area. However, other cities in the 1930s were actively seeking to establish green belts including Birmingham, Manchester and Leeds.[1] Sheffield also successfully launched a green belt scheme and, although not comparable in scope with that for the capital city, it was an ambitious project. This paper examines the origins of the Sheffield scheme and the means by which it was put into practice in the years before the outbreak of the Second World War.

Suburban Growth

Still at the beginning of the twentieth century, Sheffield's boundaries included considerable tracts of undeveloped land. The growth of the city in the second half of the nineteenth century had been particularly rapid and, as in other towns, the development of the tramway system in the period after about 1880 encouraged suburban development. In Sheffield the tramways were municipalised in 1896 and electrification followed two years later. The route network developed rapidly in the years which followed and by 1913 tram routes had pushed out in all directions to the limits of the built-up area. Suburban development followed the tramways particularly in the building boom which got underway at the turn of the century. Between 1880 and 1913 over 1,600 hectares of land were added to the built-up area of the city.[2] Even so, the area of undeveloped land at the end of that period was still twice that of the built-up area.[3] Open land was concentrated to the west and south. The high moorland areas to the west were unsuitable for building purposes but the lower foothills of the Pennines gave rise to considerable areas of attractive and unspoilt countryside which were under threat of development. Moreover, the tributaries of the River



Source: Sheffield City Minutes (16th Report of the Special Committee on Town Planning and Civic Centres), 1938.

Don, especially the Loxley, Rivelin, Porter Brook and Sheaf still penetrated as green fingers into the developed area.

Suburban growth in the early years of the twentieth century was viewed as a mixed blessing. On the one hand, it was seen as a means of solving some of the problems of the inner city through the dispersal of households away from the overcrowded and unhealthy central neighbourhoods. On the other hand, the lack of control over town extension was causing consternation. The *Sheffield Independent* ran a series of articles in 1903 which drew attention to two aspects of the suburbanisation process. There was the promise:

"...the advent of the tram suggested the possibility of suburban dwelling places for Sheffield's labouring population, and it promised an ideal residence to the man of moderate means...(who)...could escape from the murky atmosphere of the shop to the pure air of the hills."

But the promised ideal was not being met. Instead the trams were permitting the slums to be transported to the suburbs:

"...all the tram termini furnish instances of suburban slums. At Norton, at Hillsborough, at Tinsley, at Crookes, even in that semi-plurocratic district of Endcliffe are to be found examples of Sheffield's suburban slums."[4]

The complaint, therefore, was that suburban development was creating green field slums. There was, as yet, little concern about the appropriateness or not of development in particular locations nor about the consequences of continued urban extension whether for the city or the countryside. As development encroached upon the Rivelin Valley, for example, in the early years of the century Councillor Shaw expressed regret not that development was occurring, but that the form the development was taking was not fitting for such a beautiful site:

"The Rivelin Valley, beautiful as it was when Ruskin admired it so, afforded some of the most splendid building sites in the country. But the speculator of the worst type had hold of most of the sites, and the houses and streets were to be so arranged as to be almost if not quite as bad as the slums in the centre of the city."[5]

Local politicians, including Councillor Shaw who was a member of the Council's Housing Sub-Committee, believed, however, that the promised suburban ideal could be realised provided town planning powers were granted to local authorities to enable them to ensure that development conformed to acceptable site planning requirements. When those powers became available consequent upon the 1909 Housing and Town Planning etc. Act, Sheffield energetically and ambitiously attempted to use them to regulate development within its urban fringe areas.[6] Meanwhile, the Corporation was itself attempting to use the powers granted by Part II of the Housing and Working Classes Act 1890 to develop green field suburban sites for working class housing.[7]

Landscape Protection

There was little public or corporate concern at the beginning of the twentieth century at the loss of attractive countryside as a consequence of the urban growth process, that was to change in the period after the First World War. By then the inadequacy of the planning powers continued by the 1909 Act was only too apparent. Moreover, the war had engendered a concern over the narrowness of Sheffield's industrial base and the poor environmental image of the city to outsiders. The result was the establishment of a Development Department which was given the tasks of developing a land availability service for entrepreneurs and promoting, through publicity, Sheffield's advantages both at home and abroad. The Development Committee was instrumental in engaging Abercrombie to carry out a civic survey and plan in 1919.,[8]

The idea of a green belt for the city appears to have been first mooted in 1918 when a deputation from the Sheffield and Federated Health Association submitted a number of resolutions to the Development Committee.[9] The first of these argued that the continued growth of the city presented a danger to public health and that future growth should be in suburban villages 'linked up with the City but separated from it by intervening belts of open country'. It was further proposed that clean light industries should be located within walking distance of the new residential communities 'enabling the workers to live their entire lives under healthy conditions'. The deputation also proposed that the city's river valleys should be kept open and 'trees and other objects of natural beauty should be preserved wherever possible'. The main emphasis, therefore, was on containing and redirecting pressures for development in the interests of public health.

The creation of satellite communities as a means of accommodating the future growth of the city also found favour with Abercrombie in his plan for the city published in 1924.[10] While this plan did not actually propose an agricultural reservation or green belt, the Regional Planning Scheme for Sheffield and District which Abercrombie prepared in the late 1920s did take steps in this direction.[11] In fact, the interval between the publication of the two plans represented an important phase in Abercrombie's professional life. He became increasingly interested in landscape protection and he played a key role in the establishment of the Council for the Preservation of Rural England (CPRE) in 1926.[12] The Sheffield and District Regional Planning Scheme reflected Abercrombie's growing interest in the rural environment. Landscape occupied a prominent place in the survey sections of the report and the recommendations included not only proposals for a system of regional and local open spaces to be made available for public access and enjoyment but also for 'reservations' or large tracts of land which for one reason or another should remain free from development. Two such reservations were identified to the west of Sheffield. The Moorland Reservation was already in use for water catchment purposes and, therefore, sporadic development effectively controlled. At lower altitudes, a Foothills Reservation was also identified. This too, in part, was used for water catchment purposes but to give more effective control, the Report proposed that a Town Planning Scheme should be prepared with the express intention of preventing sporadic building.[13]

In carrying out the landscape survey for this regional planning scheme Abercrombie enlisted the help of the local branch of the CPRE which was to play a crucial role in promoting further the idea of a green belt. Originally established in 1924 as the Sheffield Association for the Protection of Local Scenery, the organisation accepted in 1927 the invitation of the CPRE to be its representative in the Peak District.[14] It developed a very effective campaign and undoubtedly exercised a powerful influence on the City Council and local benefactors. It played, for example, an instrumental role in the acquisition of the Duke of Rutland's Longshaw Estate which became the property of the National Trust in 1931. It also persuaded Alderman J C Graves to purchase another part of the Duke of Rutland's estate at Blackamoor in order to prevent its proposed development for housing purposes. The land was given to the City Council on

condition that it should remain an open space in perpetuity.[15]

In its campaign to protect local scenery the Sheffield and Peak District Branch of the CPRE found a City Council generally sympathetic to its cause. The Corporation, for example, played a role in the safeguarding of the Longshaw Estate mentioned above and it had already taken the opportunity to develop a linear walkway through the linked open spaces along the Porter Brook from Endcliffe Park (in the heart of the city) to open country. In other valleys it was also making accessible for public enjoyment land acquired for water conservation purposes and further purchase of land for water catchment in the high moorland areas between 1928 and 1933 added to the area of open land in the council's ownership.

The 1938 Green Belt Scheme

The matter which provoked positive steps towards the establishment of a green belt occurred in 1935 when a substantial area of land in open country to the west of the city was the subject of an application for permission to build 900 houses.[16] The local branch of the CPRE urged the City Council to refuse permission and further pressed for an investigation to be made of the feasibility of establishing a permanent green belt. The Council accepted this advice. Permission for the development to go ahead was refused despite the prospect of paying considerable sums in compensation. In fact, the developer agreed to sell the land to the Corporation. The Council also invited the local branch of the CPRE to carry out a survey as a basis for the establishment of a green belt. It submitted its proposal in 1937[17] and a Provisional Green Belt was approved by the City Council on 6 July 1938.[18]

The 1938 Green Belt identified an agricultural reservation of 1896 hectares and a moorland reservation are of approximately 2222 hectares (see map).[19] The latter was high land (above 1000 feet) within the city boundary and largely in use for water catchment. This land was consequently relatively secure from the threat of development. More problematic was the protection of land in the agricultural reservation. The Council hoped to afford protection to some of this land by agreement with owners. It notified all landowners of its proposal and invited them to enter an agreement under Section 54 of the 1932 Town and Country Planning Act to restrict the land to its existing use.[20] Clearly, however, protection depended in the last resort on public acquisition. Already in 1938 the Corporation owned 172 hectares of land in the agricultural reservation[21] and subsequent purchased substantially increased that area so that by the outbreak of war in 1939 it stood at about 442 hectares.[22] This, of course, was substantially less than had been achieved under the London Green Belt scheme but represented good progress compared with schemes around other provincial towns.[23]

Although the implementation of Sheffield's green belt depended, as did the London scheme, on public purchase of land, there were important differences in the purposes which each were intended to fulfil. London's green belt was intended to provide public open space for recreation use by Londoners. Sheffield's green belt, on the other hand, was a protective device to restrict development in the interests of landscape protection. In this respect it was closer to the dominant concept of the green belt as it developed in the post-war years under the influence of the Scott Committee Report and in particular, Abercrombie's Greater London Plan.

Postscript

The maintenance of Sheffield's green belt proved difficult in the years following the Second World War. The city had a severe housing problem and in searching for land to develop within its own boundaries the Corporation found it necessary to look at areas included in the green belt. This brought it into conflict with the local branch of the CPRE. Some 190 hectares of land were taken for housing purposes and other incursions were made in the early sixties.[24] The CPRE saw the solution to the city's housing problem in the form of a new town with Gainsborough cited as a possible location.[25] Eventually, however, a statutory green belt was adopted although this was not achieved until 1983.[26]

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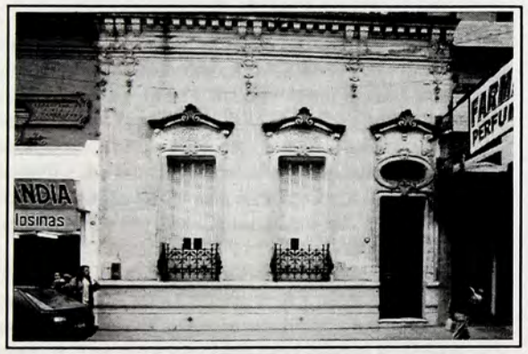
Research

Which Historic Centre? The Case of Lujan, in the Province of Buenos Aires

Giorgio Piccinato, Istituto di Architettura di Venezia, Italy

Introduction

Defining the historic centre of an American city is certainly a challenge for a European. Beginning from the work *ancient* being used there for a very different time span than it is in Europe, down to the fact that it is usually harder to draw boundaries among different land uses and income groups within the city. Quite often the historic city is a city where no visible signs of

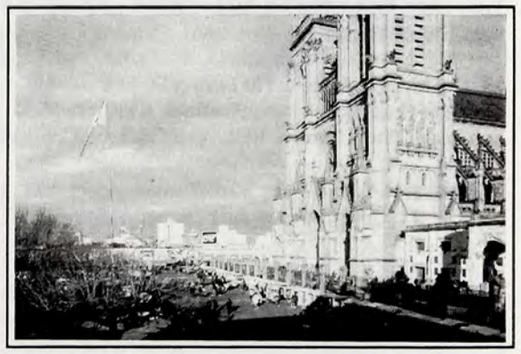


1. Some elegant houses, of the *chorizo* type, built in the XIXth and XXth century still remain and give the city its dominant character.

modernisation are visible. Yet in some other times, everything seems to have grown in the last fifty years or so. Such extreme conditions actually provide a very stimulating ground for rethinking the usual approach to the entire field of planning for the historic centres. The meaning itself of historic centre can be questioned. Does it apply to a whole city or to a part of it? Is it the age a character sufficient to identify it? But when does history begin, for our purposes, and on which grounds? To whom does it belong or, in other words, who must have a say in appreciating its features or into designing its future? Sometimes citizens, through

2. Monumental porches built in the thirties in front of the *basilica* are meant to hide a bus parking lot, empty at the time of the shot.

clearly expressed civic pride, emphasise the amenity of life in such areas, and this brings along a new theme, that of the quality of the environment, be it for the residents or for the local workers. This seems to many people one of the main reasons for taking care of the centres, regardless of their age. It can also happen that local communities are being accused of mistreating an heritage that is said to belong to the nation or to the whole world: one could say that visitors, who come for real interest and love, should be first in line to be given responsibility in treating the matter.



