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EDITORIAL

PETER J. LARKHAM, UNIVERSITY OF CENTRAL ENGLAND

This is a double issue of *Planning History*: an unusual step caused in part by technical problems inherent in any transfer between editors, and by a brief hiatus in the flow of publishable material. The technical problems are, I hope, being overcome, and there is a considerable amount of interesting and relevant material in the pipeline. However, all submissions will be gratefully received!

Taking over the reins of a well-established journal is, in many ways, a daunting and difficult experience. Michael Harrison and his predecessors have set an enviable standard in the range and quality of material carried, and in the design and layout of the journal. Looking at my own journal collection, it sometimes seems quite easy to see when a new editor takes over: there are soon changes in style, focus, even in page size. But I do not wish change for the sake of change. It is my intention to make the transition as seamless as is possible. The changes which you see in this issue are those made necessary by changing technology in different academic departments, and suggestions from colleagues and IPHS members for slightly improving the legibility of the text for ease of reading. I wish to keep the overall layout as similar as possible by way of acknowledging the quality of what has gone before.

Nevertheless there will be some further changes. I am particularly anxious to try to improve the quality of illustrations carried in the journal. Poor illustrations inevitably reflect badly on the quality of the journal in the eyes of readers, and so I am asking all contributors to send publishable-quality copies, preferably in the form of photographic prints (photocopies usually reproduce very poorly). I am also anxious to maintain the high quality of the papers carried, and to this end I will begin an informal refereeing process. It is not my intention to use this process to reject submissions - rather to encourage and suggest improvements where appropriate. But, as several members of the Editorial Board have already suggested, the emphasis on 'refereed' publications in research assessment exercises in the UK and elsewhere is pushing us to make some form of improvement to 'quality control', even though changes are not envisaged to the nature and length of articles carried here.

Being new to editing in this field, I would like to invite all IPHS members who would be willing to referee papers, and to review publications, to let me know - together with their areas of interest.

My own interests in planning history are quite broad, ranging from mediaeval settlements (my first published paper was on mediaeval moated sites) and urban morphology to a research specialism in urban conservation. Some of these interests may be reflected in papers appearing in *Planning History* - I would like to see some broadening of the temporal dimension of planning history carried, for example. But my publications have focused on post-second world war planning history: the history of *recent* planning, as shown in my contributions to this journal. I have also been concerned - in urban morphology - to promote international links and collaboration. This, too, is of paramount importance in the journal of a body such as the IPHS. Contributions from overseas, and of the 'other', non-traditional, dimensions of planning history, will be most welcome.

Finally, I must thank those colleagues in the Birmingham School of Planning, and the Faculty of the Built Environment, who have encouraged me in this editorial venture - and particularly to Sally Jones and Steve Roddie for their technical expertise. Geoff Dowling, of the School of Geography, Birmingham University, has been particularly helpful in advising on photography and illustrations.

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8th INTERNATIONAL PLANNING HISTORY CONFERENCE

'TAKING STOCK: THE TWENTIETH CENTURY PLANNING EXPERIENCE'
An end-of-the-millennium exploration of the legacies and lessons of a century of urban planning
Sydney, Australia, 15-18 July 1998

Offers of papers are now formally invited. This should be done through the submission of abstracts to the conference convenor as soon as possible. The 8th International Planning History Conference is being organised on behalf of the International Planning History Society (IPHS). These conferences are now a biennial event and the Sydney meeting follows earlier ones in cities such as London (1977), Tokyo (1988), Hong Kong (1994) and Thessaloniki (1996). The conference also encompasses the 4th Australian Planning/Urban History Conference, after Sydney (1993), Canberra (1995) and Melbourne (1996).

General Theme

Urban planning is essentially a twentieth-century phenomenon, which has grown spectacularly in influence, scope and sophistication. From eurocentric origins - 1998 marks the centenary of Ebenezer Howard's *Tomorrow: a peaceful path to real reform* - the ideology of planning has diffused worldwide, with great challenges now being faced in developing countries.

'Taking stock: the twentieth century experience' is the general conference theme. As the new millennium approaches, against a dynamic backdrop of global urban and regional change, it is timely to critically evaluate the experience and legacy of planning in diverse environments, and to draw on the lessons of history to signpost needs and opportunities in the twenty-first century. The conference will have interdisciplinary appeal to academics and practitioners in many areas: planning, urban studies, history, geography, architecture, landscape architecture, and related social science, humanities and design professions.

