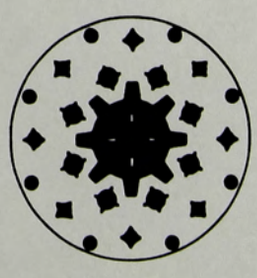
PLANNING HISTORY

BULLETIN OF THE INTERNATIONAL PLANNING HISTORY SOCIETY



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EDITORIAL

Despite the loss of Gordon Cherry at the beginning of 1996, planning history in general, and the IPHS in particular seem to be in good shape. One simple measure of this is the number and geographical range of the notices in this edition of *Planning History*. Similarly, the reports on the conferences in Auckland, Barcelona, Bratislava, Thessaloniki and Toronto reflect the strength and vitality of scholars around the world interested in architectural, planning and urban history. The events in Canada and Greece were particularly important from the point of view of the IPHS. I, myself, am thankful to those members who prvided reports on these significant events. We can also look forward to a fascinating series of conference over the next couple of years, culminating, of course, in the next International Planning History Conference in Sydney. I am sure that Rob Freestone and his colleagues will do us proud!

Members will also note from some of the items that there are changes afoot in the Society. Everyone will now be aware that we have a new President. Stephen Ward's first official report is included in this issue. Proposals are being considered for changes relating to the Council's officers. Strategies for improving communications between members are being reviewed whilst ways of commemorating Gordon Cherry's contribution to IPHS are being discussed. On a more personal level, it is pleasing to note that, as I come to the end of my period of tenure as editor of *Planning History*, there are a number of people who are interested in taking over from me. Again, this is a sign of the vitality of the Society and, I trust, of the usefulness of the bulletin.

The articles in this issue relate to what was, what is and what might have been. They cover the very different settlements of Leeds, Grahamstown and Canberra. As the exhibition in Australia and recent conferences have shown, there is considerable interest in the competition for the Federal Capital of Australia. In her article, Sheila Byard looks at Eliel Saarinen's proposals. She relates his competition entry to his other work in Finland and tries to explore the kind of impact his scheme might have had if it had been carried out. It is stimulating to ask such hypothetical questions — they encourage us to review the original chosen scheme and assess the quality of the development as constructed.

The relationship between past and present is central to the other two articles in this edition. Alison Ravetz and Wallace van Zyl relate the histories of two very different settlements and highlight the consequences of later political, economic and planning decisions for the very dissimilar groups of people living in Little Woodhouse and Grahamstown. They also address the future needs of these areas and their residents and the kind of action and policies required for their improvement. They both recognise the importance of local involvement and recognise that small scale physical measures can be helpful in that process.

Looking ahead, I wish IPHS members a happy and productive new year.

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Canadian Centre for the Study of Capitals

Within five years, the Canadian Centre for the Study of Capitals (CCSC) will be Canada's leading centre for research and teaching about capitals, and a major force internationally. The Centre will also deliver a range of services and products, including courses for credit, policy advice and applied research for clients. The Centre's clients will be diverse and include university students and faculty, as well as all levels of government. The Centre's partners will include the public sector, national and international governmental organisations, and private sector bodies with an interest in capital issues.

The Centre's mandate is to promote inter-disciplinary learning opportunities, provide policy advice, and carry out basic research for profit about the planning, governance, culture and development of capitals in Canada and world-wide. The Centre's focus is policy-oriented disciplines such as Canadian studies, political science, sociology, history, economics, urban and regional planning and public administration.

A Steering Committee of the four participating institutions guides the work of the Centre: Université du Quebec a Hull, University of Ottawa, Carleton University and the National Capital Commission.

For more information contact: Professor John Taylor, Department of History, Carleton University, 1125 Colonel By Drive, Otttawa, Ontario, Canada K1S-5B6. Tel.: 613 520 2600 ext.2818; Fax: 613 520 2819; E-mail: jtaylor@ccs.carleton.ca.

Cities for the 21st Century — The Third Convention on Urban Planning, Housing and Design, 22-24 September 1997, Singapore

CALL FOR PAPERS

The 1997 Convention on Urban Planning, Housing and Design will be the third in a series, organised by the Singapore Institute of Planners and the School of Architecture, National University of Singapore, which started in the late 1980s. It will focus on the theme 'Cities for the 21st Century'. As the 21st century approaches, urban settlements the world over are confronted with pressing issues at the local, regional and international level. While the challenges facing cities in the developed and developing world may be different, there are also many common concerns. This is particularly the case as, increasingly, globalisation trends and information technology help to break down the once insular national frontiers and geographic boundaries.

Many cities in the world are plagued by common woes of overpopulation, housing pressure, pollution, environmental degradation, infrastructural deficiencies and loss of identity. At the same time, others are excited by the promise of new technologies, the emergence of new design paradigms, the possibilities offered by economic growth and the renewed conscioiusness of tradition.

It would be meaningful, at this juncture, to take stock of the development of our built environments and contribute to those that are in the making. Once again academics, professionals and specialists from the international community in such disciplines as architecture, planning, geography, urban studies, environmental sciences and related areas are invited to propose papers and panels which address the following themes:

'New planning paradigms and sustainable development in the face of rapid urban population growth, environmental degradation and concerns for resource conservation.'

'Infrastructural planning and development and the impact of advances in information and other technologies on city planning, housing and design.'

'The role of social and cultural factors in urban development and the creation and improvement of the built environment.'

'New planning and design concepts in the face of economic expansion and the attendant lifestyle changes.'

Interested authors are invited to submit a concise, 500 word abstract and a brief c.v. by 31 January 1997. Authors of shortlisted abstracts will be asked to prepare a full-length paper in accordance with specific formatting and other publication requirements.

Inquiries and abstracts should be sent to Dr Heng Chye Kiang, Chairman, ICUPHD Organising Committee, School of Architecture, National University of Singapore, Singapore 119260, Republic of Singapore, Fax: 65 779 3078; Internet: akicup@nus.sg; World Wide Web: http://www.arch.nus.sg/

NOTICES

Commemoration of Gordon Cherry's Contribution to Planning History and the International Planning History Society

IDEAS AND COMMENTS INVITED

The Council of the International Planning History Society is considering ways of commemorating the contribution of the late Gordon Cherry to both the Society and the field of planning history. A *festschrift* volume is already being considered, without financial implications for the Society. However, other ideas which would have financial implications have been suggested. These include the idea of an IPHS-sponsored Memorial Keynote Lecture at each IPHS conference and financial assistance for young researchers to give papers at IPHS conferences.

Further ideas and comments on the above are encouraged and should be addressed to the President before April 1997: Professor Stephen V. Ward, School of Planning, Oxford Brookes University, Headington, Oxford OX1 4LR, United Kingdom. Tel.: +44 (0) 1865 48321/483450; Fax.: +44 (0) 1865 483559; e-mail: svward@brookes.ac.uk.

The European City: Places and Institutions — Fourth International Conference on Urban History, 3-5 September 1998, Venice.

Proposals for either the main sections or specialist sections of this forthcoming conference should be sent as soon as possible to the conference convenors. The call for papers for the chosen sections will be in April 1997.

Proposals or inquiries should be addressed to Professor Peter Clark, Centre for Urban History, University of Leicester, Leicester, U.K. or Professor Donatella Calabi, Dipartimento di Storia Dell' Architettura, Istituto Universitario di Architettura di Venezia, San Polo 2554-30125 Venezia, Fax: +39 41 715449, e-mail: calabi@iuav.unive.it

Fourth International Seminar on Urban Form, 18-21 July, University of Birmingham, U.K.

Extending over four days, this inter-disciplinary conference will cover a wide range of aspects of the physical form of cities. Participants will be mostly architects, geographers, planners, historians and urban designers. The programme will include invited and submitted papers, poster and video sessions, excursions, an exhibition of publications and a new researchers' forum. Themes on which paper sessions are planned include urban morphological theory, terminology for describing and conceptualizing urban form, national and disciplinary schools of thought, historical urban morphology and planning practice and the form of non-Western cities.

The conference will be organised by the Urban Morphology Research Group on behalf of the International Seminar on Urban Form and the Historical Geography and Urban Geography Research Groups of the Institute of British Geographers. Poster presentations are encouraged and ample display space will be provided.

There will be plenty of opportunity for informal discussions of displays, whiich will be in the main seminar room, adjacent to the room in which meals, tea and coffee will be taken.

The seminar language will be English, but every effort will be made to provide assistance for those who have difficulty in following presentations in English.

A fee of about £195 is envisaged. This would cover administration, accommodation and meals, from afternoon tea on Friday 18 July to afternoon tea of Monday 21 July. Those attending will be expected to meet their own travel costs. Those wishing to stay overnight before and/or after the conference can be accommodated (bed and breakfast) for an additional cost of about £25 per night.

Abstracts of proposed papers (about 300 words) should be sent as soon as possible to Professor J.W.R. Whitehand, Urban Morphology Research Group, School of Geography, University of Birmingham, Birmingham B15 2TT, England, from whom further information may be obtained: Tel.: 0121 414 5536, Fax: 0121 414 5528, E-mail: umrg@bham.ac.uk.

Imperial Cities: Space, Landscape and Performance, 2-3 May 1997, Royal Holloway, London.

CALL FOR PAPERS

This inter-disciplinary conference on Imperial Cities will consider the role of imperialism in the design, use and representation of urban space in the European metropolis. It will embrace a variety of themes, including the ways in which urban landscapes articulated different visions of the impreial project; the place of urban spectacle within metropolitan imperial culture and the imaginative geographies of the imperial capital. The conference will include a plenary lecture by Professor Tim Benton (Open University), curator of the 'Art and Power' exhibition at the Hayward Gallery. Papers on the following themes are especially welcome: The Idea of the Imperial City; Urban Ceremony and Spectacle; Architecture and Urban Design; Exhibitions of Empire; Consumption and the Imperial Suburb; The Post Imperial City.

The Conference is organised by the Imperial Cities Research Project at Royal Holloway, funded by the Leverhulme Trust. It is

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envisaged that a book will be published in connection with the coference theme. The conference convenors are Denis Cosgrove, Felix Driver, David Gilbert, Anna Notaro and Deborah Ryan.

Those wishing to offer papers, or requiring further details, should write to the following address: Imperial Cities Conference, Department of Geography, Royal Holloway, University of London, Egham, Surrey, TW20 0EX, U.K.

International Planning History Conference 2000

EXPRESSIONS OF INTEREST INVITED

Following the Thessaloniki Conference 1996 and the agreement to hold the 1998 Conference in Sydney, Australia, the President and Council of the IPHS propose to make a decision about the location of the 2000 Conference in late 1997/early 1998. A number of initial expressions of interest have already been received. The people concerned have been asked to submit their preliminary ideas about timing, venue, possible themes, likely numbers (including numbers from host country/ region), accommodation, outline costings, etc. These preliminary statements should be submitted by October 1997.

Any other members interested in submitting proposals, or with relevant suggestions, are invited to contact the President, also by October 1997.

The contact address is: Professor Stephen V. Ward, School of Planning, Oxford Brookes University, Headington, Oxford OX1 4LR, United Kingdom. Tel.: + 44 (0) 1865 48321/48350; Fax.: +44 (0) 1865 483559; e-mail: svward@brookes.ac.uk.

IPHS Electronic Network

IPHS is working on starting an IPHS Electronic Network. This would ease and speed up announcements to members and enable exchanges amongst members. For those members who have an e-mail address and who access it regularly, if you wish to be on the new mailing list, please send a message to Joe Nasr at 76746.36@compuserve.com. Once the Listserv is activated, you will be informed of the address to which announcements can be posted. This address will also be announced in *Planning History*.

If you join this electronic network, you will receive IPHS announcements electronically rather than in print from that point on. This will make postings more timely and will save money for IPHS, savings that can be put to other uses. Of course, if you do not join the electronic network, you will continue to receive memos from the IPHS officers by regular mail. *Planning History* will continue to be delivered to all members whether on the electronic network or not.

Job Exchange

Ever thought about living in Perth, Western Australia for a year and undertaking a new challenge? Well this could be your opportunity!

My name is Noel Robertson and I am a Town Planner currently employed at the City of Perth. I have fourteen years experience in State and local government planning, being involved in a variety of planning disciplines. I wish to establish a job exchange with an equivalently qualified and experienced counterpart from Europe. My grasp of languages is poor, so a predominantly English-speaking country would be preferable.

The concept of the exchange will involve the swapping of job and house for a period of approximately one year, hopefully commencing December/January 1997-98. This will ensure both organisations and exchangees have ample opportunity to make the necessary arrangements.

There are no budgetary implications for the organisations supporting the exchange. Exchangees pay their own travel expenses and continue to receive their salary from their respective employers during the exchange period.

For further information contact Noel Robertson, 42 Chatsworth Road, Highgate, Western Australia 6003, Australia. Tel. (Home): (09) 3283930: Tel. (Work): (09) 2653242; Fax.: (09) 265 3453 or e-mail: cop@mail.wt.com.au.

Plan/Non-plan — The Association of Art Historians Annual Conference, 'Structures and Practices', 4-6 April 1997.

CALL FOR PAPERS

The power of the built environment to structure the practices of everyday life has received increasing attention since the Second World War. In the Session 'Plan/Non-plan' the convenors invite speakers to discuss the attempts made in recent decades to analyse, promote, reform or overturn these frameworks, and, in particular, to consider the relation of theory to architectural and urban projects actually undertaken.

Analysis of the interaction of architecture and everyday life offered by the New Left (in the work of Henri Lefebvre and the Situationists, for instance), and revised by post-structuralists, has been broadened by feminist criticism, the assertion of minority voices and the rise of 'post-modern geographies'.

Many attempts to promote and reform the regulative and planning power of architecture and urbanism have been issued by the architectural establishment itself. For some, modernist discipline, clarity and order have been the very

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guarantors of freedom and progress. However, the Eurocentrism of modern planning might also be seen to have been played out in its application to non-western cultures (both within and without Europe). Parts of the architectural profession have promoted more flexible architectures, like 'open-plan', 'plug-in' and 'modular design', although it has barely been ascertained where the limits of operational freedom and built architectural form abut. Nor, it seems, has there been adequate recognition of the potential of post-modern, 'informal' or 'picturesque' planning to impose equally potent power structures.

Radical oppositional stances, finally, have had an enormously varied political and ideological complexion. Anarchists, socialists, ecologists and free-marketeers alike have demanded the right of architecture's users and consumers to determine its outcome. Direct intervention into the urban fabric has attempted to counter the very institutions of architecture and town planning, through the legitimated practice of 'community architecture', the semi-legitimate practices of appropriation and squatting and the transgressive violence of riot and sabotage.

Speakers may decide whether they wish to book for all or part of the conference. They will be offered a reduced rate fee. The organisers regret that they are not able to offer free attendance to speakers.

*Papers of no longer than **30 minutes** in length (plus 10 minutes discussion time) are invited. Brief proposals (100-200 words) should be sent **as soon as possible** to Simon Sadler, 21 Trinity Green, Mile End Road, London E1 4TS, Tel. / Fax. 0171 790 5414 or Dr Jonathan Hughes, 38 Gilmerton Court, Cambridge CB2 2HQ, Tel. 01223 842695; e-mail: 06073.602@compuserve.com.*

The Seventh National Conference on American Planning History, Seattle, Washington, U.S.A. 23-26 October 1997.

CALL FOR PAPERS

The Society for American City and Regional Planning History and The Urban History Association invites the submission of proposals for papers on all aspects of the history of urban, regional and community planning. The Program Committee welcomes individual papers as well as thematic sessions with two or three presenters. No more than three presenters will be permitted in each session.

Those submitting individual proposals should send five copies of a one-page abstract of the paper, as well as a one-page vita. Session proposals should include thematic title, abstracts of each paper, chair and commentator, along with vitae for each participant.

Please submit proposals by 20 January 1997 to: David Schuyler, Program Chair, American Studies Program, Franklin and Marshall College, Lancaster, PA 17604-3003. Tel.:717 291 4247; Fax.: 717 399 4413; e-mail: D_Schuyler@acad.fandm.edu. Notification of acceptance will be mailed in mid-April 1997

Society of Architectural Historians of Australia and New Zealand

The 1997 Society of Architectural Historians of Australia and New Zealand (SAHANZ) Conference will be held in Adelaide, South Australia in late September.

