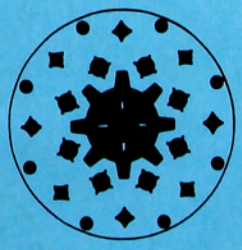
PLANNING HISTORY

BULLETIN OF THE INTERNATIONAL PLANNING HISTORY SOCIETY



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EDITORIAL

MICHAEL HARRISON, UNIVERSITY OF CENTRAL ENGLAND

It is now finally time for me to take over the baton from Stephen Ward. Having successfully served his apprenticeship on *Planning History*, Stephen has now taken up a position on the Editorial Board of *Planning Perspectives*. On behalf of the members of the International Planning History Society, I would like to formally thank him for his efforts on our behalf. With typical generosity and modesty, Stephen paid tribute to his predecessors at Middlesex University, Dennis Hardy and Steve Chilton, and his colleagues at Oxford Brookes University, Sue Bartlett and Rob Woodward, in the last issue of *Planning History*.

The rotation of the editorship of *Planning History* means that the joys and burdens of task can be shared. I am already aware of some of the pleasures and challenges that the job entails. The pleasures come from receiving interesting new material and from corresponding with, and meeting, people with similar interests. The challenges are associated with the responsibilities and duties of putting the Society's bulletin together. (I am also acutely aware of the high standards set by Dennis Hardy and Stephen Ward.)

Like my predecessors, I have the advantage of the moral and practical support of the Board of Management, the Editorial Board and colleagues. Two fellow members of the School of Theoretical and Historical Studies in Art and Design at the University of Central England have been instrumental in helping me to put together my first issue of *Planning History*. Michael Hallett has been responsible for designing the new layout and Jeremy Beach has been my guide through the production process and has been instrumental in bringing the journal to life. Readers will already be aware of their efforts in producing the 'new look' bulletin. I hope you approve of the new format.

Planning History now comes to you via *ARTicle Press*, the publishing arm of the Department of Art in the Birmingham Institute of Art and Design at the University of Central England. The fact that the bulletin now has an ISSN should make it easier for institutions and libraries to order it.

Besides such obvious changes, I also expect to maintain a fair degree of continuity with the recent past. Like Stephen Ward before me, I see *Planning History* as a medium for communication between people interested in planning history, especially members of the International Planning History Society. I want the bulletin to retain its regular features: Notices, Articles, Research Notes, Conference Reports and brief Abstracts on recent publications. I would like to remind potential contributors that material can be published quickly in *Planning History*. I will also strive to maintain the international flavour of the journal. Members of the Editorial Board have traditionally been the willing conduits for ideas and contributions from their own parts of the world. Of course, pieces of all sorts (in the appropriate format) can be sent direct to the Editor for possible inclusion in *Planning History*. I look to try to maintain a journal that is useful to its readers, accessible, varied, informative, wide-ranging, stimulating, visually interesting and up-to-date. The best way for me to do this is for scholars and professionals everywhere with an interest in planning history to supply me with challenging and relevant material.

Generally, the International Planning History Society seems to be in good health. The Society organised two important conferences during 1994, and material from these events will be found within this edition of *Planning History*. Two pieces from the London conference, 'Seizing the Moment—London Planning 1944-1994', are included here, but a book, edited by Michael Hebbert and Robert Home, containing some of the other papers is also likely to appear in Spon's *Studies in the History of Planning and the Built Environment* series. John Rep's fascinating personal account of the early years of the London New Towns brings into focus the views of the key major figures involved in this important planning episode. Reps came to Britain as a research student during those heady years. His piece provides an interesting picture of a meticulous scholar at work, but it is also an important document in its own right. In the second paper from the London Conference, Tim Catchpole elaborates on a theme brought to the public's attention a few years ago by the Prince of Wales — the rise of the high-rise office block in Central London. He worked for the Greater London Council before taking up a post as Deputy Head of the Environmental and Development Studies Group at the London Research Centre in the late 1980s. As Catchpole shows in his article, and as the 1947 *Punch* cartoon opposite illustrates, concern about the area around St Paul's is not a new phenomenon.

The other article published in this edition of *Planning History* was a useful by-product of the London gathering. It is by Leonid Raputov of the Department of History of Architecture and Town Planning at the Moscow Architectural Institute. Professor Raputov brought this piece on Siberian Garden Suburbs as well as his conference paper to Britain, and we are happy to widen our geographical coverage by including such work.

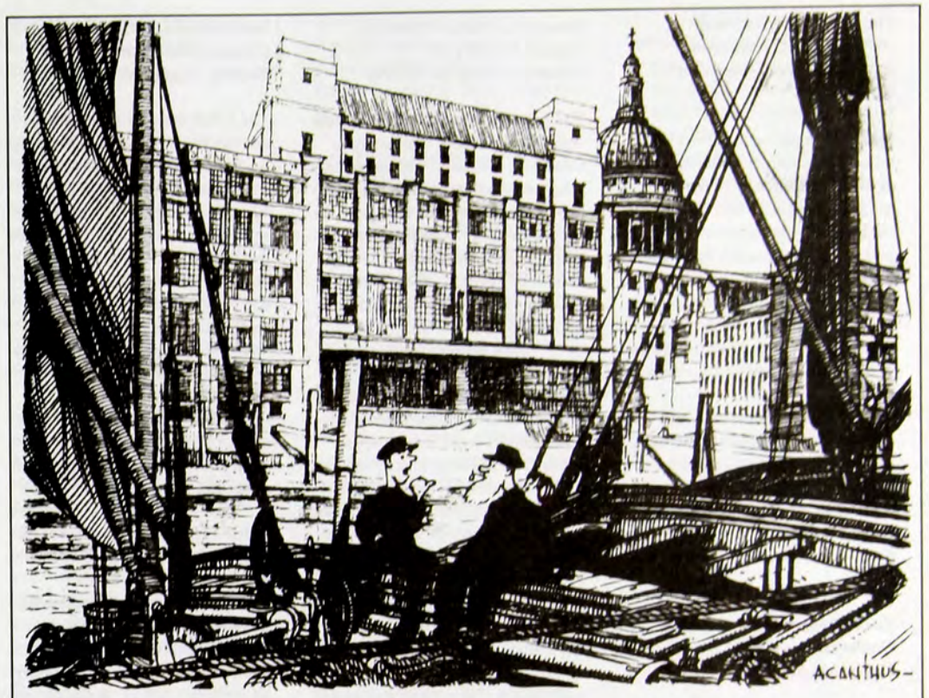
The Sixth International Planning History Conference was held in Hong Kong in June 1994. Because the papers were of a very diverse nature there are no plans for a specific Conference publication. A list of the papers presented and the authors' institutions/addresses is therefore included so that interested readers can contact those involved. A report on this important conference will, I hope, appear in due course in *Planning History*.

Such conferences are a clear indication of the breadth and strength of the Society. We can only hope to build on the contacts made at such events and pick up and develop the ideas and approaches presented at such meetings. From its new home and in its new format I hope that *Planning History* continues to contribute to this building process.

My first editorial must end on a more cautionary note. In his last editorial, Stephen Ward noted that *Planning History* had always been very good value. This, as he acknowledged, was because Middlesex and Oxford Brookes Universities were not only supportive bases for the bulletin but also because it seems they sometimes forgot to present bills to the Society! My immediate superiors at the University of Central England are encouraging my efforts as Editor of *Planning History*, but the budgetary constraints under which they work will mean that the current host institution will probably not be as generous as previous ones.

This means that, in future, the International Planning History Society will have to face up to the fact that the cost of producing this bulletin will increase. The Board of Management (and members) will, no doubt, be watching trends carefully.

EDITORIAL



"'Ow would YOU like St. Paul's blotted out by a perishin' great power station?"

NOTICES

The Third International DOCOMOMO Conference Barcelona, September 14-17 1994

The Conference will address the following question: 'What aspects of the cultural legacy of the Modern Movement live on in contemporary architecture?' The papers will address this issue and hopefully prompt a discussion about concepts, authors or episodes of the Modern Movement whose reconsideration could be of interest in relation to present day architecture.

Some concrete cases of interventions in particular Modern Movement works will also be studied.

Iberian DOCOMOMO, Fundacio Mies van der Rohe, Bailen 25, 4t 2a, 08010 Barcelona, Spain.

Environments for Tourism Conference Las Vegas, October 3-6 1994

'Creating Environments for Tourism: Architecture, Engineering, Resort Hotel and Convention Administration' is the theme of this International Conference at the University of Nevada, Las Vegas Architecture, Engineering and Hotel Administration units. The conference will be organised around three sub-themes: The Architecture, Design and Planning of Tourist Facilities; Engineering, Technical Innovation and Entertainment Technology; and Tourism Development, Economics, Marketing and Management. The conference will focus upon tourism development as a major economic activity: the largest single source of income in the world's foreign trade and, for some countries, the most important export industry and earner of monetary exchanges.

Environments for Tourism Conference, University of Nevada, Las Vegas, Nevada, 89154-6023, U.S.A.

Second Australian Planning History Conference Canberra, June 12-16 1995

The Urban Research Program of the Australian National University in Canberra, Australia, will be hosting a national conference on planning and urban history which follows the successful first national conference on planning history held by the School of Town Planning at the University of New South Wales in Sydney in March 1993.

The Canberra conference will be in two parts. An urban history component will focus on Australian urban history, although other subject areas may be appropriate. The planning history section will concentrate on the history of planning in Australia. Major themes will be the history of Canberra and its planning as well as the influence of ideas embodied in the international competition of 1911-12 on the development of other Australian cities.

The timing of the conference coordinates with a major exhibition on the planning of Canberra to be organised by the Australian Archives and the National Library. This exhibition, co-sponsored by the National Planning Authority and the Urban Research Program, will review the original submissions to the international competition.

Expressions of interest and proposals for papers for either the planning or urban history sections of the conference are welcomed from international scholars.

Inquiries and proposals can be made to Ms Penelope Hanley, Urban Research Program, Australian National University, Canberra, ACT, 2600, Australia. Phone: +61-6-249-2297. Fax: +61-6-249-0312.

International Symposium on Chinese-American History Beijing, August 16-20 1995

The Urban History Association and the Beijing Academy of Social Sciences will jointly sponsor an International Symposium on Chinese-American Urban History in Beijing in 1995. The conference focuses on the Historical Experiences of Urbanization: Chinese and American Patterns in Social and Cultural Development, and welcomes papers dealing with any aspect of the theme broadly defined. Papers can be of a comparative nature or can be case studies that lead to potential comparisons between Chinese and American urban history.

The Urban History Association is actively seeking funding for the conference to support scholars who will present papers. Further information on travel support will be provided when available. One page abstracts and a single page cuuriculum vitae must accompany all proposals, which should be sent no later than 31 October 1994 to: *Professor Bruce Stave, Chairman, Organizing Committee, ISCAUH, Department of History, University of Connecticut, 241 Glenbrook Road, Storrs, CT 06269-2103, U.S.A.*

NOTICES

'Building Hope': A Film on Community Development Corporations

'Building Hope' is a one-hour documentary that traces the evolution of the Community Development Corporation (CDC) movement in America over the past 30 years. The film was produced by Charles Hobson of Vanguard Films and presented by WETA, Washington D.C. 'Building Hope' is part of a larger CDC Oral History Project documenting the origins and early history of CDCs with videotaped interviews with dozens of key leaders of the movement being conducted by the Pratt Institute Center for Community and Environmental Development (PICCED). The transcripts and videotapes are currently being catalogued and distributed to research institutions in the U.S.A., so that they can be assessed by community development practitioners, public educators and researchers. Based on this material, PICCED is also producing profiles and case studies on CDCs for use in training and education.

Pratt Center for Community and Environmental Development (PICCED), 379 DeKalb Avenue, Brooklyn, New York 11205, U.S.A.

'Women of Hull-House'

Chicago's Jane Addams Hull-House Museum has produced a documentary video. It explores the story of Hull-House through the contributions of Jane Addams as well as Ellen Gates Starr, Florence Kelley, Dr. Alice Hamilton, Grace Abbott, Edith Abbott and Mary Kenney.

The video is available for $65 from: Jane Addams Hull-House Museum, University of Illinois at Chicago (M/C/ 105), 800 S. Halsted Street, Chicago, IL 60607-7017, U.S.A.

Environment and History
An International Journal of Environmental History
Editor: Richard H. Grove, University of Cambridge, U.K.

ANNOUNCEMENT AND CALL FOR PAPERS

A rapidly growing interest in the state of the global environment has developed in the last two decades, together with a feeling that we have entered a period of environmental crisis. This has encouraged a wide range of scholars, including historians, to reassess their concerns in a much more ecological light. As a result, previously marginal or non-existent areas of scholarship, for example, in colonial, Commonwealth tropical and subaltern history, are now starting to move towards centre-stage. An understanding of the history of human interactions with all parts of the cultivated and non-cultivated surface of the earth, and with living organisms, is increasingly seen to be essential to more conventional economic and cultural projects in history, history of science, anthropology, geography and sociology; while 'environmental' history can also be of considerable assistance in efforts to comprehend the traumatic environmental difficulties facing us today.

As an interdisciplinary journal, *Environment and History* aims to bring scholars in the humanities and biological sciences closer together, with the deliberate intention of constructing long and well-founded perspectives on present day environmental problems. An international editoral team is being appointed, and *Environment and History* will enjoy informal links with the European Association for Environmental History, whose Newsletter it supersedes. The journal will be fully refereed, and indexed by leading abstracting services.

Authors are invited to submit four copies of papers for *Environment and History* to the Editor, c/o The White Horse Press, 10 High Street, Knapwell, Cambridge CB3 8NR, U.K. Submissions should be in English and typed with double spacing. A style sheet is available on request.

SIBERIAN GARDEN CITIES IN THE EARLY 20TH CENTURY

LEONID B. RAPUTOV, MOSCOW ARCHITECTURAL INSTITUTE

In the preface to the Russian edition of the book *Garden-cities of tomorrow*, published in St. Petersburg in 1911, Ebenezer Howard wrote: "I realise the importance of the existing cities' improvement, but the main, most essential aim of my book is the creation of *New Towns* (author's emphasis) which are to combine as fully as possible the advantages of the urban and rural life and at the same time to stop and then to reverse that flow of population, which now rushes to the overcrowded cities." His words can be justly applied to large cities of Russia, whose overcrowdedness had been caused, mainly, by the quick industrial development of the country. By the early 20th century the ideas connected with the limitation of city growth and the creation of favourable living conditioins for the urban population had been widely spread. Works by Russian and foreign public figures, philosophers, economists and writers outlining various planning projects had contributed to the widening debate on the urban environment.. For example, the utopian novel by American writer Edward Bellamy *Looking Backward*, who described Boston of 2000, was translated into Russian in the late 19th century on the initiative of the great Russian writer Lev Tolstoy, who helped to publish the book and to spread its ideas among the intellectuals.

The theoretical opinions of E. Howard and the planning conceptions of the first 'garden-city' in England were reflected in projects for new types of settlements in the first decades of this century in Russia, especially on the lands owned by the state. The majority of these new settlements were founded by the Societies which were building the country's railways. So, for example, the widely known settlement near Prozorovskaya railway station (now Otdykh and Kratovo) not far from Moscow , was founded in 1913 by the 'Moscow - Kazan Railway Society' after the design by V.N. Semenov and A.I. Tamanov. The physical structure of the settlement of Prozorovskaya, which was similar to the Y-shaped planning layout of Letchworth, gave an impulse to the creation of these new types of settlement.