Conference sessions

The conference is a forum for the intersection of historical and contemporary planning and urban discourses. An eclectic mix of papers is envisaged. The following seven foci provide an initial indication of possible themes and connections:

paradigms
Planning trends and theories; the rise and fall of planning agendas; ideologies and methodologies from new towns to the new urbanism; from colonialism to post-colonialism; from the industrial city to the postmodern metropolis; from million cities to global cities.

policies and politics
Formulation, implementation, monitoring and evaluation of programmes and their socio-political *milieu*; surveying the spectrum from development control through sectoral strategies (housing, infrastructure, transport) to master plans and general urban settlement policies.

plans and planners
Instruments, individuals, institutions and the shaping of planning activity through education, the professions and the law.

spaces and places
Spatial impacts of planning; patterns and processes of urbanisation; the fall and rise of urban design; planned communities and landscapes; and the role and meanings of planning in urban and regional development.

cultural heritage
Preserving the built environment: the conservation of historic structures, streetscapes and precincts and the pressures of economic growth and tourism.

environmental management
Designing with nature; the greening of the planning agenda from open space through environmental protection and impact evaluation to sustainability.

social impacts
From production to consumption; exploring the human consequences of

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planning through lived experiences, 'other' planning histories, and cultural studies perspectives.

Keynote speakers

The major keynote address will be given by Peter Hall (University of London), one of the world's foremost authorities on urban planning and planning history, and author of *Cities of tomorrow: an intellectual history of urban planning and design in the twentieth century* (second edition, 1996). Several other leading urbanists have also accepted invitations to present major addresses, including Leonie Sandercock (Melbourne), Patrick Troy (Canberra), Michael Barry (Melbourne) and Liu Thai Ker (Singapore).

Sponsors

The major sponsor of the conference is the Sydney-based Lend Lease Property Group. Key support has also come from:

University of New South Wales
NSW Department of Urban Affairs and Planning
Royal Australian Planning Institute
International Planning History Society
Sydney City Council
The Kinhill Group
APT Peddle Thorp
Australian Institute of Urban Studies
ACT Planning and Land Management
Australian Housing and Urban Research Institute

Conference venue

The University of New South Wales (UNSW) is one of Australia's largest and most progressive universities. The main campus is located in suburban Kensington, 5km southeast of the Sydney CBD. The conference is being hosted by the Faculty of the Built Environment, and its Department of Planning and Urban Development. The main venue will be the Faculty's new landmark building, to be completed by the end of 1997.

Sydney

Sydney is the capital of the state of New South Wales (NSW), and Australia's largest metropolis. It is a cosmopolitan global city with a population of 4 million. The venue for the 2000 Olympics, Sydney has been consistently rated one of the world's most liveable cities and popular tourist destinations. The weather in July is cool to mild with an average maximum temperature of 16 degrees Celsius.

Accommodation and travel

Travel and accommodation arrangements are the responsibility of individual delegates. Quantas has been appointed the official conference airline. Australian delegates are eligible for substantially discounted fares. The Domestic Conference Fare Code is 1282804. Inquiries can be made to Quantas Association Sales on toll free 1 800 684 880. International delegates will be offered best price fares at time of booking and are urged to contact their nearest Quantas Travel Centre. The International Conference Code is CIC*461/31. Further information on travel to Australia and accommodation in Sydney and near UNSW is available on the conference internet site (see below) and will be distributed with registration materials in 1998.

Conference Program

Papers on all aspects of urban and regional planning from any period or setting are invited. Conference presentations and discussions will focus on both general surveys and case studies of ideas, issues, policies and problems. Papers will be organised into parallel sessions around thematic tracks with 15-20 minute presentations. Expressions of interest to organise theme sessions, panels, workshops and multimedia presentations are very welcome. English is the language for all papers and proceedings. The actual conference program will be developed when all proposals for papers are received. An indicative program should be available by early 1998. The closing conference dinner will be on the evening of Saturday 18 July.

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Conference proceedings

A volume of conference papers will be distributed at the conference. All papers must be received in advance, prepared to strict layout guidelines and length limits (1-6pp). It is hoped that an edited book comprising keynote addresses and a number of revised, invited papers may be published after the conference with the assistance of the Australian Housing and Urban Research Institute.

Fieldtrips

A range of half-day fieldtrips will be offered in the Sydney area on a special fieldtrip day within the conference dates. These will be run with the generous assistance of various NSW state government agencies including the Olympic Coordination Authority, City West Development Corporation, Sydney City Authority, and the NSW Department of Housing. The major tour will be of the main site for the 2000 Olympics at Homebush Bay, the largest-ever planned urban redevelopment project in Australia. Other areas targeted will be inner city redevelopment, heritage conservation, and public housing.