Planning is under way and preliminary enquiries should be addressed to: Peter Scriver, Department of Architecture, University of Adelaide, North Terrace, Adelaide 5005, Australia. e-mail: pscriver@arch.adelaide.edu.au.

Taking Stock: The Twentieth Century Experience — Eighth International Planning History Conference, 14-18 July 1998, Sydney, Australia.

The eighth international conference of the International Planning History Society will be held at the University of New South Wales in Sydney in mid-July 1998. The conference will take as its theme 'Taking Stock: the twentieth century experience'. Promoting a dialogue with contemporary policy issues and debates, the primary focus will be on critical evaluations of the ideas, ideologies, institutions, achievements, conundrums, problems, legacies and challenges of urban and regional planning in the twentieth century. A regional focus on Asian/Pacific Rim cities will be encouraged. Formal calls for papers and other conference information will be distributed from early 1997.

If you are interested in presenting a paper and would like to be placed on the mailing list, please contact Dr Robert Freestone, School of Planning and Urban Development, University of New South Wales, Sydney, NSW 2052, Australia, Tel.: +61 2 9385 4836; Fax: +61 2 9385 4531; e-mail: R.Freestone@unsw.edu.au. There is a temporary conference information website at http://www.erch.unsw.edu.au/notices/planhist/

PRESIDENT'S REPORT

STEPHEN V. WARD, OXFORD BROOKES UNIVERSITY, U.K.

Despite the grievous loss of our founding President and friend to many of us, the International Planning History Society remains in good heart. I was honoured when the Council of the IPHS unanimously approved my becoming the Society's new President for the remainder of what would have been Gordon Cherry's first term, that is from 1996-98.

Finances

The financial position of IPHS is sound. However, the costs we are now charged for producing *Planning History* are now much nearer the true costs, so that they are no longer as easily covered by membership fees as a few years ago. There is no immediate reason to consider an increase in the membership fee, but we may need to return to this question before too long.

Conferences

I am happy to report the success of our seventh international conference at Thessaloniki in Greece. On behalf of the Society I thank the organisers, Professor Vilma Hastaglou-Martinidis and Dr Kiki Kafkoula, for all their efforts in making the conference a success. Meanwhile, our biennial international conferenceprogramme continues to develop with a Sydney venue now being determined for July 1998. The venue for the year 2000 will need to be considered before then and your ideas and suggestions are welcome. (A separate notice of this appears in the 'Notices' section of this issue of *Planning History*.) The IPHS is also eager to encourage initiatives to organise other, more locally-based seminars, possibly with other societies.

Planning History

Our magazine continues to be the main means of linking the IPHS together. Under the capable editorship of Michael Harrison, it has been redesigned with professional assistance and continues to offer an attractive mixture of relevant articles, reports, news and other features, advised and assisted by an international Editorial Board. Michael Harrison's tenure of the editorial chair ends during 1997 and your Council is now actively considering a successor. We hope to be able to make an announcement in the next issue about the new editor.

Changes of Personnel

As well as the *Planning History* editorship, noted above, Rob Freestone, organiser of the Sydney 1998 conference, now becomes IPHS Conference Convenor. David Massey, much the longest serving officer of the Society, has also indicated a wish to step down. On David's advice, the Council has decided to split the post and a formal notice of the changes will be issued. The intention is to split the post into a General Secretary, a Recruitment Secretary and a Treasurer. The intention is to create a wider group of active officers operating with links in a wider range of geographical arenas than is currently possible.

IPHS Constitution

Under the terms of the 1993 Constitution, your Council has appointed a working party to review its operation and consider any possible changes. Its membership comprises the President, Dr David Massey, Dr Kerrie Macpherson and Professor Peter Smith. If you wish to make any representations, please communicate them to any member of the working group members.

Electronic Communication

Your Council has also appointed another working party to consider ways of facilitating electronic communication between IPHS members. Its members are Joseph Nasr, Dr Rob Freestone, Professor Javier Monclus and the President. Particular questions involve the use of the Internet and World Wide Web. Ideas and suggestions should be forwarded to the working group members. In the meantime, we would like to begin the compilation of additional key membership information by collecting e-mail addresses, telephone and fax numbers. A formal notice giving details of this appears in this issue of *Planning History*.

IPHS Memorial to Gordon Cherry

Various ideas are under consideration, including a *festschrift* volume, a Gordon Cherry memorial lecture at each IPHS international conference and IPHS conference scholarships for junior researchers. The financial implications of each of these are yet to be determined, but it seems likely that more than one initiative can be pursued. Other ideas are certainly welcome. A formal notice about this also appears elsewhere in this issue of *Planning History*.

(This is a slightly amended version of the report circulated at the Thessaloniki Conference on 19 October 1996.)

Professor Stephen V. Ward, School of Planning, Oxford Brookes University, Headington, Oxford OX1 4LR, United Kingdom. Tel.: +44 (0) 1865 48321 / 48350; Fax.: +44 (0) 1865 483559; e-mail: svward@brookes.ac.uk.

ACCOUNTS

DAVID W. MASSEY, UNIVERSITY OF LIVERPOOL, U.K.

IPHS TREASURER'S REPORT FOR 1995

1. The Society's income for 1995 was somewhat down in relation to that received for 1994. Most of the fall-back came from the subscription income area; however, interest on our accumulated balances increased by over £100.00 after a long period of falling revenues. Advance subscriptions of £557.36 were received for 1996 and 1997.
2. The Society is very grateful to Professor Shun-ichi J. Watanabe for acting as membership secretary for most of our members in Japan, and to Professor Laurence Gerckens of the Society for American City and Regional Planning (IPHS Affiliate) for collecting subscriptions from many IPHS members in the United States.

3. In terms of expenditure, there were increases in the cost of Bulletin production and administration costs (the latter related to some ad hoc clerical support for the Secretary-Treasurer), but reductions in charges for membership mailing. There were no movements in the Seminar Fund this year. The net outcome of the income received and expenditure incurred was a small surplus, which has been added to the Bulletin Fund.
4. The bulk of the Society's funds are held in Deposit and 90-day High Interest accounts with the Royal Bank of Scotland. The Bank continues to provide a helpful service, not least in dealing with members' subscription payments from a wide range of overseas financial institutions in sterling and non-sterling currencies.
5. The society wishes to express its thanks once more to Mr. G. Ramsell for checking the accounts as Honorary Auditor.

Accounts for 1995

BALANCE at 31 December 1994 represented by:	
Giro a/c	8.07
Bank Current a/c	0.25 DR
Bank Deposit a/c	5,570.89
Bank 90-day a/c	7,575.23
	£13,153.94

INCOME	
Subscriptions 1995	2,960.27
Subscriptions 1996	246.66
Subscriptions 1997	106.03
Subs. other years	90.00
Leaflet Distribution	43.00
Interest on Accounts	440.84
Back Issue Sales, etc.	100.16
	£3,986.96

EXPENDITURE	
Membership Mailing	595.77
Administration	564.47
Bank Charges	83.91
Bulletin Production	2,560.56
Bal. of Inc./Expend.	182.25
	£3,986.96

Balance at 31/12/94..	£13,153.94
Surplus Inc./Expend. 1995..	182.85
Balance at 31/12/95	£13,336.19

BALANCE at 31 December 1995 represented by:	
Giro a/c	33.52
Bank Current a/c	13.24
Bank Deposit a/c	5,458.82
Bank 90-day a/c	7,830.61
	£13, 336.19

ALLOCATIONS TO FUNDS at 31 December 1995	
General Fund	852.14
Seminar Fund	1,233.63
General Reserve Fund	2,314.12
Bulletin Fund	8,378.94
	£12,778.94

ADVANCE SUBS FUND	
1996	451.33
1997	106.03
	£13,336.19

SUPPOSING IT WAS SAARINEN'S CANBERRA?

SHEILA BYARD, VICTORIA UNIVERSITY OF TECHNOLOGY, MELBOURNE

Eliel Saarinen, 1873 - 1950, was second prize winner in the 1912 international competition for the design of a national capital for Australia. What kind of Canberra would we have had if Saarinen had won the competition instead of being runner up? This paper is a first attempt to respond to this question. His proposal is examined in the light of his other planning work before he left Finland for the United States of America in 1923. It is suggested that his work in the early period including the design of the railway station in Helsinki, and the plans for Munkkiniemi-Haaga, Tallinn (Estonia) and Budapest promised the capacity to blend the principles of Sitte with the hard objectives of 'utilitarian development and economy' of the 1921 Federal Capital Advisory Committee, to preserve, against these officials and their successors, the ideal of 'the evolution of the National City on lines that are architecturally monumental'. Saarinen's Canberra might have offered the very synthesis of environmentally sensitive planning, livable urban space and good architecture which we still seek at the end of the century.

Introduction

They call her a young country, but they lie:
She is the last of lands, the emptiest,...
Without songs, architecture, history:
(from 'Australia', A.D.Hope)

By contrast with the arid Australia without architecture of which Hope spoke, in 1995 the nation, or the national capital at least, seems to be agog with interest in the work of architects and planners, or so it seems from the current round of exhibitions and book launches. As far back as 1947 Robin Boyd called the winner of the 1912 international competition for the design of Canberra, Walter Burley Griffin, "a prophet".[1] Certainly, the current reappraisal ranks Griffin with the most significant figures in the first hundred years of Australian architecture and planning. Since the filling of Lake Burley Griffin in 1964 it has been increasingly hard to consider Canberra without images coming to mind of the Griffin's original designs for the proposed federal capital. These plans with their great sheets of water as a unifying feature have become a recurring motif in accounts of the national capital of every type, ranging from official publications of the National Capital Planning Authority and the brochures of the Canberra Tourist Authority to the campaign posters for the Yarramundi option for the Australian Museum. The modern reality of Canberra and, in particular, this image, makes it hard to review the alternative designs for the capital as they were presented in 1912. Those who market the story of Canberra are inclined to caricature the entrants other than Griffin, offering only a stock image from an entry to show what was rejected. Thus it is the water features of the second prize winner Eliel Saarinen which we most remember as constrained and formal (Fig. 1); indeed the National Capital Planning Authority's Visitor Centre at Regatta Point displays this very image with the comment that Saarinen proposed "a city of forbidding formality". As decades have past, while Burley Griffin and Marion Mahony have been celebrated for their work, the runners-up have become all but forgotten in Australia, except for the odd amused comment about Saarinen's seventeen bridges across the Molongolo, or the third prize winner Agache, who proposed a Champ d'Aviation, a mere 250 yards in length.
This paper has its origin in an attempt build on the important work of Professor John Reps for the 1995 National Library of Australia exhibition *An Ideal City? — The 1912 Competition to Design Canberra*.[2] The idea was to try to track down information about the several Scandinavian entrants in the 1912 competition, an attempt frustrated in part by the paucity of the

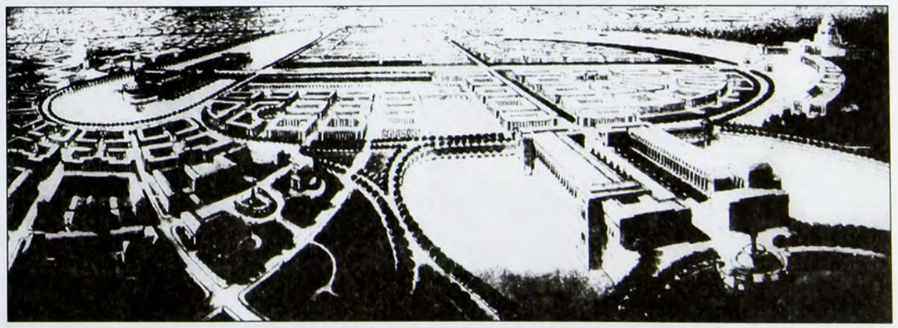

Fig. 1. 'A city of forbidding formality?' (Finnish Museum of Architecture Archives)

Australian archive in relation to this matter.[3] *An Ideal City?*, although it necessarily gives pride of place to the Griffin entry, and to the question of the extent to which Canberra has in fact been planned according to Griffin's ideas, does present several aspects of Saarinen's proposal. Thus it is not inappropriate to look more carefully at this proposal, especially in the light of what we know about the difficulties encountered by Griffin in realising his conception.[4] Perhaps this paper will be able to contribute in a small way to the renewal of interest in Saarinen's work as an urbanist.[5]

Saarinen — a prophet for the Australian desert?

If we think again of Boyd's characterization of Griffin as a prophet can we not ask if Saarinen, the Finn, might instead have been able to fulfil a prophetic role in the 'far south land'? Saarinen has been referred to as a "cosmopolitan", "a person who travelled the world and was at home everywhere, seldom showing any visible signs of alienation or non-adjustment".[6] It is possible to see the roots of the later cosmopolitan , not so much in the young Finn, as in the young provincial, a type we know well in the antipodes. After a period of collaboration (1896-1905) in Helsinki, with Gesellius and Lindgren,and then with Gesellius alone (1905-1907), Saarinen's focus became increasingly international. An early work from the collaboration shows the importance of national sentiment for partnership; the Tallberg building in the Katajanokka district of Helsinki (1897-98) was the trio's first competition success. This significant private commission can be seen to represent both the struggle towards the National Romantic style and the essential eclecticism of these, and other, Finnish architects of the period; the references not surprisingly are towards the work of the Swedish greats Ferdinand Boberg and Isak Gustaf Clason (and ultimately to H.H.Richardson). What is perhaps more interesting to antipodean eyes looking at contemporary photographs of the building is to note the bareness of the terrain which provided the backdrop for its fine design. Just as Chicago in the decades after the fire provided an impetus for architect and planner alike, so the rapid growth of the Nordic capitals at this time created opportunities for the commissions for multi-storey buildings which were to transform the streetscapes hitherto dominated by the wooden structures and Neo-classical forms, which in Helsinki's case were the residue of the Swedish and Russian empires. It had been only after 1812 that Helsinki had replaced Turku as capital of the Grand Duchy of Finland. The design debates of the early years of the twentieth century in which Saarinen and his collaborators took part, reflected a wider social and political ferment, flowing from the struggle to establish separate nationhood.[7]

For young architects in Helsinki, 'Finnish style' meant a range of issues ranging from the impact of the Finnish Handcrafts movement on interior design to the possibility of incorporating extensive use of granite in new buildings, rather than simply exporting it for the foundations of St Petersburg. Essentially the object was to find an authentic alternative to the Empire style of C.-L. Engel's Helsinki.[8]

This background, admittedly not unusual for the time, is part of what produced the multi-lingual cosmopolitan who could be expected to keep up with what was happening in the field by visits and through the professional journals of the day, not just in Finnish or Swedish but also in French, German and English.[9] Saarinen said his goal was "to get rid of the confused and academically entrenched eclectism of my schooling and also avoid that style which I regret to say was so attractive to all of us young romantics".[10]

The Saarinen studio between 1905 and 1912 was occupied with a series of projects and competition entries which enabled him to make a ready response to the call for entries in the Australian competition. Figure 2 shows a solitary Saarinen in the studio at Hvittrask,