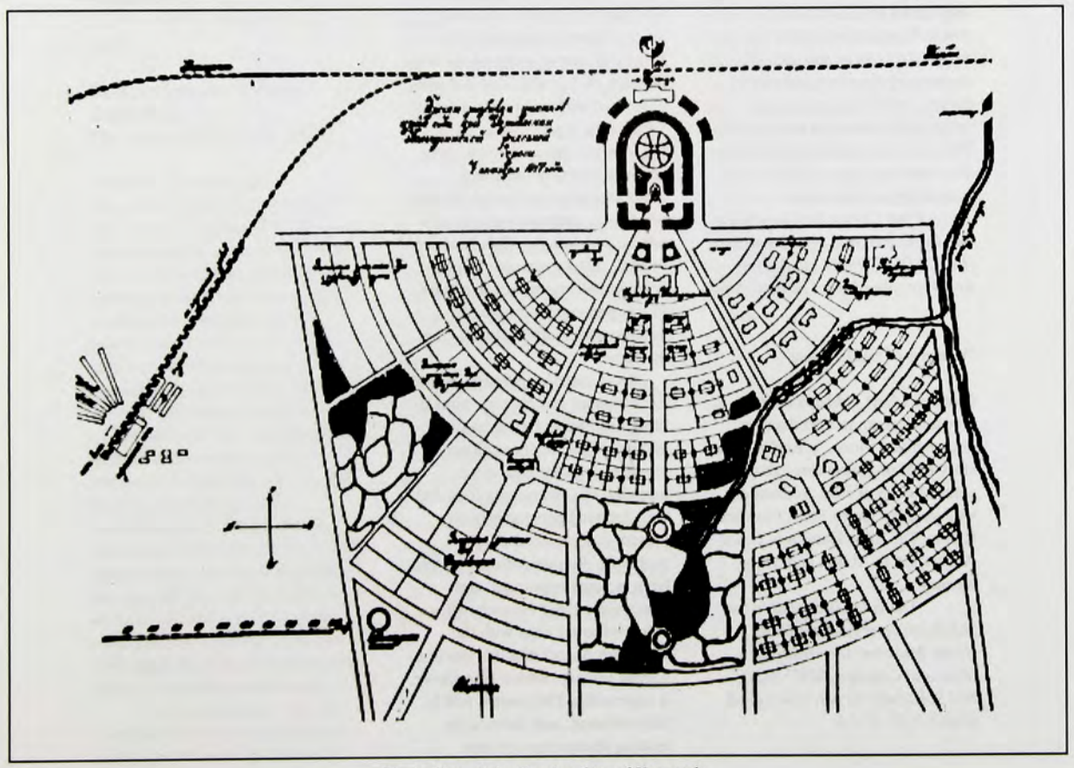


Fig.1. Plan of the Garden City of Kuznetsk

Residential settlements on the railway lines were built for employees of the Ministry of Communications, which used for this purpose Government funds. In 1916 the Ministry decided to construct garden-settlements for its employees near Moscow and St. Petersburg as well as along the Omsk and Tomsk railways in Siberia. The decision to found garden-settlements along the Great Siberian Railway Main Line, the longest line in the world, was caused by the recognition of the important role which the main line was playing in developing the richest areas of that region and in helping the relocation of large masses of people from the central areas of Russia to the new settlements in Siberia and the Far East. However, the demand for settlements had appeared at the beginning of the construction of the Great Siberian Railway, in May 1891. At first settlements and houses were projected on sites parallel to the lines near to the railway stations. In 1899 at the railway engineer's Congress thoughts about the necessity of founding so-called 'railway colonies' near large stations were expressed. In terms of their planning requirements they only suggested the possibility of laying out building sites in future colonies and indicating streets and squares on the plans. The characteristic feature of the first railway colonies, built along the Ekaterininskaya railway, was a regular plan. There were 70 houses in the colony founded near the city of Chita. The colony consisted of eight town blocks (six blocks measuring 128 m x 128 m and two blocks measuring 128 m x 64 m each). The driveways were 21.5 m wide. Blocks were subdivided into equal lots and had houses placed along their perimeters on the building lines. The development of this colony, like the colonies near Omsk, was characterised by a uniform style of of architecture and buildings.

One of the first Siberian garden-cities was projected near Kuznetsk station (Fig 1). The design, made by the civil engineer A.D. Kryachkov in 1916, recalled Letchworth's planning scheme in many respects. The focal point of the city was a railway station circus, oval in shape. There were railway and public buildings here: Railway Adminsitration, church, People's House and school. Three avenues ran from this city public centre, main streets which were to be lined with commercial and public buildings. The central avenue led to a vast landscaped park through which a small river flowed. At the intersection of the outer thoroughfares with one of the circular streets, circuses were to be laid out for selling agricultural goods. Residential street blocks were subdivided into lots of various sizes and differed in house types. The construction of the garden-city was begun, but in the 1920s it was absorbed into the expanding Kuznetsk, an enlargement caused by the erection of a huge metallurgical plant in the city.

One more garden city was built in Barnahul where a Branch of the 'Russian Garden-City Society' was established (Fig 2). It was headed by the manager of the Altayskaya railway at that time, A.V. Larionov. The garden-city was laid out on the city's pastures near the railway, where there still was a considerable area of birch trees. According to the design worked out in 1917 by the architect, I.F. Nosovich, the garden-city was

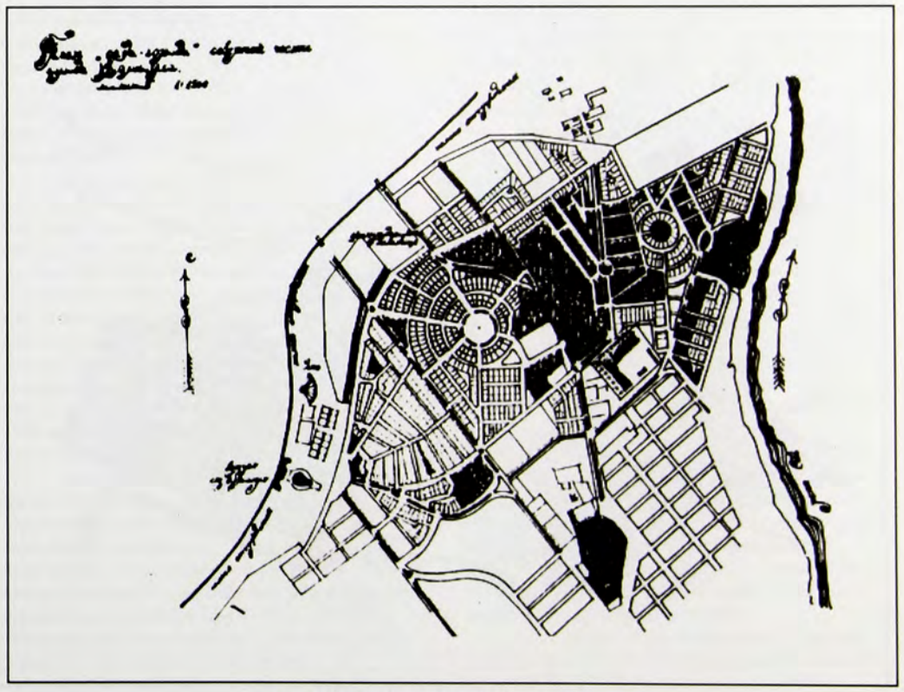


Fig.2. The Garden City to the North of Barnaul

included into the planning structure of the North part of Barnahul, where the future city centre was to be placed. The focal point of the garden-city was a shopping square with radial streets fanning from it and connected with the city's thoroughfares, which encircled the town. On two sides, six radial streets were crossed by circular streets, creating street blocks with various lots for residential buildings. There were to be 1640 lots, each measuring 600-1300 square metres. The design provided for the retention of birch groves as public parks and landscaped spaces inside street blocks, which were private property.

However, under conditions of the Civil War, the garden-city design was abandoned and random housebuilding was carried out. The whole territory of the proposed garden-city was given over to private housing, which had nothing in common with the original design (realised only when developing the central part of the garden-city with its circus, circular streets and main thoroughfares, encircling it in the northern direction). By 1925 almost the whole territory of the garden-city had been built up with residential buildings with an extremely unsuccessful plan, and ten years later there was nothing to remind anyone of the fact that a settlement of half-urban half-rural type had been planned there.

In 1921 the architect P.A. Paramonov from Tomsk took part in a competition for a garden-city for Shcheglovsk and was awarded the first prize (Fig 3). His design displayed a stiff regular layout for the town plan with a radial street system and gridiron net of street blocks. One part of the new town was planned in the neighbourhood of the bank of the river Tom, where a park was located, and its greater part was placed along the tributaries of that great Siberian river. From the town centre thoroughfares led to the industrual zone, railway station and to the landing-stage on the Tom. The town was divided by linear parks, where schools, kindergartens and various public buildings were planned. The central part of the town was also surrounded by a park, circular in shape. Along its circumference public buildings were to be erected. The town was built according to this plan up to the late 1920s. However, since that time multi-storey buildings have replaced the original wooden residential and public buildings.

At the present time almost no traces of these garden cities are left in Siberia. Their sites were were built over during the period of Siberian industrialisation with high buildings placed adjacent to giant industrial plants. Now it is difficult to imagine the patriarchal simplicity of the garden-cities with their small houses and plots and green spaces. They were replaced by heavily built up settlements with multi-storey residential buildings and industrial enterprises, creating the present-day industrial townscapes of Siberian towns. The extreme concentration of industry and population in these towns again makes us return to the problem of limiting industrial centre growth by means of creating a new type of settlement able to combine the favourable conditions of both urban and rural life, which was the main purpose of Ebenezer Howard's proposals.

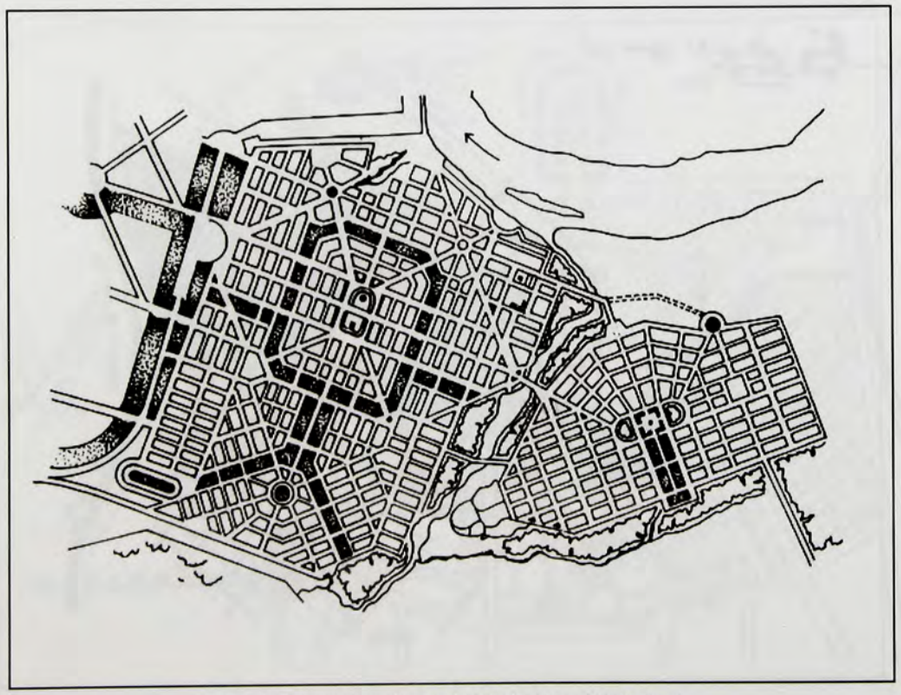


Fig. 3. Prizewinning plan for the Garden City of Shcheglovsk

FROM STEEPLES TO TOWER BLOCKS: THE METAMORPHOSIS OF LONDON'S SKYLINE, 1944 - 1994

TIM CATCHPOLE, HALCROW FOX, LONDON

Every city has its own image. Key elements in that image are landmarks and skylines. London's image pre-war was that of a building with a dome prominently sited on a hilltop overlooking the river; around it a forest of steeples, bell towers, clock towers. Today the dome ceases to dominate; the steeples are lost amid a jumble of tower blocks.

Why do we object to this? Presumably because domes and steeples represent spiritual values which have, in the post-war era, been upstaged by material values. Presumably because the tower blocks that represent those material values do not have the same aesthetic appeal. They are tall, but not handsome; stunted nondescripts (Fig. 1), like a "jostling rugby scrum" (to quote the Prince of Wales). Other cities have clusters of tall buildings but their skylines are exciting and positive. Why all the concern about appearances in London? Presumably because our skyline is viewed across a sensitive landscape punctuated with historic landmarks, viewed across the river, across parks and trees, from hilltop to hilltop.

How did the tower blocks emerge? Are they here to stay? What can be done to improve their image?

Between the Great Fire of 1666 and the Blitz of 1940 the heights of buildings were controlled by considerations of daylighting and fire fighting given in the London Building Acts. The maximum height in Victorian times was 100 ft and any building exceeding that height required the sanction of the Metropolitan Board of Works and its successor the London County Council (LCC).

In the early part of this century a number of buildings exceeded this height, notably the London University Senate House and the Faraday Building in the City, albeit the fire fighting regulations insisted that any floor space above 100 ft had to be for storage purposes only. The Faraday Building and others on the City riverside began to intrude into views of St Paul's Cathedral and prompted the Surveyor to the Cathedral and the City Corporation to introduce height limit controls along the City riverside. These controls, known as St Paul's Heights, have been in effect since 1934 and all new development has kept to within these limits over the last 60 years.

Following the Blitz and the Abercrombie Plan for revival there came a new generation of developers and architects who were inspired by the American Dream,[1] ready to face new technical challenges, and eager to build a Brave New World on London's battered and decaying land. Their recipe was the tower block; it offered the advantages of light and air, increased circulation space at ground level, good views from windows, conspicuousness and prestige.

In 1954 the Building Acts were amended to allow fire fighting through lift access within the building rather than from the turn table ladders on fire engines. In the same instant Shell UK presented the LCC with a proposal to build a 350 ft tower block on the South Bank. The LCC caved in under pressure,[2] the floodgates burst open and within the next 20 years the London skyline had become totally transformed.

The first buildings to appear stood in solitary isolation. Their visual impact was assessed but not always comprehensibly. Both the Shell Centre and Millbank Tower were considered landmarks at pivotal points on the riverside but their impact on St. James's Park was unexpected. By contrast the impact of the Hilton on Hyde Park was both expected and fought against; however, the decision-maker in this case was not the LCC but Central Government, who were keen not to damage any relationship with our wealthy friends from the other side of the Atlantic.

The LCC introduced criteria for assessing high building proposals in terms of both location and design. Over the years buildings began to form clusters notably near railway stations, but none of the clusters has been particularly compact. The City cluster seems a little spread out and amorphous, partly due to the constraints of its mediaeval street pattern and groups of listed buildings, and it lacked any focus until the Nat West Tower was completed in 1980. The Croydon skyline is possibly the most compact in London but the uniform height of roofline is exceedingly dull; this satellite centre is in desperate need of a focus.

Building designs have been varied, both towers and slabs have been erected, although the Royal Fine Arts Commission clearly favoured the former. Some buildings have been distinguished, but the overwhelming majority have been nondescript. The worst blots on the London landscape have been the Government department developments, such as the Knightsbridge Barracks, the Marsham Street towers, Guys Hospital, St. Thomas's Hospital, Charing Cross Hospital. Most of these buildings stand in isolation and in each case the Government department was able to over-ride any reservations expressed by the LCC.

The LCC's replacement by the Greater London Council (GLC) in 1965 heralded the start of more comprehensive planning at a wider metropolitan scale.[3] The whole Greater London landscape from hilltop to hilltop was the subject of detailed studies, and areas were identified which were considered inappropriate for, or particularly sensitive to, high buildings. They included historic precincts, parts of the riverside, the environs of the Royal Parks, prominent ridges and important visual cones and corridors.

The outcome of the studies was a large scale sensitivity map that the GLC hoped would be adopted as statutory (Fig. 2). The important visual corridors included the views of St Paul's Cathedral from

Westminster Pier, Primrose Hill, Parliament Hill and Greenwich Park. The first two visual corridors had already been well protected from threatening developments on the South Bank and at Euston Station respectively, while the corridor from Parliament Hill had become badly marred by developments at London Bridge Station.

The inquiry into the Greater London Development Plan (GLDP) found the sensitivity map to be too detailed and the Secretary of State opted instead for the Urban Landscape Diagram (Fig. 3) which would serve as a framework for the 33 London Boroughs' own plans and policies. This diagram, however, because of its geometric grid layout, did not show up the cones and corridors, let alone the precise boundaries of sensitive areas, and it became a useless tool for planning control. As for the Boroughs' plans, very few showed the information they were expected to.