3. The end-of-the-XIXth century basilica in gothic style.

The Case of Lujan

Lujan is a contradictory place, where history developed along a number of different paths. It was born in the XVIIth century around an old shrine (the Virgin of Lujan) but started growing a century later as a post station on the *camino real* with an important bridge under its control. In the XIX century the city became a market and transportation centre for the cattle and the agricultural products of the surrounding *pampa*. A railway centre in the nation, the city also

witnessed the arrival of important waves of immigrants, mainly Italians, Spaniards and, in the countryside, Irishmen. At the end of the century a new basilica was built in gothic style, bringing the stones by train from the harbour of Buenos Aires. Eventually, in the thirties, a new monumental complex was built in front of the church, in neo-colonial style. The size and the appeal of such new development, that included restoring and enlarging the old *cabildo*, creating new museums, arranging the square and building an impressive sequence of arches along the main way, struck the imagination of people in a way that this seems to be the actual historic centre. However, this is true mainly for the visitors, because citizens always maintained a rather detached attitude in front of the basilica growing success. They actually complain the nuisances brought by masses of tourists and buses, and seldom appear to use the new facilities. One could suspect that two cities are in fact living side by side.

4. Another image of the monumental axis in front of the church.

The Research

A research project to identify the historic centre of Lujan is being developed through the joint effort of the Dipartimento di Urbanistica of Venice and the Instituto Internacional de Medio Ambiente e Desarrollo of Buenos Aires. The interest of the study lies in developing a methodology capable of relating the disciplinary approach of the experts with the feelings and the actual practices of the citizens. One hopes, in this way, to restore mutual understanding between the city and the scholars so as to make it possible to design more effective urban policies.

The approach is threefold. First comes a portrait of the actual urban scene. This includes an analysis of the landscape, the form, the architecture as well as of services, functions, densities, people. Then there is an enquiry on how the issue is being felt by residents, users and citizens at large. This is being done a) through a perception survey over a relevant sample of people and b) with a smaller number of interviews to privileged witnesses, in order to collect some significant life stories and to link them to the city's spatial changes. The last phase consists in an analysis of the social, economic and architectural history, through the usual recollection of plans, designs and related documents. The result should be a proposal for mapping what can be reasonably considered the historic centre and, in parallel, a first appraisal of the main problems affecting the area and its relationship with the city as a whole.

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Social and Cooperative Housing Schemes in Łódz, Poland

Jacek Wesołowski, Technical University of Łódź; Marek Koter, University of Łódź, Poland

Until 1945 social and cooperative housing was not developed on a large scale in Łódź. Its importance for the city's townscape should therefore be measured in qualitative rather than quantitative terms. It is here that one can find an outstanding 19th century workers' estate as well as one of Poland's best functionalist dwelling complexes. Most postwar housing construction can be regarded as social housing, but the products mostly lack the freshness of ideas of the pioneer period. They rarely step beyond the technological routine of their construction.

1850-1914

The historical shift of Łódź from a manufacturing settlement of textile craftsmen to a great industrial centre, illustrated by its dramatic growth from about 25,000 to nearly 500,000 inhabitants, had a major impact on the city's image. There was firstly a change of urban scale: small craftsmen's single storey houses were giving way to large 3-4 storey tenement houses, which were built in hundreds over the central districts. Most of Łódź's inhabitants had to rent rooms in such profit oriented dwellings especially in gloomy side buildings inside oblong courtyards, or in huge shanty towns outside the city's boundaries (Bałuty and Chojny). Undergoing uncontrolled speculative parcelling, the suburbs became sites of chaos and misery, where poor timber houses would reach two or three floors and where there was absolutely no urban quality of life and space. Before its incorporation in 1915, the Bałuty suburb had grown to 10,000 inhabitants and became referred to as the world's largest village.

Greater unified housing projects were conceived by the largest factory owners for their employees. While standards of living there were more of less the same, (single or double-room flats without sanitary equipment), their architecture varied from

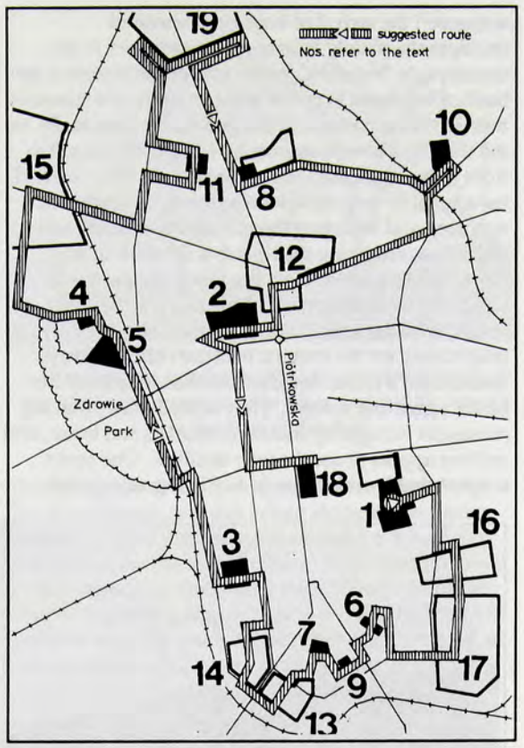

Figure 1: Location of Housing Complexes Referred to in Text.

huge dwelling structures of 4-5 storeys high, to timber single storey houses in the outskirts. Most of these estates form coherent spatial units, adjacent to the factory and the owner's residence. The largest companies tended to create closed social and functional enclaves, providing their labour force with schools, company owned shops, baths and even hospitals.

(1) Księży Młyn Workers' Estate, Karl Scheibler's Factory, 1873-1889

Architects: Hilary Majewski (partly confirmed)

The Factory

The founder of the factory, Karl Scheibler, who settled down in Łódź in 1854, was born into an old textile manufacturer's family from Monschau in the Eifel Mts., (Germany). His ability to operate modern technology and his organisational skills soon put his factory on the unmatched top of the Łódź industry (for some time it was the largest textile production plant in the world). Scheibler's factory premises at one time constituted 1/7 of the city's area.

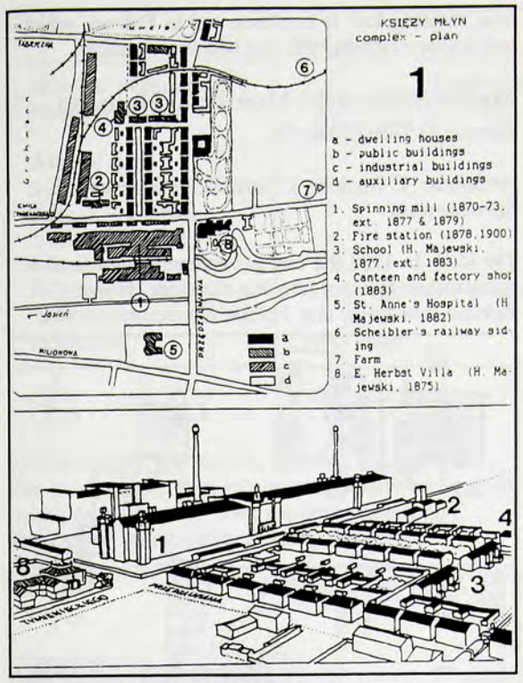

Figure 2: Ksiezy Mlyn Complex.

The Idea

To some extent, Księży Młyn (Pfaffendorf, or the Priest's Mill) can be considered as a Polish realisation of the idea of a more humane industrial complex, first developed around the 1850s at Saltaire, Yorkshire (England). Scheibler not only provided some of his workers with flats,but also built two hospitals nearby, a fire station, a school, a canteen and last but not least, a farm, which used to produce food to be sold in the canteen. The factory had its own water piping system, workers' club, factory school, youth hospice and baths The workers were then offered a comprehensive programme of what later became known as social welfare. It would be interesting to explore more fully what Scheibler's intentions were: just a calculation for better productivity or rather feelings of some obligations towards the less successful.

Layout

Księży Młyn complex is the largest in Łódź and has the most outstanding layout. It comprises the spinning mill, manager's residence (E. Herbst's), housing estate and Scheibler's hospital.

An extremely interesting aspect is that the factory building was made the focus of the planning. Workers' houses form a realm subsidiary not to an owner's residence (as it would be in the countryside), but to the essence of the industry: the steam engine. The main axis of the workers' housing is closed by the huge pseudo-portico of the mill, where the steam engine was located (for the first time in Łódź this was incorporated completely within the production building).

At the other end of the axis is the school building so that school and factory face each other with the workers' housing between. The manager's residence was another symbol of authority, was placed a bit apart.

The green alley which makes up this axis itself was a unique solution which, together with the nearby municipal park and the relatively low density of development, made housing conditions there extremely good for densely built-up century Łódź.

Architecture

The Scheibler factory developed a special type of worker's house: a simple, rather severe, unplastered ground and first-floor building with 20-32 rooms. Houses were built on a symmetrical plan. Later buildings were slightly larger and had a unified corridor plan. Their elevations carry some architectural decoration, e.g. the battlemented pediment, corresponding to the architectural language of the factory itself. Each of the houses has a uniform back building, divided into compartments for coal storage and toilets. At the rear there is a small allotment garden.

There is another example of a factory settlement at the Poznański factory complex (2), but the workers' estate area is smaller and shaped as a unit of blocks of flats, with scattered elements of the functional programme and generally not so ambitious in its layout. Another instance is the Allart factory complex (3) (with some row buildings), though this is much smaller.

1918-1939

Łódź entered independent Poland with a severely plundered industry. However, the worst aspect was that Eastern markets were no longer open for the city's textiles. Hard economic conditions dramatically slowed down the pace of urban growth. Nevertheless Łódź, the second largest city in Poland, was not only an industrial city, but also a great wholesale trade centre. It soon became active in many other fields of social life.

At the beginning of this period in Łódź there were

only two small public hospitals (though five more private), nearly half of school-aged children remained beyond the educational system and 90% of people lived in poor sanitary conditions. Almost 60% of apartments comprised a single room only (much worse than anywhere else in Poland), while approximately 10,000 of them had to accommodate more than five persons each. Of all Łódź's problems, the housing problem was probably the most acute: the flats were small, dark and expensive. Even a poor and primitive wooden house on a private parcel of land outside the city was the dream of many.

The city government decided to catch up with the arrears of the past period. As a part of that policy it launched the construction of a sewage system (1925) and granted absolute priority to the construction of schools (13 in the period).

Housing construction was carried on by the private investors, cooperatives and the municipality. After 1928 the latter tried to be very active in the field. However, no major breakthrough was achieved. In the late 1930s still over 80% of the city's population lived in single-room or room-and-kitchen flats, the housing density index being about 4 persons per room. The pace of building activity (which did not match that from before 1914) was dramatically arrested by the Great Crisis. It practically cancelled the city government's ambitious plans for new housing for the poorest people.