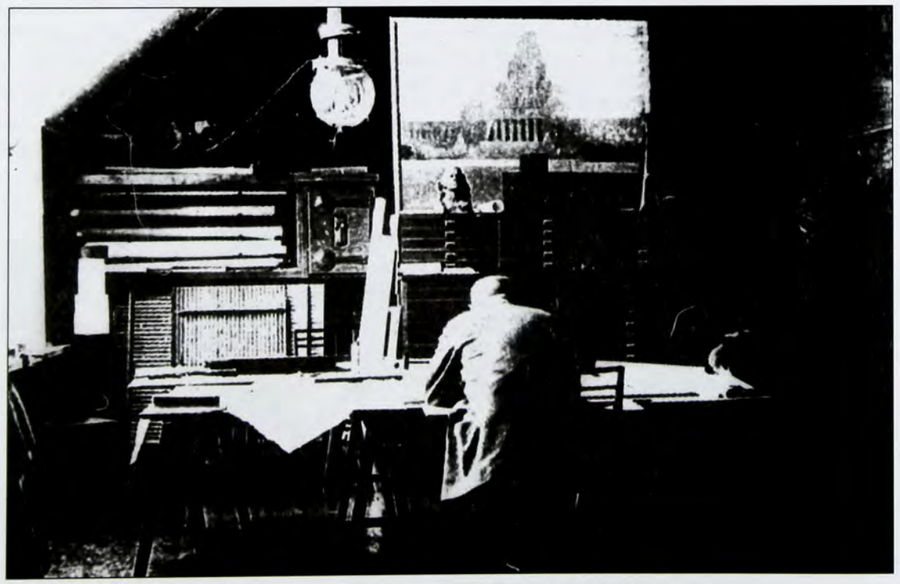

Fig. 2. A solitary Saarinen at Hvittrask (I. and K. Saarinen Collection)

although we know it was his practice to employ a team of designers. Frans Nybery has told of them working 15—16 hour days to meet the deadline for the entry for the Australian competition: "I recall lying on my stomach for days on top of the big perspective drawing board with my eyes fixed on scenes in that capital city on the other side of the world".[11] While it seems that the office was happy to design a series of domestic dwellings, often following Swedish and German exemplars[12], the most impressive development of this period was Saarinen's capacity to move from the fine detail of individual buildings to an over-arching design, blending elements of a plan into a harmonious whole. Thus, as the late Kirmo Mikkola has decisively demonstrated[13], the group of town planning projects referred to earlier — the Munkkiniemi-Haaga plan work in 1910 and 1915 (which led later to work on 'Greater Helsinki' and work on the town plans for Tallinn (Estonia) of 1911-13, and Budapest, 1911-12 — although largely unrealized, show us a new side of Saarinen, demonstrating a powerful grasp of contemporary planning theory, linking building volume and surrounding streets and plazas so as to create a harmonious whole. The debt to Sitte in relation to townscape is unmistakeable, and perhaps unsurprising, given the history of enthusiasm for Sitte's ideas in Scandinavia at this time, which Porfyriou has so plainly shown.[14] Saarinen himself spoke of this debt in the following terms: "A carefully measured monumentality and an intimate, picturesqueness identify the charm of the modern city, just as the charms of the medieval cities rested on the painterly contrast of the gigantic and richly decorated cathedral and the small residential streets".[15]

In terms of Saarinen's readiness to take on the Australian national capital commission, it is possible that more significant than these town plans, was the political and administrative experience won by the firm in relation to the single project preoccupied him, above all, throughout this period, the Helsinki Station re-development project[16] For fifteen years from first submission of drawings to the inauguration of the building in 1919, Saarinen had to carry through this major development project which required both commitment to a vision and negotiating skills to bring a new national capital to life.

The other important aspect of this work from this period is that much of it was work under commercial constraints, involving at the same time public relations flair and a sense of the politically feasible, surely vital ingredients in the making of a successful architectural prophet.[17]

The 1912 Australian National Capital Design Competition

The competition attracted criticism, as we know, for the shortness of time available to entrants and the paucity of the remuneration for contestants despite the time and effort involved.[18] Nonetheless, there were those in Europe and North America who thought it worth their while to enter, and did so despite the unattractive features of the competition. It is to a Scandinavian source that we are indebted for one of the most complete contemporary accounts of the entries of the winners, especially of Saarinen, and of Gellerstedt, Lindgren and du Rietz, the Swedish collaborators, whose entry was listed third in the minority report.

Torben Grut, one of the group associated with the Swedish journal *Arkitektur*, reported on the decision of the Design Board (or jury) in a lengthy article published late in 1912.[19] Saarinen's entry, Grut commended as well worth its second prize, noting that it was knowledgeable and well theorized, although he was less enthusiastic about the system of roads, which was altogether too strongly curved: "The very sight of his plan makes one giddy. To live there would make you sick".[20]

The Saarinen entry

The design submission from Saarinen included two sections (perhaps the least successful element of the entry), the plan of the principal means of communication between the Federal capital City and the outlying districts surrounding it, the plan showing the general disposition of the town, an account of the quarters, and three perspective views showing the grouping of the main buildings. The entry point for his scheme was to be the central railway station: "It is of great consequence to make the central railway station the centre of business, because thus the communication between the future suburbs and the business quarter is facilitated. An expansion of the said business quarter is possible towards the south and south-east. South of the station is the market place with the market halls. To the north-west of the station lies the City Hall, the Police Station and the Exchange. The business quarter can expand along the broad avenue running through the town to the north bank of the Molongolo river."[21]

The official and diplomatic quarter was to be placed west of the station. Here at the intersection of two avenues, can be seen, "dominating the town", the Parliament, with the ministries curving away on either side, and the residences for the Governor-General and the Prime Minister, beyond and to one side, the organs of government grouped in an imposing arc on the south of the river on "wooded slopes", leading to a beautiful park. Thus the axes for Saarinen's plan were set with a line between the parliamentary precinct and Mount Ainslie (as it were on the modern Anzac Parade alignment) intersected at right angles, on the south bank of the Molongolo, by a boulevard or "park avenue", as he called it, running from the west towards the station, linking the National Art Gallery, museums, libraries and the National Monument to the principal transit centre. Opposite this parliamentary precinct, on the north bank of the river, were to be disposed the University, its hospitals and park, and the Military district. Two of Saarinen's perspectives deal with the Parliament seen from north side of the river so that the mass of the building is set against the sky, and from the east so that the ministries can be seen flanking the legislature forming a harmonious suite of structures. The third perspective (Fig. 1), the strangely surreal pattern of water and buildings often used to deride the Saarinen entry, can be seen more clearly now as a vista combining power and intimacy, as the subordinate ranks of buildings decending from the parliamentary/ governmental sector on the right to the precinct of business behind the university and hospitals on the left. Far in the distance is the industrial zone in the east so that "the residential part need not then be troubled by disagreeable factory smoke".

While the constraining of the river into a series of water features, and relatively cluttered appearance of

the area between the parliamentary precinct and the water, may look over-developed to us, it can be noted that the original Griffin perspectives also show a dense array of buildings down to the water, which only later yielded to the parkway of modern Canberra. Some, with an engineer's eye, have been critical of the elements in Saarinen's plan which would have required major earthworks in the central zone.[22] Perhaps this might have been an appropriate price to pay for the civic splendour which would have been installed against the backdrop of the wooded hills; there would, no doubt, have been significant savings in a more compact form of settlement to offset these expensive riverside engineering works. In the long run, the most enduring element of Saarinen's design for Canberra seems to have been the sketches for the public buildings; indeed, some have said that it was the excellence of the drawings which must have decided the majority of the Board to offer him the second prize.[23] Certainly it is as an architect of the monumental that many have seen his chief importance, especially after the *Chicago Tribune* competition.[24] And it is a tribute to Saarinen that the Griffins were not averse to borrowing from him.[25]

Yet it could be the great opportunity lost with the Saarinen plan was theway it related its integrated road/rail system to the disposition of the suburbs was to be based. How significant Saarinen saw this as being is born out by the dominance in the text of the report, of material relating to these matters. Just as the Munkkiniemi-Hagga suburban developments were to grow along new rail and electric tram lines, so double and single circle routes of varying circumference were to provide the backbone of the transit systemin Canberra, while motor vehicles were to be provided with a width of street expressly for their use. Both the hierarchy of roads and the relation of the rail systems to the principal parts of the city can be seen in the accompanying illustation (Fig.3). The inner tram line to service the University and its hospitals can be seen curving north-west from the vicinity of the barracks — with great prescience — to follow the route of the present Bruce bus on the west of Sullivan's Creek, through the grounds of the modern university. More interestingly the disposition of the transport system on the poor copies which remain of the drawing on the topographical map of the Federal Territory, of the principal means of communication, shows that Saarinen supposed that the city's development would be in a series of compact stages not unlike his schematic proposals for Greater Tallinn and for Greater Helsinki to which we have already referred, and quite unlike the dispersed form of the suburbs of the 1960s and 1970s,

Fig. 3. Saarinen's Plan for the Australian Federal Capital

developed by the National Capital Development Commission, which has led to the petrol engine-dominated Canberra of today.[26]

Grut's criticism of Saarinen's plan at the time was, as you will recall, that the streets were too curved. According to Saarinen, drawing secondary streets with a slight curve enabled variations in view without compromising clarity. While some villas and row-houses would form part of the plan it was appropriate to contemplate residential development both of the 3-4 storied and 5-6 storied type. These residential developments would afford a painterly opportunity for aesthetic arrangement of views: "The arrangement of the residential streets and the grouping of the various house-blocks around them admits of creating many kinds of interesting street and place scenes from the plastic and the picturesque point of view".[27] Perhaps the careful drawn density of the central capital area implied a lack of imagination on Saarinen's part, although his other work from this period demonstrates a capacity to locate dwellings sensitively within landscape. Certainly there would be no need for a contemporary push for a more consolidated urban form in Canberra had this scheme been implemented, but perhaps what he referred to as the "special character of the town" derived in part from the temperament of the population, would have worked with Saarinen to produce a different 'physiognomy' for the capital than he at first proposed.[28]

It is possible to imagine that Saarinen's broader social and international experience might have given him the ability to work in Australia[29], especially with, and around, the officials who were such a bane to Griffin (what Hancock, another son of the vicarage, referred to as "terrible men who counted costs and knew a great deal about sewers").[30] It was the the drying-up of commissions at home, as much as the political and social ferment and the approaching cataclysm of the First World War, which was to drive Saarinen to look beyond the borders of Finland for a context for his creative work[31], and ultimately to the United States, although he returned virtually every year to summer at Hvittrask.

Could this man still have become a dynamic influence on Australian architecture and planning, given that Griffin by then had parted company with the government?[32] A friend of Alvar Aalto asked the question, "Is it not conceivable that at the time just after Richardson, America and the Scandinavian countries had approximately an equal chance to build up an architecture that not only confined itself to a few scattered examples but grew to the proportions of a new environment? In your corner of Europe a bridge seems to have been built from that time right into our own...The gap between Richardson's time and our own seems to have been spanned by a bridge which has offered you a safe crossing. Who built this bridge?" Aalto answered " Eliel Saarinen".[33] What might Saarinen have done in Australia, supposing the same forces were at work?

NOTES

This is an edited version of a paper given at the Urban History/Planning History Conference held at the Australian National University, Canberra in June 1995. I am grateful for the assistance and encouragement of the following people in the preparation of this paper: Rob Freestone, Riitta Nikula, Heikko Murto, Heleni Porfyriou and Cecilia Wahrner.

1.Robin Boyd, *Victorian Modern*, Students Society, Melbourne, Royal Victorian Institute of Architects, 1947.

2. John W. Reps, . *An Ideal City? —The 1912 Competition to Design Canberra*, Exhibition & Catalogue, Canberra, National Library of Australia, 1995.

3. This is not to reflect on the work of the Australian Archives, but rather the consequence of the treatment of entries at the time. Of the 137 entries most were returned without detailed record of their nature and for the most part we are dependent for information on the copies which were made of the entries which were short-listed, which are to be found in Australian archives, CRS A 710. In the case of Saarinen's entry the following comments relate to 'Report accompanying the Design' also to be found in CRS A 710. I have not yet been able to locate the original from which this transcription was made. See also John W. Reps, 'Competitors in the 1912 Competition for the Design of the Australian Federal Capital', *Planning History*, Vol.15, No.1, 1993 pp. 45-53.

4. Peter Harrison, *Walter Burley Griffin : Landscape Architect* (edited by Robert Freestone), Canberra, National Library of Australia 1995 and see alsoK. Fischer *Canberra: Myths and Models*, Institute of Asian Studies, Hamburg.1984; Alan Fitzgerald,*Canberra in Two Centuries*, Canberra, Clareville Press, 1987; L. Wigmore, *The Long View: A History of Canberra: Australia's National Capital*, 1963.

5. Here we note the recognition of Saarinen's work in Paris last year at the time of the 'The City: Art and Architecture in Europe 1870-1993' exhibition in the Pompidou Centre when Riitta Nikula spoke on the 1915 Munkkiniemi-Haaga plan. It must also be said to that Saarinen research has been put on very solid foundations by the collaborative work through the 1980s supported by five different agencies which culminated in the monograph produced in 1990 by the Museum of Finnish Architecture, *Eliel Saarinen - Projects 1896 - 1923*. This massive volume includes the work not only the work of Marika Hausen, Anna-Lisa Amberg, and the late Kirmo Mikkola but also a painstaking catalogue of projects by Tytti Valto. See also Eija Rauske, 'Eliel Saarinen—The Finnish Period' *Finnish Museum of Architecture Bulletin* 3/90, Helsinki (Translated Heikki Murto), 1990.

6. Marika Hausen, 'The Architecture of Eliel Saarinen' in Hausen et al, *op.cit.*, pp. 7-82.

7. Helpful background reading here is A. Kemilainen, 'The idea of nationalism' *Scandinavian Journal of History*, 9, 1984 pp.41-50; M. Klinge, *A Brief History of Finland*, Helsinki, Otava, 1988 pp. 50 - 96 and Heleni Porfyriou, ' Artistic urban design and cultural myths: the garden city in Nordic countries, 1990-1925'