The GLDP policies and the Urban Landscape Diagram were put to the test at a number of planning inquiries between approval of the GLDP in 1976 and abolition of the GLC ten years later. A major issue at the Liverpool Street Station Inquiry was the impact of the development on the back cloth of St Paul's Cathedral seen from King Henry VIII's Mound in Richmond Park; the Secretary of State supported the GLC and insisted on the height being lowered[4] (Fig. 4).

The Secretary of State also supported the GLC's objections to the Green Giant at the Vauxhall Bridgefoot and Hays Wharf (Fig. 5) near Tower Bridge on the grounds of their adverse impact on the riverside. The Green Giant has since been superseded by the new MI6 headquarters (which is also green) while Hay's Wharf has been redeveloped with a varied assortment of medium-rise buildings known as London Bridge City.

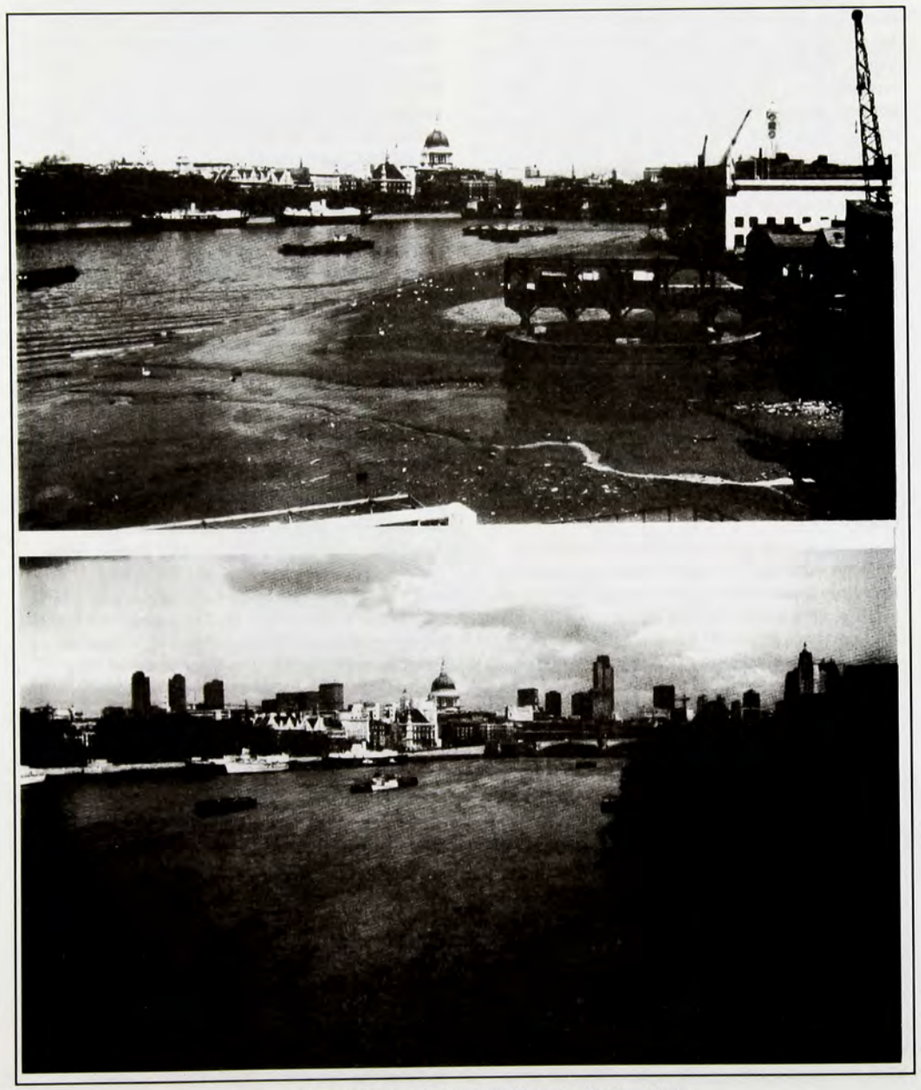


Fig. 1. (Top) The City skyline from Waterloo Bridge, 1957.
(Bottom) The City skyline from Waterloo Bridge 1987. The tower blocks appear 'decapitated'.

The most celebrated planning inquiry was Mansion House Square in 1984 (Fig. 5). The tower block, designed by the late Mies van der Rohe, was hailed by Rogers, Foster, Stirling and Co as a masterpiece. The opposition was led by the City Corporation, the GLC and ultimately by the Prince of Wales who dubbed it the "giant glass stump". The Secretary of State was under pressure to approve the scheme but rejected it.

In the wake of Mansion House Square there followed the most controversial scheme of all. The scheme did not have to inquiry as it enjoyed special exemption due to its Enterprise Zone status in London's Docklands. The Canary Wharf development flew in the face of GLDP policies because it came crashing into the important visual cone from Greenwich Park including the visual corridor through the Queen's House and Royal Naval College to St. Anne's Limehouse; that is through Inigo Jones and Christopher Wren to Nicholas Hawksmoor (Fig. 6). The GLC objected to the scheme but the government was able to over-rule the objection by abolishing the GLC.

The year that followed the GLC's abolition was the year of the deregulation of the Stock Exchange, a boom year, the age of the 'yuppies'. A vast amount of extra office floor space and several high buildings were granted planning permission without any strategic control. There were several proposals for mega-buildings on a par with Canary Wharf including two at Kings Cross and one at Aldgate. This anarchic situation was rectified a year later when a small team of planners was appointed to service the London Planning Advisory Committee (LPAC) whose role was to advise the Secretary of State on strategic planning matters. One of their first actions was to commission a study of London's high buildings and views.

The LPAC study reviewed the GLDP policies and considered the procedures adopted in certain other cities, notably Paris. The citizens of Paris had been shocked in the 1970s by the emergence of the Tour

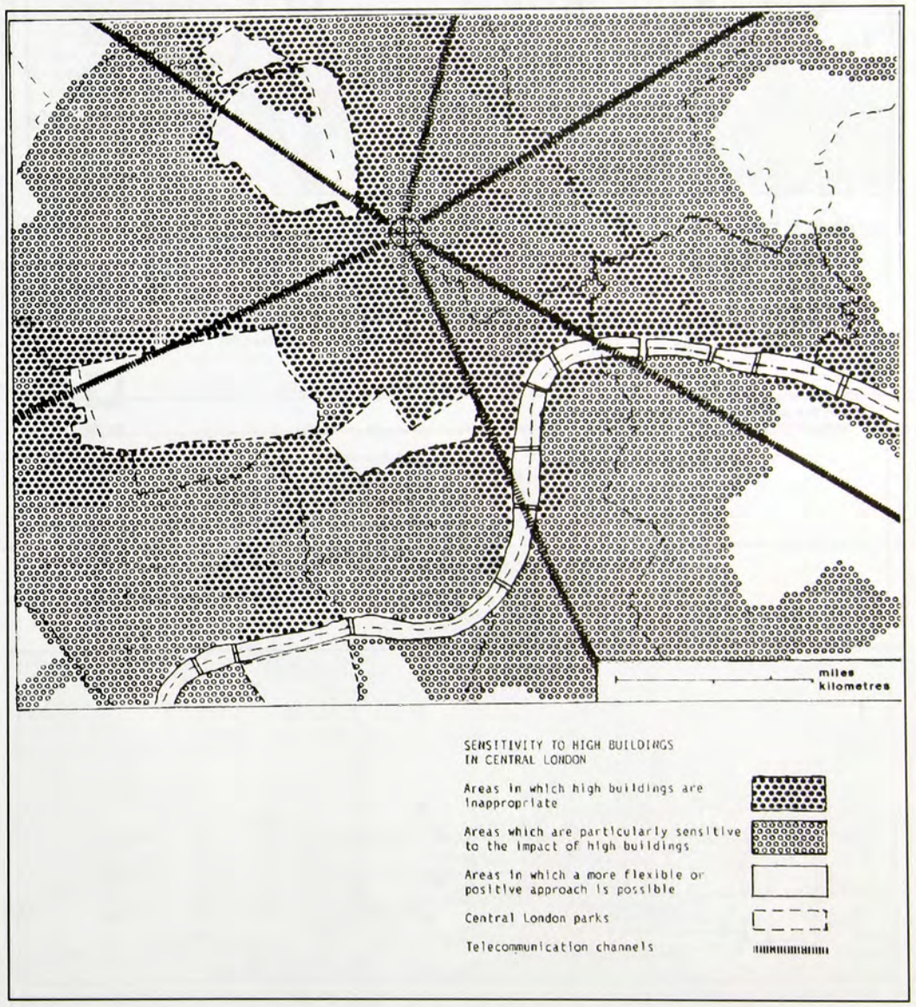


Fig. 2. Sensitivity to high buildings in central London.

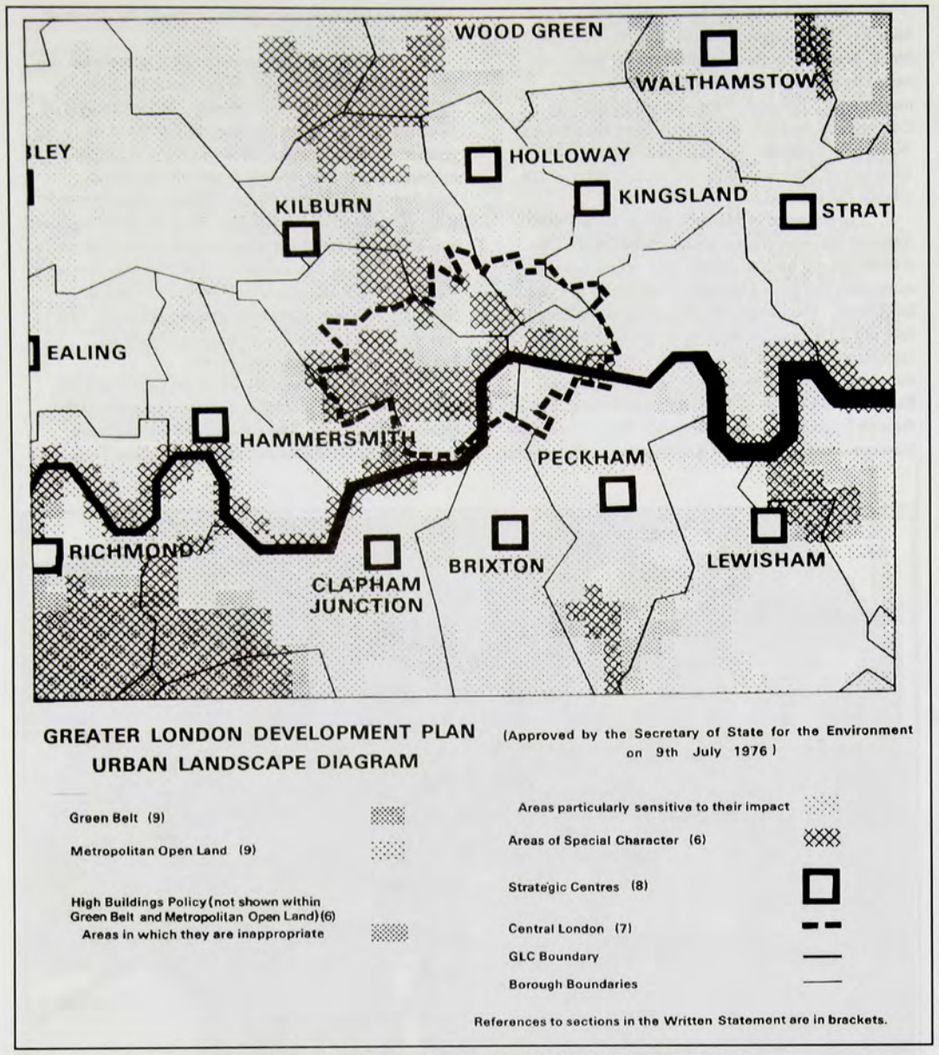


Fig. 3. Greater London Development Plan Urban Landscape Diagram

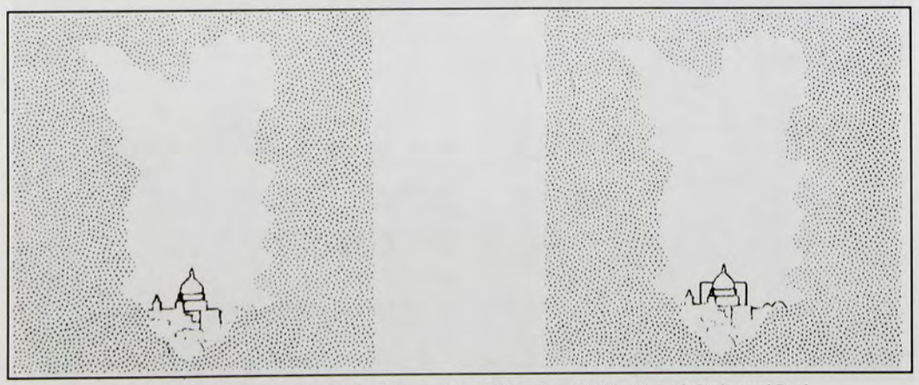


Fig. 4. (Left) The view of St Paul's Cathedral from King Henry VIII's Mound, Richmond Park. (Right) The same view with the Liverpool Street Station scheme superimposed.

Maine-Montparnasse; it reared its head above Les Invalides and the Champs de Mar. The statutory plan for Paris now gives a clear indication of building height limits and protected visual corridors. The LPAC study recommended similar controls in London. The Secretary of State's Strategic Guidance for London now includes a plan show ten protected views[5] (Fig. 7). The plan, alas, does not define areas that are inappropriate for, or particularly sensitive to, high buildings and the ten protected views are but a small number compared with the 35 recommended in the LPAC study, but the plan is nevertheless to some extent an improvement on the Urban Landscape Diagram.

The LPAC study also did something novel: it drew up the first all-time comprehensive hit list of high buildings in London that had an adverse impact on important views. The publication of the study coincided with Peter Shaeffer's West-End play, *Lettuce and Lovage*, where the two heroines also drew up a hit list and exited the stage at the end of the play loaded with dynamite. Top of the list in both the LPAC study and Shaeffer's play were the Marsham Street towers which the Secretary of State has since declared will be demolished. Many on the list are high-rise flats considered by some to be disastrous experiments visually as well as socially, and several have already

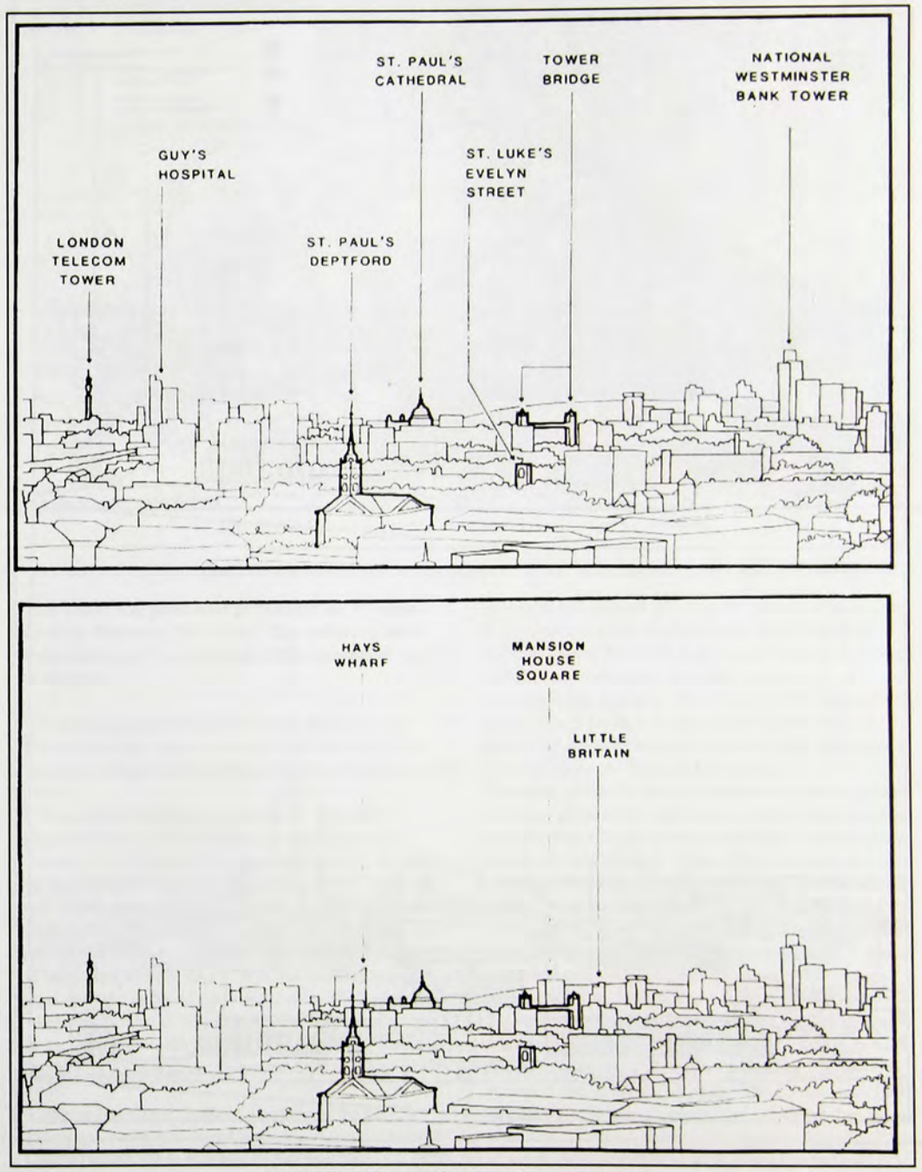


Fig. 5. (Top) The view from The Point, Greenwich. (Bottom) The same view with the development schemes for Hays Wharf, Mansion House Square and Little Britain cluttering the space around St. Paul's Cathedral and Tower Bridge.

succumbed to demolition. In the London Borough of Waltham Forest there are 13 tower blocks, all 21 storeys high, which are about to be pulled down to make way for 2-storey housing.