From this period there are two outstanding housing estates in Łódź with many more, mostly much smaller ones, built by cooperatives. There were also some interesting examples of high standard tenement houses in central districts. Some of them are still the most attractive places for living for those who do not wish to move out to the outskirts.

Municipal Barracks for Homeless People, Mania Suburb (1931-1932) (4)

The municipality considered that the most urgent task was to provide the extremely poor and homeless people with provisional shelters. In 1932 it built two colonies of eight ground floor timber buildings, one of them was at Mania suburb. Each house comprised 12 single-rooms with small cellar and storage compartments. The houses still serve for dwelling purposes.

Today the ideas can be heard that the city administration should build basic, substandard shelter for those who do not pay rents. When the new housing law is implemented in Poland, which will allow eviction, this can become a reality.

Montwiłł-Mirecki Municipal Housing Estate (1928-1931) (5)

Architects: J. Berliner, J. Łukasik, T. Słonska, W. Szereszewski

The Idea: In 1928 the city government organised a competition for two housing districts: Nowe Rokicie (not built) and Polesie Konstantynowskie

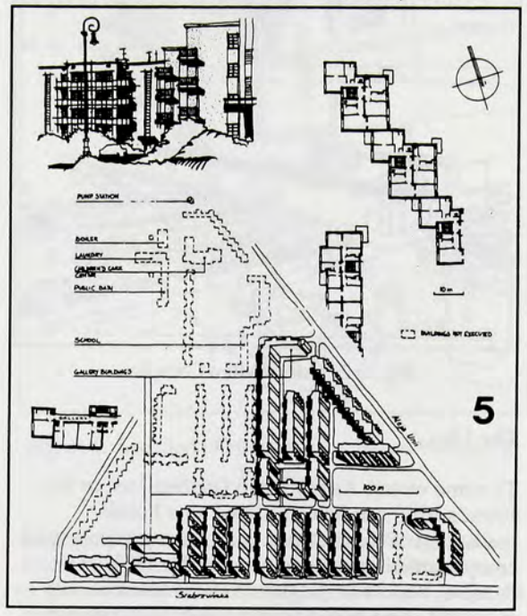

Figure 3: Montwill-Mirecki Estate.

(later renamed Montwiłł Mirecki). The latter was to be equipped with a comprehensive social programme: a public bath with laundry, mother-and-baby centre, cooperative shops, meeting hall with reading-room and café, educational cinema (or a theatre), primary school and kindergarten. Small apartments were envisaged comprising 2-3 rooms with WC and bathrooms (according to the pattern of social housing in Vienna). All the flats were to be situated across the buildings to secure good ventilation. Only 25-30% of land could have been built up, and the buildings were not to form closed courtyards.

Such a socially oriented attitude towards architecture was undoubtedly pioneering in Poland at that time. Together with the Warsaw estates at Żoliborz district (the WSM cooperative) it constituted the avant-garde branch of Polish

	Design	Realisation
Number of buildings	Thirty-three	Twenty
Number of flats	1552	917 increased to 1023 (2672 rooms)
Area of flats		72.0 sq.m.
3 room + kitchen		57.0sq.m.
2 room + kitchen		42.5 sq.m.
1 room + kitchen		
Public services	Wide programme in separate buildings	Limited programme in adapted flats
Residents	Lower class	Middle class

Figure 4: Summary Table, Montwill-Mirecki Estate.

architecture of the period. In Łódź the left-wing city government then in power appeared to be even more 'revolutionary' than the competition jury itself. The municipality selected the most functionalist entries for the final elaboration, somewhat contrary to the jury's choice.

Figure 5: Block at Montwill-Mirecki, with zig-zag element.

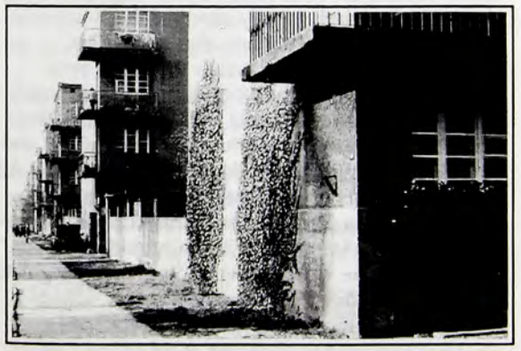

Figure 6: Frontage of Montwill-Mirecki Estate to Srebrzynska Street. Note the balconies used for corner emphasis and the walls separating yards from the street.

Situation: The estate is located beyond the belt railway, opposite the People's Park at Zdrowie. The park itself (designed by S. Rogowicz), with a spacious radial layout and nice natural interiors was a fabulous municipal initiative of the 1930s. The complex programme (e.g. zoo, swimming pools) has finally been realised, almost in our times. It is undoubtedly the most interesting and the largest park in Łódź.

Figure 7: Montwill-Mirecki Estate. One of the yards at Srebrzynska Street.

Financing: The total cost of the estate (16.6 million Złoty) was financed by a US $ loan (40%), state credits (25%) and funds from current city revenues.

The Estate as Built: The original intentions had to be constrained in reality: no separate public buildings could be built and the standard of flats had to be lowered significantly. Some public functions were therefore put inside residential

buildings. The area of flats was reduced and the total number of them was increased. Most flats have shared bathrooms.

The estate comprises twenty apartment buildings of stair-well and balcony-access type. Most of them are situated at right angles to streets, in the then revolutionary 'comb' system (note the wall between private yards and public street). Two of them have a fine 'zigzag' plan.

Overall, the architecture is very simple and modest: rendered flat-roofed structures. Yet it is not deprived of good taste: there are projections on side elevations with adjacent balconies, as well as distinctive balconies at street endings. The estate had its own water system and gas works.

The Residents: The original idea was low rental flats for low income people. This proved unrealistic as early as 1932: such people could not afford the rents. The estate soon became inhabited by a middle-class population (the military, city clerks etc.).

Podmiejska St.: Primary School, Municipal Housing & Municipal Health Centre 1926-1928 (6)

Layout and Architecture: The complex forms a nice precinct surrounding a small park. The school is accompanied by a teachers' apartment building (with 17 flats) in its rear and the municipal housing in front. The blocks of flats are shaped as two 3-storey high blocks of flats (with 34 flats), with projecting elevations and peculiar pent roofs. The primary school (architect Zdzisław Mączeński) is a monumental, steep-roofed, symmetrical building with two-storeyed wings and small sports-hall between them. The form of the health centre (architect Stefan Kraskowski), located across the park, harks back to classical patterns, with monumental columns attached to a structure constructed on a triangular plan.

The functional programme of this precinct well represents the focus of city's building activities in the 1920s.

State-built Social Housing: The Estate of Social Insurance Board (ZUS/ZUPU) 1931-1938 (7)

Architects: Probably Warsaw located office for ZUS housing enterprises, which employed outstanding Polish constructivists, S. Brukalski, J. Szanajca.

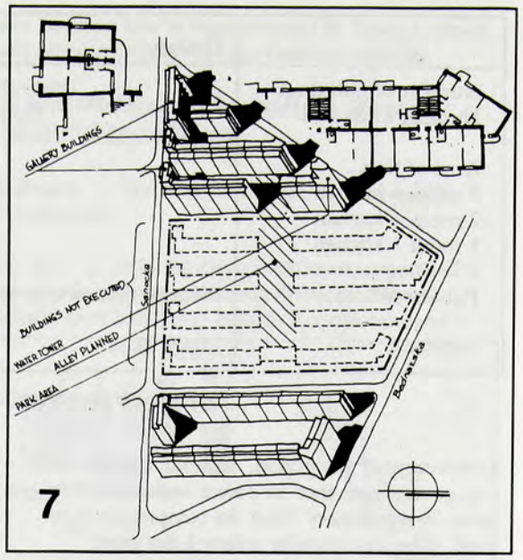

Figure 8: ZUS/ZUPU Housing Estate.

The Idea: The estate was part of a nation-wide ZUS initiative to provide dwelling capacity in areas with greatest housing problems. The ideas were very similar to those behind the Montwiłł-Mirecki estate, this time elaborated in accordance with Warsaw experiences, particularly the WSM estate.

The main principles were: blocks of flats with green space between, maximum built-up area 40%, two types of flats (for blue and white collar employees).

Layout and Architecture: The estate was located in the open space behind the private garden complex of the owners of the nearby wool factory. Contrary to the original design, only seven of the fourteen intended buildings were actually built. This enabled the investor to increase the green area: from an originally planned green alley to a more spacious park in the middle of the complex. The three-storeyed buildings (plus attic for laundry and drying area) form closed, elongated courtyards. All the buildings are of stair-well type, with one exception (gallery type). The architecture is severe: long rendered elevations with no projections. The only relief is the water tower adding extra height to one of the buildings.

Bank Employees Colony (Osiedle Skarbowków); Julianów - 1925

Investor: The Housing Construction Co-operative for Bank Personnel

	Number	Area
TOTAL NO OF FLATS	239	
Single-room flats	17	20 sq.m.
1.5-room flats	62	
double-room flats	59	up
2.5-room flats	33	to
three-room flats	46	75 sq.m
four-room flats	22	

Figure 9: Summary Table ZUS/ZUPU Estate.

Situation: The colony is located in the southwestern part of a huge area purchased by the city from one of the leading Łódź industrialist families, the Heinzels. These German Catholics had strong aristocratic aspirations. They possessed countryside estates, with residences, a rambling park, forest and farms, as well as an aristocratic title. One of them was made a baron by Prince Sachsen-Coburg-Gotha in 1891.

This residential district, known as Julianów, is an interesting neighbourhood with a public park. Its radial layout became fashionable and still remains the most favoured locality in Łódź.

Layout and Architecture: The colony is an example of Łódź's middle class housing. It comprised 1 block of flats and about 50 one-storeyed semi-detached houses, each shaped like an urban villa. They are styled on the image of the manor house. In the 1920s the Polish manor house style was almost the leading artistic trend in architecture, corresponding well to the ideologies of the newly re-born Polish state. The typical features of the style were the complicated, tiled steep roofs, Baroque Revival detailing and columned porticos, all usually combined on a small scale.

Each house comprised 9-10 rooms, fully equipped technically, except for central heating.

Preservation: Unfortunately the number of substandard alterations of the outside appearance of the buildings has caused problems. It has been almost impossible to control the process.

A similar example is the Officers' Colony, Kopcińskiego St. built in the manor house style. There are also three more cooperative colonies at Radiostacja district built in both modern and manor house styles.

'Lokator' Cooperative Estate, Lokatorska St. 1925 (9)

Investor: 'Lokator' Workers' Housing Cooperative was the oldest of its kind in Łódź. It was established in 1915 originally in order to consolidate tenants' interests. In 1925 it became

Figure 10: Lokator Estate. Polish Manor House style as represented by oldest houses in the colony.

Figure 11: Lokator Estate. A charming detail above the main entrance to a block of the second phase.

involved in housing construction.

Layout and Architecture: The hedged off estate comprises six apartment buildings constructed in three stages. The first three buildings have the

Figure 12: Lokator Estate. The pre-modern architecture of the blocks, seen from the inside of the scheme.

Figure 13: Lokator Estate. The same block as Figure 12, seen from the outside. Note the corner windows and hedging boundary.

interesting architectural appearance of the Polish manor house style, while the latter are more simple, cubic masses, though with historic elements. The corner windows of the last block of flats are a very rare feature in Łódź architecture.

The flats have various standards. The oldest buildings have the smallest apartments (below 30 sq.m.) with shared lavatories on each floor.