Planning Perspectives, 7, 1992 pp.263-301.
8. Otto-I. Meurman, et al, *Helsinki: A Historical and Architectural Survey*, Helsinki, Finnish Museum of Architecture, 1990.
9. Edmund Bacon, 'Eliel Saarinen' in Morgan, A.L.and Naylor, C. (eds.) *Contemporary Architects*, Chicago, St James Press, 1987 pp 772-75.
10. Albert Christ-Janer, *Eliel Saarinen: Finnish American architect and educator*, (first published Helsinki 1951), University of Chicago Press, 1979.
11. Tytti Valto, 1990 'Catalogue of Works - Architecture and Urban Planning' in Hausen et al, *op. cit.* pp. 249 - 341.
12. Hausen, *op. cit.* pp. 61-70.
13. Kirmo Mikkola, 'Eliel Saarinen and Town Planning' in Hausen et al, *op. cit.*, pp 187 - 220.
14. Heleni Porfyriou, 'Physical Town Planning in Nordic Countries during the first quarter of the Century', Sixth International Planning History Conference Hong Kong 1994 and also G. and C.C. Collins, *Camillo Sitte and the Birth of Moderne City Planning*, London, 1965.
15. Eliel Saarinen, 'A note on Camillo Sitte' forward to Camillo Sitte, *The Art of Building Cities (Der Stadtbau nach seinen kunstlerischen Grundsatzen)* (first published in 1889), New York 1945; R.W. Sherman, 'The Art of City Building', an interview with Eliel Saarinen, *The American Architect,* 10, 1935 pp 13 -21; and Marc Treib, 'Eliel Saarinen as Urbanist: The Tower and the Square', *Arkkitehti*, 3, 1985, pp.16 -31 & 92 - 95.
16.Kirmo Mikkola, *op. cit.*.
17. Riitta Nikkula, '20th century design utopias for the centre of Helsinki' *Arch. & Comport./Arch. Behaviour*, 1989, 5:1, pp 29-39. and Valto, *op. cit.* pp. 318-20.
18. David Van Zanten, 'Walter Burley Griffin's Design for Canberra, the Capital of Australia', pp. 318-43, in John Zukowsky, *Chicago 1972 - 1922: Birth of a Metropolis*, Munich, Prestel-Verlag, 1987.
19. Torben A. Grut, 'Den internationella stats planetaflingen for ordnande af ny hufvudstad i Australien' *Arkitektur*, Stockholm,.1912 pp.140-57.
20. Grut, op.cit. p.155..
21. Eliel Saarinen, *Design for the National Capital Competition* Australian Archives, CRS A 710, Items 30-35 and 'Report accompanying the Design', (Transcription, 17 pages), 1912 p.3.
22. Saarinen's entry proposed major retaining works for the river, away from the ornamental stretch. A planner who was prepared to fill Toolonlahti Bay would have been undaunted by the need to re-engineer the Molongolo. Yet even those claimed then and later to know the terrifying force of some flooding in this valley could be caught out, as happened later with the National Capital Development Commission when seven people drowned after development had begun at Woden. Some commentators have seen King O'Malley, the Minister of Home Affairs in the Labor Government at the time as having a strong political interest in the implementation of labour intensive projects which would have the Minister personally dispensing pay to the day labourers.
23. Reps has J.D.Fitzgerald, a founder of the Australian Town Planning movement, saying of Saarinen's entry, "The suggestion for the administration buildings is quite solidly Egyptian in some places and the curving well-beautified area in front of these would make a splendid decoration" (Reps, 1995, *op.cit.*). Saarinen himself seems to have been charmed by his capacity to generate these striking forms; Hausen, *op.cit.*, p. 80 shows us shows a sketch of a monumental building—"a crown for the city"—presented by Saarinen to Sibelius in 1915, for the latter's 50th birthday.
24. Albert Bush-Brown, *Louis Sullivan*, London, Mayflower, 1960, p.29.
25. I am thankful to Rob Freestone for pointing this out to me. See the 'design for municpal center covering reilroads Melbourne railway center group' Griffin, Marion Mahony *The Magic of America*, (microform), Historical Society, New York, 19..
26. Paul Reid, 'The Departmental Board's Plan for Canberra its origins and consequences', UHPH ANU Canberra (Unpublished paper) 1995.
27. Saarinen, *op. cit.* p.9 ff.
28. Perhaps the thing that attracted the Board to his proposal was its insistence that the evolution of the new city on harmonious lines would depend on the practice of good planning: that there should be model-making before the development of specific sections of the city, that there should be review of these models and the oversight of private and public building by 'building committees' with a charter to attend to technical matters, to hygiene and to aesthetics. Thus we can suppose that Saarinen was uniquely suited to the committee/commission-driven town that the capital came to be; Griffin for his part was one who said "I will not sit on a board".
29. Alvar Aalto has spoken of the way in which Saarinen's work (for Finland) involved eliminating "some of the architectural illiteracy and some of the inferiority complexes in a country removed from the larger cultural centres of the Western world"; Alto, Alvar Foreword to the revised edition of Christ-Janer's *Eliel Saarinen*, University of Chicago Press, 1979, p.xiii.
30. Hancock quoted in 'Canberra, A..C.T.', *Current Affairs Bulletin*, Volume 34, No. 3, December 1964, p.34.
31. Saarinen Canberra Letter 4 of enquiry re competition for design of Federal buildings. Australian Archives, CRS A 2910/1, Item 410/1/22.
32. A competition had been announced in London for the selection of a design for the temporary Australian Parliament House, with an international Board including Louis Sullivan and Otto Wagner, one week before the outbreak of World War One; James Weirick believes that Saarinen was asked in 1922 to replace Wagner on the jury, as no German would have been politically acceptable at that time. James Weirich, 'The Griffins and the Great War', Urban History/Planning History Conference, Australian National University, Canberra, 1995.
33. Alvar Aalto, *op. cit.* p.xiv.

GRAHAMSTOWN, SOUTH AFRICA: A TALE OF TWO CITIES

WALLACE VAN ZYL, FISH HOEK

The frontier is not merely a military line; it is a zone of cultural contact and psychological adjustment. Men on a frontier seem to be confused and torn between two worlds.[1]
Based on the author's research and surveys in central Grahamstown, this paper will expand on the above statement in terms of possible "schizoid" planning. After a short historical introduction, different priorities and values attached to public and private spaces will be illustated by means of a disturbing case study, namely Market Square. Comparisons with the planning in smaller cities such as Bloemfontein and Kimberley are also instructive. Perhaps sensitive urban design could promote "cultural and psychological adjustment", but this will require more co-operation between citizens, developers and authorities, and less political interference.

Terse, Turbulent History
On the afternoon of 22 April 1819 thousands of Xhosa warriors were massed on the eastern slopes of Makanos Kop, where the Market Square is today. Some 350 British troops waited with muskets and artillery as the warriors advanced. After an hour, their attack was repulsed with terrible losses. One of the results of the so-called battle of Grahamstown was a rapid decision by the Secretary of State, Lord Bathurst, to form a human buffer along the Eastern frontier of the Cape Colony. As a result, the British 1820 Settlers landed in Algoa Bay, and later dispersed to Bathurst and Grahamstown.

Grahamstown was established in 1812 by Lieutenant-Colonel Graham as the military headquarters of the Eastern Districts, and began to flourish with the arrival of the 1820 Settlers. When the surveyor, Knoble, arrived in 1814, he accepted the siting of existing buildings and designed a gridiron pattern of roads, based on the line of High Street, 55 metres wide. Although some existing buildings were at an angle on the north side of the parade ground, he allowed them to remain, so that a triangular space would be left open on the most elevated ground in its centre for a church. As in Bloemfontein, credit should be given to military influences and use of topography in the initial planning.[2] The integration of the angled square and the gridiron pattern has given Grahamstown an urban form reminiscent of the medieval towns of Europe, with a strong townscape image of broad streets, lined with trees and buildings of limited height.[3] In white areas, further residential development occured along the periphery of the gridiron in the spirit of the Picturesque and Garden City styles. This was in stark contrast to the squalor of the black townships, which were without roads, trees or services.

By the 1830s, Grahamstown was already displaying symptoms of a three-way split into white, coloured and black areas. The white area spread west on either side of High Street down to the Church and Market Squares. Secondly, there was the beginnings of a 'Hottentot' area, beyond the old cemetery; and, lastly, the black area spread east from the Kowie stream up the hill towards Makanas Kop. Today, there are three black townships. A township poet, Lose, looking west across to the "other half" of Grahamstown, wrote:

> All the houses are white.
> Did it snow over there?
> I wish it would snow here too.[4]

The Fingo village is the oldest example in South Africa of black settlement established under a freehold system of land tenure, and has interesting origins. Since the Fingoes were refugees driven out by other tribes, they tended to adopt the customs of the whites with whom they came into contact. In 1835, they moved into the Cape Colony and actually assisted the British in some of the nine wars against the Xhosa. For example, a picket of 90 Fingoes formed a ring around Grahamstown and thus helped to protect Settler homes.[5] Besides the distinctive style of typical Fingo villagers, a special relationship exists between them and the wider community. In 1970, the Fingo Village was proclaimed as a Coloured group area, with a proposal that the Fingoes be moved far out to Committees Drift across the Fish River fifteen kilometres eastwards. This would have turned the clock back once more to the confusion and division of the frontier era! Violent public protests greeted this proposal. Some of the coloured population were later moved out to Lavender Valley. The growth of the African population doubled to 25,000 between 1950 and 1970, and reached 100,000 by 1990. While it represents a potential labour force, problems of education, unemployment, poor infrstructure and housing still loom large.

Romantic stereotypes, cliches and half-truths still abound! A tourist brochure declares that Grahamstown has the unhurried atmosphere of an *English* country town under an *African* sky.[6] Such a statement might now be termed "Eurocentric" by black South Africans and, in any case, the motor car has made a mockery of that "unhurried atmosphere" in country towns world-wide. Most towns in England have a High Street, but Grahamstown has the only traditional 'High' in the whole of South Africa. It has been the scene of many marches and demonstrations in the past (Fig.1). For example, in the period from 1950 to 1994 Grahamstown was very divided, both racially and politically, with a mean branch of the Security Police. Large numbers of people were detained or banned under various states of emergency, and protesting Rhodes University students repeatedly clashed with the police and the Special Branch.[7]

A "Human" Townscape?
Certain goals attach to urban design, such as the creation of activity spaces for people in the public realm and a framework which includes movement systems, built

Fig. 1. High Street looking west to Rhodes University

form and open space. By removing barriers to access, traffic-free public spaces may undo what has been termed "environmental injustice', i.e., inaccessibility, exclusion or unequal distribution of resources.[8] When different elements of the city are integrated and compacted, this allows groups and individuals to share a greater range of opportunities and facilities, and may promote equity in a just city.

When one asks what type of urban spaces attract people, then surveys and observation seem to suggest that the answer is other people and activities. According to Whyte, spaces that attract people have food, water and trees, but most of all seats.[9] Yet some business organisations and local authorities fear that the provision of seating may attract undesriables or marginalised people. This results in a tendency to cut back on the provision of seating, firstly, to focus shoppers on their "prime mission" and, secondly, to discourage undesirable people from lingering in town. Brambilla and Longo suggest that this strategy is self-defeating, because it makes pedestrian zones less desirable for everyone, but it is embedded in past policy and attitudes.[10]

In South African cities in general, and Grahamstown in particular, there are even more pressing reasons for providing adequate and properly placed seating, which can be summed up by the three phenomena: namely, pedestrians, street-sellers and minibus-taxis. Car ownership among blacks is lower than that of whites, and public transport is poor, which means that the main means of transport are walking and private taxis. For example, street surveys in Grahamstown revealed that 28 per cent of respondents (mostly blacks) walked ten blocks or further.[11] Since ten blocks are a very crude indicator, in reality, some people might walk distances of several kilometres. Then, too, there is a shortage of informal resting places, particularly for mothers, children and the elderly. Why should the public pay for seating in a restaurant as the only alternative?

In a townscape context, Cullen suggests that conservation implies a marriage of old and new in which good neighbourliness and sympathetic planning will produce an harmonious environment, but ideals like "good neighbourliness" are hard to find on the frontier![12] Local authorities are prone to be project-oriented, rather than conserving whole districts, and thus projects are often undertaken in isolation. In times of economic boom, public open space and historic buildings may be sacrificed to obtain "higher or better uses". At a conference in Basle in 1985, McNulty reminded us that market forces are short-term, but environmental concerns are long-range.[13] Private developers therefore require guidelines to harmonise the different time scales between conservation and development, otherwise a "human" townscape will disappear.

Paths and Public Squares

The commercial activities in the Grahamstown core area can be analysed in terms of three elements: generators, paths and nodes. Moving west to east, there are three major paths — namely, High, Bathurst and Beaufort Streets, and two major nodes along this route — namely, Church and Market Squares. In the west, Rhodes University, with its 5,000 students, is a major pedestrian generator for the High Street path, while in the east, the black township of Rini generates the majority of pedestrians up the hill at the end of Beaufort Street. The third path is Bathurst Street, the widest boulevard in Grahamstown at 64 metres (to fit the turning span of oxen) which form a direct downhill link between the nodes of Church and Market Squares. (Fig.2)

The Square, for too many planners, has meant only an empty area about which traffic circulates, its rigid shape determined by the blocks that hem it in, and by fortuitous buildings.[14] In this century, however, the traffic function has dominated all others and tended to subjugate humans in the process. Quite apart from their multi-functionality, town squares also have intangible values such as public property, meeting place, beacon or symbol. Once again, I will emphasise the word combination "public property and meeting place" and important intangible values like symbolism and sentiment. In the town centre it seems that market forces

Fig. 2. Bathhurst Street linking Church and Market Squares

cannot accomodate symbolic and intangible values, and "privatisation" may also have been used as an instrument to apply oppressive measures in South African cities like Grahamstowm, Kimberley and Bloemfontein.

In Kimberley, the creation of the grand Civic Centre and the tendency for new shops to develop in the southern node were the direct results of "urban removal" under the Group Areas Act. In the huge shadeless parking lots of the supermarkets one can picture the humble houses of the Malay Camp, which were removed because their owners had the wrong skin colour. It was also a neat way of privatising an historic area so that enormous profits could be earned.[15] In Bloemfontein, a battle raged around a scheme to privatise its heart, historic Hoffman Square. A shopping centre there, it was suggested, would "put back the sparkle" by displacing informal sellers and undesirables. Conservation bodies were so upset that they spoke of "the theft of the property of Bloemfontein's inhabitants".[16] Again, two questions arise:

1. Has any municipality a mandate to commercialise such an historic and symbolic open space?
2. Should there be sacred, no-go areas?

In the early days, Church Square formed the centre of the Grahamstown encampment and performed the two functions of a parade ground and a market — later separated. (Fig.3) By the turn of the century, the perimeter buildings had been fully "hardened" and little substantial new development has taken place. The happy tendency has been to add only new buildings to the rear of the Square, due to its deep building lots — all of which have lead to its special character. Surveys indicate that through traffic dominates the Square, but there are alternative routes which could accommodate this intrusion.

Unlike Market Square, the availability of under-utilised land to the rear of the buildings fronting Church

Fig. 3. Church Square at the beginning of the 20th Century

Square make it possible to relocate parking facilities at present found within the Square. The existing network of lanes allows pedestrian access from these areas directly into the Square. The narrow pavement on the south side affords pedestrians little space, and the Cathedral is constantly experiencing vibration and even the occasional "scraping" from cars. The closure of this narrow road would make it more pedestrian-friendly and enhance sociability, accessibility and intangible values in a major public node. Our attention now turns to the fate of the lesser-known Market Square, sited to the south down the Bathurst Street "boulevard".

Market Square

Market Square was, according to Radford, the largest planned space in the city, and was a rectangle measuring 165 by 125 metres which fell about 12 metres in a north-easterly direction.[16] The topography andd size may have made it difficult to achieve any sense of enclosure, plus the fact that it is partially situated in a residential area. The Square is now occupied by a police station, a new mid-block service road, a new shopping centre and an under-utilised parking lot. Their impact on the sociability of the node will now be discussed — in particular, that of the new shopping centre and the large police compound.

The contrast between these two developments, commerce versus law and order, is stark: one suggests an atmosphere of sociability, the other gives the impression of being a fortress controlling the strategic entrance to the black townships. The presence of the police station may provide residents nearby with a sense of safety, but why did such a building have to be developed on their public open space? The only indication of sociability along its boundary are the informal sellers who have positioned themselves along a four metre strip on the Beaufort Street side. The police station has effectively sterilised and "privatised" one half of a public square. Since it will be difficult to change, one should now address the needs which exist at the shopping centre, which is the "monopolised" hub of Market Square. The corner remnants of the Square can be clearly seen on two illustrations of the streetscape. (Figs.4 and 5)

The design of the new shopping centre building is reasonably attractive and would blend in well with its surroundings, if it were not so bulky and blatant. The shopping centre lines busy Beaufort Street, and behind it lies a large parking space without trees, which has yet to reach its full potential. Within the confines of the centre is a pleasantly designed arcade with plenty of plants and shrubs, illustrating a tendency towards monopoly and commercial "internalisation". the centre is favourably situated for residents of Rini township, lying as it does on the primary axes of Grahamstown and therefore in a good "interceptor" position for trade. The social potential of this node is lying latent as the essential element, *people*, are in abundance but there are inadequate facilities to cater for their needs.

The centre has been adequately planned for the private motor vehicle with the over-designed parking space. The result is that uninvolved commuters merely park their cars, do ther shopping and return home. Pedestrians, on the other hand, have different needs and scale requirements, like seatin and rest facilities, while waiting for a taxi or merely for sociable purposes. The arcade, although adequately landscaped, provides no place for shoppers to sit, other than on window sills, on a wall situated at the Beaufort Square entrance or on sharp brick-lined edges to the shrubbery, with their clear message.

An area which requires careful consderation is that situated on the west side of the Beaufort Street corner of Market Square, which has become a popular stop for buses and taxis. Apart from some palm trees, no facilities have been provided to accommodate taxi commuters waiting for lifts, because the area has not been formally declared a "taxi rank". Provision should also be made for the informal sellers who find this an ideal place in which to trade, using their own makeshift structures.