Canberra fieldtrip

An optional 3-day post-conference fieldtrip to Canberra, Australia's planned national capital located several hundred kilometres southwest of Sydney, is also planned for overseas delegates (19-21 July 1998). Places will be strictly limited.

Registration

Formal registration and payment will be invited from early 1998. Various concessions will apply for early registration, members of the International Planning History Society, and full-time students. A brochure with further details about the conference program, fieldtrips, accommodation and travel arrangements will be distributed to everyone submitting a paper proposal early next year.

Important dates

The key dates to remember are:

Deadline for receipt of abstracts: 1 December 1997
Registration Commences: early 1998
Submission of papers to be included in the Proceedings: 1 April 1998
Deadline for earlybird registration: 1 May 1998

Conference Internet site

More detailed information on travel arrangements, accommodation and program details is available at, and will be added progressively to, the conference Internet homepage at:
http://www.fbe.unsw.edu.au/events/1998/planhist/

Submission of abstracts

Proposals for papers should be sent (posted, faxed or e-mailed) to the Conference Convenor to arrive not later than 1 December 1997. These proposals should include:

your name
position/affiliation
postal, telephone, fax and e-mail addresses
title of paper
possible thematic track/desired grouping
an abstract of no more than 250 words

Authors will be notified of the acceptance of their papers as soon as possible after receipt. Detailed guidelines for those who wish their papers to be included in the volume of conference proceedings will be sent out with acknowledgement of receipt.

Conference contact

All inquiries, requests for further information, and abstracts of proposed papers should be sent to:

Dr Robert Freestone
IPHS Conference Convenor
Faculty of the Built Environment
University of New South Wales
Sydney NSW 2052
Australia

Tel: +61-2-9385-4836
Fax: +61-2-9385-6264
E-mail: iphs98@unsw.edu.au

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WEBSITE NOTICES AND REVIEWS

Planning History welcomes notice of relevant websites, discussion groups and other electronic media

Website: Anthology of urban planning documents prior to 1919, created by John Reps

John Reps has put together a remarkable web site that is an anthology of more than 160 writings on city planning published before 1919. This work includes more than 160 articles about early modern town planning from authors in 10 countries. In length equivalent to a 500-page book, it is the most comprehensive collection of its kind, whether in hard copy or published electronically.

The introductory comments to these pages describe this ambitious and admirable undertaking:

"These documents are primary source material for the study of how urban planning developed up to the end of World War 1. They include statements about techniques, principles, theories and practice by those who helped to create a new professional specialization. This new field of city planning grew out of the land-based professions of architecture, engineering, surveying and landscape architecture, as well as those concerned with social and economic subjects, municipal law, hygiene, and public administration.

Editorial headnotes, indented and in smaller type, identify the author and comment about the contents of each selection. For easier reading increase the font size to 14 point. Most of the documents appear without deletions. Ellipses or bracketed notes in the text mark the few cases where material has been omitted. At the end of each document the reader will find the editor's mailing, fax and e-mail addresses. Comments and suggestions are welcome.

Dozens of journals, conference reports, books, official documents and other sources were examined during the four years that this collection has been under preparation. A supplementary bibliography of additional documents and modern references is far from complete but will be added to as time permits. Some of these references may be scanned, edited, and annotated for future inclusion in this anthology.

A brief general introduction sets the material of the anthology in an historical perspective. It ends with a short list of representative anthology selections that make possible a quick sampling of the variety of articles, papers, and other documents that live at this site.

Three bibliographies arranged by author, date and subject make navigation of this large web site easy. Links at each entry take readers directly to the document, and other links provide connections to related articles. Links to other equivalent web sites will be made as they appear.

The full URL is:
http://www.library.cornell.edu/Reps/DOCS/homepage.htm
(note that upper and lower case must be exactly as shown)

John Reps is Professor Emeritus at Cornell University (where he taught city and regional planning from 1952 to 1987) and author of twelve books, including *The making of urban America: a history of city planning in the United States*, Princeton University Press, 1965. In 1996 the American Planning Association, citing him as "the father of modern American city planning history" designated him a "Planning Pioneer".

Website: Urban Morphology Research Group; International Seminar on Urban Form

There has long been a strong component of planning history in urban morphology teaching and research. The historical interest, in this research group at least, begins in the early mediaeval period. The UMRG is a research group based in the School of Planning at Birmingham University, directed by Professor J.W.R. Whitehand. This website describes the range of activities undertaken, people involved, and

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publications produced by the UMRG. It also contains a partial archive of the Group's paper newsletter, the *Urban Morphology Newsletter*, edited since 1987 by Dr Terry Slater.