The space between the buildings was arranged as an internal green area with children's playing grounds.

Marysin III - Workers' Colonies Association (TOR) Estate 1934-1935 (10)

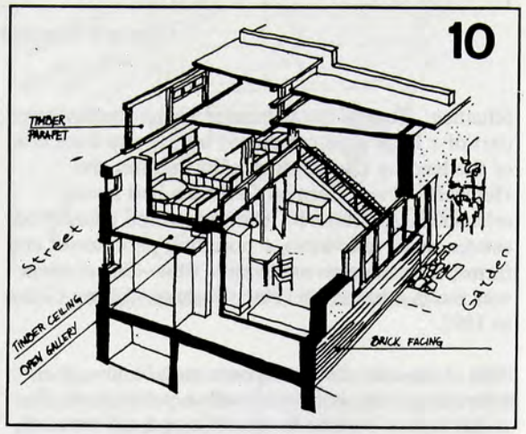

Figure 14: Section of 'TOR' Estate House.

Figure 15: TOR Estate. Exterior view of housing of the type shown in Figure 14.

Architect: Designed by Regional Plan Office, Łódź; the double-floor type house designed by H. and S. Syrkus, leading Polish avant-garde architects.

Investor: TOR has a specially formed nation-wide association aiming at providing houses to the lowest-income groups.

Situation: On the Northern outskirts of Łódź on

Figure 16: Single Storey Housing on the TOR Estate.

lots granted by the municipality.

Layout and Architecture: The idea is said to have been inspired by Bauhaus' Torten Siedlung at Dessau, Germany. The colony comprises five parallel rows of terraced houses, grouped along three streets. Each lot has about 300 sq.m. There was no sewage system and no water supply to the houses. A public house was originally planned, but, sadly, not built.

The houses are of three types, two of them single-storey, and one double-floor houses. The later are especially interesting. The living room has a gallery to be used as a sleeping annex. This unprecedented solution was generally not accepted by the residents.

Preservation: Since the estate seems to be a very outstanding example of cheap housing initiatives of the 1930s, it would be very desirable to control the process of change. The pressures for such change have been very strong here because of the size of flats. Effort should be done to upgrade the image of one street by implementing standard forms of porches, windows, etc., as well as by banning visible floor additions. The best preserved houses are to be put on the monuments list.

Wartime Housing: Stoki, Julianów and Radogoszcz (11)

Constructing houses is by no means the essence of war. However, in the 1940s the German authorities erected at least three housing colonies, at Stoki (for railwaymen and staff of the nearby prison), Julianów (now called 'Berlinck' or Little Berlin) and Radogoszcz (for refugees from bombarded German cities).

The first two of them are composed of several double-floor buildings comprising 4-10 flats. The situation of the Stoki and Berlinck estates was not accidental. They occupy slopes which were a very exposed location in the once empty surroundings.

They exhibit the typically Germany architecture with steep tiled roofs and segmental arch-covered windows with shutters, which is very unusual for the Łódź landscape. The buildings and gardens form an interesting street area. At Stoki there is a complicated layout comprising a public park, which links the blocks of flats area with single family housing colonies (the latter started partly before the war by TOR association).

1945-1989

Łódź generally did not experience war time devastation. Therefore, unlike Warsaw, most of the new post-war housing was situated outside the central districts. To date the area of post-war development now covers twice as much the 19th and 20th century core. The historical structure of the city was left almost intact. Construction of new housing there did not start until about 1975 ('Manhattan').

Investing in housing was at first a monopoly of the city/state administration, later becoming a monopoly of cooperatives which were huge and impersonal organisations. As long as it was economically possible housing construction was the essential element of the communist state social policy. To increase the pace of construction, the government introduced panel systems: from small and medium sized (Żubardź, Kosiny, Kurak, in the 1960s) to large sized (1970s, 1980s). Despite intentions, the panel systems appeared to be neither quick nor cheap.

Most young Poles possessed special housing bank accounts at various cooperatives. This enabled them to 'get' a flat after some time of permanent saving. However, the economic calculations became increasingly unrealistic. A shortage of flats made the situation hopeless in the late 1970s. The number of those theoretically entitled to a new flat is now terrifying since their money has already been spent. Nowadays new flats, even if they are constructed, are usually too expensive for an average Pole.

From an artistic point of view post-war housing has brought a total retreat from traditional aesthetics towards simplified modernism. Large flatted districts, alongside private single family housing, in Łódź or in the countryside, were regulated in practice by various kinds of standardisation from

the type of windows to the height of buildings. The choice of forms was very limited. In the 1960s the distance from the traditional shape of building was perceived as the measure of modernity. It was very rarely that housing kept the constraints of existing urban structure. Normally new estates tried to copy the 1930s ideals but they lost the human scale and decent standard of detailing. It became usual for public functions not to be housed properly. Many huge housing areas (especially those from the 1970s) have no service centres, giving them little chance of gaining individual identities. However, such is the shortage of accommodation that a flat in an unfriendly large panel district still seems to be the main aspiration of a great number of people. The most desirable flats are located at Bałuty, Radogoszcz and in the city centre (highest prices: 4 million Zlo./sq.m.).

The postwar housing architecture can be grouped in three stages: Stalinist social-realism, functionalist traditionally constructed and large-panel prefabricated.

Stare Miasto & Bałuty 1950s, 1960s (12)

An interesting, but unfinished, attempt was made to reshape the poor housing area of the former Jewish district at Stare Miasto, partly destroyed during the war, and the extremely substandard working class suburb (Bałuty). The Stalinist social-realist housing tries to keep the lines of the streets (also those newly cut through, Zachodnia St). However most of the old structures were not removed, they were left between new buildings preventing one from seeing and understanding the layout originally intended.

At Stary Rynek (Old Market Sq.), the former heart of the 'agricultural' Łódź, social realism housing gives a unified architectural appearance, with quasi-Renaissance arcades. The Southern side of the square was left unbuilt, thus opening it onto the park, which forms a green belt before entering the city core.

Some of the buildings in this area document the changing character of aesthetic orthodoxy. They were planned in more or less a functional way before Social Realism became a state style, but during construction they were modified to accept the new orthodoxy.

Kurak and Nowe Rokicie Districts, 1960s (13 and 14)

Both of these represent the period of various

Figure 17: Example of a district of Large-Panel Housing, at Widzew-Wscliod. Built in the 1970s, with some 70,000 inhabitants, the area well exemplifies the soulless character of such districts.

experiments in prefabrication. Some buildings show architects' ambitions to have interesting and unpretentious elevations.

It was a fashion to design strange forms of shopping centres that reinforced concrete allowed to build. The examples that can be seen at Kurak are not very spectacular (in common with most post war Łódź architecture, but still constitute landmarks in a rather dull surrounding townscape.

Teofilów District, 1970s (15)

The district of Teofilów is an example of urban planning trends of a functionalist city: a major street divides the whole development into dwelling estates and an industrial area. The estates represent various forms of large panel technology. The oldest parts are situated closer to the railway.

The basic feature of the layout is the 'comb' system enlarged to a huge scale. Dozens of similar blocks of flats form a monotonous landscape of the place, which lacks visible focal points. A spacious church, the first one built in new districts under communist rule, could have no emphasised position. It is hidden amidst the buildings. Its architecture differs so much from the surroundings that it forms a closed world of its own.

There are similar examples at Zarzew (16) and Dąbrowa (17). These are 1970s prefabricated large panel districts, with buildings of two heights (4 and 10 storeyed) with an adjacent industrial area.

'Manhattan'. 1975-1980 (18)

Nobody really knows if the public gave such a

name to the place in praise or irony. This centrally located development occupies part of the historical space of the city. It comprises five gigantic 22-15 storeyed blocks of flats surrounding a windy and completely empty yard (Northern part). The contrast between their scale and the scale of 19th century Łódź is shocking. Most old buildings standing in the streets have been preserved not only because of their value, but also because of a lack of attention to detail that has typified much Łódź planning.

In the 1960s and 70s most of the historical structure of Łódź, especially at Piotrkowska St. was to give way to completely new development. This idea was realised here, fortunately only partly. The giant thoroughfare with single level crossings) and some highrise office blocks were also part of the enterprise. At 'Manhattan' nearly no part of a public city scale programme has been realised, the sad remainders of intentions are still visible.

However, a standard of flats is considered to be very high here, in spite of the inhuman scale and bad detailing. The estate has some unsolved problems including a shortage of parking places.

In the Southern yard one can see a post-modern primary school building.

Radogoszcz, late 1970s (Western part), 1980s (Eastern part) (19)

The district splits up into two parts. The Eastern half gives a good impression of the standard of the 1970s with large panel housing, while the Western part represents a new attitude towards such districts. The designers (Z. Lipski and J. Wujek) tried to rescue the idea of large panel housing by forming both an attractive layout (central square with a main axis of composition, closed courtyards) and architectural details. Aiming at an individual identity for each block of flats, the place is the best example of a dwelling estate built recently in Łódź.

This paper is a slightly amended version of the itinerary of a field excursion at the AESOP Conference in Łódź, July 1993.

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Practice

TICCIH
The International Committee for the Conservation of the Industrial Heritage

Planning History readers may wish to note the existence of this organisation which is an international network for the conservation of industrial heritage. It issues a Bulletin containing details of research, relevant conferences and publications. TICCIH Bulletin is published and distributed to TICCIH national representatives four times a year. National representatives then distribute photocopies or summaries. The TICCIH Bulletin is edited at the Ironbridge Institute by Dr Barrie Trinder. Contributions should be sent to the editor, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire TF8 7AW, UK. Tel: (44) (0) 952 432751. Copies of the TICCIH Bulletin should be obtained from national representatives. TICCIH International Secretariat: Stuart B. Smith, Trevithick Cottage, Higher Penponds Rd., Penponds, Camborne, Cornwall TR14 0QG. Tel: (44) (0) 209 612142.

H-Urban: An Urban History Electronic Network

A new Internet/Bitnet discussion group, H-Urban (Urban History), has been set up at the University of Illinois at Chicago (UIC) in order to provide an electronic forum for scholars of urban history. The UIC history department has a long-standing interest in the history of Chicago and other U.S. Cities, ethnicity and immigration, and of European and Russian urban development.

The primary purpose of H-Urban is to enable historians to easily communicate current research and research interest; to discuss new approaches, methods and tools of analysis; to share reviews of useful resources including monographs, journals, articles and primary source materials such as papers, maps, records and databases; and to announce calls for papers, conferences, museum and society shows, exhibitions, job opportunities, grants and fellowships.

H-Urban is also a forum for exploring the approaches, methods and tools used in teaching history to graduate and undergraduate students. UIC is establishing an electronic archive easily accessible to historians. Syllabi, reading lists, and examinations will be included in the archive.

The H-Urban advisory board consists of Burton Bledstein, Perry Duis, Lousie Kerr and David Jordan of the Newberry Library, Michael H. Ebner of Lake Forest College, Eric Monkkonen of UCLA, and Daniel Greenstein of University of Glasgow, Scotland. If you are aware of others who would be interested in serving on the advisory board, please let us know.

Discussion of cities throughout human history, and in all geographic areas, is welcome.

We hope you will subscribe to H-Net, and expand the already extensive network among urban historians established by the Urban History Association and other organisations. H-Urban is available to users of the Internet and Bitnet, the electronic networks linking many universities and government agencies. To subscribe to H-Urban, send a note to Listserv@UICVM or Listserv@uicvm.ioc.edu with the message: *Subscribe H-Urban Your Name.*

In addition, if you have material you would like posted on H-Net, or stored in its electronic archive, please send it. If the information is available via the Internet or Bitnet, you may send it to H-Urban@UICVM or H-Urban@uicvm.uic.edu.