In relation to the two cities theme of this article, it seems significant that a so-called "frozen area" was situated to the north of Market Square, just across the busy Beaufort Street path. Instead of this area being used for redevelopment, it was in fact employed by government as an ideological buffer between the "white west" and the "black east". Yet, when one examines the real situation on the ground, this strategic "frozen area" was in a pivotal position to act as a catalyst for balanced redevelopment. However, to prevent a "total onslaught" from the poorer "black east", the old Pretoria government (dedicated to law and order) was able to persuade local government to sacrifice half of a public open space, Market Square, and thus distort the future of the "frozen area", besides fostering a divided city. (See Fig.6)

Conclusion

Some time ago, Cooke correctly predicted that the truncation of Market Square would create the following planning problems: context, conservation, scale, convenience and accessibility, to which we may add intangible values and multi-functionality.[17] The "taking" of Market Square is by definition artificial and socio-political and distorts the "natural" morphology of the eastern portion of the Grahamstown core, all of which seemed to present no ethical dilemmas for developers or the authorities. Due to privatisation, Market Square has unfortunately failed the test for multi-functionality on half of its area, and this is largely the result of a police station having been constucted there, but fortunately there is further potential for multi-functionality on the remainder of the Square.

In the process of re-uniting a divided city, it is important to involve the community, which includes developers, the local authority and the public in decision-making. When planning developments or conservation are mooted it is imperative that the community as a whole be incorporated into the planning process, through a planning *forum*. Since urban design issues may receive less emphasis in municipal budgets, it is therefore in the interests of the community to ascertain what are deemed to be the priorities, and from there to address these issues systematically with the accent on financial independence and social equity. Otherwise the "men on the frontier" will remain confused and separated, as history repeats itself.

Figs. 4 and 5. Remaining corners of Market Square

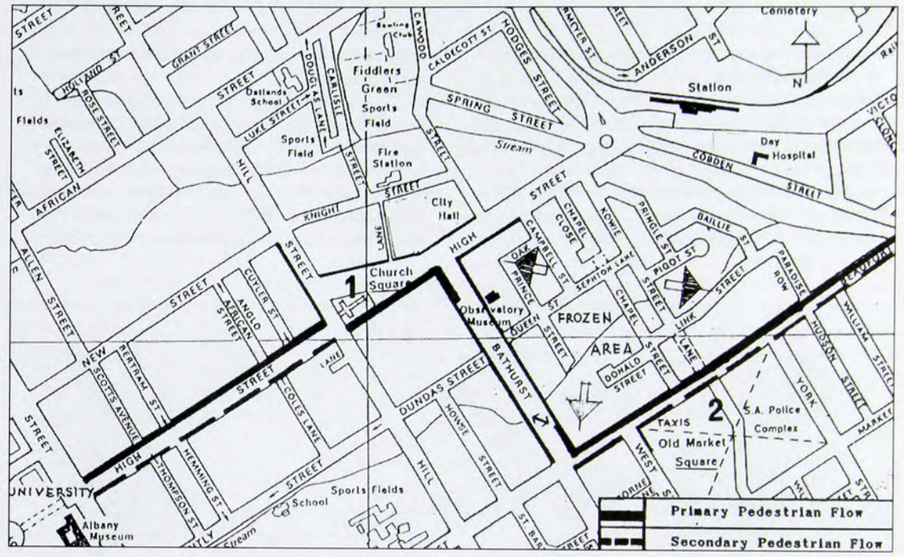

Fig. 6. Grahamstown showing "frozen area"

NOTES

The author wishes to dedicate this article to the memory of the late Gordon Cherry for his inspiration to all planning historians.

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THE STORY OF A NEIGHBOURHOOD: PAST, PRESENT AND TO BE CONTINUED

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In general we know little of the individual histories of our multitude of urban neighbourhoods; and where we do have histories they are likely to be confined to spans of modern policy-making, such as post-war slum clearance and redevelopment. To engage our attention, a neighbourhood needs to have a clear identity and, if possible, be interestingly heterogeneous. Little Woodhouse, on the western edge of Leeds city centre, satisfies both criteria, and its planning history encapsulates two centuries of the industrial-urban environment.

At first a small pastoral village, Little Woodhouse began to be annexed by the rising class of industrialists, mainly textile manufacturers and merchants, in the 1780s. The bridgehead was a large mansion (now Grade II* listed) which stood in parkland sloping towards the River Aire, having its own industrial premises behind. It was intended to be

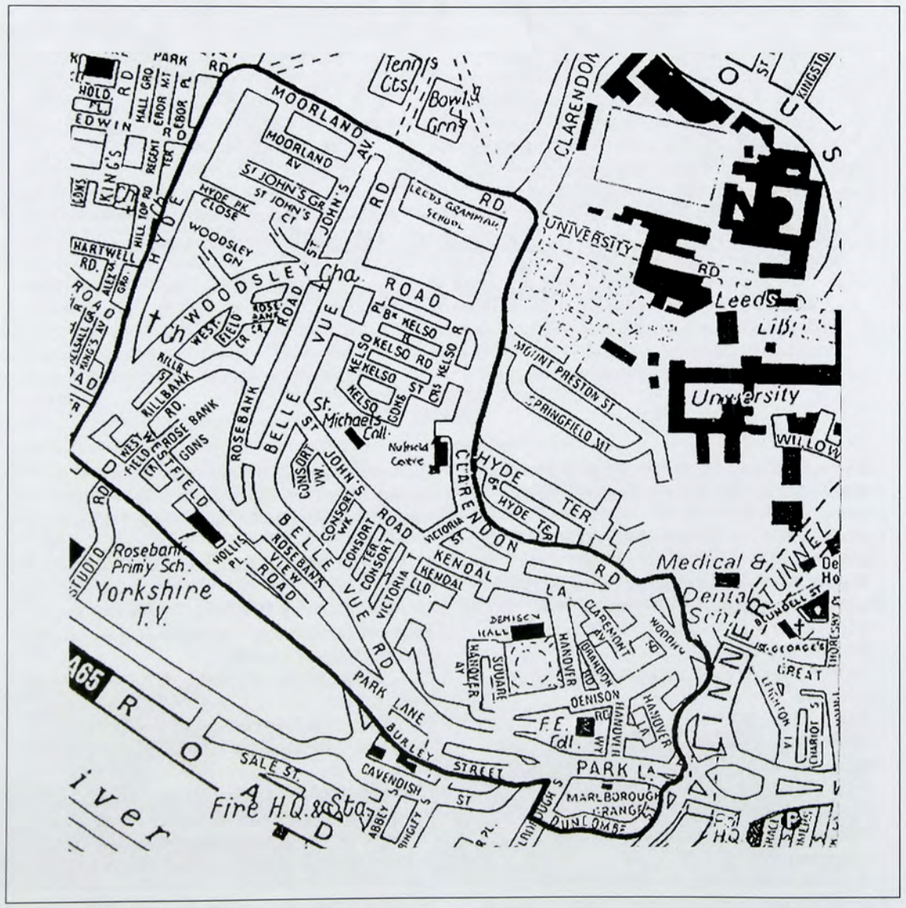


Fig.1. Little Woodhouse

surrounded by two squares of genteel, terraced houses, but the development was abortive owing to the pollution of encroaching mills, which drove the moneyed classes to seek more salubrious homes on higher ground.

It was not for another century that the empty building plots on the squares and newly laid out roads were filled in with lesser, though still solid, houses for professionals, rentiers and businessmen. Indeed, most of the leading Leeds families and city fathers lived here at different times; and, as was then customary, the slums, mainly in the form of tightly packed back-to-back houses, began only a few hundred yards away, in the valley bottom. (Fig.1)

As time passed, the larger houses were put to use as hotels, offices and colleges, and the mansion became successively a nursing home and local authority home for the aged. Residents of the larger square, however, clung to their gentility, picnicking and playing tennis within its locked precinct. The rot probably began with that fatal episode of modern history, when the railings were taken away to be melted down for the war effort. With its surrounding roads, the park eventually passed into municipal ownership, becoming subject, respectively, to the Highways and Parks (now Leisure Services) Departments. (Fig.2)

The worst slums began to be cleared between the wars and in this period also an evangelistic vicar established in his church the renowned St George's Crypt as a night shelter for down-and-outs, a function it still retains. The social decline of the district was now apparent, but its real, and literal, carve-up took place in the 1960s and 1970s, when the last relics of its rural past, most of its small shops and many of its roads and lanes fell victim to the expansion of the adjacent University, Polytechnic, Medical School and no less than three teaching hospitals, as well as the cutting made for a sunken inner ring road. The Council even sanctioned the demolition of an early Victorian chapel, until it was saved at ground floor level through protest and spot listing.

On the clearance areas new high-rise and low-rise council estates were built, with scant reference or linkage to the surrounding streets. One cliff-like and picturesque swathe of houses proved impossible to redevelop under modern regulations and its site became an accidental green escarpment, receiving only sporadic and partial planting and maintenance. (Figs.3 and 4) During these years, the neighbourhood was progressively denuded of its services: Post Office, chemist, Library and local bus routes. In spite of its central location, it thus became strangely cut off from the rest of the city: its steep hills and the ever-expanding University and hospitals presented actual or perceived barriers, and the sunken ring road effectively cut off pedestrian routes into the city. For those without cars, who were the great majority, it was surprisingly difficult to get to any shopping centre, to medical services (ironical in view of the plethora of hospitals), or even the railway station.

The underlying cause of this isolation and neglect (which was shared, of course, by countless other inner city tracts) was the suburbanisation of the younger, more affluent and ambitious sections of society, who were followed, if not indeed led, by retailing and transport interests, schools and other services. But the biggest immediate contributor to social change here was the rise of a resident student population. Since the 1960s, when students began to live independently in shared houses rather than halls of residence or lodgings with landladies, this has now reached a point where students form a quarter of all households (four times as many as in Leeds as a whole). It has become a self-reinforcing process, as house prices, reflecting the returns to landlords, escalate beyond the reach of ordinary families.

The physical environment reflects this change. Houses fall into disrepair, boundary walls collapse, gardens become jungles, piles of household rubbish accumulate and draw vermin. Student houses with multiple T.V. sets and computers are targets for thieves.

Fig.2. Woodhouse Square : original houses now in institutional use

Fig.3. The Rosebank with view over southwest Leeds

Fig.4. The Rosebank with 20 year old estate on right

At the same time, the central location leads affluent commuters to dump their cars on the streets all day, attracting car crime. (Fig.5)

Over and above students, the social environment displays typical inner-city stress: unemployment levels twice the city's average, high levels of unqualified youths, of non-white families, of poverty and family breakdown. The minority of owner-occupiers are scattered and demoralised, the wealthier ones among them in converted 'luxury' apartments, hiding behind doors with electronic security systems and no letter boxes. Things normally taken for granted elsewhere, like milk and newspaper deliveries, are either difficult or impossible to obtain.

What role, if any, has the local authority had in all this? At one time, it had a considerable housing presence beyond its own estates. For instance, as a result of 'deals' with elderly home owners it had a stock of 'miscellaneous properties' that were always more in demand than council estate tenancies — a lesson that housing policy makers would do well to take to heart. The Environmental Health Department once kept close watch over landlords, devising measures to limit the spread of student houses. The Council's policy now, however, seems to be: know nothing, see nothing, do nothing. In spite of its avowed intention to divert student accommodation elsewhere, it regularly condones the conversion of houses to multiple occupation without planning permission, and fails to use its environmental health powers to ensure safety and sanitary standards. With policies claiming to favour residential use of the city centre, it chooses to ignore residential needs and interests here, although this is the largest central, established residential area that Leeds possesses.

At the same time, after a burst of concern twenty or more years ago, which resulted in Little Woodhouse being given no less than three conservation areas and some 35 listed buildings, the historic value of the area has been ignored and unsupported. Under present Governmment pressure not to impede property developers, approval is regularly given for development that will involve the removal of boundary walls, paving, mature trees, outbuildings and other irreplaceable features.

To take control of the many and overlapping problems of a neighbourhood such as this would require a concerted inter-departmental effort beyond the ability, and possibly even the comprehension, of present-day local government, at any rate in Leeds. It is not helped by the obligatory contracting out of services, such as street cleaning and park maintenance, which adds another layer of command. Little Woodhouse has found that the single department that is most resistant to change or joint action of any kind is Highways, which as guardian of footpaths, road safety, signage and unauthorised parking has a crucial role to play — even more so, perhaps, than Planning itself.

The question then is, what or who is in a position to arrest the neighbourhood's decline? Typically, local residents are only rallied into action (or reaction) by some external threat which calls out their latent solidarity. This kind of reaction occurred here in response to the aggravation of commuter parking, which prompted several campaigns and ultimately won a residents' permit scheme for the whole area. Mutual defence may well arise again in reaction to an emergency helicopter ambulance service which a local hospital plans to operate from its roof, alarmingly close to thousands of homes and workplaces.

It is far less common for neighbourhood action to be proactive; that is, not simply defence against external threat but campaigning to meet needs in a positive and innovative way. Such proactivity is, however, found here: at first in a limited area where residents fought for Council intervention over neglected gardens and back lanes. A much wider campaign was sparked off by the letter to a ward councillor from one resident warning of the strong possibility of the neighbourhood's physical and social decline beyond a point of no return. This eventually led to the formation of a neighbourhood-wide Community Association to absorb all the small scattered groups in existence up to then, and the setting up of a community forum. This is a non-statutory, unconstituted, unfunded body which is

kept under the ward councillor's tight personal and political control. While it has no formal powers, it permits departmental officials to be called to answer questions, and it also provides an opportunity for wider three-cornered discussions (between politicians, officers and local people) of important neighbourhood issues — youth and crime are two that have recently been aired.

The Community Association has gained much from the joint action with the one remaining local primary school, which has been unsuccessfully fighting battles on its own account for many years; with the energetic community work team of the parish church; and, above all, with the tenants' association of the most problematic, because high-rise, local council estate, correcting what might otherwise be a strong bias towards owner-occupiers and conservation.

The greatest example of proactivity was a twenty-page report prepared by a small working group of the association, which they grandiosely, but as it turned out usefully, entitled *Little Woodhouse Planning Audit and Strategy for Rgeneration*. Using Census material, parish social survey work and data of current services (or lack of these), together with pictures and descriptions of the wealth of historic buildings and green spaces, the report presented a comprehensive profile of the area, highlighting its assets as well as its problems. At the suggestion of the Conservation Team leader (whose background of working through a local Civic Trust in another city made him more open and responsive than his fellow officers) the report was used as the basis for a bid for Conservation Area Partnership (CAP) status. The 'partnership' in question is between Council, English Heritage and local property owners, so that the Community Association is not strictly included: but both the local authority and English Heritage are so impressed with the degree of local initiative that they are inviting close consultation with, and input from, the Community Association.

It would clearly be unreasonable to expect the CAP to bring about all that is needed to regenerate Little Woodhouse. The grant money involved is small: £50,000 a year from the local authority and English Heritage, to be spent on the restoration of historic buildings and matched by their owners. The rules have recently been changed to exclude general environmental improvements, which residents see as the most pressing need, and which English Heritage, at first, recognised as of equal importance to buildings. But after so many years of neglect, the CAP is being counted on to bring new respect both from the Council and from users of the area. A write-up by Martin Wainwright in *The Guardian*, though admittedly full of inaccuracies, had a galvanising effect on councillors and played a significant part in their decision to bid for the CAP. The Community Association intends to use this to wheedle action and resources from the statutory services, so that roads, open spaces and, perhaps, even student houses might be improved. Their is now a confusing array of funds and 'partnerships' that might be utilised: the National Lottery and the Millenium Fund as well as the Single Regeneration Budget, not to mention many voluntary agencies and charities. But the energising and co-ordination of all this falls to the Community Association, which means, in effect, a small handful of activists.

Three strategies have been essential to bring things to their present level. First, the neighbourhood needed to find a name — and that chosen was in fact a revival of its historic name which had fallen into disuse. With the name, neighbourhood history needed to be rediscovered, to arouse a sense of identity and local pride. The crucial research was done by an indefatigable local historian who created a travelling exhibition that has toured the city's Planning Advice Shop, the Council Chamber ante-room and local colleges. Thirdly, Little Woodhouse needed to be put on the map — quite literally so — as the first draft of the Unitary Development Plan carefully drew the city centre boundary so as to skirt round it, with the implication that it had nothing in common with, and could contribute nothing to, the centre. This was formally objected to and amended, so that when the UDP is finally approved Little Woodhouse will automatically be included within central Leeds. (See Fig.1) However,

Fig.5. Environmental Deterioration

various teams, working parties and policies have yet to grasp this, or to include the neighbourhood within their own terms of reference.