Some buildings are being renovated rather than demolished and their new cladding is a considerable improvement on the old. At the same time, the new generation of high buildings includes several of distinction. Minster Court at Fenchurch Street Station and the Ark at Hammersmith provide proof that materialistic values can have aesthetic appeal. A new generation of high-rise housing has emerged with Cascades on the Isle of Dogs and Belvedere Tower in the Chelsea Basin.

Let me conclude on this note. The metamorphosis of the London skyline has not been a success story. Cities such as New York, Toronto, Hong Kong and Singapore are dramatic, powerful, awesome. Such skylines cannot be imposed successfully on cities with historic constraints unless the development is confined to the fringes, as in Paris. In London a skyline has emerged at half cock. It would be unrealistic to remove it; we must try and improve it. But to what extent will improvements affect the City skyline and the relationship between the dome and its surroundings? The dome has hitherto had an uneasy relationship with the cluster of nondescript tower blocks, but at least it stands out. Will the improvement of tower blocks serve to enhance the dome or will they compete with it and thereby detract? (Fig. 8). What sort of image will such large-scale improvements convey? This is a thought for the next 50 years.

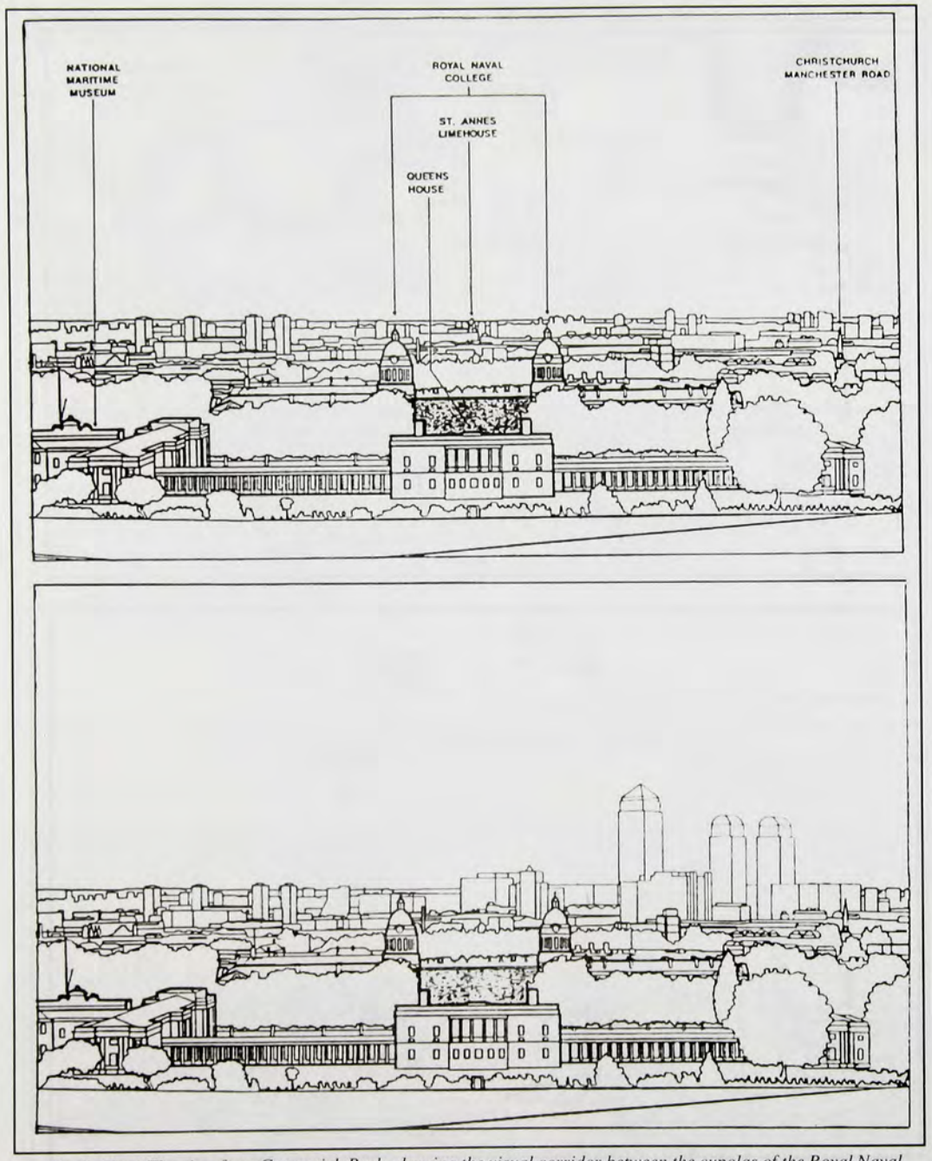


Fig. 6. (Top) The view from Greenwich Park, showing the visual corridor between the cupolas of the Royal Naval College to St Anne's Limehouse.
(Bottom) The Canary Wharf scheme and other committed high buildings superimposed. The scale will be immense and St Anne's Limehouse and much of the North London Ridge will disappear from view.

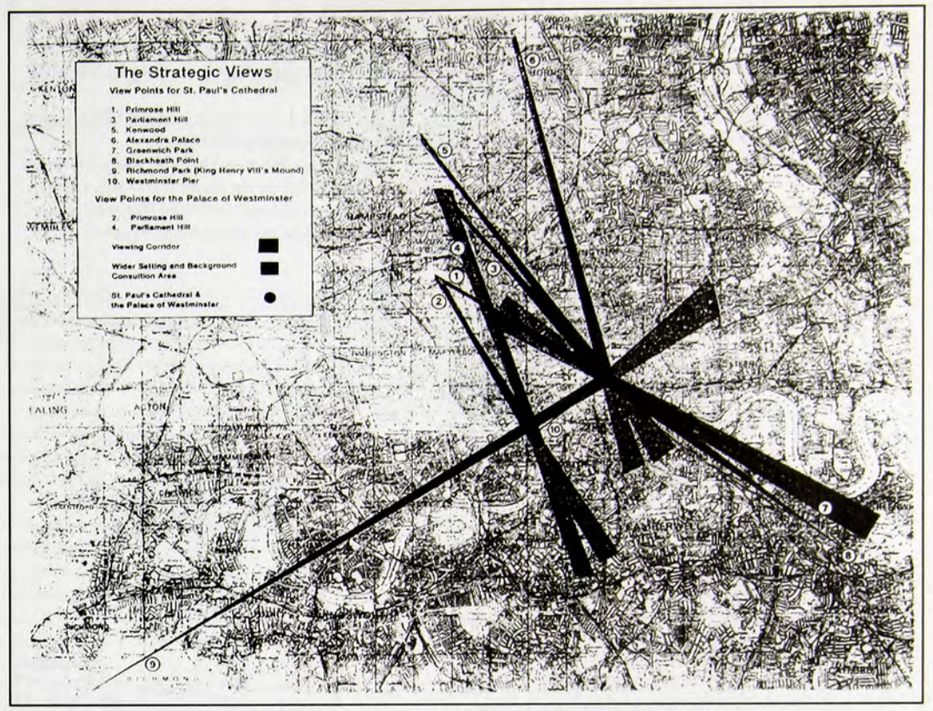


Fig. 7. The Strategic Views. View points for St. Paul's Cathedral.

NOTES

This paper was presented at 'Seizing the Moment - London Planning 1944-1994'. The following notes were prompted by discussion with delegates at the conference.

[1] One delegate pointed out there was also a Russian Dream and that certain architects were inspired by the spectacular high-rise buildings erected in Moscow in the 1930s.

[2] Walter Bor elaborated on this point. The LCC planners had to listen to the arguments of the LCC valuers. The Town and Country Planning Act of 1947, whilst strengthening planning controls, had a sting in its tail: it gave developers the incentive to redevelop war-damaged sites by allowing them an additional 10% floor space. Walter Bor pointed out that it was still possible to redevelop without high-rise as has recently been demonstrated at Broadgate but the demands for high-rise were very powerful. For further details of the situation at the time see Walter Bor's article, "High Buildings, a blessing or a curse?", *Architectural Design*, September, 1964.

[3] George Nicholson, former Chairman of the GLC Planning Committee, raised the issue of the extent of the GLC's powers. Whilst the LCC had had full development control powers, the legislation that established the GLC handed most powers to the London boroughs but allowed the GLC the powers of direction over certain development proposals including high buildings (over 150 ft/45 m in Central London and over 125 ft/38 m elsewhere). In 1980 these powers of direction were changed. The GLC could no longer direct refusal for high buildings per se, but still had powers of direction over any proposal that constituted a material departure from GLDP policies.

[4] William Tatton-Brown indicated that little recognition had been given to the significance of the Clean Air Act of 1963, while Professor Peter Hall was sceptical about protecting long distance views when London today is often engulfed in a photochemical haze. The developers at the Liverpool Street Station inquiry had made the same point as Peter Hall but research carried out by the GLC into the Met. Office records showed that St. Paul's Cathedral was visible from King Henry VIII's Mound, Richmond Park, 10 miles away, for nearly 300 days of the year. See "London Skylines" (see bibliography).

[5] Michael Hebbert asked whether the LPAC study had considered the view of St. Paul's Cathedral along Roman Road in Stepney/Poplar. The LPAC study had considered a very large number of views but the Secretary of State was insistent on protecting only a few of key importance. These were "views of national significance from well-known public places, cherished by both Londoners and visitors, and featuring an

exceptional landscape or townscape including visually prominent historic landmarks." Details of these views can be found in the Secretary of State's Supplementary Guidance for London on the Protection of Strategic Views (see above).

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LRC, *London Skylines: a study of high buildings and views*, Reviews and Studies Series, no. 33, 1987.
LPAC, *London's Skylines and High Buildings*, report by Greater London Consultants and London Research Centre for the London Planning Advisory Committee, Department of the Environment and English Heritage, 1989.
DoE, *Supplementary Guidance for London on the Protection of Strategic Views*, RPG3, Annex A, 1991.

Illustrations

Figures 1,2,4 and 5 are all taken from the LRC study *London Skylines*. The map in Figure 3 is reduced from 1:25,000 scale and covers central London; it forms part of a series of sensitivity maps covering the whole of Greater London.

Figure 3 is an extract, at the same size, from the Urban Landscape Diagram of the Greater London Development Plan (GLC, 1976), covering a wider area than Figure 3.

Figures 6 and 8 are taken from the LPAC study, *London's Skylines and High Buildings*.

Figure 7 is taken from the DoE's *Supplementary Guidance for London on the Protection of Strategic Views*. The map is reduced from 1:50,000 scale and covers approximately the same area as Figure 3.

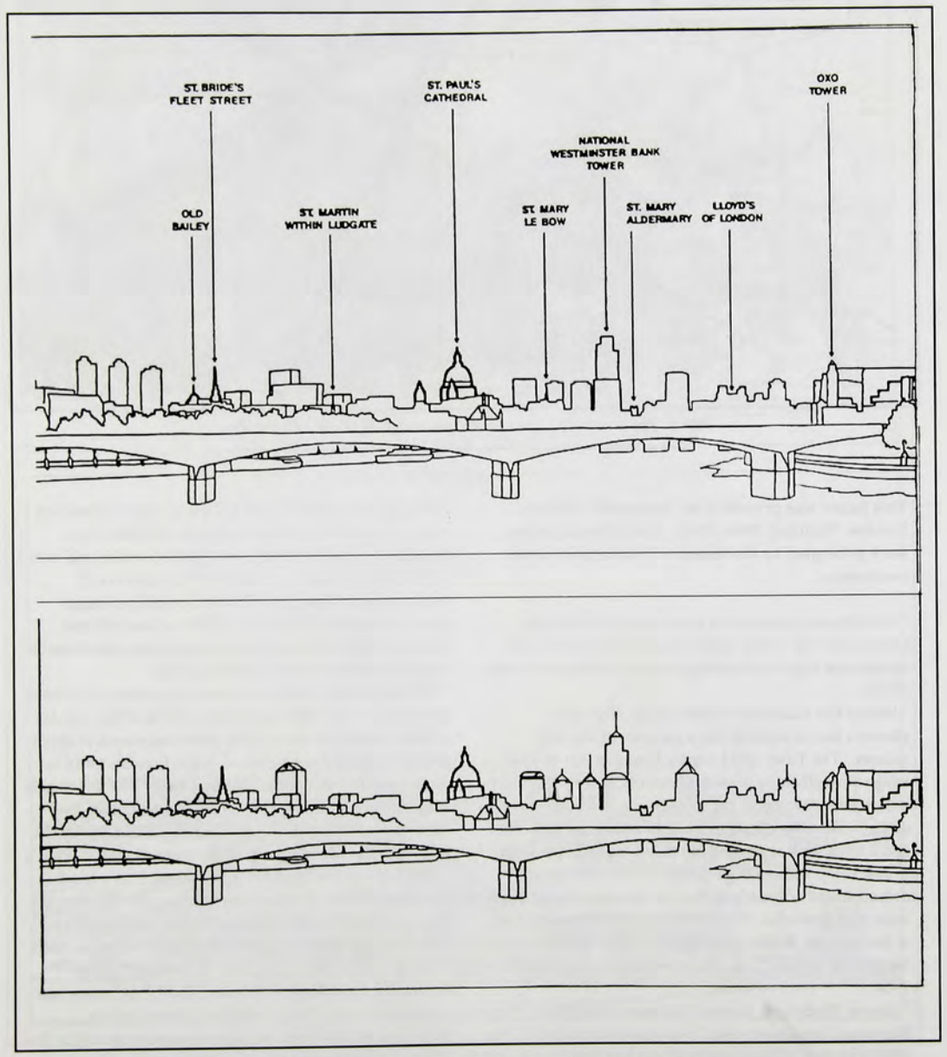


Fig. 8. (Top) View of the City skyline from Hungerford Bridge.
(Bottom) Same view showing how the skyline might look with alterations and 'post-modernist' additions to roof tops.

PRESENT AT THE CREATION: LONDON NEW TOWNS IN THE EARLY 1950s THROUGH THE EYES OF AN AMERICAN PLANNER

JOHN W. REPS, CORNELL UNIVERSITY

Forty-seven years ago I was settling into my Liverpool digs preparing to spend a term at the Department of Civic Design. The two great postwar plans for London had caught my eye as a graduate student at Cornell. Their proposals for decentralisation, reconstruction, and new towns differed so greatly from timid American urban plans that I decided to spend six months in Britain to look at the system that had produced such concepts.[1]

It was a heady time for planners. The New Towns Act was only a year old, and Lewis Silkin was then guiding the Town and Country Planning Act of 1947 through Parliament. My diary records discussions of its provisions with planning officers in Edinburgh, Lincoln, Liverpool, Bath, Oxford, Bristol and Southampton, as well as at the Ministry with Gordon Stephenson.[2]

In 1947 planners enjoyed the public's respect. Everyone seemed to feel that a new and better urban world could be created. Of course, this did not prevent *Punch* and others from poking fun at the planning ministry and its expanding bureaucracy. I collected these cartoons (Fig. 1), copies of such town plans as those for Plymouth and Hull, and more sobering documents, like the Barlow, Uthwatt and Scott reports before returning to America.