Other materials on paper or floppy disks (as well as questions or comments about H-Urban) should be directed to Wendy Plotkin, University of Illinois-Chicago, History Department (M/C 198) 723 SEO, 851 S. Morgan St., Chicago, IL 60607-7049. Phone: (312) 996-3141; Fax: (312) 996-6834; Bitnet: U15608@UICVM; Internet: U15608@uicvm.uic.edu.

H-Urban has been established under the auspices of H-Net, an initiative at UIC to establish electronic communications among historians and to educate historians in the use of electronic media. H-Net is affiliated with the History Network, and international organisation established to coordinate the efforts of historians worldwide in using Internet and Bitnet.

The On-Call Faculty Program

Professor Larry Gerckens writes:

When I took early retirement (at age 52) from the planning department at Ohio State University a few years ago, I resolved to create a society in support of American planning history (SACRPH) and to continue to teach American planning history (which I love) as an independent professor and visiting lecturer (becoming a professor 'On-Call').

SACRPH now has over 380 members and in November we will hold our Fifth National Conference. This has been most soul-fulfilling.

ON-CALL FACULTY, through which I teach, guest lecture, and promote the services of affiliates in all fields, arranges for experienced faculty and practitioners of distinction to teach university-level courses on a per-course basis and provides visiting speakers for colleges and universities, professional and interest associations, planning commissions, and other civic groups.

Through On-Call, I present slide-illustrated talks on American planning history ($300-900 honorarium, plus airfare/auto mileage and motel), two-day short courses on planning history (University of Wisconsin-Milwaukee, University of Pittsburgh, and a number of state chapter APA meetings: $1500-2800, depending on travel costs)O, and two university-level courses, graduate or undergraduate: (1) American Urban Planning History: 1565-1990 ('Shaping the American City'), and (2) Survey of Urban Form ('World City Planning History').

I teach these 3-5 credit-hour courses on a flyin/drivein-for-two-days-every-two-weeks basis, with 6-8 hours of class per visit and 6-7 visits (University of Michigan, Georgia Tech, Cal Poly - Pomona: $7200-$9800 per course, depending on credit-hours, course enrolment, and travel costs). I have taught 28 such courses at 109 different universities (Toledo, Hawaii, Memphis State, Southwestern Louisiana State, etc.) since 1986. I am also available for a semester/term on campus as a Visiting Professor.

Temporary faculty services in planning history are called for: where either course demand or economics requires a course offering every two years and field-area-competent regular faculty are not available (Kansas State University); where course demand is high, but departmental priorities require regular faculty to be assigned elsewhere (University of Michigan); where a sudden faculty vacancy requires quick resolution (University of Cincinnati, following a death, and Southwest Missouri State on the unexpected departure of a staff member); where a regular faculty member teaching a planning history or urban form course takes a research leave (Georgia Tech), or goes on sabbatical leave (Cal Poly - Pomona), where a faculty search is in process to fill a vacancy, and where an academic urban affairs or American studies program lacks on-campus urban planning program faculty support. Where any of these conditions exist, call On-Call.

Planning history is a natural topic for state chapter APA conferences (I'll address the Michigan Society of Planning Officials in Grand Rapids in October), for community planning functions (I 'keynoted' initiation of the new comprehensive plan for Kansas City last spring), and for local community leadership training programs, where I introduce the planning functions of government through planning history and profusely slide-illustrated Americana.

Think about it. Discuss it with others and, when the time comes, call On-Call. I'll love you for it. I get my soul-satisfactions from speaking on planning history. When I lack the opportunity to do so, I develop 'withdrawal' symptoms. Help keep planning history, and Larry Gerckens, 'high'. Call On-Call.

Urban/Planning History Syllabuses

Syllabus Exchange II, a cooperative publishing venture of The Urban History Association and The Valentine Museum, is now available. It is edited by Judy A. Lankford of The Valentine; it features a lengthy introductory essay by Richard Harris of McMaster University (Ontario). In addition to presenting its readers with 24 syllabi, it also includes 15 research assignments. (*Syllabus Exchange I* is no longer available.)

To purchase a copy, please send cheque or money order (only in US dollars please) for: $25.50 within the US; $26.00 in Canada; and $26.25 for all other orders. Cheques must be made payable to: The Valentine Museum. Telephone, fax, e-mail, and COD orders will not be accepted. Send orders to: *Syllabus Exchange II*, c/o The Valentine Museum, 1015 E Clay Street, Richmond, VA 23219-1590 USA.

Report

Second International Conference on Rebuilt Cities, Lorient, France 20-22 January 1993

Alexandra Yerolympos, Aristotle University of Thessaloniki, Greece

Cities that were rebuilt after having suffered from sudden large-scale destruction, have rightfully been considered as real laboratory cases by all people involved in research as well as in planning practice. The doubtless, though not always explicitly acknowledged, impact of reconstruction experiences in the progress of theory was discussed during the first conference on the same subject, which took place in Brest, ten years ago. This year in Lorient, under a rather dramatic title whose English version "From Design to Destiny" appeared a little heavier than the somewhat more playful French "Dessin-Destin", the second conference went on to focus on other aspects of the issue. 300 participants and 90 speakers were received cordially, and met in five sessions for three days. Although the programme was a busy one and a personal selection was sometimes complicated, attending the conference was a very stimulating and also agreeable experience, thanks to our French hosts (Patrick Dieudonn_ and Mario Holvoet) who managed to be smilingly firm on time schedules and pleasantly relaxed on all other occasions. To this contributed the urban setting of Lorient and the mild weather of the Atlantic coast. In fact Lorient, a small city by the sea and main port of the Company of Indies three centuries ago, was entirely reconstructed after World War II on a discreetly modernist layout and with different types of architecture that provided the city with a hesitant charm. Although in mid-winter, lukewarm sea breezes and a cloudy but luminous sky encouraged outdoor wanderings and a delightful cruise in the estuary, followed by a romantic late night visit to Fort-Louis, seat of the museum of the `Companie des Indes'.

The conference was held in the Congress Palace, in the very centre of the city, a two-minutes walk from Quai de Rohan, the site of a prestigious redesign project which we had the opportunity to visit. Placed with the much discussed DSQ programme (D_velopement social du quartier) and under the baguette of Roland Castro, one of the main French star-system architects, a badly aging high-rise social housing complex of the 60s, is being transformed into an elegant central quarter.[1] The original tenants are being moved away only for a period of three weeks, necessary for the complete renewal of their apartments, and I must admit that the whole operation was quite impressive, and the people profiting were so ecstatic with their new residences that I could hardly believe my eyes (and ears, when we were informed of the high cost of the operation).

Practically all historical periods were covered in the conference,starting with Rome's reconstruction by Nero (a very interesting paper indeed) and ending with the operations now in progress in the much tormented city of Beirut. Along the famous rebuilding of London in 1666 and of Lisbon in 1755, a great number of European reconstruction projects of the 20th century were discussed: Belgian and Greek operations of the early 20s, rebuilding of Agadir in the 80s and contemporary reconstructions in Lisbon-Chiado, Eastern Europe and other parts of the world. Still the focus was placed on the immediate post World War II period and papers presented cases from Holland, Germany, Denmark, Italy, the Baltic countries, Poland and Hungary (Great Britain being surprisingly absent). Naturally the greatest number of contributions dealt with French reconstruction.

Almost half a century after the large-scale post-war reconstruction, the planning principles that prevailed at the time have been vividly questioned and criticised, not only by planners but also, and principally, by the residents, who are fleeing away when they can. What is to be done with those places so that they get back their departing inhabitants, present an attractive environment and at the same time encourage investments? These issues, which are strongly interwoven, generate different kinds of answers in this era of strong competition among cities. Certainly people need an environment of quality and beauty, capable of inspiring in them affection and nostalgia, rather than repulsion and alienation. At the same time, if a city is going to assume new functions in an international context and attract investments, its image can work as a magnet (as well as infrastructure facilities). But then, image is more likely to be sought for through ambitious redesign schemes, aiming at international recognition, rather than at the search of local particularity and sensibility.

Examining these questions with a remarkable absence of fanaticism, speakers and participants (including many municipal officials) argued that the over-forty-years-old reconstruction is in the process of creating a new architectural heritage. That through an intelligent and inventive 'reading' of the contemporary urban scenery, which would use the urban project as an instrument of analysis, the architectural and spatial forms of the reconstructed city can be put forward, the existing qualities can be rediscovered and enhanced, and a feeling of attachment of the people to their everyday life space can be stimulated, even when material traces of older periods have disappeared from the townscape. In the plans that were exposed from projects that illustrated this effort, it was reassuring to see well drawn neighbourhoods with lively streets and squares - many squares - and, fortunately, not too many commercial centres, office buildings, shopping malls, touristic marinas, which have nowadays become the indispensable clich_s of most urban design projects.

References

1. The DSQ operation in Lorient comprises three sites (Quai de Rohan, Courbet and Republique) and a total of 744 housing units. Quai de Rohan along has 480 flats.

Publications

Abstracts

Edward K Spann, *Hopedale: From Commune to Company Town, 1840-1920*, Columbus: Ohio State University Press, 1992, 213pp, ISBN 0-8142-0575-5 cloth $37.50.

This book explores Hopedale, Massachusetts, begun in the early 1840s as a Utopian experiment in Christian socialism. Two decades later the brother of one of the original colonists acquired it and converted Hopedale into a model town which lasted until the 1920s. Professor Edward K Spann, then, used Hopedale to explore two apparently diverse strands of the nineteenth century search for the ideal community.

Theo Barker and Anthony Sutcliffe (eds), *Megalopis: The Giant City in History*, Basingstoke, Macmillan, 1993, 213pp, ISBN 0 312 09147 8 £40.00.

Why has the urbanised world always generated a small number of cities which are far larger than all the others, and which appear to dominate whole countries, continents, and perhaps even the world? The studies in this book follow the evolution of the megalopis across the world from its origins in ancient times to its current dominant position, both in the industrialised and Third World. Case studies include Rome, London, St Petersburg, Moscow, Bangkok and Berlin. Additional studies deal with the general characteristics of the megalopis, stressing its implications for cultural life.

John S Gardner (ed), *The Company Town: Architecture and Society in the Early Industrial Age*, New York and Oxford: Oxford University Press, 1992, 245pp, ISBN 0-19-507027 cloth $39.95.

This volume of seven chapters previously given at the Society of Architectural Historians meeting held in 1990. Together, they provide an international assessment of the company town and include useful insights into the global processes that shaped the formative stages of the company town. Towns from Wales, France, Scandinavia, the United States, Chile and Argentina are discussed in this timely addition to the literature of the company town.

Nicholas Deakin and John Edwards, *The Enterprise Culture and the Inner City*, London, Routledge, 1993, 273pp, ISBN 0 415 03548-1 hardback £40.00, ISBN 0 415 03548 X softback £13.99.

Through the 1980s and into the 1990s, policy for inner city regeneration underwent a transformation from a reliance on central and local government, and the use of public funds, to a much heavier dependence on private sector activities and private investment. The volume evaluates the effectiveness of this strategy in alleviating urban deprivation. By examining four case studies - two Urban Development Corporations, one local government/private sector, and one purely private development - detailed analyses are made of job creation, 'Leverage' (the ratio of public incentive to private investment funds), impact on local residents and the 'trickle effect' from enterprise down to the urban deprived.

Morris Zeitlin, *American Cities: A Working Class View*, New York: International Publishers, 1990, 214pp, ISBN 0-7178-0679-0 paper.

This book provides a class-oriented overview of urban history from colonial times to the present although it suffers from inattention to recent urban history monographs. Little of this book will be informative to those familiar with the field.