The UMRG site also currently hosts the home page of ISUF, the International Seminar on Urban Form. This is a relatively new organisation, originating in a series of small annual seminars hosted by the Ecole Polytechnique Fédérale de Lausanne. It held its first major international conference this summer in Birmingham (see report later in *Planning History*), where it adopted a formal constitution and officers. It publishes its own journal, *Urban Morphology*. The ISUF website is in the process of being further developed.

The URL is
http://www.bham.ac.uk/geography/umrg

RUDI: Resource for Urban Design Information

RUDI is part of the Electronic Libraries programme funded by the UK Higher Education Funding Council and the British Library. It aims to be a significant multimedia resource for research and teaching in the field of urban design. It provides material on urban design in the Western cultural context using text, high-quality colour images, sound and motion picture elements. It will have sufficient scope and depth to be useful to students, academics and professional practitioners.

RUDI is based at Oxford Brookes University, collaborating with the Joint Centre for Urban Design. Technical expertise and project management is provided by the Engineering Research and Development Centre of the University of Hertfordshire.

The URL is
http://rudi.herts.ac.uk

RUDI would be interested in carrying relevant material, case studies etc. in planning history with a design orientation. This could be newly-created or, if copyright permissions are available, reproduction of already-published material. Potential contributors should contact the RUDI Resource Editor, Catherine Tranmer, at Oxford Brookes University Library (e-mail: ctranmer@brookes.ac.uk)

OTHER NOTICES

Suburbanising the masses: public transport and urban development in historical perspective

This is a major international conference being held at the UK's National Railway Museum, York, 14-16 November 1997. It is organised jointly by the Institute of Railway Studies and the National Tramway Museum.

The theme is the historical relationship between public transport and the urban development of cities. A range of speakers from the academic world and from practice, from the UK and overseas, is participating. The conference fee is set at a low £30, to encourage a wide and diverse attendance; and a variety of accommodation is available in the city.

Further details may be obtained from Professor Colin Diall, Institute of Railway Studies, National Railway Museum, Leeman Road, York, YO2 4XJ, UK. Tel: 01904 686229 or 01904 432990, Fax: 01904 611112, or e-mail: cd11@york.ac.uk.

Town and gown: the planning history of university campuses and university towns

Fifth Symposium of the Planning History Study Group (South Africa), Stellenbosch, April 1998.

The Symposium Committee is seeking as broad a spectrum of papers as possible and will welcome both local and international contributions. It is anticipated that the papers will be rigorously researched and scholarly in approach.

The symposium will focus on two major topics: first, the history of the planning and physical development of campuses of universities and other institutions of higher learning; secondly, the historical

planning and development of the towns or cities in which these institutions are located.

Further details from Professor John Muller or Linda Brockett, Planning History Study Group, Department of Town and Regional Planning, University of the Witwatersrand, Private Bag 3, WITS 2050, South Africa. Tel: (+27 11) 716 2677, Fax: (27 11) 403 2519, or e-mail: 041BRO@cosmos.wits.ac.za.

Vision and reality: social aspects of architecture and urban planning in the Modern Movement

Fifth International DOCOMOMO Conference, Stockholm, September 16-18, 1988

Papers are expected to cover:

- how the ideals of freedom and social prosperity may be discerned in 20th century architecture and urban planning;
- how have social ideals prospered, given the variations in political and socio-economic systems - the free market economy / socialist planned economy / mixed economy?
- how modernist ideals have been influenced by differences in cultural values, building traditions and climate;
- analysis of the successes and failures of social ambition in modern architecture and urban planning;
- lessons from history which may inform the efforts of architects, planners and politicians to contribute in unison to the aspirations of freedom and social harmony.

Conference sessions include: Registers (particularly the World Heritage List), Education, Technology, Urbanism and landscape, and Conservation of sites, buildings and interiors. The conference language is English.

The fees are $US 350 (DOCOMOMO members) or $US 400 (non-members), with a $ 60 surcharge for registration after June 1. This fee does not include accommodation or evening meals. There are additional study tours after the main conference.

A conference highlight promises to be the great fancy dress dinner party: participants are invited to "perform your favourite modern building ... bring an easy folding dress to the dinner party - putting it on is part of the performance .. prizes for best conformity between dress and building, best dress-dancing-function etc".