Three years later my increasing interest in what was taking place in Britain coincided with the establishment of the Fulbright scholarships. I applied to study the British New Towns programme, and in September 1950 my wife and I boarded the *America* bound for Southampton.[3]

In London, as elsewhere, large areas devastated by the war lay virtually untouched. Looking north from St. Paul's, one saw the results of the blitz. Building materials and construction labour were in short supply. All manufactured items of any quality were exported to rebuild foreign exchange reserves. Food was still rationed, and there was a shortage of housing and fuel.[4]

From our flat in the northern extension of Hampstead Garden Suburb I travelled daily to the London School of Economics or to University College. At LSE, William Robson agreed to be my adviser. My familiarity with his book on London government may have convinced him that I was not an entirely hopeless case.[5]

At University College, Professor Holford allowed me to sit in on his evening class in the factory loft used by the Department of Town Planning. Holford dazzled me with his mastery of detail and his flawlessly articulate presentation of planning issues that he confronted as a practitioner.[6]

In one of the rare office meetings Robson granted me, he volunteered to write to Dame Evelyn Sharp in the Ministry of Local Government and Planning asking her to arrange interviews for me at the New Towns. Dame Evelyn, a formidable character as the Crossman diaries testify, questioned me at some length. Apparently satisfied, she agreed to write to the managers of the eight London new towns asking them to receive me.[7]

An earlier interview provided practice. A chance meeting with Elizabeth McAllister, known to me as the joint author with her husband of a book on planning, led to an introduction to Dr. Monica Felton at the McAllister home. A former member of the Reith Committee on New Towns, Dr. Felton was then Chairman of the Stevenage Development Corporation.[8]

When asked how the New Towns Act might have been improved, she declared "it had been a mistake not to provide for local authority and authorised associations" along with the public development corporations.[9] She also believed that "new town functions should be handed over to [a] local authority gradually rather than dumping the entire project on them after development was complete." Such "gradual divestment ... would enable the authority to build up staff, would make them feel they had an immediate stake in planning and development, and would make the eventual complete transition much easier."

Mrs. Felton complained about "disappointingly slow" growth and excessive "emphasis ... on preparing ideal master plans. Construction of portions of neighbourhoods, even if the results did not turn out to be perfect, should have been pushed. Local authorities were able to bring pressure on Ministry of Health for building licenses [while] Development Corporations, with all the weight of public policy behind them were developing slower than Welwyn in a comparable period." She also believed "some of the pioneering, idealistic spirit was lacking in the staff and board."

That winter I wrote what would have been the first half of my dissertation at LSE. Eight chapters traced the history of the new towns movement in Britain, concentrating on the years 1930-1946. They summarised and evaluated everything available to me on new towns. Not many persons can claim to have read all the evidence submitted to the Barlow Commis-

sion, but these notes testify to my membership in that group. Parliamentary debates and committee reports on New Towns were also on my list. I re-read the *County of London Plan* and the *Greater London Plan*, paying special attention to the decentralisation proposals, the density recommendation, and projects for reconstruction of blitzed and blighted districts.

Raymond Unwin's Greater London Regional Planning Committee reports of the early 1930s also figured in my reading. He posed the fundamental question about metropolitan growth: development anywhere except on a girdle of land in public ownership, or growth only in designated areas against a background of open land? The issue has never been better stated.

The Town and Country Planning Association, then on King Street, a mere cabbage roll from the Covent Garden market stalls, also contributed to my education. I bought issues of the Journal, browsed through the library, purchased books and reports, and attended the evening sessions arranged for students.

By spring 1951, I felt reasonably well prepared for interviews. Letters from the Ministry had reached the managers, and Dame Evelyn's assistant provided me with their names and addresses. My request for appointments were quickly answered, and letters or telephone calls fixed the times of our meetings. The managers were all generous with their time and then passed me on to officers in charge of design, estate management, legal affairs and public relations.[10]

In the evenings, while my memory was still fresh and using notes taken during the interviews, I typed extended summaries of what I had learned. Let me review what the managers of these infant enterprises identified as the most important issues and problems. All the managers complained strongly about Ministerial review that extended to even minor details of design, finance or procedure.

W.O. Hart at Hemel Hempstead, long experienced in local government affairs, said in substance that "he and board members had been led to believe that they would have a great deal of operating freedom, with Ministerial control largely limited to general budgetary supervision. In practice, supervision had been extended to details and had become time-consuming. In two cases had found it necessary to see the Assistant Secretary and demand approval of details which had been held up."

THE COMPLEAT MANGLER

Fig. 1. 'The Compleat Mangler'. Punch, 22nd January 1947, typical of cartoons criticizing government bureaucracy.

J.E. McComb, General Manager of Welwyn and Hatfield shared this opinion: "[H]e felt that much if not most of the Ministry's supervisory activities were useless or actually harmful. All matters of expenditure must in theory be submitted for approval ... He said that other new towns submitted such items as proposed salary increases but that he refused ... He stated that each corporation should be given a financial allocation at the beginning of the fiscal year and left alone to spend that sum as it saw fit... On one occasion, when the Ministry had refused to approve a certain feature of a housing scheme, he had called in the builder, told him to proceed with it anyway, and left on three weeks vacation without leaving a forwarding address. He was called on the Ministerial carpet and accused of holding a pistol at the head of the Ministry, but approval was finally given."

Eric Adams of Harlow was the most outspoken on this point. He declared that Ministry officials were "incompetent to judge ... many proposals, the exception being the technical planning section... He felt that Ministry staff had an attitude that their duty was to find things wrong with a proposal and that they were not earning their salary if they didn't. He asked why his Chairman, a builder of national reputation or another member, a well-known accountant, should be questioned on matters within their fields by an official earning £600 a year... He believes that each corporation should be given a capital allocation and then left alone to carry out its program."

The Board of Trade was a favourite target, because no industrial construction could begin until the Board issued a Certificate of Industrial Development. Only then could a building license could be sought. Brigadier W.G.D. Knapton, of Basildon, stated flatly that the "Board of Trade was biased in favour of Development Areas." Major-General A.C. Duff at Stevenage agreed, pointing out that as of May 7th 1951, no new industry had located there and no new plants were under construction. McComb told how at Welwyn: "Phillips Radio proposed to build a ... large .. plant and vacate some 33 standard factories owned by [the] Corporation. It took many months to convince the Board of Trade that a ... certificate should be issued..." For Welwyn, this would be highly advantageous since, as McComb put it, "The vacated 33 factories would make it possible to negotiate directly with industrial prospects and to by-pass the Board of Trade."

Eric Adams told me in confidence that for Harlow "he had asked for 5 building licenses for a 5-bay sectional factory, and while approval was [pending] ... he, without authorisation, ordered the steel. In spite of the shortage he was lucky enough to get it, but he only obtained license[s] for 2 factories. He has applied for the other 3 and has finally ordered the erection of the steel frame anyway and still without authorisation. He appeared to resent being driven to proceed on this basis."

The managers agreed on another matter. I recorded how J.E. McComb put it: "He thought that ... decentralisation from London would not take place so long as outside industries are permitted to locate in vacated central London premises. In any event the new towns were supposed to handle less than a third of the persons proposed for decentralisation. The 'linkage' scheme announced by the Ministry was condemned as completely unworkable. He had not contacted the exporting boroughs supposedly linked to Welwyn, and only one had been in touch with him. He cited Crawley, where 30% of the workers of a London factory declined to move, and the industry and corporation immediately had to recruit workers in that particular trade from beyond the linked borough's boundaries."

All of the managers faced problems of housing. Major-General Duff at Stevenage, "worried about problems of high rents and the inability of the Corporation to balance rents in new construction by any backlog of pre-war houses." McComb voiced this concern about Welwyn: "The rate of construction was being retarded chiefly by the difficulty in obtaining construction labour and to some extent by the shortage of materials. Under the subsidy system it was virtually impossible to provide accommodation for low income persons." Mr. Knapton explained that the "Rent Restrictions Act, if retained, will work particular ... hardship in Basildon. The ... Act directs that dispossessed dwellers shall be rehoused suitably with due regard to the acquisition price. Many of the shacks [occupied by residents] would be valued at no more than £200. Many of the owners are pensioners and [although they] will not live long ... once [a] low rent is established [in new accommodations] it would have to be continued under the Rent Restrictions Act."

Eric Adams professed not to be "worried about [creating] a single class community. Rentals are fairly low because of economic construction and in any case well within the range of the workers employed in their industries. He is letting, without authorisation to professional persons even though they don't come from London. He is letting heavily to construction workers, since he will need 1600 in [an] ultimate [population] of 80,000, and this saves on wage rates in the beginning and builds up a resident labour force. He wants to build at 2,000 d.u.'s a year, is at present working up to 1,000, with 800 under construction."

It seems strange now that although planners carefully designed the streets of the new towns they virtually ignored the need for automobile parking. Indeed who could have foreseen that within a few years nearly every working class family would have at least one car? This explains the lack of garages or other parking facilities in new town neighbourhoods except for the few dwellings intended for middle-class professionals.

There are other matters, however, that the managers discussed: relations with local authorities, accomplishments of the Managers Conference, the interactions of the manager and the Corporation members, problems of attracting industry and balancing jobs with housing. All seemed equally pressing at the time — sometimes overwhelmingly so.

All this changed gradually as economic conditions improved and the towns grew. Soon charges of 'prairie planning' gave way to the perceived 'new town blues'. Other concerns common to more mature communities replaced the start-up issues facing the managers of new towns at the beginning of the 1950s. The subjects that then seemed so important now appear to be worth scarcely more than a footnote in the history of the new towns programme.

One of the reasons I never completed my study was that in 1951 there was not much physical evidence to examine. My real interest was not in the process of public administration — fascinating as I found it to be — but in the towns that the process created. Crawley

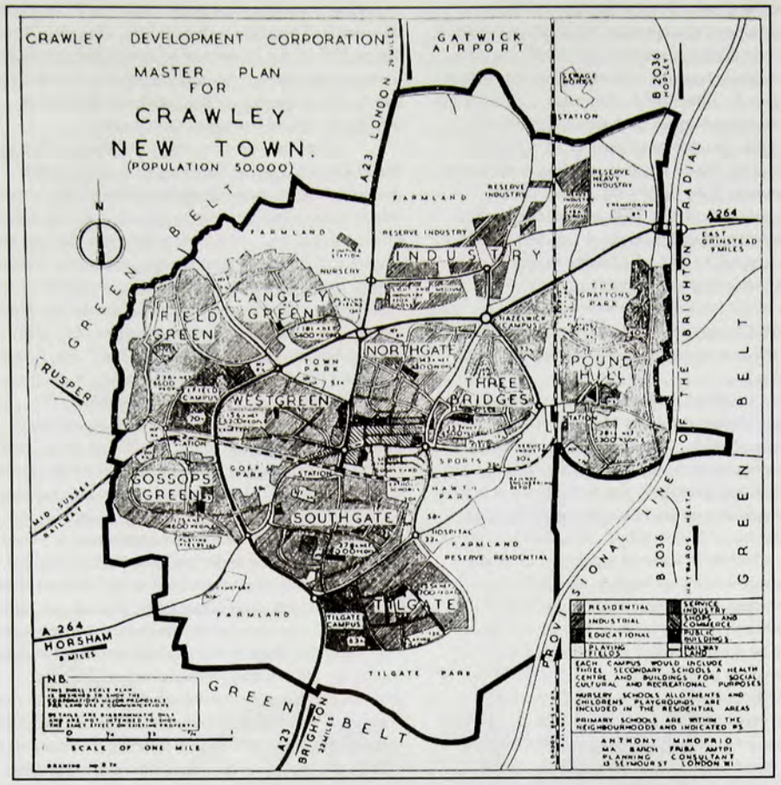


Fig. 2. Master plan for Crawley New Town, (Crawley Development Corporation Fourth Annual Report, year ending March 31st 1951).

and Harlow were the places that gave me a partial sense of the eventual results. My visits to both these infant towns in May 1951 let me see them very shortly after their birth.

Crawley had perhaps the most advantageous site of all, sitting as it did astride the main rail line to the south coast and with good road access as well. The division of the town into neighbourhoods made sense to me on social grounds and as a way to phased construction. I also liked the proposal to incorporate the shops of the high street into the new town centre (Fig 2).

The design of residential areas seemed well thought out, although the dwellings themselves appeared a bit too conventional for my taste, then highly biased toward modern design. Nevertheless, I awarded extra points for the variety of accommodations that were being provided within a fairly standard set of facades. It was also good to find cottages for the elderly attached to some of the rows.

Crawley excelled in attracting industry, and their sectional plants to serve as incubators for small enterprises - a practice that Welwyn had followed much earlier - seemed a good policy. The sign marking the entrance to the first industrial estate proudly showed initial progress (Fig 3). On a return trip in 1959 I photographed that same sign to record how the changes had taken place. And by 1964 this thriving industrial estate at Crawley showed no signs of its frontier days little more than a decade earlier.

I puzzled over Harlow's plan with its wide strips of open land dividing neighbourhoods into sub-neighbourhoods and those in turn into much smaller residential groupings. This was clearly a different kind of town plan, and Frederick Gibberd's design for the first neighbourhood promised more architectural variety than at Crawley. I was eager to have a look, although construction was then confined to the area shown here (Fig 4).[11]

Partly because approvals had not been secured from the Ministry for the main part of the town and also as a kind of practice ground, a small development (Chippingfield) was undertaken on the east margin of the existing small town. Two-storey row houses fit the scale of old Harlow and appeared to me to be a comfortable addition although hardly matching the appearance of a traditional Essex dwelling.

The first sub-neighbourhood, Mark Hall North, was under construction at the time of my visit. The eastern section included a housing group known as The Lawn. This consisted of semi-detached and row houses, 3-storey flats, and a 9-story block of flats. The Estate office had opposed the tower block because they felt all families wanted a house and garden. Gibberd, who won a Festival Award for this design, intended it for single persons.

I found it a welcome contrast to the prevailing

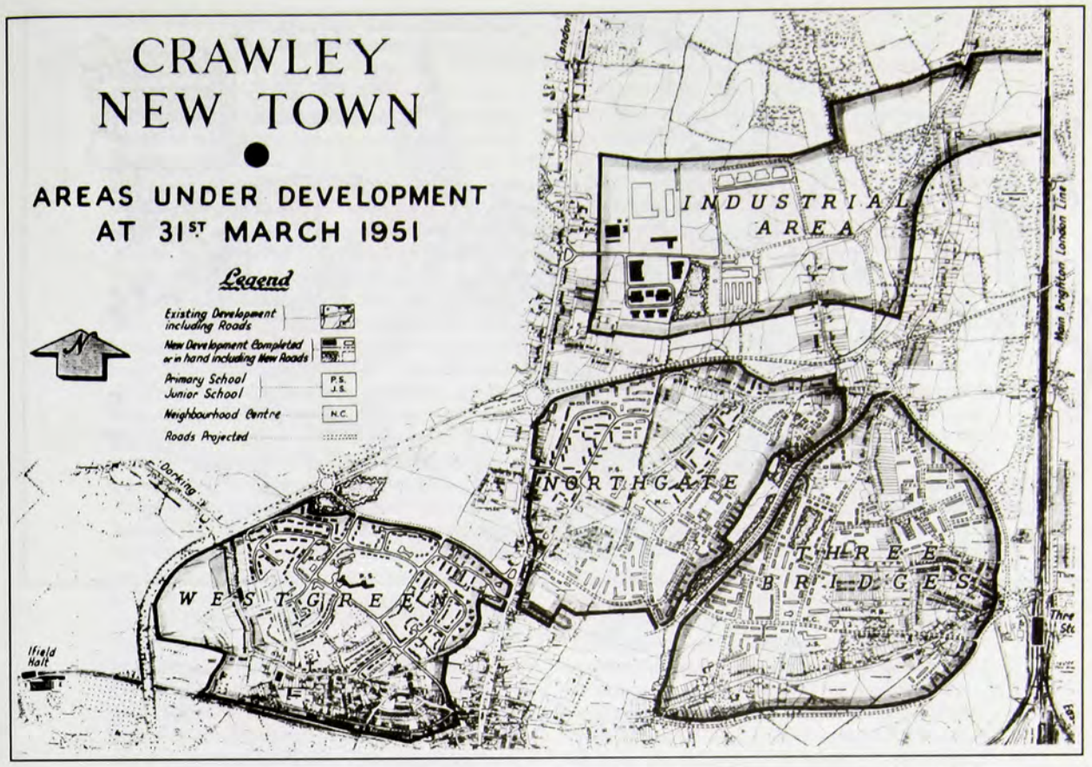


Fig. 3. Crawley New Town (Crawley Development Corporation Fourth Annual Report, year ending March 31st 1951).

horizontal character of development elsewhere in Harlow and in the other new towns. Returning a few years later, I noted that a few other point blocks had also been built elsewhere.