John N Jackson and Sheila M Wilson, *St Catharines: Canada's Canal City*, St Catharines, Ontario: St Catharines Standard Limited, 1992, 414pp, ISBN 0-919549-24-1 cloth.

The authors provide a well-illustrated, comprehensive urban biography of St Catharines in a study commissioned by the city's century old family owned newspaper as a centennial project. The book is particularly strong in its discussion of the history of blacks in the city which was once the terminus of the underground railroad. The authors also nicely illustrate key elements leading to the automobile's dominance in the city.

Alan I Marcus, *Plague of Strangers: Social Groups and the Origins of City Services in Cincinnati 1819-1870*, Columbus, Ohio: Ohio State University Press, 1991, 287pp, ISBN 0-8142-0550-X cloth $40.00.

The book uses Cincinnati to discuss the invention and growth of city's services in the mid-nineteenth century. The author rightly notes how the now taken for granted services were dramatic innovations in the mid nineteenth century. His careful examination of municipal codes details how the city created the foundations for these services. This is an original and important contribution to our growing knowledge of what in retrospect too often has seemed the 'natural' role for the city.

Diana Tittle, *Rebuilding Cleveland: The Cleveland Foundation and its Evolving Strategy*, Columbus, Ohio: Ohio State University Press, 1992, 328pp, ISBN 0-8142-0560-7 cloth $30.00.

This is an engaging account of the history of the Cleveland Foundation, founded in 1914, as the world's first community trust. Special attention is given to the changing ways the Foundation has responded to the city's economic and social problems over time. The book should be of interest to a wide audience of public officials, community activists, other foundation members and academics who are interested in urban policy.

Marilyn Thornton Williams, *Washing 'The Great Unwashed': Public Baths in Urban America 1840-1920*, Columbus, Ohio: Ohio State University Press, 1991, 190pp, ISBN 0-8142-0537-2 cloth $40.00.

After discussing the origins of the public bath movement in Europe, the author analyses in depth the campaign to build public baths in five large American cities: New York, Boston, Chicago, Philadelphia and Baltimore. Special attention is given to the changing emphasis of that reform movement over time. This is a well-documented, well-researched, and a very readable history of the little-studied public bath movement that enhances our understanding of the ongoing struggle to reform immigrants and improve society.

John Clubbe, *Cincinnati Observed: Architecture and History*, Columbus, Ohio: Ohio State University Press, 1992, 531pp, ISBN 0-8142-0512-7 cloth $60.00, ISBN 0-8142-0514-3 paper £24.95.

The author combines an expert awareness of architecture and social history with information on art, geography, politics, biography, and technology in a host of essays that enliven twelve walking tours. Planning historians will find Clubbe's description of the post-war rehabilitation of the Cincinnati riverfront to be valuable, as well as his material on the evolution of Cincinnati's central above-grade 'skywalk' system, one of America's most successful.

Andrew Maclaran, *Dublin: The Shaping of a Capital*, London, Belhaven, 1993, 242pp, ISBN 1-85293-166-3 £35.00.

In the 'World cities series', this comprehensive urban geography of a modern industrial and political capital, dominating in size and influence a small country on the edge of the European Committee, begins by sketching Dublin's historical roots from Norse foundations through Irish and English influences to the emergent capital of an independent Ireland. The urban economy since 1945 is analysed, and attention focused on the youthful age structure, social structure and housing system. The book concludes with an examination of the emergence of serious inner-city problems arising from economic restructuring.

Anthony Coon, *Town Planning under Military Occupation. An Examination of the Law and Practice of Town Planning in the Occupied West Bank*, Aldershot, Dartmouth, 1993, 221pp, ISBN 1-85521-287-0 £32.50.

The West Bank is notable both for its ambitious urban development projects, and for some of the more rigorous restrictive planning policies of modern times. Prepared for Al-Hag, the West Bank affiliate of the International Commission of Jurists, the book examines the planning system - legislation, controls, development plans and a massive programme of land seizure and house demolition - that have been adopted since 1967 by the Israeli occupying authorities.

David Hedgcock and Oren Yiftachel, *Urban and Regional Planning in Western Australia: Historical and Critical Perspectives*, Paradigm Press, Curtin University of Technology, Perth, 1992, 282pp, ISBN 1-86342-172-6 A$23.95.

Under the general headings of 'Local Planning', 'Metropolitan Planning', and 'Regional Planning', the sixteen chapters of the volume bring together contributions from leading academics and practitioners in the fields of planning, design, environment and urban studies.

Denis Cosgrove, *The Palladian Landscape: Geographical Change and its Cultural Representations in Sixteenth-Century Italy*, University Press, Leicester, 1992, 270pp, ISBN 0-7185-1437-8 £45.00.

This study of the cultural and historical geography of north-east Italy draws on the architectural texts and designs of Andrea Palladio for introducing the patrician culture of Venice and its hinterlands. It illuminates the relationship between metropolis and province, linking the transformation of city and country to visions of landscape derived largely from late Renaissance humanism. Through an examination of both the imaginative projection of idealised landscapes and the practical transformation of physical environments, the book explores the *mentality* of pre-modern Europe.

Robert E Grese, *Jens Jensen: Maker of Natural Parks and Gardens*, Baltimore and London: Johns Hopkins University Press, 1992, 304pp, ISBN 0-8018-4287-5 cloth $34.95.

The greatest contribution of this book is to place landscape designer Jens Jensen in the context of other fellow designers of a progressive political stripe. The first three parts of the book are essentially biographical and the fourth and fifth part provides an analysis of Jensen's design style and legacy.

Walter Creese, *The Search for Environment: The Garden City, Before and After*, expanded edition, Baltimore and London: Johns Hopkins University Press, 1992, 420pp, ISBN 0-8018-4363-4 paper $29.95.

The 'expanded edition' of Creese's 1966 work contains a new preface and an epilogue, but otherwise remains in its original form. The book discusses the origin of the garden city movement and explains the actual building of that type of city in England. In addition the last part of the book describes the more recent influence of the garden concept in Great Britain and elsewhere.

J W R Whitehand and P J Larkham (eds), *Urban Landscapes, International Perspectives*, London, Routledge, 1992, 333pp, ISBN 0-415-07074-0 £45.00.

Taking a multidisciplinary and multinational approach, describes the historical development of urban landscapes and the roles of those who shape them. The first four chapters examine historical urban landscapes. A further five chapters review the nature and management of urban landscape change, and a concluding chapter by the editors sets out the achievements and prospectus of urban landscape research within the field encompassed by the volume.

Michael Doucet and John Weaver, *Housing the North American City*, Montreal and Kingston: McGill-Queen's University Press, 1991, 572pp, ISBN 0-7735-0825-2 cloth $50.00.

This book explores the history of housing in Hamilton, Ontario, for the past 150 years and places it within the context of present scholarship on housing in Canada and the United States. Topics covered by the book include the will to possess, mortgages, the rented house, the apartment building, distribution of housing among social classes and housing quality within the urban environment.

David Hamer, *New Towns in the New World: Images and Perceptions of the Nineteenth-Century Urban Frontier*, New York: Columbia University Press, 1990, 328pp, ISBN 0-231-06620-1 cloth $35.00.

This comparative work of urban history explores the process of nineteenth-century town building in New Zealand, Australia, Canada and the United States. Approaching urban history as the 'history of ideas and perceptions', the book focuses on examining what the people who established and built the towns and cities thought they were doing, as well as what other contemporary observers thought about these urban efforts.

J A Yelling, *Slums and Redevelopment: Policy and practice in England, 1918-1945, with particular reference to London*, London, University College London Press, 1992, 210pp, ISBN 1-85728-010-5 £35.00.

Although slum clearance developed from nineteenth-century thought and practice, inner-city redevelopment had its intellectual origins in the 1930s. Activities such as slum clearance had a dramatic impact on those people and places affected, but political formulations of the slum question also had much wider repercussions for property and social policy. In particular, they had a major role in shaping distinctions that have marked modern British cities: between public and private sector housing, inner city and suburbs, house and flat. The book encompasses national policy formulation, as well as detailed local studies, particularly of London.

Lawrence J Vale, *Architecture, Power and National Identity*, New Haven and London: Yale University Press, 1992, 338pp, ISBN 0-300-04958-7 cloth $49.95 £26.00.

The author provides an intriguing and thoughtful look at the expression of national identity in the building of capitols and capital complexes over the past two hundred years. He concludes that the architecture of government is, by definition, political architecture and explores how that is expressed. He draws on the disciplines and methodologies of political science, anthropology, history, and philosophy to examine how symbolism is communicated in architecture.

Patsy Healey, Simin Davoudi, Solmaz Tavsanoglu, Mo O'Toole and David Usher (eds), *Rebuilding the City: Property-led Urban Regeneration*, London, Spon, 1992, 312pp, ISBN 0-419-17280-7, £30.00.

Presents an account of real estate development in British cities in the 1980s, focusing particularly on the relationship between property development and urban regeneration. Drawing upon case studies made in the north of England and Scotland, the book, following an introductory section on urban regeneration and the development industry, divides into four parts: the Dynamics of Land and Property Markets, Development Projects, Forms of Partnership, and City and Property Development.

William R Taylor (ed), *Inventing Times Square: Commerce and Culture at the Crossroads of the World*, New York: Russell Sage Foundation, 1991, 467pp, ISBN 0-87154-843-7 cloth $39.95.

This volume of essays grew out of the 'Times Square Conferences' sponsored by the New York Institute for the Humanities at New York University in 1988-89. It attempts to explore the 'made' quality of Times Square as built environment and social situation, and the role of 'image' in making it and maintaining it. Essays cover a range of subjects including the physical development of Times Square, its emergence as the city's principal entertainment district, as well as the idea of Times Square. Other essays explore sexual commerce as an aspect of the commercial culture of Times Square.

Andres Duany and Elizabeth Plater-Zyberk, *Towns and Town-Making Principles*, Cambridge, MA: Harvard University Graduate School of Design, 1992, 120pp, ISBN 0-8478-1436-X paper $30.00.

This volume, a catalogue for an exhibition at Harvard University Graduate School of Design, provides the most comprehensive selection of examples of 'neo-traditionalism' planning. It includes more than 30 plans and a discussion of planning tradition leading up to this movement.

Robert Freestone, *The Australian Planner*, Environmental Planning and Management Series Vol 93/1, School of Town Planning, University of New South Wales, 1993, 305pp, ISBN 0-7334-0363-8 A$50.00.

Proceedings of the first Australian planning history conference held at The University of New South Wales in March 1993. The major theme was the contribution of individuals to the development of environmental planning theory and practice but discussions ranged into many areas including the role of planning agencies and social movements; the history of planning ideas; planning education; the making of planned landscapes; the political, economic and cultural milieu of planning. With an introduction by Gordon Cherry, there are over thirty papers organised around several major themes: colonial town planning, general perspectives on twentieth century planning, planning before the second world war, the postwar experience, biographies of individual planners, Canberra and Walter Burley Griffin, Sydney, and planning history. Available from the Secretary, School of Town Planning, University of New South Wales, P O Box 1, Kensington NSW 2033, Australia (price includes postage).

Paul Ashton, *The Accidental City: Planning Sydney Since 1788*, Sydney, Hale and Iremonger, 1993, 128pp, ISBN 0-86806-487-4 A$24.95 hardback.

This well illustrated book 'critically traces the development and impact of modern town planning in the City of Sydney while setting it in a broad social context'. An essentially chronological account, it derives its title from the laissez-fairism which has frustrated orderly visions for central Sydney since the late eighteenth century. *The Accidental City* is the latest in a series of titles in the Sydney City Council's Sesquicentenary history project. It represents the first commissioned commercial planning history in Australia and was previewed in *Planning History* in Vol 14, No 3, 1992.