What is expected of the CAP is that it will raise the profile of the district to a degree that will spark off spontaneous investment in, and care of, the environment. A faith rather than a certainty, this scarcely touches the area's social problems, although newly instituted play schemes and an annual festival in the park might be just beginning to address these. There remain countless opportunities not as yet developed for want of people to undertake the task: for instance, the negotiation of a strategy for student occupation and the improvement of the green escarpment, which lends itself to nature trails and cycleways. There have been some notable failures — the worst being to stop the Council selling off the listed mansion to a private developer, despite several opportunities to retain it for community use. On the other hand, there is just about to be a notable victory, in the restoration of the railings around the park.

The Community Association is always vulnerable to the loss of any of its small handful of activists, although there are signs of more participation from the council estates and from some of the sequestered luxury-flat residents. Objectives are tediously slow to achieve and the work unremitting; but there is a personal reward when streets that were formerly faceless and alienating become peopled with familiar and friendly figures. Those who choose to identify with, and work for, an area like this are opting for engagement, rather than withdrawal. What all the effort is about is the re-humanisation of the urban neighbourhood, through the re-invention of its public realm, that presently disparaged part of the city where the mutual interests of an otherwise divided society must inevitably meet.

REPORTS

ACSP / AESOP Joint International Congress, Toronto, Canada, 25-28 July 1996

Stephen V. Ward, Oxford Brookes University

Five years ago in 1991, the first joint conference of the Association of Collegiate Schools of Planning (ACSP) and the Association of European Schools of Planning (AESOP) took place at what was then Oxford Polytechnic in the historic city of Oxford in the United Kingdom. The 1996 Toronto conference was the 'return match', hosted by the Ryerson Polytechnic University and held at the Chelsea Delta Hotel, close to the metropolitan attractions of downtown Toronto. Predictably, the conference, in one of North America's most appealing cities, drew many hundreds of delegates, from both continents. There were no less than 19 subject 'tracks' running simultaneously, plus a poster 'track'. In total, something over 650 papers were programmed, together with 32 fieldtrips ('mobile workshops') and several plenary sessions. Elsewhere on the continent, so it was rumoured, the Olympic Games were taking place.

Within all this activity there was a planning history track comprising almost thirty individual offerings, together with several historical papers scattered in other parts of the programme. As in all such events, it is difficult to convey a full flavour of what was on offer, but this review tries to record at least some fragments of the whole event that were particularly relevant to practitioners of planning history.

Perhaps the most popular of the sessions in the planning history track was the first. This was around table session organised by Carl Abbott, the President of the Urban History Association and a former Council member of the IPHS. Entitled "Toronto as a Capital of Good Planning: Canadian and U.S. Perspectives', its sub-theme was the way Toronto has for many years been seen as a model by many cities in the United States and the way that role is now being taken over, so it was claimed, by Portland, Oregon. Most of the speakers, who included the distinguished Canadian urban historical geographers, Richard Harris of McMaster University and James Lemon of the University of Toronto, spoke to the first part of this theme. With Frances Frisken of York University they revealed much of the historical underpinnings of Toronto's compact core, never abandoned by the middle classes, its pioneering metropolitan government structure and its enlightened policies, especially in revenue sharing, education and transit. It was easy to see why it had towered over equivalent U.S. cities. We also gained a sense that some of these advantages were in danger of being lost.

The next two planning history sessions dealt with 'Urban Space: European and U.S. Perspectives' and 'Telling the Urban Story'. The first included a paper on the Pre-industrial Townscape in the Industrial Age by Professor Jurgen Lafrenz from the University of Hamburg, a comparative paper on European and American cities by Moshe Adler and a remarkable discussion on 'Nature and the City: Conceptual Duality and the Rise of the Modern Zoological Garden' by Patrick Wirtz of the University of Southern California. In the second session were two papers dealing with aspects of the urban narrative. John Mullin of the University of Massachusetts gave a spirited presentation on the subject of Edward Bellamy's 1887 novel, *Looking Backward*, setting it in the social and cultural context of Boston of the 1880s in which he wrote. He was followed by James Clapp of San Diego State University who spoke about 'Perspectives on American Urbanism in American Cinema'. It was a topic to which the audience particularly warmed and

Toronto Central Business District (D. Massey)

produced one of the most animated discussions in the whole track.

The next session in the track was another round table, of particular interest to the readership of this bulletin. Entitled 'A Life in Planning History: Gordon Cherry 1931-1996' it took the form of a series of short presentations reflecting on Gordon Cherry's contribution. Thus Stephen Ward offered some thoughts on Gordon's scholarship in planning history and Cliff Hague, the current President of the Royal Town Planning Institute, spoke of Gordon's long serving role within the Institute. David Massey reflected revealingly on many years of working closely with Gordon in the Planning History Group / International Planning History Society. From Australia and South Africa, Rob Freestone, Wallace van Zyl and Alan Mabin spoke about Gordon's impact as a stimulus to planning history in their own countries. Donald Krueckeberg from Rutgers University, who chaired the session, also spoke about his transatlantic contacts with Gordon. There were also many speakers from amongst the audience, adding perspectives from Hong Kong, Ireland and further insights from the U.S.A.

This was followed by a session called 'Selling Places, Selling History', with papers on the history of place marketing by Stephen Ward, and the selling of history in U.S. cities by Robber Hodder of Virginia Commonwealth University. Elizabeth Morton of the Massachusetts Institute of Technology gave a paper called 'Using Heritage in the promotion of Regional Identity and Regeneration', highlighting U.S. examples of heritage planning. Finally, Alec McGillivray spoke on the subject of 'Planning and the promotion of complexity', focusing on the so-called 'Theatre Block' in downtown Toronto.

The last session in the planning history track was another rather full event called 'Making and Remaking History: Germany, Eastern Europe and the U.K.'. Maria Cavalcanti of the Federal University of Pernambuco in Brazil presented a paper about 'Urban Reconstruction and Autocratic Regimes', highlighting her fascinating research about President Ceaucescu's grand schemes for Bucharest and comparing these with the works of other dictators. Something of the same theme was evident in Reiner Jackson's (University of Toronto) paper on 'Urban Planning from Communism to Capitalism'. Lynn Davies of the University of Reading looked at the remaking of planning in the United Kingdom between 1976 and 1996 in a paper entitled 'Twenty Years of Radical Change'. Finally, Dirk Schubert of the Technical University of Hamburg looked at the scientific concepts of urban planning in Britain and Germany before the First World War in a paper entitled 'From Urban Expansion to Urban Renewal'.

This, then, was the formal planning history programme. Yet it would almost have been impossible to put together another planning history programme from related contributions in other tracks. Of the sessions I caught, I particularly enjoyed David Crombie's fascinating and spirited reflections on the planning process in Toronto based on many years of very active political engagement in the process. It was also nice to see planning historians contributing in other arenas, such as Rob Freestone's work on the edge city phenomenon, Joe Nasr talking about agriculture as a sustainable use of land or Marsha Ritzdorf about women and planning history. Yet the most impressive example of a planning historian finding a wider role was Eugenie Birch of Hunter College, New York. From being President of the Society for American City and Regional Planning History in 1991, she has now become President of the Association of Collegiate Schools of Planning.

In some ways, this wider contribution of planning historians hints at the importance of very large conferences like these for our subject. The bewildering randomness of the subjects of the papers presented means that they cannot rival our own, more specialist, gatherings as arenas for developing or refining the subject. The importance of gatherings, like Toronto, for planning history is that they allow us to publicly assert and demonstrate its significance within the wider setting of planning studies. In this connection it is worth noting that the planning history track, though by no means the largest, came about middling in terms of track size. Areas such as planning education or planning theory were quite a number of tracks smaller than planning history. Many other tracks were broadly the same size. In other words, planning history can field a solid team. Its place certainly does not go by default. At times it can draw in those whose primary interests lie elsewhere. Some of its practitioners can contribute to other aspects of the planning debate. Doubtless we can do more to raise the profile of our subject, but there is certainly much to be pleased about.

XIX Congress of the International Union of Architects

Katarzyna Pluta, Warsaw University of Technology

The XIX Congress of the International Union of Architects had as its theme 'Present and Futures, Architecture in Cities' and was organised by the Architects' Association of Catalonia. It was held in Barcelona between 3 and 6 July 1996 and it had broad-based institutional backing. The Congress included an extraordinary number of exhibitions, debates, conferences and visits and was a cultural event of the greatest importance.

The host city of the Congress, Barcelona, is a place which has undergone spectacular transformations in recent years and has a rich architectural legacy, welcomed architects to its very centre. Various buildings around the city's basic axis of La Rambla were the framework for the Congress and allowed participants to come into direct contact with the city.

During the Congress, architects from all over the world wondered about the role that architecture can play in the changing conditions of the contemporary city. In the last twenty years the process of urban development around the world has entered a new, accelerated phase of growth. The pheneomenon of urban concentration is common both to the most developed and to Third World economies. There are more than a dozen cities with over ten million inhabitants, and more than two hundred with over a million. The other, frequently negative, feature of cities is that they are spreading out over an ever larger territory, with increasingly imprecise boundaries. Some main features, which characterise this process, include: changes in population, health and hygiene, new consumer strategies, new technologies and the growth of new channels of communication and transport.

We could sum up this trend and call it the transformation 'from city to metropolis', but we should aim to make this change a positive one. The need for new organisation of space is a most urgent task. In this situation it is very difficult for architects and architecture to stake out a role as director and arbitrator of the process.

The aim of the Congress was to reflect on and debate the contributions which architecture can make to the new metropolitan situation. This Congress was structured around the following themes:

Mutations — the major changes taking place in the context of the transformation of today's cities (I had the honour of presenting a paper in this session entitled 'Shaping the architectural and urban complexes in Poland as an element of planning the sustainable development of cities);

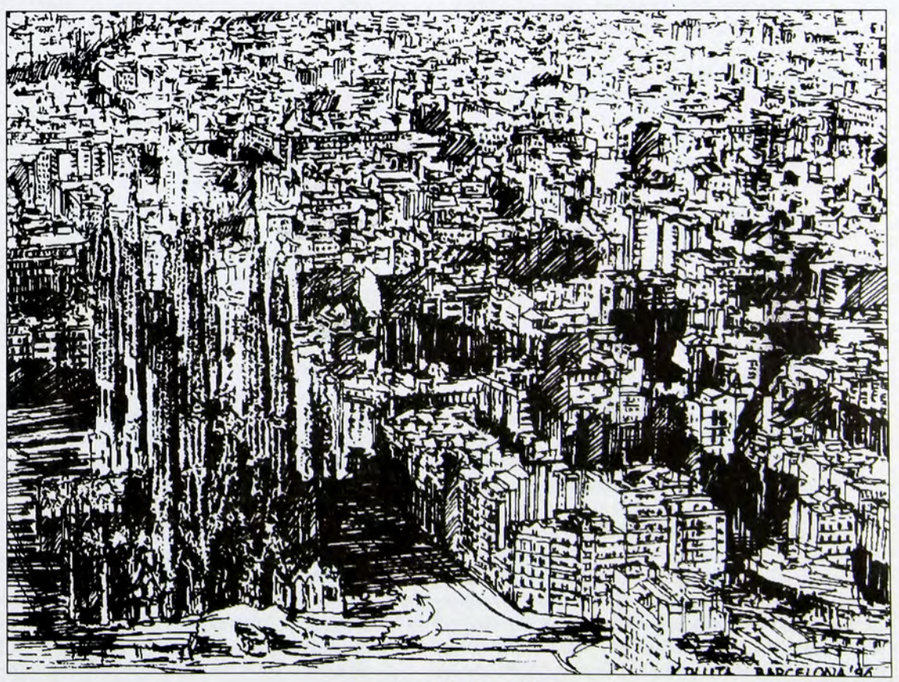
Habitations — new housing models arising from the new metropolitan situation;

Flows — the influence of the media and means of information and transport on contemporary architecture and cities;

Containers — the forms of architecture dealing with the new rituals, which shape the public and private life of the inhabitants of cities;

Terrain Vague — waste or obsolete land within the city fabric, and the urban projects which may transform them.

For example, the urban redevelopment of Barcelona rests largely on the articulation and recuperation of dozens of 'terrains vagues' in the inner city, which were turned into parks,amenities, services and even



Barcelona (K. Pluta, 1996)

new centres in conjunction with certain general city infrastrucure projects. That was the strategy behind both a rehabilitation of the districts of the city and the launching of the programme which made it possible to host the 1992 Olympic Games.

During the Congress in Barcelona an enormous number of architects and students from all over the world exchanged ideas and engaged in debates. These involved various groups and institutions: architecture schools, professional organisations, national sections of the UIA and their work groups. Over 500 professionals from 66 countries responded to the request for individual papers, with the aim of presenting their reflections on the themes of the Congress or projects which set out relevant answers to the questions under debate. A selection of these proposals was presented at one venue in the form of oral communications and graphic presentations.

Currently there are many recommended and more frequently observed methods of planning cities which should assure their sustainable development, but to reach that target it is necessary to restore the proper role for the factor of urban composition. The built environment in cities should be treated in the same way as the natural world. Both environments should be treated equally and simultaneously on a scale which is is clear and understandable by citizens. Such activities will enable us to attain the following aims: the prevention of the ecological destruction of town space, the encouragement of the physical and psychic comfort of man, the retoration of nature's right to harmonious development and the active shaping of the bio-climate by urban activities.

Exhibitions, conferences, debates, seminars and design competitions were part of the wide variety of events on offer to participants of the Congress. Added to this were the schemes and presentations presented by city delegates and national organisations. All these made the UIA 96 Barcelona Congress the cultural event of the year.

'The Planning of Capital Cities'
Michael Harrison, University of Central England

This was theme of the First Internationaal Conference of the Hellenic Planning and Urban History Association and the Seventh International Conference of the International Planning History Society. The conference was held at the Aristotle University of Thessaloniki from 17 to 20 October 1996. The event was supported by the University's Research Committee and the School of Technology, the Geothe Institute, the British Council, the Institut Francais, the School of Architecture of the National Technical University, the Ministry of Culture and the General Secretariat of Research and Technology. The Conference Convenor was Professor Vilma Hastaoglou-Martinidis and the Organising Committee included Dr Kiki Kafkoula, Professor Georgios Lavas, Dr David Massey and Mr Savas Tsilenis.

Almost 100 delegates from 25 countries were able to attend this conference. Although they were greeted by rain when they arrived in Thessaloniki, they were given a warm welcome (and a large conference pack) by Vilma, Kiki and their colleagues and helpers.

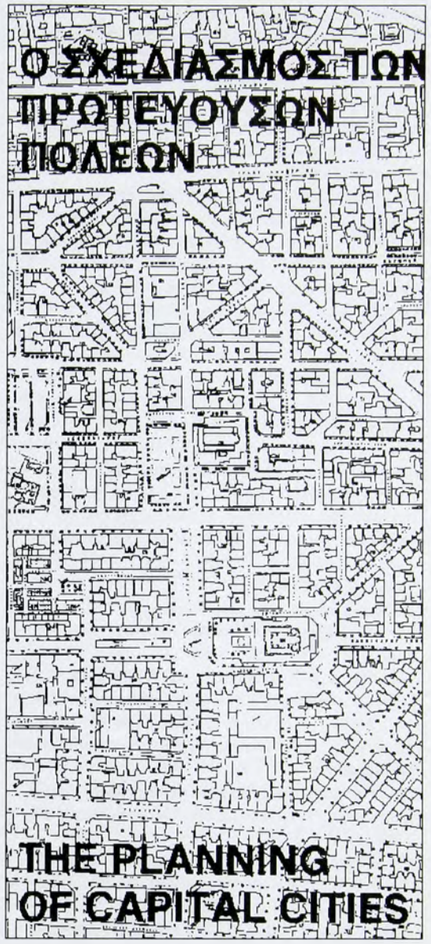
The programme for the conference, whose theme was 'The Planning of Capital Cities', was an impressive, if ambitious, one. In her Opening Address, Vilma Hastaglou-Martinidis welcomed delegates and reflected on the honour and fear she had felt when the late Gordon Cherry had invited her to organise the event. She acknowledged that it had been a fascinating challenge to bring so many proposals together. Stephen Ward, the new President of the International Planning History Society, rightly thanked the organisers for bringing the conference to fruition. He noted that the theme and the venue had proved attractive. Indeed, Thessaloniki will be the Cultural Capital of Europe in 1997.