From the top of that first point block one saw another part of the neighbourhood located to the west. Two-story, angled row houses lined the gently curved street leading to it from the Lawn. This second part of Mark Hall consisted of fairly long rows of two story dwellings designed by the Maxwell Fry and Jane Drew office.

The Stow shopping centre in Mark Hall was begun in the year after my visit, unfortunately not built as a pedestrian centre as Gibberd wished. In 1959 bicycles still outnumbered automobiles, so the pedestrian-vehicular conflict was completely intolerable. By 1966 traffic barriers closed the roadway and protected pedestrian access to the shop fronts.

What is now a large industrial estate, in May 1951 offered only 50,000 square feet of standard factory units built by the corporation in hopes of attracting industry. That gamble, requiring not only ministerial but Cabinet approval, paid off. By the end of 1952 the estate had some 300,000 square feet of industrial space, and the industrial future of Harlow was assured.

Later visits in 1959, 1964 and 1966 confirmed my first impressions of Harlow as a new town of outstanding design with a diversity of dwelling types. The pedestrian town centre appeared to me to work well, although of course I had no chance to experience that until many years after my first visit.[12] Gibberd had designed a smaller version of this kind of centre as part of a major Festival of Britain showplace — the Lansbury neighbourhood in East London. I was eager to see this first demonstration of blitz and blight reconstruction on density standards that met those proposed in the *County of London Plan* : in this case, 136 persons per acre.

Lansbury demonstrated how this could be done with an admirable mix of dwellings that included semi-detached dwellings, row houses, three and four-story flats, and higher slab buildings. Churches, schools, pubs and Gibberd's shopping centre were all part of well-conceived design. The centre was not quite finished at the time of my visit in the spring of 1951. A second look on a dark February day in 1958 indicated that the centre and the neighbourhood had lived up to expectations.[13]

My photographs of Hemel Hempstead in 1951 have been lost, but in the late summer of 1964 Wyn Thomas, then the town's mayor, proudly showed me what had been accomplished. I had always thought this a strange location since 21,000 persons lived in this ancient borough when designated a new town. Wyn showed me how the new neighbourhoods were embracing the older community and demonstrated that it was

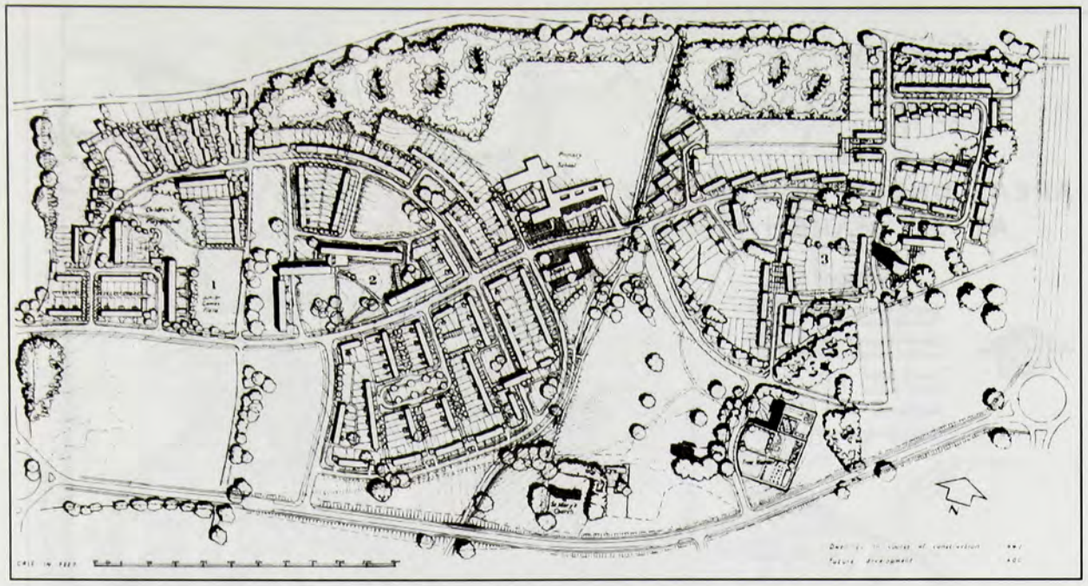


Fig. 4. Mark Hall North Neighbourhood (Harlow Development Corporation Third Annual Report, year ending March 31st 1950).

possible to graft new accommodations onto the shops lining an ancient High Street. On that occasion we also paid our respects in Welwyn to F.J. Osborn.

In the summer of 1951 preparing to leave Britain for America, I reflected then, as now, on the irony of how fate distributes resources. Britain had not only a rational concept of how to deal with metropolitan growth and reconstruction but also overwhelming political support and the necessary legislative and organisational machinery. How cruel that this rare convergence of theory and policy coincided with a shortage of materials and money.

By contrast, my country was each year relentlessly converting 1,000,000 acres of vacant land to urban use. No national or state urban development plan existed. No metropolitan plan had any legal authority whatsoever. Zoning by cities, some counties, and a host of smaller jurisdictions sometimes could prevent the worst from occurring but had no power to initiate development. Your tragedy was lack of material resources; ours was lack of ideas and will.[14]

Another month-long stay in London in the summer of 1966 provided an opportunity for repeat visits to Harlow, Crawley, Stevenage and Welwyn. The New Towns, judged individually, seemed a qualified success, but the grand Abercrombian metropolitan strategy seemed a qualified failure. Overbuilding of offices in London pulled ever more persons to the centre over ever longer commuting distances.

One pondered other approaches. Was the greenbelt-new town configuration the best strategy to have followed for a major metropolis? Instead, should some kind of green wedge configuration have been adopted as was advocated for Greater Berlin in 1910 by Rudolf Eberstadt? He had explained his concept that same year at the RIBA Town Planning Conference.

In lectures and seminars at Cornell I tried to make clear to my students that flawed as the record of London planning might be, nothing comparable had then, or as yet, been seriously contemplated in the United States, let alone put in practice. Some year in the 21st century when enough Americans come to the understanding of urban issues Britain reached fifty years ago, my country may have a chance to see if we can do as well or better.[15]

NOTES

[1] Everyone of my generation in planning must recall vividly his or her first encounter with Abercrombie and Forshaw's *County of London Plan* and Abercrombie's *Greater London Plan* — the two great planning documents published in 1943 and 1944. The proposed ring and radial motorway system, comprehensive rebuilding of areas of blitz and blight, recognition of neighbourhood and precinct identity, the creation of dozens of new parks and playgrounds: all these and the other features were impressive enough. However, what struck me with particular force were the audacious proposals that a large, permanent green belt should define the outer limits of the central metropolis and that over one million persons should be relocated from overly-dense districts and rehoused elsewhere, about half of them in completely new towns. These were not exactly the kind of reading available to G.I.s of the U.S. Military bases where I was stationed for three years beginning in 1943. So it was not until 1946 following my arrival at Cornell as a graduate student in planning that I had a chance to explore these remarkable plans for how a great metropolis should grow and change. At Cornell I also wrote a long and immediately obsolete paper on the origins and development of British planning law. With that background I looked forward eagerly at Liverpool to the course taught by J.J. Clarke, the author of a number of books on the subject. Clarke was a charming and articulate man, but for his 'lectures' he read at dictation speed entire chapters from his next book. This included identifications of all the section and sub-section headings: "3(c), subparagraph 8" etc. We soon learned to ask a question early in the class because Clarke's invariable long, informed, and entertaining responses taught us more than his formal classroom presentations. Of course, my classmates all had to face the law section of their examinations as I did not. Students elsewhere must have had this same experience, for Clarke lectured at several planning schools. I met him later in 1951 at London, and he very kindly took me to dinner at his club. Perhaps someone has written about his career, but, if so, it has not come to my attention. The programme in the Department of Civic Design at Liverpool was directed by W.A. Eden, Lecturer-in-Charge. His main interests were in history and preservation of historic monuments. I remember him chiefly for lectures that, with their long Latin quotations, soared well over the heads of all of us. However, Eden encouraged me to pursue my own interests, and he was also responsible for my first published journal articles: reviews of two American books for the *Town Planning Review*, the distinguished journal that he revived from its war-time suspension.

[2] My diary tells me that on Friday March 21st 1947 I had an interview with Gordon Stephenson after having cheek enough to ask someone in the American Embassy to arrange this. In preparation, I had been reading the Town and Country Planning Bill of 1947, comments on it in the press, and the appropriate debates as recorded in Hansard. In view of his later leadership in establishing the first post-graduate degree course in planning in the UK and admitting students with undergraduate degrees in other than architecture or engineering, my entry for that day is of some interest: "He [Stephenson] thinks the new planning bill [Town and Country Planning Act of 1947] will provide a real legislative potential for the first time, but is fearful of the shortage of trained planners. Even so, he still seems to feel that the term 'town planner' should be reserved for the architect and engineer who have additional training. I'm ceasing to be astonished at this attitude but just a bit disappointed. The shortage of planners may be a good thing if it results in breaking down the old prejudices by forcing the admission of the social scientist into the picture." On 8 July 1947 Gordon Stephenson officially became what he had been in fact: Chief Planning Officer for Planning Technique in the Ministry of Town and Country Planning. On January 1st 1948 he became Lever Professor of Civic Design at the University of Liverpool. I met him again when he was one of the speakers who addressed the American Fulbright students who came to Britain in the fall of 1950. His recent book recalls his work with the Ministry and other aspects of his career in Britain and elsewhere: Gordon Stephenson, *On a Human Scale: A Life in City Design*, Fremantle Arts Centre Press, South Fremantle, 1992.

[3] My title was Executive Director of the Broome County Planning Board. This was located in Binghamton, New York, only sixty miles from Cornell which I visited once a week as a Visiting Lecturer in the Department of City and Regional Planning. This gave me access to the growing collection of books on city and regional planning and made it easy to keep up with the English planning scene.

[4] In this respect not much had changed during my three-year absence from the UK. Those too young to recall these years will find it difficult to appreciate the desperate shortages of nearly everything. Exports to replenish depleted currency reserves did little to satisfy domestic needs for consumer goods. Most foods were still rationed: two slices of bacon, an egg or two, a dab of fat, a small portion of cheese, a tiny amount of meat, a few pats of butter and equivalent amount of other staples per week. My 1947 diary reminds me of other conditions in the household of an upper middle-class family in Cambridge where the English-Speaking Union had arranged for me to be a guest. The father worried about taking too many matches to light his pipe. One daughter was patching up an old handbag and lining it with cardboard, another daughter was making her trousseau underwear from a white silk parachute, and her fiancee was crocheting a dish rag because none could be found in the shops. The rationing system did not favour the nobility. A set of curious circumstances led to my visit to Burghley House where Lady Exeter escorted me through this treasure trove whose roof was leaking, the windows were shuttered, and where all the furniture was covered. In what must have been 120 or more rooms, Lord and Lady Exeter lived in two or three. In the great hall with its majestic fireplace, the two owners occupied chairs drawn close to a small grate where they had exactly the same, small amount of coal to warm them as in the humblest cottage in the nearby village. In 1947 at Liverpool my tram took me from the ferry at Pierhead past scores of rubble-heaped sites on the short journey to Abercrombie Square. At my digs in Wallasey, across the Mersey in Cheshire, my landlord admonished me not to draw more than four inches of warm bath water because of the fuel shortage. My mother had asked me to find and purchase some Royal Doulton dinner plates in her pattern. After vainly searching from shop to shop and being told that everything had been marked for export, I had to write to my mother that the only attractive Royal Doulton I had seen were the elaborately floral urinals in the men's room of some hotel or restaurant,possibly a Lyons Corner House. Inter-city travel was a desperate adventure. Leaving for London from Lime Street Station one Saturday, I found myself in a three or four person-deep throng of anxious passengers extending the entire length of the platform. When the train stopped, I was opposite the door of a luggage van. Over the guard's protest several of us pushed inside before he could close the door. In the absence of seats, I spent the seven hours riding from Liverpool to London with my head and legs dangling over the sides of a huge wicker pram.

[5] Robson was an uninspiring lecturer who seemed to labour the obvious. In seminars, he was something of an impatient tyrant who often brusquely interrupted

students before they had fairly launched their presentations. He also made it clear to me at the outset that he would be able to see me in his office only briefly and at long intervals. Nevertheless, at these latter sessions he proved to be a mine of information, and I shall always be grateful to him for his introduction to Dame Evelyn Sharp. In 1964 at the UN conference on new towns in the USSR I got to know him slightly better and saw a rather warmer and more likable person.

[6] It was clear to me then that Holford had not prepared his presentations, possibly aside from mentally noting a few points he intended to cover. He delivered them as though they had been carefully written, thoroughly revised, and elegantly polished. No wonder he charmed nearly everyone he met. His character and career is the subject of 'The Very Different Eminence', Chapter 7 in Myles Wright, *Lord Leverhulme's Unknown Venture: The Lever Chair and the Beginnings of Town and Regional Planning 1908-48*, Hutchinson Benham, London, 1982, pp. 158-194. Lewis Keeble also wrote his recollections of Holford in *Lord Holford - A Memoir*, 1978, a work I have not seen. Holford's assistant in the Town Planning Department was Arthur Ling, later to become Chief Architect at Coventry. Ling had been on Abercrombie's staff during the preparation of the London plans and helped answer a number of my questions. He also arranged a class discussion on the Schuster report which had just appeared. As the only person in the group with a social science undergraduate degree, I was in a distinct minority in championing the Schuster Committee's recommendations that the professional field of Town Planner be broadened to include those with degrees other than architecture or engineering.

[7] My recollection is that I did not know enough about Dame Evelyn to be nervous about the prospect of convincing her I was worth her time. It took me about thirty seconds to realise that I was in the presence of an administrator of great ability and intellectual strength. It is only recently that I read Richard Crossman's diaries in which he tells of their disagreements and her skilful bureaucratic manoeuvring that he thought seemed designed to frustrate his efforts as Minister. After seeing the British television series "Yes, Minister", I could understand what he claims to have experienced. After his initial entries about her in his diaries, he refers to Dame Evelyn as "The Dame". See R.H.S. Crossman, *The Diaries of a Cabinet Minister*, Hamish Hamilton and Jonathon Cape, London, 1975.

[8] Gilbert and Elizabeth Glen McAllister (eds), *Homes, Towns and Countryside: a Practical Plan for Britain*, Batsford, London, 1943?. Stephenson, in his *On a Human Scale* (p.94) describes Monica Felton delicately as " a determined person with strong ideas not always shared by the chairman and with the minister's ear at which a chairman could only look with envy." She was indeed very close to the minister's ear as Silkin's mistress. At the time I spoke to her on December 14th she had just returned from a visit to the People's Republic of China. This was on the eve of the American debacle in Korea when China intervened on the side of the North Korean forces and drove the UN troops (largely American) into retreat. As a member of the left-wing of the Labour Party, Mrs. Felton doubtless viewed America - and possibly me - as the aggressor in Korea. However, although reserved and slightly mysterious in manner, she was generous with her time and opinions on the subject of our interview that took place in the McAllister home in Highgate.