Dirk Schubert and Hans Harms, *Hafen und Wohnen, Leben und Arbeiten an der Waserkante-Stadtgeschichte-Gegenwart-Zukunft: Das Beispiel Hamburg*, Hamburg 1993, 202pp, ISBN 3-87975 (VSA Verlag) DM36.00.

Harbours and rivers have always stamped the face of many cities. Waterfront Revitalisation is now one of the most important topics for planners. In this book the history of the development between harbour and town, between working and housing is documented by the example of the city of Hamburg. The broader context of the history of transport, harbours and urban development has also been researched. Working, housing, traffic and leisure are all related to the way the harbour has developed through the centuries and present an exciting part of urban history.

Gilbert Herbert and Silvina Sosnovsky, *Bauhaus on the Carmel and the Crossroads of Empire: Architecture and Planning in Haifa during the British Mandate*, Jerusalem, Yad Izhak Ben-Zvi, 1993, 294pp, ISBN 965-217-103-4 $45.00.

Written by architectural historians, the volume traces the history of planning and architecture during the inter-war years, against the background of the establishment of a Jewish community and preoccupations of the Mandatory Power, itself pursuing much wider political, military and economic objectives. Chapter focus on Haifa before British administration, the imperial and regional priorities for Britain, early planning of the Carmel settlements and the inspiration drawn from the concept of the Garden City, the urban and architectural developments in downtown Haifa, redemption of Haifa Bay, and the nature and significance of the Modern Movement.

A D M Phillips (ed), *The Potteries: Continuity and Change in a Staffordshire Conurbation*, Stroud, Alan Sutton, 1993, 296pp, ISBN 0-7509-0332-X £17.99.

A product of the Industrial Revolution, and comprising the six pottery towns of Tunstall, Burslem, Hanley, Stoke, Fenton and Longton, together with the market centre of Newcastle under Lyme, the Potteries form a remarkable, yet little known, conurbation. Not only did the principal industry confer its name of the region, but created a unique urban landscape. To mark the visit of the British Association for the Advancement of Science to the university in 1933, the handbook provides the first major overview of the region, with contributions on the regional setting, the development of the Potteries, and the contemporary conurbation.

Anthony Sutcliffe, *Paris: An Architectural History*, New Haven, Yale University Press, 1993, 221pp, ISBN 0-300-05445-9 £35.00 $40.00.

Three hundred illustrations, most in colour, colour a text that traces the features of the development of Parisian building and architecture from Roman times, explaining the interaction of continuity and innovation and relating it to power, social structure, the property market, fashion, and the creativity of its architects. Often hailed as the most beautiful city in the world, its beauty is linked to the city's harmonious architecture, the product of a powerful tradition of classical design running from the Renaissance to the twentieth century.

Helen Fessas-Emmanouil, *Public Architecture in Modern Greece*, Athens, Papasotiriou, 1993, 120pp, Greek-English text, ISBN 960-85334-2-2.

Excluding ecclesiastical buildings, the book otherwise encompasses all buildings in public use. Both the Greek and English texts identify characteristic features of public architecture, and their influence on public architecture at the present day. In an historical outline of the period 1827-1992, greater emphasis is given to the post-war period., The book concludes with a commentary on recent developments, and particularly the dominant role played by late-modern and post-modern fashions.

David Ward and Olivier Zunz (eds), *The Landscape of Modernity: Essays on New York City, 1900-1940*, New York: Russell Sage Foundation, 1992, 370pp, ISBN 0-87154-900-X cloth $39.95.

The Landscape of Modernity provides fourteen essays that discuss various aspects of New York City's development between 1900 and 1940. Although the volume includes a chapter on the Regional Plan of 1929-1931, most essays avoid the schemes of visionary planners and examine how investors, ethnic groups, corporate moguls, garment manufacturers, and a myriad of other actors moulded the city. An important addition to the history of the planning and development of America's largest metropolis.

Joseph F Rishel (ed), *American Cities and Towns: Historical Perspectives*, Pittsburgh, Pennsylvania: Duquesne University Press, 1992, 262pp, ISBN 0-8207-0239-0 cloth $39.95.

This volume contains a collection of eleven essays first presented at a conference held on urban history at Duquense University in 1989. The essays range chronologically from the sixteenth to twentieth centuries and focus on topics often that urban historians have largely ignored. Chapters of interest to planning historians include David R Long's essay on the John Rever Plan for the San Francisco Bay Area and Robert B Fairbanks examination of federal-urban tensions in the planning and development of Dallas Love Field.

J Barry Cullingworth, *The Political Culture of Planning: American Land Use Planning in Comparative Perspective*, New York and London: Routledge, 193, 350pp, ISBN 0-415-08812-7 cloth £45.00.

The book offers a critical view of the way in which US cities are planned. It argues that zoning has not been used to promote the public good. The author also explores attempts to control the aesthetics of urban landscapes through historic preservation and also reviews attempts to promote, channel, and restrict urban growth at the local, state and federal levels. He places the US approach to planning in comparative context by briefly examining the planning systems of Canada and Britain.

James Simmie, *Planning at the Crossroads*, London, UCL Press, 1993, 189pp, ISBN 1-85728-924-5 hardback £35.00, ISBN 1-85728-025-3 paperback £12.95.

The planning process has been under attack throughout Europe and North America for a decade or more. Through a detailed analysis of studies of the effects of planning, the book compares the low levels of urban containment in California with much higher levels in the UK. some comparative insights are also drawn from the pre-conflict Yugoslavian planning system. In a comparative study of the UK and California, the author finds many of the criticisms to be valid. Major changes are called for in the UK, such as the abolition of 'Green Belts', more permitted development, and a greater concentration on environmental impacts.

Roy Rosenzweig and Elizabeth Blackmar, *The Park and the People: A History of Central Park*, Ithaca, New York: Cornell University Press, 1992, 621pp, ISBN 0-8014-2516-6 cloth $35.00.

The authors present a detailed biography, from inception to the present, of New York's Central Park, the prototype for the late nineteenth century urban park movement. Drawing on extensive, creative research in a wide variety of documents, this hefty volume is the first comprehensive history of the complex, contentious process of park making. These historians are the first to tell the whole, long story, as much as a history of the changing city, its peoples, politics, and ideologies as of the park per se.

David R Contosta, *Suburb in the City: Chestnut Hill, Philadelphia, 1850-1990*, Columbus: Ohio State University Press, 1992, 353pp, ISBN 0-8142-0580-1 cloth $35.00.

This superbly written book explores the history of a Philadelphia suburb, absorbed by that city in 1854, and traces its relationship with the larger city over a 140 year period. As such, it provides the first book-length study of the suburban-in-the-city phenomenon. It is deeply researched and utilised a large number of photographic and cartographic resources. The author's grasp of architectural history is particularly impressive and helpful in supporting his larger arguments.

Lawrence W Kennedy, *Planning the City Upon a Hill: Boston Since 1630*, Amherst, Massachusetts: University of Massachusetts Press, 1992, 314pp, ISBN 0-87023-780-2 cloth $27.50.

The author examines three centuries of Boston city planning, which he sees as the interplay between private gain and public wealth. The book pays special attention to the private acts which burgeoned the urban economy, including the informal decisions that created the long wharves and landfills in the seventeenth and eighteenth centuries, and the nineteenth century real estate undertakings which resulted in the Franklin Street district and much of Beacon Hill. This volume provides an important entree to the city's planning history.

Jon C Teaford, *Cities of the Heartland: The Rise and Fall of the Industrial Midwest*, Bloomington and Indianapolis: Indiana University Press, 1993, 300pp, ISBN 0-253-35786-1 cloth $39.95.

This is a thoroughly and clearly written study of cities of the Old Northwest Territory and St Louis that examines how the historical existence of a heartland consciousness shaped an identifiable urban culture peculiar to the region. It traces the birth of these cities and their rise as centres of trade, transportation and manufacturing centres; explores them as leading sites of turn-of-the-century Municipal Progressivism and modern city planning; and concludes with a discussion of their aging and decline into the 'Rust Belt'.

Mansel G Blackford, *The Lost Dream: Businessmen and City Planning on the Pacific Coast, 1890-1920*, Columbus: Ohio State University Press, 1993, 189pp, ISBN 0-8142-0589-5 cloth $35.00.

The author surveys urban planning in San Francisco, Oakland, Los Angeles, Seattle and Portland and assesses the role of businessmen in that planning process. Mansel Blackford finds little in the way of western distinctiveness in the five cities' planning, suggesting that it mirrored what was taking place across urban America. Instead of a regional interpretation to planning, the book places planning within the context of progressive era reform and finds support for that interpretation of modern American history known as the 'organisational synthesis'.

Joel Schwartz, *The New York Approach: Robert Moses, Urban Liberals, and Redevelopment of the Inner City*, Columbus: Ohio State University Press, 1993, 375pp, ISBN 0-8142-0587-9 cloth $35.00.

This is a worthwhile addition to the growing body of history and social science literature on redevelopment. It underscores the complexity of the process of urban redevelopment and notes is support from a number of groups including the liberal Americans for Democratic Action and various labour unions. Although not primarily a story about Robert Moses, the power broker plays a central role, using his various official and unofficial city and state positions to great advantage. Students of both planning and housing policy will find this book enlightening.

1993 Center for Urban Studies, Tokyo Metropolitan University, 1-1 Minami-Ohsawa, Hachioji, Tokyo 192-03, Japan, Fax: 0426-77-2352.

The 1993 prospectus of the Center is now available. It includes details of the Center's work. Of particular interest to planning historians are references to the recent work of IPHS member, Professor Horifusa Ishida, including articles (in Japanese) on Grand Design in Japanese Planning History and its Perspectives and The Historical Development of the Intensive Land Utilisation Concept in Japanese Urban Planning - Outline of Development and Opinion of a Laissez-faire Economist in the Early Meiji Era. An English abstract of the latter is included in this report.

Moredun Housing Area, Edinburgh: Permanent Aluminium Bungalows and BISF Houses - Report on Historical and Architectural Significance, DOCOMOMO Scottish National Group.

This report documents Moredun, in Edinburgh, which has Scotland's last surviving examples of wartime emergency 'prefab' housing. It is available from DOCOMOMO Scottish National Group, Dept of History of Art, University of Glasgow, Glasgow G12 8QQ, Scotland. Tel: 041-339-8855 ext 5626. Fax: 041-330-4808.

Treasurers Report

The Planning History Group

Treasurer's Report for 1992

1. The group's income for 1992 fell back marginally towards its 1990 level. This was largely due to lower interest on deposits, with 1992 subscription income being more or less level with that for 1991. Increases, however, were recorded for subscriptions for other years (mostly advance payments for 1993) and income from leaflet distribution in *Planning History*.

2. A broadly similar level of expenditure to that of 1991 was incurred in 1992, although with some variation between the different heads of expenditure.

3. In view of the steps taken during 1992 to amend the Group's Constitution and develop its activities towards that of an 'International Planning History Society' (as mentioned in last year's report), a separate Development Fund has been established with an initial allocation of £1,214.00 to help provide for the costs of the transition.

4. Support has been given for advance preparation for two Conferences to be held in 1994 - one in London in April, and one in Hong Kong in June. As with the 1989 Bournville Conference, an underwriting allocation has been made to support these activities from the Seminar Fund, which now stands at £2,207.40. The project to prepare a list of UK planning theses is reported to be almost complete, and a small provision has been retained for final expenditure against this item in 1993, after which the fund will be wound up.

5. This is the final set of Accounts, Balance Sheet and Treasurer's Report prepared under the title of the Planning History Group, and it is a pleasure on behalf of the Group to thank Mr E G Elms for once more acting as our Hon. Auditor, and for his service.