Stephen Ward expressed pride in being nominated President of IPHS but sadness at the loss of the Society's founder, Gordon Cherry. The latter's scholarship, leadership and friendship had been of inestimable value to the Society. Gordon had always taken great pleasure in the growing diversity and strength of this increasingly world-wide body of scholars. He would be pleased if we could maintain this momentum. Stephen Ward concluded his address by recalling a message from Gordon Cherry that planning history could be such fun. The truth of this was evident in the ensuing sessions and social gatherings.

Whatever the tone of the conference, there was much to be learnt from the proceedings. The main problem was deciding which of the many sessions to attend after the Plenary Lectures. The latter were of a very high standard. They ranged in time from the Hellenistic age to the present, and geographically from Thessaloniki to Canberra. I must be one of the many delegates looking forward to receiving the printed conference papers.

The topics of the Working Sessions were even more wide-ranging. The period covered spanned early and medieval capitals through to contemporary Khartoum. National capitals, divided capitals, regional capitals and fragmentary interventions were considered. A number of capital cities came in for repeated scrutiny: Paris, London, Athens, Canberra, Washington and Helsinki. Eastern and Northern Europe, the Far East and parts of Africa and Latin America were featured in the sessional papers. Among individual planners, the name of Haussmann not surprisingly cropped up more than most.

In order to make the most of this rich and impressive agenda the delegates had to work hard.



They were timetabled from 9 a.m. to 8 p.m. (although they were allowed a couple of breaks). As ever, the organisers and chairpersons had difficulty keeping this large group of independent-minded and loquacious academics to time. (I should be careful here, as Heleni Porfyriou reminded me that English workers are among the worst time-keepers in Europe!) Perhaps it was more a case of doesn't time fly when you are enjoying yourself.

The enjoyment was apparent during the two planned visits. On the Friday afternoon, after a lively and illuminating introduction to the city by Alexandra Yerolympos, we were taken by coach round parts of the historic city of Thessaloniki. This so whetted the appetite of this reviewer, and a number of other delegates, that they stayed in Thessaloniki on the Sunday morning. The majority of the delegates took the opportunity to visit Pella, the site of the capital of Philip of Macedonia, and Lefkadia. They left me with the impression that that trip was a success also.

On a more sombre note, a session was set aside on the Saturday evening for delegates to pay tribute to the late Gordon Cherry. Stephen Ward took the chair and Tony Sutcliffe, Teresa Zarebska, Shun-ichi Watanabe, Kiki Kafkoula, Robert Home and Ilan Troen all spoke movingly about the former IPHS President. While recognising his academic contributions, they all stressed his human qualities, especially his ability to engage, involve and encourage other people. The IPHS Council, for its part, is considering ways of commemorating Gordon Cherry's contribution to planning history.

Perhaps mindful of Gordon's dictum that planning history can be fun, the organisers arranged a suitably named 'Convivial Dinner' on the Saturday evening. Here,as elsewhere, during this stimulating and varied Conference old friendships were renewed and new contacts were made. Once again, the organisers should be commended for bringing together this stimulating and friendly body of planning historians. The delegates will have left Thessaloniki with many happy memories and interesting thoughts. We look forward with interest to see what Robert Freestone can arrange for us in Sydney in two years time.

For the information of IPHS members I list below the names of the contributors to the Conference and the title of their papers.

Plenary Lectures
Professor Georgios Lavas (University of Athens), *Thessaloniki, a non-capital city of capital meaning.*
Professor Wolfram Hoepner (Frei Universitat Berlin), *Capital Cities of the Hellenistic Age.*
Professor Anthony Sutcliffe (Leicester University), *Paris and London: Two approaches to capital city planning.*
Professor Alexander Papageorgiou-Venetas (Technische Universitat Munchen), *Athens: Modern planning in an historic context. Early planning schemes and their impact on the creation of the cultural-archaelogical park.*
Professor Ilan Troen (Ben-Gurion University), *The transformation of Jerusalem into a modern capital city:an exploration of the politics and aesthetics of planning .*
Professor Thomas Hall (Stockholm University), *Is capital city planning different? Reflections on European development from Henry IV to Ceaucescu.*
Professor John Reps (Cornell University), *Forgotten plans and neglected designs: a new look at the 1912 competition for the Australian National Capital.*

REPORTS

Sessional Papers

Capital — the concept

Stephen Ward (Oxford Brookes University), *Rhetorical capitals: The recompositioning of regiional cities on the global stage.*

Carola Hein (Tokyo Metropolitan University), *Visions and reality of the European capital.*

Panayotis Tournikiotis (National Technical University of Athens), *La terre et le papier.*

Early capitals

Corinne Lathrop Gilb (International Society for Comparative Study of Civilizations), *The nature of rule and the planning of capitals: some early examples.*

Felipe Gorostiza Arroyo (University of Pennsylvania), *Building Cosmopolis: Planning and the sign in Mexico-Tenochtitlan.*

Evangelos Dimitriadis (University of Thessaloniki), *The new urban model of post-Renaissance Europe: the 'capital city'.*

The model capital

Donatella Calabi (Istituto Universitario di Architeettura di Venezia), *The capital city as a model of modernity. Paris: an example for Italian planning in the second half of the nineteenth century.*

Rosa Tamborrino (Politecnico di Torino), *Paris as model: Haussmann and the capital of the nineteenth century.*

Xavier Malverti (Ecole d'Architecture, Paris-la-Seine), *Alger: construction of the modern city.*

Inter-war capital planning

Takashi Yasuda and Makoto Terauchi (Setsunan University), *Dai Osaka and planning an economic capital in the inter-awr period in Japan.*

Kiki Kafkoula (University of Thessaloniki), *An out-of-place utopia? The Garden City movement and the planning of capital cities outside metropolitan regions.*

Pavlos Delladetsimas (University of the Aegean), *The immediate post-war period (1944-52). Policy measures and their impact on the development and planning of Greater Athens.*

City conceptions and forms

Marina Lathouri (University of Pennsylvania), *Le Corbusier: from Paris to Chandigarh:Variations on the same theme 1922-56.*

Kermit C. Parsons and Bonnie MacDougal (Cornell University), *Chandigarh's romantic/rational reputation reconsidered.*

Luiz Cesar Queiroz Ribieiro and Lena Lavinas (Federal University of Rio de Janeiro), *Images et representations des femmes dans la construction de la modernite de Copacabana.*

Comparing capitals

Pierre Pinon (Ecole d'Architecture Paris-la Defense), *La ville-lotissement: trois capitales aux 18me et 19me siècles: Londres, Paris et Istanbul.*

Jesus Escobar (Fairfield University), *A project for Madrid: Fransisco de Sotomayor and the planning of a capital city in sixteenth century Spain.*

StéphaneYerasimos (Institut Francais d'Etudes Anatoliennes), *Constaninople: une capitale avant la planification.*

Fragmentary planning

William Wright (University of North Carolina), *White city, white elephant, white blouses: reusing Washington's Union station.*

Natasa Remundu-Triantafyllis (Greek Ministry of Planning), *Twenty years experience of corrective measures: The making of the historical identity of the Athenian capital.*

Cleopatra Karaletsou and Rena Papageorgiou (University of Thessaloniki), *Fragmentary interventions in Thessaloniki: Restructuring the urban experience.*

Provincial capitals

Fransisco Javier Monclùs (Barcelona School of Architecture), *Barcelona: Urban discourse and planning strategies 1897-1923.*

Stamatina Malikouti (National Technical University of Athens), *The planning evolution of Pireus 1834-1922.*

Ljubinko Pusic (University of Novi Sad), *The transformation of Novi Sad in the first half of the twentieth century.*

Becoming the capital

Theresa Zarebska (Warsaw University of Technology), *Becoming the capital: Warsaw in the 16th and 17th centuries.*

Nadja Kurtovic Folic (University of Belgrade), *Belgrade in planning history: the 16th - 19th centuries.*

Laura Kolbe (Unversity of Helsinki), *The University and the City: Turku and Helsinki 1802-1995.*

Public space

Aleth Picard (Ecole d'Architecture de Normandie), *Paris 1850-1900: modernisation of capital cities and public space.*

Dirk Schubert (Technische Universitat Hamburg), *Creating Imperial London: planning Kingsway and the 'Haussmannisation' of the capital.*

Heleni Porfiriou (Istituto Universitario di Architettura di Venezia), *Haussmann and Sitte: Formal versus informal planning.*

Planning colonial capitals

Robert Home (University of East London), *Planning British colonial cities as future national capitals.*

Alexandra Yerolympos (University of Thessaloniki), *Planning colonial capitals in the early twentieth century: The twilight of grand design.*

Vassilis Colonas (Architect, Thessaloniki), *Civic centres in the capital cities of the colonies 1840-1940.*

Athens: Modern capital

Dimitris Philippidis (National Technical University of Athens), *An insignificant footnote in the Athens plan 1838-39.*

Eleni Kalafati (National Technical University of Athens), *La maitrise de l'eau à Athènes aux 19me siecle.*

REPORTS

Manolis Marmaras (University of the Aegean), *From the policy of town planning to that of compactness: Athens during the first half of the twentieth century.*

Divided capitals

Andreas Ashiotis (Nicosia Planning Department), *Planning in a divided capital: Nicosia.*

Rassem Khamaisi (Haifa University), *The British Mandate planning legacy as a tool for control of Palestinian development in the West Bank by Israeli occupation.*

Ursula von Petz (University of Dortmund), *Berlin after 1989: The renewal of a capital.*

Capital-scale projects

Yorifusa Ishida (Kogakuin University) and Sumie Shohji (Kantoh-gakuin University, Yokohama), *Waterfront development in the capital city: Tokyo expanded to the vanishing Tokyo-wam Bay.*

Maria Gravari Barbas (Université d'Angers), *La reconquête des fronts de mer, stratégie principale de plannification urbaine: le cas de Baltimore, Maryland.*

Petros Synadinos (Greek Ministry of Culture), *Hosting the Olympic Games: The urban impact.*

Planning and deplanning

Kerrie l. MacPherson (University of Hong Kong), *Beijing or Nanjing? The deconstruction of a national capital 1928-49.*

Adli Mustafa Ahmad (University of Khartoum), *Khartoum Blues: The deplanning of a capital city.*

Joe Nasr (University of Pennsylvania), *Local wishes and national commands: Planning continuity in the French provinces in the 1940s.*

Late medieval capitals

Fariba Nourdeh (Laboratoire de Recherche 'Territoires Urbaines',EHESS), *Vill-jardin d'Ispahan du 17me siècle.*

Chye Kiang Heng (National University of Singapore), *A tale of two cities: Chang'an and Suzhou.*

Maria-Cristina Gosling (University of Washington, Seattle), *The three capitals of Brazil.*

The centre of the capital

Riitta Nikula (University of Helsinki), *The twentieth century centre of Helsinki: A graveyard of heroic town plans.*

James Rossant (Pratt University, New York), *The making of the national capital centre: Dodoma, Tanzania.*

Katarzyna Pluta (Warsaw University of Technology), *Shaping the landscape of Warsaw as an element of the historic process of the reconstruction of the city.*

Stategies of capital planning

Lutz Luithlen (De Montfort University), *Landownership, urban development and town planning in Britain.*

David Massey (University of Liverpool), *A somewhat daunting project. Proposals for Greater London Regional Planning 1925-35.*

Shun-ichi Watanabe (Science University of Tokyo), *The 1995 earthquake in Kobe and its reconstruction planning: an historical analysis.*

North American capitals

Davis Goldfield (University of North Carolina), *Failed City, Fine Capital. The limits of planning in Washington DC 1790-1860.*

Sara Amy Leach (National Park Service, USA), *Washington DC at 2000: from l'Enfant's vision to a modern capital city.*

John Taylor (Carleton University, Ottawa), *Whose plan? Planning in Canada's capital after 1945.*

Disruptions and capitals in the twentieth century

Michael Holavko Long (Rutgers University, New Jersey) and Leonid Raputov (Moscow Architectural Institute), *Capital city as garden city: The planning of post-revolutionary Moscow.*

Helen Meller (University of Nottingham), *Vienna, Prague and Budapest after the First World War: Capital cities of newly separate nation states.*

Savas Tsilenis (Greek Secretariat of Research), *Ankara: Capital of the new Turkish Republic.*

Planning Canberra

Robert Freestone (University of New South Wales), *The federal capital of Australia: Planning ideas and visions 1901-11.*

Christopher Vernon (Queensland University of Technology), *Canberra's nexus: Walter Burley Griffin's landscape oeuvre and l'Enfant's Washington.*

Rosemarie Willet (University of New South Wales), *From Capitol to Capital. Democracy, creativity and the development of the urban centrepiece of Canberra.*

Evolution of capital cities

Nicolae Lascu (Institute of Architecture 'Ion Mincu'), *Nineteenth century Bucharest and modern urban planning.*

Mercedes Volait (URBAMA/CNRS), *La fabrication d'une metropole moderne: Le Caire 1870-1950.*

Milica Bajic Brkovic (University of Belgrade), *City planning in YugoslAvia in the twentieth century: The case study of Belgrade.*

Capitals of the late twentieth century

Jurgen Lafrenz (University of Hamburg), *The planning and realisation of Ajuba, the new capital of Nigeria.*

Maro Papadopoulou (Architect: Athens and Cyprus), *Nicosia within the walls. The divide capital.*

Maria Bertrand (Universite du Chili), *Plannification urbaine à Santiago du Chili.*

Capital planning in the twentieth century

Norioki Ishimaru (Hiroshima University), *On the original reconstruction planning in theTokyo Ward area, by means of the records of the proceedings of the city planning committee.*

Panagiotis Skarlatos (Architect, Thessaloniki), *Sofia: From the pre-capitalist city to the post-socialist city.*

Elisha Efrat (Tel-Aviv University), *Jerusalem in the twentieth century.*

DOCOMOMO Fourth International Conference
David Whitham, DOCOMOMO Scottish National Group.

Proceedings of the fourth DOCOMOMO intrnational conference began on Tuesday, 17 September 1996 at Bratislava, capital of the Slovak Republic, dominated by its much reconstructed castle and a new single–towered suspension bridge over the Danube. Business began with meetings of docomomo's specialist committees, covering Registers, or the recording of modern movement sites and buildings, Education, Technology, and Urbanism, landscapes and gardens. These were followed by a well attended discussion on the progress and objectives of the International Selection, which extends the national records displayed at Barcelona in 1994 to form the basis of a systematic catalogue of modern world architecture to be published at the end of the century.

On Wednesday, we quickly settled down to work on the theme of 'universality and heterogeneity', illustrated by views of interwar architecture in central–eastern Europe. Professor Dana Borutová (Slovakia) argued that central European architecture was firmly related to its political geography, in the close encounter of Carpathian, Alpine and Mediterranean building traditions. The resulting attitudes were conservative: accepting the new, in continuity with existing values; eclectic and rational, in testing applications of new ideas; a pragmatic rather than ideological adoption of modernism.

Caution against fashionable re–readings of the modern movement was urged by Fabio Grementieri (Argentina) from a technical standpoint; a building industry becoming internationalised; steel, an international product without specific local qualities, while Gérard Monnier (France) stressed the need for documentation and research to develop assesssment beyond the merely 'famous'. Modernity is often not readily recognised and a 'crisis of modernity' manifests itself differently in different situations; for example the expression of 'post–modernism' in Britain and in France.