[9] In quoting my notes of this and other interviews, I want to make it clear that these represent my sense of what the respondent said, not the actual words uttered at the time.

[10] It was extraordinarily generous of the managers and their colleagues to spend so much time with me and to respond to questions that they must have heard many times from others. I recall this with feelings of both embarrassment and guilt: embarrassment at bothering important and overworked officials; guilt at never having used the information they provided except in unpublished lectures and seminar presentations at Cornell.

[11] For reasons I cannot explain it did not occur to me to seek an interview with Frederick Gibberd. His frank and insightful comments about the Harlow plan and the views of Eric Adams and the other major participants in the development of that new town can be found in Frederick Gibberd, Ben Hyde Harvey, Len White *et al.*, *Harlow: The Story of a New Town*, Publications for Companies, Stevenage, 1980.

[12] Stephenson, *Human Scale*, pp.97-106, details the fight over the Stevenage pedestrian town centre whose plan he prepared as a consultant with the collaboration of Clarence Stein. I can add only that in an interview in the Ministry's estate section (in 1958?) an official whose name I never recorded condemned it vigorously as "a plan for a bloody American shopping centre." In his book Stephenson reproduces Stein's first conceptual sketch of the Stevenage Centre from the Stein papers at Cornell.

[13] Lewis Mumford praised Lansbury in an essay in *The New Yorker* magazine, one followed a few weeks later by a piece on Le Corbusier's Unité project in Marseilles that he criticised for its excessive density. I wrote to him to point out that the density of the two projects was identical and that the objectionable difference lay in the variety of accommodations and appearance at Lansbury versus the standardisation of Unité. His characteristically hand-written note to me has been lost, but I recall thinking that Gods not only can be wrong but, like the rest of us, will do everything to deny that fact.

[14] Senator Moynihan, my fellow Fulbrighter of 1950-51 put it wryly many years later in commenting on American planning: "Yes, we have an urban development policy in the United States; it's called the Interstate Highway Program."

[15] Possibly as a result of my classroom presentations three of my students followed me on Fulbrights to study at LSE or to work in Britain before pursuing useful careers in America.

REPORTS

Utopia: Idea and Image: The 1994 Art Historians Conference, University of Central England in Birmingham, U.K., 8-11 April 1994.

Simon Sadler, University of Central England in Birmingham, U.K.

Utopia, it seems, is an ever more elusive place. One could sense incredulity or nostalgia hanging over the session *Utopia: Idea and Image*, part of the 1994 Association of Art Historians' Annual Conference, as delegates reviewed past ambitions for cultural and urban improvement that were often remarkable for their naïveté, totalitarianism or unshakeable belief in progress. The decline of the latter sensibility was summarised well by one of the Conference's keynote speakers, who expressed surprise that the theme of the Conference as a whole — 'Forward: Art and Industry' — was not ironic.

The session offered a chance for delegates to decide whether utopia, progress, and the utopian tradition of an alliance between art and industry, were indeed flawed concepts. The City of Birmingham, hosting and lending its 'Forward' motto to the Conference, has historically embraced utopian ambitions, as two of the papers in the session illustrated. Referring to the origins and early history Birmingham's garden suburb of Bournville, **Michael Harrison** (University of Central England) explained that this model estate was understood by contemporaries as embodying 'A Practical Utopia', a realisation in part of the principle of the Garden City, with repercussions upon the Edwardian housing and planning scene generally. But as the paper showed, the conversion of a utopian idea into practice brought with it inherent conflicts and compromises. In particular the developers of the 'practical utopia' struggled to reconcile the contradictory demands of art and economy, an issue that was echoed in the paper by **Andrew Higgot** (University of East London). 'A Modernist Vision: Sixties Birmingham Revisited' included a photographic tour of Birmingham's crumbling Bull Ring, its ramps and bridges a belated attempt, the speaker argued, to realise the ambitions of the pioneers of modernism. Economy, it seems, won the day over art, but the speaker provocatively avoided condemning the scheme, reminding those delegates critical of its social costs that it was also a vehicle for energy and commitment: an attempt at self re-creation more extreme than that of any other British city, as Birmingham replanned whole districts of its inner city as a series of 'new towns', based on a series of fast traffic routes, that would offer the sense of dynamism necessary to the modern industrial city. The speaker argued that even in terms of art, the Bull Ring can be defended as an heroic attempt to bring an assemblage of new and unfamiliar elements out of the laboratory of the avant-garde and into the living city.

One could extrapolate from a comparison of the Bournville and Bull Ring projects a cluster of general, 'dialectical' themes that ran throughout the session: economy and plenty, modernity and anti-modernity, city and nature, and so forth. For instance, **Steve Edwards** (University of Derby) contributed to the exploration of the economy of the 'practical', capitalist utopia. In his paper 'This Place: Utopian Fantasies of Capital', he presented Charles Babbage's 1832 book *On the Economy of Machinery and Manufactures* less as a theoretical insight into the developing factory system, and more critically as a manifestation of longing for a utopia of capital. The speaker suggested that this sort of utopian longing — for possession, for rationality, for comprehension of an empirical world, and for automatic, self-sustained production — can be felt as well in early English photographic literature, which was fascinated by the apparent elimination by the new medium of the hand. As Steve Edwards pointed out, this is not the version of affairs that we conventionally recognise as utopian — after all, Owenism and the co-operative movement are the better known English utopian projects of the 1830s. The session pointed then towards the growing interest amongst scholars in 'utopias' (one hesitates to classify them as dystopia) based upon individualism, capitalism and hierarchy. At the very least the utopias of Babbage, Bournville and the Bull Ring, as well as several of the other utopias covered in the session, cut against the notion of utopia as a place beyond private property and which, "in its more plebeian forms" (as Steve Edwards put it) represents a time of general abundance and bodily excess.

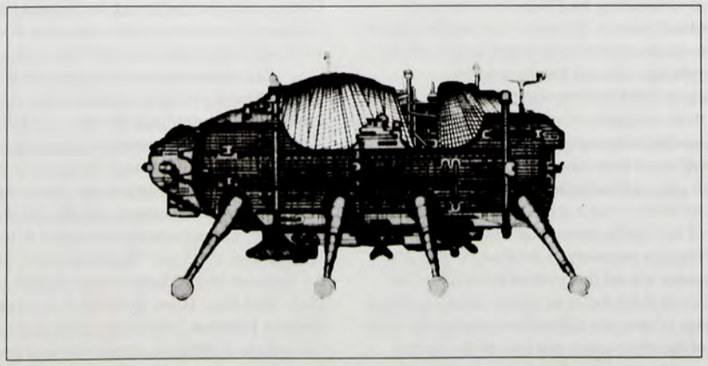
It was this traditional, humanist type of utopia that situationists envisaged and re-asserted through their projects of the 1950s and 1960s, projects which **Simon Sadler** (University of Central England) set out to map in the paper 'The Situationist City'. The paper compared two halves of the situationist venture into *urbanisme*, one half being the critical readings of the existing city that were assembled by situationists, most notably Guy Debord, the other half being the designs for a completely new city, the *New Babylon*, developed by sometime situationist Constant Nieuwenhuys.

The situationists were in part divided between an anti-modernist aesthetic (typically drawing upon the sublime) and an aesthetic that drew upon the achievements of modernism (as represented in *New Babylon*). This contradictory tension between modernism and modernity within utopia, already well illustrated by the excursions into Bournville and the Bull Ring, was persistently encountered during the session, as in the paper '"Staybrite City": The Allure of the Stainless Steel "Home Untarnishable" at the 1934 Daily Mail *Ideal Home Exhibition*', presented by **Duncan Flatman** (University of Central England). The *Ideal Home Exhibitions* in the inter-war period provided a vehicle for the popular representation of modernity and briefly, in the early thirties, modernism, when the

characteristic nationalist historicist model of the English home was temporarily challenged. The speaker explained that in 1934 the *Ideal Home Exhibition* announced the dawning of a new and 'Wonderful Age' to the British public. The exhibition was dominated by 'Staybrite City', the spectacular projection of an heroic urban and domestic future transformed by the technologies of stainless steel and electricity, promising (in a manner reminiscent of Babbage) a technological utopia. However, the paper argued that here the dialectic between modernity and anti-modernity, at a time when the *Daily Mail* was overtly promoting fascism, sought to produce a hybrid nationalist and capitalist 'utopia' that would subvert both modernism and the women's struggle within the domestic sphere.

Two papers examining the experience of Weimar and Nazi Germany — Martin I. Gaughan's 'Utopia and Reality: Ernst Bloch and Weimar Culture' and Monika Puloy's 'Ideology Salted Away: Adolf Hitler's secret art collection salvaged in a mine in the Austrian Salzkammergut 1943-45' — further illustrated inter-war tensions over the issues surrounding modernity. **Martin I. Gaughan** (Cardiff Institute of Higher Education) showed how Weimar socialism grappled with technology. In its early post-November Revolution period, Expressionism offered a programme which looked back to the tradition of the Arts and Crafts in building the 'Cathedral of Socialism', a programme which was displaced by the more technologically-based utopianism of the later 1920s, embodied in design and the *Neues Bauen*; Bruno Taut and Walter Gropius being two figures, amongst others, who made the transition. It was a transition met with unease by the Marxist commentator Ernst Bloch. Hitler, however, was unambivalent about how Nazism was to be represented: **Monika Puloy** (University of Hertfordshire) described the absolute rejection from the Führer's collection, as far as we can tell from the partial inventories which survive, of modernist tendencies. The resultant collection would instead 'demonstrate' the rootedness of German culture in antiquity and confer upon the Reich a role as the utopian culmination of 'great' European culture.

Papers by **David A. Wragg** (Nene College / University of Nottingham / Open University) and **Colin Rhodes** (Loughborough College of Art and Design) closely complemented the theme of modernity and anti-modernity with papers which problematised the city as a site for utopia. David A. Wragg, in 'Wyndham Lewis and the City: Between Dystopia and Utopia', focussed on images of the urban environment produced around the time of Vorticism as representative of a dystopic prognosis about modernity's impact on the human subject, images through which Lewis used his engagement with Futurism and Cubism to depict and to distance himself from the contemporary world. But the speaker was keen to emphasise the complexity of Lewis's 'solution' to 'the project of modernity', since whilst it included a moral agenda, it also espoused a Nietzschean aesthetic individualism as a 'utopian' alternative. In his paper '"One's-self I sing": Brücke Attempts to Reconcile Freedom and the City', Colin Rhodes discovered similar complexities in the German Brücke project: inspired by sources as diverse as Walt Whitman and Nietzsche. Here communality and democracy jostled with absolute freedom for the individual and disdain for the masses. Principally, the paper showed that despite the fact that the artists of the Die Brücke group are famous for their involvement in the German back-to-nature movement, they continued to live and work in the city, where they embraced simultaneously, though without reconciling them, ideas of the natural and of modernity. Although Die Brücke studio scenes are usually regarded as primitivistic extensions of the 'natural' landscapes of the group's bathing pictures, Colin Rhodes argued that the studio scenes represent the clearest attempt by the artists to offer their audience a utopian urban alternative to the conventional and legal constrictions of city life.



Walking City, Archigram

Nonetheless, **Elisa Oliver** (University of Sunderland) was wary about the utopian authenticity of the city's 'other', nature. Her paper, 'Gardening and the Fall of Eden' argued that since the Fall and the expulsion from Eden, man's sense of loss and desire for the reclamation of utopian Eden has been articulated through the activity and imagery of gardening. The speaker showed that from the description of Eden contained in *Genesis*, to that contained in Milton's *Paradise Lost*, the visualisation of Eden has attained a specific iconography reflecting the function of the garden as microcosm. Yet even Eden has not been an entirely stable place, becoming an increasingly fractured and hollow representation: a fact now recognised by some contemporary engagements with landscape.

It would be easy, then, to cast a postmodern gaze over the session and declare that it confirms the hopelessness and fragmentation of the utopian cause. Yet utopia has always existed as an arena for debate, and as such disputes have to exist. And if the existence of such 'dialectical themes' as economy and plenty, modernity and anti-modernity, and city and nature are anything more than fictions imposed upon the session by the convenor, or the results of certain research paradigms set by the speakers, then it may be that even now there are certain parameters to utopian debate. Of course, the problem of the desirability of utopia remains: after all, this was a session which encompassed models of outright inequality. That utopia is more often than not an uncomfortable — even hellish — prospect is undeniable. Yet the interest that this session attracted confirms that utopia remains a tantalising concept and, I would like to think, not simply for its obvious academic interest or freak-show appeal. Utopia keeps alive the very anti-postmodern discourse of improvement, of the planning of a better place by the will and ingenuity of people.

Re-building Sarajevo: Post-war Reconstruction and Development Unit Workshop, Institute of Advanced Architectural Studies, University of York, U.K., 16-20 May 1994.

Twenty-four Bosnians, five breaking the Sarajevo siege, accepted invitations to the York Workshop. There they met with fellow professionals and organisations, mainly from Britain, to focus on a number of essential post-war issues faced by reconstruction planners.

Even before the war, Sarajevo was undergoing upheaval. From State control to market economy and privatisation of land and property ownership, the radical changes had already begun. Add to this the immense physical and psychological destruction of war, and the enormity of the task of re-building Sarajevo becomes apparent.

The aims of the Workshop were:

To provide a forum where the needs and priorities of Bosnian war reconstruction could be expressed;

To receive reports on experiences of settlement reconstruction following war in Europe and other continents;

To explore ways of protecting cultural heritage and ensuring cultural continuity;

To foster professional and personal relationships between Bosnian, British and other participants;

To reach conclusions on ways of co-ordinating a joint response, and initiating international action and funding for coherent reconstruction.

Sarajevo already has institutions, organisations and a skilled workforce which must be involved and utilised in any reconstruction plans. What it lacks is practical advice in reform of land ownership, banking systems, housing co-operatives and general management skills. This is an area where the West can help, both by seconding experts to boards and committees and setting up local training Workshops.

The source of the key utilities — electricity, fuel and water — all lie outside the city and are Serb-controlled. Goods and materials allowed into the city are Serb-controlled. Heavy industry within the city was in decline before the war. The future of Sarajevo must be as a service centre for all Bosnia; a headquarters for financial, legal and insurance services and major companies. A service centre and its hinterland strongly depend on one-another.

Light industry has less demand on power and water supplies. In this way the re-building of a capital city and its country can begin.

The participants made the following recommendations:

Future investment should not encourage further divisions within the city;

Wherever possible, existing institutions and labour within Bosnia should be utilised;

The overseas Bosnian network should be informed of, and invited to participate in, the reconstruction;

Those who left the city should be encouraged to return;

The main services should be developed underground. This will provide safety against further attack, and create immediate employment;

Local advice centres should be set up immediately to inform communities on matters such as healthcare, finance, civil rights and property rights;

Local professionals should start to prepare reconstruction and development projects;

A manual of building repair techniques should be prepared for property owners;

Material stores should be established, although salvage from historic buildings must be resisted;

A body should be set up to promote and co-ordinate local interest in heritage;

A legal framework for the rights and responsibilities of NGOs should be produced;

A full and detailed survey of land and property ownership should be carried out immediately. Investment will not occur until ownership issues are settled;

A Government Development Agency should be created from existing resources to oversee land development. Western expertise can be brought in if required;

The Government should consider setting aside land for leasehold only, to be used to encourage industrial and commercial development in the city;

Where appropriate, construction projects started before the war should be completed.

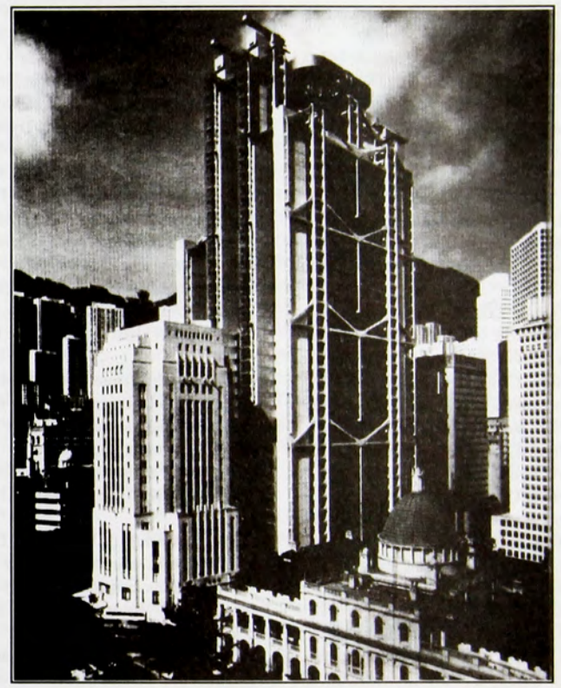
For further information about this and earlier reconstruction workshops on Croatia, Iraq, Yemen and Belfast contact Post-War Reconstruction and Development Unit (PRDU), Institute of Advanced Architectural Studies, University of York, The King's Manor, York YO1 2EP, U.K., TEL.: 0904 433967, FAX: 0904 433949.