David W Massey
Liverpool, 20 August 1993.

Planning History Group: Accounts for 1992

Balance as at 31 December 1991 represented by:

Giro a/c	43.69
Bank Current a/c	136.60
Bank Deposit a/c	5,812.79
Bank 90-day a/c	5,000.00
	£10,993.08

Income

Subscriptions UK	1,008.00
Subscriptions Overseas	1,191.97
Subscriptions Other Years	192.58
Leaflet Distribution	150.00
Interest on Deposits	533.38
Back Issue Sales	10.00
	£3,085.93

Expenditure

Membership Mailing	573.56
Administration	113.00
Bulletin Production	877.00
Seminar Fund	129.00
Development Fund	14.00
Subscription Refunds	20.00
Surplus Inc./Expend.	1,358.54
	£3,085.93

Balance at 31 December 1991	10,993.08
Surplus of Inc. over Expend.	1,358.54
Balance at 31 December 1992	12,351.62

Balance as at 31 December 1992 represented by:

Giro a/c	2.48
Bank Current a/c	7.26
Bank Deposit a/c	7,076.21
Bank 90-day a/c	5,265.67
	£12,351.62

Allocation to Funds as at 31 December 1992:

General Fund	829.22
Seminar Fund	2,207.40
Thesis Directory Fund	115.00
Development Fund	1,200.00
General Reserve Fund	2,000.00
Bulletin Reserve Fund	6,000.00
	£12,351.00

Audited and found correct: E G Elms (24 September 1993).

Constitution

INTERNATIONAL PLANNING HISTORY SOCIETY

1. **Title:** The name of the Society shall be the *International Planning History Society*

2. **Objectives:** The objectives of the Society shall be:

   (i) to promote and develop the subject field of planning history;

   (ii) to encourage research into planning history and the dissemination of research findings;

   (iii) to provide opportunities for means of contact between members through (a) organising conferences, seminars, meetings, and (b) the publication of a regular bulletin;

   (iv) to develop links with other organisations concerned with planning history.

3. **Membership:** Membership of the Association shall be open to:

   (i) individual persons supporting the objectives of the Society. All individual members shall be entitled to attend the Society's conferences, meetings and seminars etc for a lower fee than non-members, when arrangements for such a lower fee can be made;

   (ii) institutions (eg libraries, educational and professional bodies, planning agencies, etc) wishing to subscribe to the Society's bulletin.

4. **Affiliation:** Organisations concerned with research and education in the subject field of planning history and supporting the objectives of the Society may become Affiliates as follows:

   (i) Founder Affiliates - the Society for

American City and Regional Planning History, and the Urban History Association;

(ii) Elected Affiliates - by application or invitation, and election by the Council of the Society.

5.**Council:**

(i) There shall be a Council of the Society with the following membership:

a) The Officers of the Society (ex-officio);
b) Twenty Members elected by and from the individual members of the Society. Inaugural elections shall be held for all Members in 1993 with half the Members so elected holding office for 1993-1994 and half for 1993-1997, the composition of the retiring fractions being decided according to the alphabetical order of the names of those so elected. Subsequent elections for ten Members (and any bye-elections) shall be held in 1994 and in succeeding alternate years. From 1995 such Members shall normally serve a four year term of office. Retiring individual Members shall be eligible to stand for re-election on subsequent occasions. Individual members may nominate themselves for election or be nominated by another individual member, providing that the candidate has expressed a willingness to serve if elected.
c) Two Representatives elected by the governing bodies of the Affiliates of the Society. Such representatives shall normally hold office for four year terms from 1993.
d) Not more than three Co-opted Members, who shall normally hold office for four year terms.

(ii) The Council shall meet on the occasion of each of the Society's International Conferences (for which a quorum shall be the President and not less than five other members). The Council shall otherwise be empowered to conduct its business by correspondence conducted by the Secretary-Treasurer.

(iii) The Council shall have general oversight of the Society's affairs, including the right to initiate general policy discussions and make recommendations to Officers and the Management Board.

6. **Officers:**

(i) The Officers of the Society shall be the: President; Secretary-Treasurer; Editor: *Planning History;* and Conference Convenor.

(ii) The Officers of the Society shall be appointed by the Council of the Society from among the individual members of the Society. The inaugural terms of office of the President and the Editor: *Planning History* shall be 1993-94. The normal terms of office of the President, the Secretary-Treasurer and the Editor: *Planning History* shall be four years; the normal term of office of the Conference Convenor shall be two years. Retiring officers shall be eligible for re-appointment.

(iii) The Officers shall submit annual reports (President - on the work of the Management Board and the general policy directions of the Society), (Secretary-Treasurer on the membership, accounts and finance of the Society), (Editor - on *Planning History*), (Conference Convenor - on the Society's International Conference programme) to the Council.

7. **Management Board:**

(i) There shall be a Management Board of the Society with the following membership:

a) The Officers of the Society (ex-officio);
b) Three Members of the Council of the Society elected by and from the elected individual Members of the Council (who shall hold office during the terms of their Council membership);
c) Two Representatives of Affiliates of the Society appointed by the governing bodies of the Affiliates, who shall normally hold office for a four year term.

(ii) The Management Board shall meet on the occasion of each International Conference and shall additionally endeavour to meet at least once a year. The quorum for meetings shall consist of the President and at least two other members of the Board. At least 28 days notice of meetings shall be given to members. The Board shall otherwise be empowered to conduct its business by correspondence conducted by the Secretary-Treasurer.

(iii) The Management Board shall have power to conduct the general business of the Society and may establish working parties and committees to further the Society's objectives.

8. **Finance:**

(i) The income of the Society shall be used solely for the administration of the Society, for its activities and in the furtherance of the objectives of the Society. The Management Board shall have the right to determine the expenditure of the Society.

(ii) The financial year of the Society shall end on 31 December. The Society's accounts shall be audited annually and a statement and report presented to members in the Society's bulletin.

(iii) The Management Board shall be empowered to determine annual subscription rates for Membership under Clause 3 (i) and (ii). Annual membership subscriptions shall become payable on 1 January. A member whose annual subscription is not paid by 31 March shall be deemed to have resigned.

(iv) The Management Board shall be empowered to determine any financial arrangements relating to affiliation under Clause 4.

9 **Bulletin:**

(i) The bulletin of the Society shall be termed *Planning History*.

(ii) The Editor of *Planning History* shall be empowered to appoint individual members of the Society as assistants and as members of an Editorial Board.

(iii) All members under Clause 3 (i) and (ii) shall be entitled to receive copies of *Planning History*.

10. **Conferences, Meetings and Seminars:**

(i) The Conference Convenor shall organise the Society's programme of conferences, meetings and seminars in cooperation with the Society's individual Members, Affiliates and other organisations concerned with planning history. Such events shall be organised on a self-funding basis.

(ii) As far as possible the programme shall include an International Conference in each alternate year from 1994, such events being coordinated with those programmed by the Society's Founder Affiliates.

(iii) The Conference Convenor shall be empowered to appoint individual members of the Society as assistants and members of local organising committees for events organised as part of the Society's programme.

11. **General Meeting:**

(i) A General Meeting of individual Members of the Society and Members of Affiliated Organisations shall be held on the occasion of each International Conference.

(ii) General Meetings shall receive a report from the President on the business of the Society, may discuss any aspect of the Society's activities, and may make recommendations to the Management Board, the Council and Affiliated Organisations.

12. **Constitution:**

(i) This Constitution shall come into effect upon the receipt by the interim Secretary-Treasurer of the signed endorsements of not less than 11 of the elected Individual Members of the Council.

(ii) The Council shall have authority to amend the Constitution upon the

proposal of not less than three Council Members as presented in writing to the Secretary-Treasurer and following due advertisement to the general membership of the Society in the Society's bulletin.

(iii) In 1996 the Council shall establish a Commission to review the working of this Constitution and to report to the Council on any recommended changes.

Notes for Contributors

The prime aim of Planning History is to increase awareness of developments and ideas in planning history in all parts of the world. In pursuit of this aim, contributions (in English) are invited from members or non-members alike for any section of Planning History. Non-native English speakers, please do not worry if your English is not perfect. The editor will be happy to help improve its readability and comprehension, but cannot unfortunately undertake translations.

The text for PH is prepared using Wordperfect 5.1 and Pagemaker. Contributions on disk compatible with either of these systems are encouraged, with accompanying hard copy.

Articles

These should aim to be in the range 2,000-3,000 words. They may be on any topic within the general remit of IPHS and may well reflect work in progress. Illustrations are normally expected for articles. They should be supplied as good quality xeroxes or black and white photographs where there are half tones. Articles should normally be referenced with superscript numbers in the text and a full reference list at the end, as shown in this issue. Authors should note that subheads are inserted in articles and give thought to what these might be and where they might be placed.

Other Contributions

Other types of contributions are also very welcome. Research reports should be not more than 2,000 words. They need not be referenced, but any relevant publications should be listed at the end. Illustrations are encouraged, following the above notes. Similar short pieces on important source materials, aspects of planning history practice (eg in conservation) etc. are also encouraged. Abstracts of relevant publications originally published in a language other than English are especially welcome. They should follow the format in this issue.

Notices of Current Events

These are very welcome from any part of the world. Organisers of events should, however, bear in mind that PH is only published three times a year, normally in April, August and December. Copy needs to be in at least 4 weeks before the start of the publication date to be certain of inclusion. Please try to ensure that calls for papers etc are notified sufficiently in advance for inclusion. Later inserts are possible, at the time of dispatch, though sufficient copies, folded as required, must be supplied by the event organiser. Nothing larger than a single A4 sheet will be accepted. Every effort will be made to include such inserted news material without cost. However, the Editor reserves the right to charge for such material at normal advertising rates.

Notes for Advertisers

Planning History has a circulation of approximately 350, reaching most of the world's active planning historians, mainly in academic institutions. Publishers in particular will find it a useful way of publicising new books. Advertisements can be carried either printed within the magazine or as inserts. Sufficient copies of inserts must be supplied in good time for despatch. Advertisements printed in the magazine must be supplied camera ready and respect normal deadline times. The usual charge is £50 for up to a single A4 sheet or page. Multiple page inserts will be accepted pro rata.

International Planning History Society (IPHS)

The Society was inaugurated in January 1993 as a successor body to the Planning History Society, founded in 1974. Its aims are to advance interrelated studies in history, planning and the environment, particularly with regard to the industrial and post-industrial city. Its membership is drawn from several disciplines: planning, architecture, economic and social history, geography, sociology, politics and related fields. Membership is open to all who have a working interest in planning history. The Society for American City and Regional Planning History (SACRPH) and the Urban History Association (UHA) are US affiliates of IPHS

Members of IPHS elect a governing council every two years. In turn the council elects an executive Board of Management, complemented by representatives of SACRPH and UHA. The President chairs the Board and Council.

President

Professor Gordon E. Cherry
School of Geography
University of Birmingham
Edgbaston,
Birmingham B15 2TT, UK.

Phone: 021 414 5538

Membership

Applications are welcome from individuals and institutions

The annual subscription is:

Australia	24.50 $ Aus
Canada	21.50 $ Can
France	90.00 FF
Germany	27.00 DM
Italy	23,500.00 Lira
Japan	Yen
Netherlands	30.00 Fl
USA	17.00 $ US
UK	10.00 £

Further alternative currencies available on request from:

Dr David W. Massey
Secretary/Treasurer IPHS
Department of Civic Design
University of Liverpool
Liverpool L69 3BX, UK.

Phone: 051 794 3112

Applications for membership should be sent to Dr Massey. Cheques, drafts, orders etc should be made payable to the 'INTERNATIONAL PLANNING HISTORY SOCIETY'.