After a reception hosted by the Mayor of Bratislava, in the splendidly preserved Primate's Palace, the whole group of conference delegates made a three–hour coach journey to Sliac, a mountain spa in central Slovakia, to stay for three days in the Palace Hotel, the central building of a therapeutic and recreational complex planned by Rudolf Stockar, a Prague–born architect, in 1928.

At Sliac parallel sessions ran on five main themes: history, gardens and landscape, education, the register, and urbanism. András Ferkai (Hungary) began the history session with an excellent account of inter–war modern architecture in a greater central–eastern Europe, extending from the Adriatic to the Baltic and Black Seas, illustrating heterogeneity as resulting from political differences and uneven technological development. An extreme case was Turkey, where modernism formed an essential part of the westernising programme of Ataturk's new republic, an aspect developed later by a Turkish contributor. In such contexts 'style' was all–important, whatever the level of constructional technique.

In the urbanism stream Miles Glendinning, speaking of Cumbernauld, contrasted the monumental town centre (1959–67), hailed by Reyner Banham as 'the canonical megastructure' with explicitly vernacular forms of housing and landscaping: a motorised city of the future was permeated by values of the past. The problems of other post–World War II developments were reported: from Brazil, two carefully planned and successful manganese mining towns remotely located on the upper Amazon are facing closure of the mines in seven years' time; from Mexico City, a huge peripheral housing scheme completed in 1964 and partially destroyed by the earthquake of 1985, when it suffered the degrees of overcrowding and deprivation it was built to relieve; and, closer to home and to our own experience, urban expansion schemes of the 1950s and 1960s in the Netherlands, idealistically planned and initially popular, but now displaying familiar symptoms of decay, small-scale crime and lack of maintenance. Rob Docter asked whether adaptation and renovation was really a valid proposition: is this a mid–life crisis or the end of the road?

Three examples of post–war housing examined as subjects for conservation by Catherine Croft of English Heritage were Keeling House in Bethnal Green, Alexandra Road, Camden, and Park Hill in Sheffield. The three cases are very different: Keeling House empty and fire–damaged, Alexandra Road undergoing expensive upgrading but fully occupied and attracting tenants who enjoy its extrovert style and Park Hill still commanding respect in its superb central location. Where there are few redeeming characteristics, recording might be the best method of preservation: DOcumentation precedes COnservation in docomomo's acronym. But the housing debate raisedthe most puzzling question of our week in Slovakia: like the dog that didn't bark, housing was all around us, our lengthy coach journeys passing vast areas of post–1950 industrial development – 'all heavy and polluting; Stalin was to blame', I was told – and attendant estates of system–built housing, conforming to the CIAM recipe (apart from zoning) of the early 1930s — surely a laboratory for examining the legacy of the modern movement. Of that we were told nothing, and questions were hardly answered.

Some housing we did see, from the approved inter–war period. A paper on the Bat'a townships ('latter–day New Lanarks', as a colleague remarked) by Peter Lizon (USA), describing the application of

Fordism to urban development — the founder, Tomás Bat'a had worked in a Ford factory in the United States. This was followed by a visit to Svit, a synthetic fibre and textile plant beneath the High Tatra. Industrial, civic and housing areas are laid out on a regulation chequer–board plan. Factory buildings, offices, schools, department store and hostels are contained in modular concrete structures of 20ft bays, with round columns like tree–trunks, and brick or glazed infill. Houses are brick–built cubes, later with pitched roofs, each occupying two small squares, alternately house and garden, reminiscent of an early plan by Parker and Unwin; a high–density pattern with fascinating diagonal vistas between fruit trees in the beautifully maintained gardens.

The specialist committees on urbanism and landscape, launched two years ago at Barcelona, with members from Brazil, Netherlands, Scotland and Poland, set out their initial working plan and agreed to merge, with landscape as a sub-committee. For these interests, too, the primary task is seen to be recording. Experience of the registers committee will be valuable, but their documentation, based on a well tested 5–page fiche has proved inadequate for recording new towns, large–scale urban redevelopment or large recreational complexes. National working parties will be asked to prepare structured reports from their areas based on draft guidelines. Docomomo members thrive on homework.

Readers interested in participating in docomomo's activities should write to: DOCOMOMO International Secretariat, Eindhoven University of Technology, BPU Postvak 8, PO Box 513, 5600 MB Eindhoven, The Netherlands.

Society of Architectural Historians of Australia and New Zealand (SAHANZ)
Christine Garnaut, South Australia

The annual SAHANZ Conference, held at the University of Auckland from 2-6 October 1996, was attended by over 70 delegates from various parts of the world. Convenor, Dr Hugh Maguire, arranged a programme to accommodate speakers from a broad spectrum of backgrounds who addressed the theme of 'Loyalty and disloyalty in the Architecture of the British Empire and Commonwealth'. Papers based on subjects including architecture, interior design, fine arts and town planning interested and challenged delegates over three days. A full day architectural tour of Auckland city and its environs provided the opportunity to view past and recent developments, as well as conservation projects. The increasing awareness of indigenous architecture in New Zealand was a recurring theme in the papers that accompanied the architectural tour. That theme was also addressed in other cultural contexts by speakers from countries outside New Zealand.

PUBLICATIONS

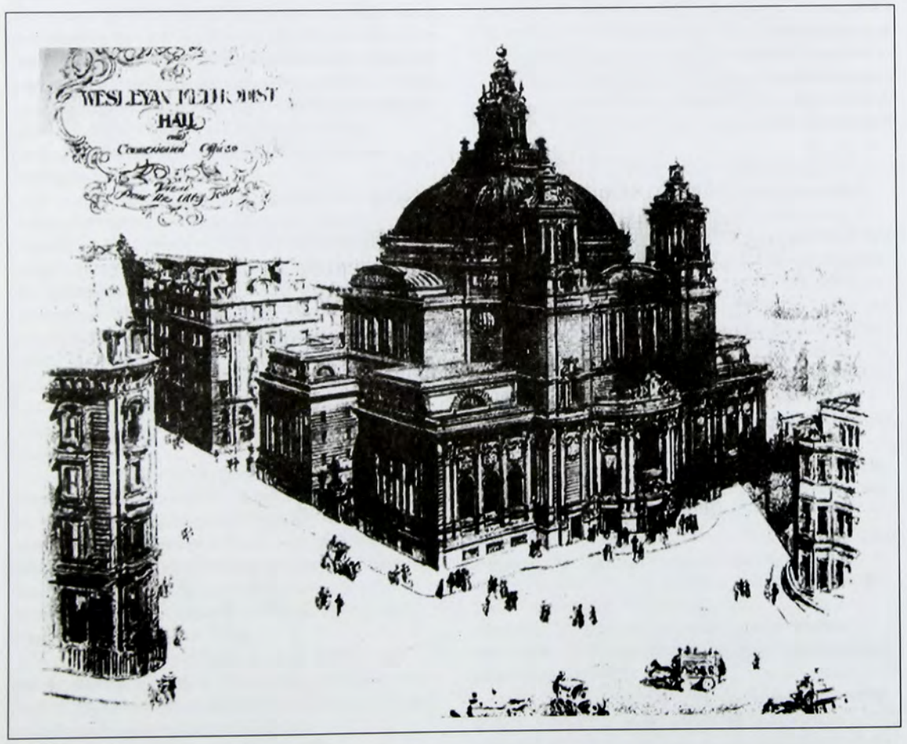
David Ball, *The Road to Nowhere? Urban Freeway Planning in Sydney to 1977 and in the Present Day.* Working Paper No. 51, Urban Research Program, Australian National University, February 1996, 52pp., ISBN 0 7315 2411 X.

This monograph explores the 'rise and fall' of post-war proposals for an inner suburban radial freeway network in Sydney. Although the actual mileage of freeway built was modest, the dominance of the State Government's Department of Main Roads endured until the 1970s. From this time, more complex and hostile political forces came into play — the anti-freeway groups, the green ban movement and a progressive Commonwealth Government. This coalition led to the abandoning of the radial framework by 1977. A Postscript considers the revival of the freeway planning lobby in the 1990s.

Enquiries about the URP Working Paper series can be directed to Rita Coles, Urban Research Program, Australian National University, Canberra, ACT, 0200, Australia.

Chris Brooks and Andrew Saint, *The Victorian Church: Architecture and Society*, Manchester: Manchester University Press, 1995, 222pp., ISBN 0 7190 4019 1 Cloth £40.00, ISBN 0 7190 4020 5 Paper £14.99.

This volume provides a reassessment of nineteenth century British church architecture. It builds on and moves beyond the inventories and stylistic and biographical approaches that have dominated the field, and presents a range of new interpretations that view Victorian churches as products of institutional needs, socio-cultural developments and economic forces. The essays cover a wide range of city and country churches across England, Scotland, Ireland and Wales. They offer ways of reading churches as architectural statements that were both constructed by, and helped to construct, Victorian society as a whole. The issues addressed include the rival building programmes of the Anglicans and Nonconformists, financial support for rural and urban church building, the importance of church restoration and the changes in theology and liturgy that shaped the design of the Victorian church.



Wesleyan Central Hall Westminster, 1905-11 (in The Victorian Church*)*

PUBLICATIONS

Gordon E. Cherry, *Town Planning in Britain since 1900,* Oxford: Basil Blackwell, 1996, 260pp., ISBN 0 631 19993 4, Cloth £40.00, ISBN 0 631 19994 2, Paper £19.99.

This posthumous volume by the former President of IPHS examines town and country planning in twentieth century Britain as an important aspect of state activity. Tracing the origins of planning ideals and practice, Gordon Cherry lucidly charts the adoption by the state, at both central and local level, of measures to control and regulate features of Britain's urban and rural environments. He begins by showing how town planning first took root as a professional activity and an academic discipline around the turn of the century, largely as a reaction to the apparent problems of the late Victorian city. He explains that this impetus for change coincided with a new perception among political thinkers of state planning as a legitimate and necessary function of government. Town planning became an important beneficiary of these developments.

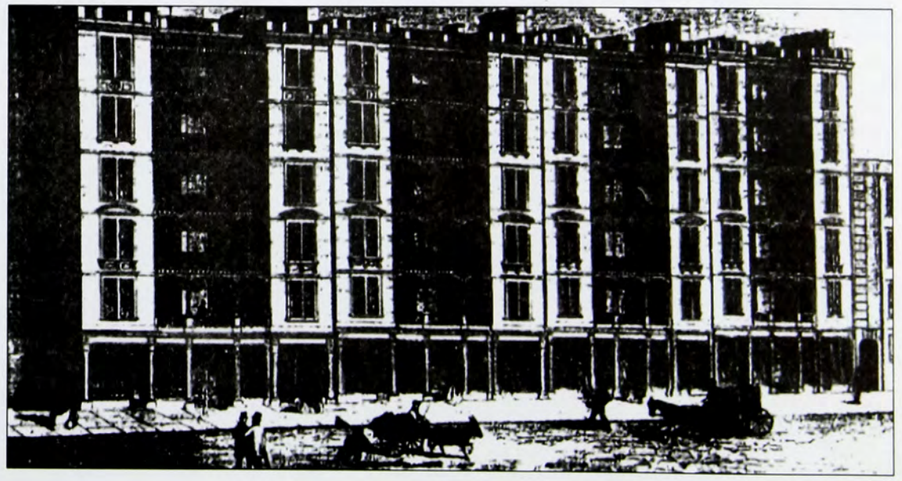
With great clarity, the book explores changes in planning policy over subsequent decades. It highlights the impact of World War II and the arrival of the corporate state as a 'Command Economy', and shows how town and country planning took its place in post-war reconstruction. The final part of the book focusses on the breakdown of concensus from the mid-1970s, with the assault on collectivism by the New Right, and asks to what extent the new market orthodoxy has affected planning policy in the 1980s and 1990s. This book (one of two volumes Gordon Cherry was completing at the time of his sudden death) is a lively memorial to this inspirational figure and another reminder of his academic achievements.

Benjamin Derbyshire, Will Hatchett and Richard Turkington (eds.), *Taking Stock: Social housing and the CIH in the twentieth century,* Coventry: Chartered Institute of Housing, 1996, 30pp.,ISBN 1 900 396 00, Paper £5.00.

This *Housing* magazine supplement provides a well-illustrated and concise critical account of social housing in Britain in the twentieth century. It also seeks to place the history of the Chartered Institute of Housing in its social, political and architectural context. Individual contributions in the booklet examine the development of the profession of housing management in the 1920s and the key role of women (Mary Smith), the features of social housing that make it a valuable and sustainable resource (Alison Ravetz), the rich legacy of housing styles and layouts from the nineteenth century to the present day (Richard Turkington) and an assessment of the continuing value of this design tradition (Ben Derbyshire). With its useful selective reading guide, this booklet offers a useful, brief starting point for the student of social housing. It also presents a timely reminder of the positive role that social housing has played in twentieth century Britain.

Hugh Ferguson, *Glasgow School of Art: The History*, Glasgow: The Foulis Press of Glasgow School of Art, 1996, 240pp., ISBN 0 901 904 25 2, Cloth £30.00.

This lavishly illustrated book recounts the 150 year history of this famous institution. The School



Corporation Buildings, London, 1865 (in Taking Stock*)*

PUBLICATIONS

opened in 1845 with the limited objective of training textile designers. It later expanded to include the arts and crafts, as well as architecture and town planning. The author, an architect, town planner and long-time member of IPHS, is well qualified to review the latter and describe Mackintosh's famous designs for the School building. This study of a complex institution concludes with a chapter on Glasgow School of Art in the 1990s by Professor Dugald Cameron and a series of personal reminiscences by former members of staff and students.

Clara Greed (Ed.), *Investigating Town Planning: Changing Perspectives and Agendas*, London: Longman, 1996, 288pp., ISBN 0582 25834 0, Paper £14.99.

Although concentrating on contemporary planning theory and practice, this volume addresses the changing perspectives on town planning. It investigates what the current planning agenda is, where it comes from and what are the likely future trends. It covers major themes in town planning, including economic development, environmental and green issues, urban design, and transportation planning and city form.

Brian Hudson, *Cities on the Shore: The Urban Littoral Frontier*, London: Pinter, 1995, 180pp., ISBN 1 85567 381 9, Cloth.

This book 'is concerned with the physical growth of human settlements, focussing on the urban development of aquatic areas on the margins of oceans and inland water bodies'. It is a systematic cross-national historical-geographic study of the motivations, processes, morphological and environmental impacts of planned land reclamation. It draws on case studies, particularly San Fransisco Bay, Hong Kong Harbour and Teesside, and culminates with a model summarising the pattern and sequence of city development involving reclamation.

Colin G. Pooley, *Local Authority Housing: Origins and Development*. The Historical Association Local History Series (Helps for Students of History), London: The Historical Association, 1996, 47pp.,ISBN 0 85278 7, Paper £2.95 Members, £3.95 Non-members.

Colin Pooley provides a clear, concise overview of the development and decline of local authority housing in the United Kingdom, from its origins in the late-nineteenth century through to the early 1980s and the right to buy. He begins by exploring the context of the first pioneering schemes and takes us through to the 1919 Housing Act . Although intended as a temporary measure, this Act paved the way for the start of large-scale central government intervention in hiusing production. Pooley then reviews the massive local authority building boom in the years after 1945 and proceeds to analyse the gradual decline and marginalisation of public sector housing. By the 1990s local authority involvement in new housing production had been reduced almost to the level it was in 1919. This booklet includes a substantial bibliography, case studies and an examination of the main sources available at the local level.

John Taylor, *A Dream of England: Landscape, phtography and the tourist's imagination*, Manchester: Manchester University Press, 1995, 272pp., ISBN 0 7190 3723 9 Cloth £50.00, ISBN 0 7190 3724 7 Paper £16.99.

This book explores English society and its relationship to the landscape, as seen through photography and tourism over the last hundred years. It is a thoughtful contribution to the debates on the national heritage and photography. All the major tourist venues are covered, including Stonehenge, National Trust properties, the Lake District and Shakespeare country. The photographers noted inlude Emerson, Martin Parr, Jo Spence and Peter Kennard.

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 unfortunately cannot 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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