Sarajevo before the conflict

Cities and their Environment: Legacy of the Past; Sixth International Planning History Conference, Hong Kong, 21-24 June 1994.

The Sixth International Planning History Conference was held in Hong Kong in June 1994. A 'Message of Welcome' from the Governor, Christopher Patten, was read to the delegates by the Vice-Chancellor of the University of Hong Kong, Professor Wang Gungwa.

A report on the proceedings will hopefully be included in a future edition of *Planning History*. A list of the contributions made at the Conference is published below, so as to alert readers to the presenters' research interests:



The commercial and colonial faces of Hong Kong

Ghafar A. Ahmad, School of Housing, Building and Planning, Universiti Sains Malaysia, 'British Colonial Buildings in Peninsular Malaysia: Building Surveys and Inspections'.

John Archer, Department of Cultural Studies, University of Minnesota, U.S.A., 'City of Palaces, City of Lesions: Environmental Medicine and "Improvement" in Calcutta in the early 19th century'.

Donatella Calabi, Instituto Universitario di Architettura di Venezia, Italy, 'The Quality of the Urban Environment as a Factor conditioning Post-War Town Planning in Venice 1950-1960: A very peculiar Case Study'.

Jeffry M. Diefendorf, Department of History, University of New Hampshire, U.S.A.,'The International Planning History Competition 'Haupstadt Berlin' 1956-1957'.

Halina Dunin-Woyseth and Takatani Tokihiko, The Oslo School of Architecture, Norway/ Sekkei Keikaku, Bunkyo-Ku Tokyo,Japan, 'History of the Future? The "Japanese Way": A Possible Spatial Paradigm for the West?'

Yousef M. Fadan, College of Architecture and Planning, King Saud University, Saudi Arabia, 'Housing and the Rapid Change of Environment in Saudi Arabia'.

REPORTS

Robert Freestone, School of Town Planning, The University of New South Wales, Australia, 'Australian Modernist: Post-War Planning and Walter Bunning (1912-1977)'.

Jenny Gregory, Centre for Western Australian History, Department of History, University of Western Australia, ' "Producing the Good Citizen": The Australian Middle Class and the Management of Private Space'.

Philip Gunn, Faculty of Architecture and Urban Studies, University of Sao Paulo, Brazil, 'Garden Cities and the Fabian Road to Urban Reform'.

Jeffrey E. Hanes, University of Oregon, U.S.A., 'Garden Suburbs and Residential Reform in Pre-War Japan'.

Junichi Hasegawa, Faculty of Economics, Osaka City University, Japan, 'Re-Planning Blitzed Cities after the Second World War: An Anglo-Japanese Comparison'.

Robert K. Home, Department of Estate Management, University of East London, U.K., 'The Rise and Fall of Ethnic Segregation in British Colonial Planning'.

Benjamin Hyman, London School of Economics, U.K., 'The Role of the Individual Planner: Jerusalem as a Case Study'.

Yorifusa Ishida, Centre for Urban Studies, Tokyo Metropolitan University, Japan, 'Agricultural Land Use in the Urbanized Area of Tokyo'.

Norioki Ishimaru, Hiroshima University, Japan, 'Post-War Reconstruction Planning in Hiroshima'.

Jürgen Lafrenz, University of Hamburg, Germany, 'Cycles of Valuation of the Pre-Industrial Townscape in the Industrial Era'.

John P. Lea, I.B. Fell Research Centre, University of Sydney, Australia, 'Vultures at the Gate: Urbanisation in South Pacific Capital Cities'.

Changlin Li, Department of Nuclear Science, Fudan University, China, 'The Three Gorges Project: Strategic Policies for Energy and the Environment in China'.

Jon S.H. Lim, National University of Singapore, 'The Shophouse Rafflesia: Colonial Friend or Foe?'

David Massey, Department of Civic Design, University of Liverpool, U.K., ' "This Foul Legacy": Planning for Water Pollution Alleviation: The Mersey Estuary 1969-1982'.

D.S. Mattern, German Historical Institute, Washington D.C., U.S.A., 'The Greening of Berlin: The Urban Environment and Metropolitan Re-Organization at the Turn of the 20th Century'.

Helen Meller, University of Nottingham, U.K., 'The Quality of the Urban Environment: Responses to Planning and Urban Change in Britain and France 1870-1945'.

Mervyn Miller, Chartered Architect and Town Planner, Hertfordshire, U.K., 'The Emergence of the Urban Conservation Ethic: "The British Disease" '.

John Muller, University of Witwatersrand, Johannesburg, South Africa, 'The Imperial Imprint: British Influences on South African Planning'.

Heleni Porfyriou, Instituto Universitario di Architettura di Venezia, Italy, 'Physical Town Planning in the Nordic Countries during the first quarter of the Century: A History of Continuities with the Past'.

P.S. Robinson, Department of Town and Regional Planning, University of Natal, Durban, South Africa, 'Cato Manor: Legacy of South Africa's Past or a Model for Reconstruction?'.

Mingzheng Shi, University of Houston/ University of California, Berkeley, U.S.A., 'From Sedan Chairs to Streetcars: Transit Transformation in Early 20th Century Beijing'.

P.J. Smith, Department of Geography, University of Alberta, Canada, 'Fixed Images and Predetermined Solutions: External Influences in the Canadian Urban Renewal Programme'.

Robert W. Taylor, Department of Environmental, Urban and Geographic Studies, Montclair State University, New Jersey, U.S.A., 'America's Urban Legacy in the Philippines 1900-1920'.

Ilan S. Troen, Department of Modern History, Ben-Gurion University, Israel, 'Transplanting European Planning Legacies to the Middle East: The Case of the Zionist Planning Experience'.

M. Van Rooijen, University of Westminster, London, U.K., 'The Economic Origin of Green Town Planning'.

Shun-ichi J. Watanabe, Department of Architecture, Science University of Tokyo, Japan, 'Some Characteristics of Japan's Modern Urban Planning: A Historical Analysis and International Comparison'.

Takashi Yasuda, Setsunan University, Osaka, Japan, 'The Garden Suburb Movement and Plan Types of Housing Estates in Osaka in the Inter-War Period'.

Anthony Yeh, Centre for Urban Planning and Environmental Management, University of Hong Kong, 'Land Leasing and Urban Form in Hong Kong'.

Brenda S.A. Yeoii and Boon Hui Tan, Department of Geography, National University of Singapore, 'The Planning and Politics of Space: Conflicts over Chinese Burial Grounds in Post-War Singapore'.

Bing Zhang, Institute of Urban Planning, Tongji University, Shanghai, China, 'The Evolution of the Planning for Urban Spatial Strategy in Shanghai'.

Tingwei Zhang, School of Urban Planning and Policy, University of Illinois at Chicago, U.S.A., 'A Comparative Study of Two Water Towns: Suzhou and Bruges'.

PUBLICATIONS

ABSTRACTS

Gordon Cherry, *Birmingham: A Study in Geography, History and Planning,* Chichester, John Wiley and Sons Ltd, 1994, 265pp., ISBN 0 471 94900 0, cloth £37.50/ $60.00.

Birmingham, Britain's second city and still the national centre for manufacturing and engineering, has incredibly until now never had a full scale academic study of its evolution, function and structure. This study explores Birmingham's origins and early history, its rise to industrial pre-eminence, its achievement in civic government, enlightened planning, housing, transport, urban form and land use. Consideration is given to the impact of the Second World War, changing industrial base, restructuring and its role as an international 'Fair' city.

John M. Findlay, *Magic Lands: Western Cityscapes and American Culture after 1940,* Berkeley, University of California Press, 1992, 394pp., ISBN 0 520 07703 2, cloth $35.00, 0 520 08435 7, paper $17.95.

This book attempts to document the West's importance in post-World War II urban and planning history by arguing that the multi-centred metropolis associated with modern America emerged in the western United States between 1951 and 1962 as a distinctly regional form. Findlay does this by examining prototypes for these new urban places: planned environments organized conceptually and heavily influenced by the theme park. (Mary Corbin Sies, University of Maryland, U.S.A.)

Miles Glendinning and Stefan Muthesius, *Tower Block: Modern Public Housing in England, Scotland, Wales and Northern Ireland,* New Haven and London, Yale University Press, 1994, 400pp., ISBN 0 300 05444 0, £40.00/$65.00.

The authors explain how high-rise blocks — modernist buildings erected to address scientific and social needs — were constructed in almost every urban area in the United Kingdom. They reveal that architects and planners working for a few 'progressive' local authorities were the first to create the new housing patterns, and that politicians determined to 'give the people homes' later encouraged widespread implementation of these patterns. Glendinning and Muthesius point out where the blocks were built and why they looked like they did, describing various designs, layouts and construction methods through the 1950s and 1960s. This well illustrated book also includes a gazetteer of all publicly-built blocks in Britain.

John R. Gold and Stephen V. Ward, *Place Promotion: The Use of Publicity and Marketing to Sell Towns and Regions,* Chichester, John Wiley and Sons Ltd., 1994, 280pp., ISBN 0 471 944834 9, cloth £35.00/$56.00.

This book examines the way that place — defined as a geographical area with a specific identity that sets it apart— has been marketed in the past and is currently being marketed. Unprecedented international mobility of business investment and worldwide flows of affluent tourists mean that place promotion encompasses the national and supranational as well as the regional and local. This book contains 11 specially commissioned essays from the U.K. and overseas and includes many illustrations of promotional material.

Magali Sarfatti Larson, *Behind the Postmodern Facade: Architectural Change in Late Twentieth Century America,* Berkeley, University of California Press, 1993, 338pp., ISBN 0 520 08135 8, cloth £27.50/$40.00 .

This study seeks to explore how architecture 'happens' and what has become of the profession in the postmodern era. Drawing from extensive interviews with pivotal architects — from Philip Johnson, who was among the first to introduce European modernism to America, to Peter Eisenman, identified with a new 'deconstructionist' style — Larson analyses the complex tensions between economic interest, professional status and architectural product. She investigates the symbolic awards and recognition accorded by prestigious journals and panels, exposing the inner workings of a profession in a precarious social position. Taking a sociological approach, Larson reviews the struggles around status, place and power as architects seek to re-define their purpose in contemporary America.

Phil McManus, *The Automobile and Planning in Perth, Western Australia: Historical Evolution,* Papers in Architecture and Planning Research No. 8, Curtin University of Technology, 38pp., ISBN 1 86342 199 8. [No date or price available.]

This paper presents an historical account of the links between the car and planning in Perth, showing how at critical points in the city's history, decisions were made in favour of the automobile over public transport. The monograph examines specific decisions and their cumulative impacts. Reference is made to two cities commonly compared to Perth: Los Angeles and Pheonix.

PUBLICATIONS

ABSTRACTS

Thomas H. O'Connor, *Building a New Boston: Politics and Urban Renewal, 1950-1970,* Boston, Northeastern University Press, 1993, 351pp., ISBN 1 55553 161 X, cloth $24.95.

The author provides a skilful account of the transformation of Boston from 'a hopeless backwater' in 1950 to a remarkably successful example of downtown revitalization in the 1960s and 1970s. He particularly focuses on the urban politics behind urban renewal, tracing the involvement of mayors, such as John B. Hynes and John F. Collins, and of institutions, such as the Catholic Church. (Eric Mumford, Washington University, St Louis, U.S.A.)

Peter Proudfoot, *The Secret Plan of Canberra,* Sydney, University of New South Wales Press, 1994, 120pp., ISBN 0 86840 030 0, $A29.95.

According to the author, the received wisdom from various planning historians such as Mark Peisch in *The Chicago School of Architecture* (1964) is that Walter Burley and Marion Mahony Griffin's winning entry in the 1911 international competition for the design of a new Australian federal capital (officially named Canberra in 1913) is a synthesis of Garden City and City Beautiful notions. This book instead links the 'sacred geometry' of their plan to ancient eastern and western planning traditions. The critical sources in this contraversial reinterpretation thus range from Chinese *feng shui* to Stonehenge.

Stephen V. Ward, *Planning and Urban Change,* London, Paul Chapman Publishing, 1994, 304pp., ISBN 1 85396 218 X, paper £14.95.

This book provides a new and authoritative historical introduction to urban planning in Britain from its origins in the 1890s to the current directions of the 1990s and beyond. Three basic themes run through the book: ideas, policies and impacts. The first involves an examination of the origins and development of the major aspects of planning thought. Second, the importance of ideas in shaping policies is discussed, tracing the growth of the planning system and detailing major policy initiatives. Third, there is an overall assessment of the actual impacts of planning, showing how powerful economic and social forces have interacted with planning intentions in the actual patterns of urban change. The book ends with a call for a renewed planning vision for the 21st century, embracing both the new concerns for sustainable development, and planning's original, though often forgotten, project for radical reform.

JOURNALS

Suburban Development in the U.S.A., *American Quarterly*, Vol 46, March 1994.

The March 1994 issue of the *American Quarterly* features a forum on the circumstances and representations of post-1970s suburban development in the USA.

In the lead article, 'Bold New City or Built-Up 'Burb: Redefining Contemporary Suburbia', William Sharpe and Leonard Wallock dispute claims by Robert Fishman, Joel Garreau and others that traditional suburbia is no more. Sharpe and Wallock present a wide-ranging, strongly worded interdisciplinary critique of the recent literature on contemporary suburbs, pointing out that if the new edge cities and growth corridors multiplying on the metropolitan periphery have a different morphology than traditional suburbs, they nevertheless exhibit many of the same old social dimensions. How scholars and the general public think and talk about city and suburb blinds them and us to certain ongoing problems inherent in those social and geographical forms, the authors argue.

Sharpe and Wallock's indictment of scholars and observers of post-1970s suburban development who, by endeavouring to accept edge city on its own terms, have abdicated the role of grappling critically with its underlying problems is challenged, in turn, by four scholars who apply different disciplinary perspectives to the issues 'Bold New City or Built-Up 'Burb' raises. The respondents are architectural historian Robert Bruegmann, social historian Margaret Marsh, urban historian Robert Fishman and planning historian June Manning Thomas. The forum concludes with a spirited rejoinder from Sharpe and Wallock. (Mary Corbin Sies, The University of Maryland.)

PLANNING HISTORY

BULLETIN OF THE INTERNATIONAL PLANNING HISTORY SOCIETY

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, contributions (in English) are invited from members and 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 by using MacWrite II and the journal is designed in Pagemaker v.4.2. Contributions on disk compatible with this software are encouraged along with accompanying hard copy.

ARTICLES

These should be in the range of 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 should be supplied as Xerox copies for line drawings or as good quality black and white photographs where there are half tones. Articles should normally be referenced with superscript numbers and a full reference list at the end.

OTHER CONTRIBUTIONS

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

NOTICES OF CURRENT EVENTS

These are 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. 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 400, 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 INTERNATIONAL PLANNING HISTORY SOCIETY

• endeavours to foster the study of planning history. It seeks to advance scholarship in the fields of history, planning and the environment, particularly focussing on industrial and post-industrial cities. In pursuit of these aims its interests are worldwide.

• welcomes members from both academic disciplines and the professions of the built environment. Membership of the Society is both multi-disciplinary and practice orientated.

• encourages and gives support to networks, which may be interest based, region- or nation-based, working in the fields of planning history.

• provides services for members: publishing a journal, promoting conferences, and providing an international framework for informal individual member contact.

• invites national organisations, whose work is relevant to IPHS, to affiliate status.

• administers its affairs through an elected Council and Management Board.

The Society was inaugurated in January 1993 as a successor body to the Planning History Society, founded in 1974. 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 American 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.

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