Contact: DOCOMOMO Conference Office, Swedish Museum of Architecture, Skeppsholmen, S 111 49 Stockholm, Sweden. Tel: 46 8 4630500, Fax: 46 8 4630560.

Rotterdam exhibition

There will be an exhibition in Rotterdam (The Netherlands) opening on 18 December on the theme of "Mastering the city: 100 years of urban planning in Europe".

There is more information on the internet at http://www.nai.nl or via e-mail: info@nai.nl.

Urban governance: its changing style, authority and legitimacy

Meeting of the Urban History Group, Leeds, 2-3 April 1998

This conference will cover all aspects of urban governance, its changing style and modes of seeking authority and legitimacy. Whilst the focus of the Group tends to be the UK since 1750, papers are also invited from earlier periods as well as from other parts of the world. The meeting needs to explore the degree to which many of the styles and traditions of urban governance had their origins in the 17th century; the contrasting nature of European styles; the development of the forms and traditions which were often 'exported' and then transformed through the links of empire, trade and migration.

Governance is not just a matter of local government but involves the delivery of services and the organization of authority in many forms, such as profit-seeking companies, trusts, and charities, as well as the agencies of municipal and

central government.

Governance involves the development of legal structures and entities and also the disposal of expertise to deal with problems in an increasingly complex economy and society. It entails the negotiation of policy between organized interests, including the agencies of local and national government. It involves the management of urban space and the spatial power relationships of core and periphery. All this requires the definition of legitimate spheres between competing and overlapping interests at central and local levels.

As always the Urban History Group seeks to bring together scholars from a variety of disciplines to focus on a theme of mutual interest.

Further details from: R.J. Morris, Department of Economic and Social History, University of Edinburgh, George Square, Edinburgh, EH8 9JY. Tel: 0131 650 3834/3843, Fax: 0131 650 6645, e-mail: rjmorris@ed.ac.uk.

Cities in Europe: places and institutions

Fourth International Conference on Urban History: European Association of Urban Historians, Venice, 3-5 September 1998.

The conference is divided into three types of session: eight major sessions (accommodating 10 papers each), ranging from 'port cities' and 'the city and the senses' to 'shaping urban identity in late mediaeval Europe'; 19 specialist sessions (5 papers each), from 'European spa towns' to 'problems and policies of preservation in contemporary towns'; and two round table discussions with the opportunity for 5-minute papers. The opening lecture will be by Professor Ennio Concina (University of Venice) on 'Renaissance Venice: urban structure and institutions', and the concluding lecture by Professor Herman van der Wee (University of Leuven) on 'The European city and global industrialisation'.

The conference languages are English and French. The registration fee is US$ 100 (before 1 March 1998) and US$ 130 afterwards, covering participation, papers etc. Accommodation and meals will be extra.

Further details from the conference organiser, Donatella Calabi, Dipartimento di Storia dell'architettura, IUAV, San Polo 2554, 30125 Venezzia (Fax: +39 41 715449).

At the end of the century: one hundred years of architecture

The Museum of Contemporary Art, Los Angeles, is planning a major exhibition, publication, and extensive series of public programs on the history of architecture and urbanism in the twentieth century, entitled *At the end of the century: one hundred years of architecture.* This project will present a global perspective on a series of significant works, ideas and directions within the architecture of the past one hundred years, with a special focus on the complex relationship between innovation and tradition and the profound impact of technology on architecture and ways of living throughout the past century.

A series of 21 themes is identified. To convey the richness and variety of these themes, an array of objects, materials and interpretive elements will be employed. These will include original and newly-commissioned scale models, photographs, and multimedia components ranging from film clips and large and small-scale video projections of historical film and documentary footage, to high resolution computer models of unbuilt architectural works. Several large-scale reconstructions of key environments or fragments of buildings may also be utilised to offer a more experiential presentation of these spaces to the museum visitor.

The exhibition, designed by the architect Frank Gehry, opens at the Museum of Contemporary Art, Tokyo, on July 10, 1998, moves to Mexico City and Sao Paulo in 1999, and Los Angeles in 2000.

A book accompanying the exhibition will contain chapters by relevant experts - not necessarily directly

following the exhibition's structure. It will also contain newly-commissioned photography reflecting the urban contexts in which many of the century's most significant buildings exist today. The book will initially be published in English and Japanese.

There's more to planning history than *Planning History*

An issue of *Planning History Studies*, journal of the Society for American City and Regional Planning History, - an affiliate organisation of the IPHS itself - has just crossed my desk. In many ways complementary to *Planning History*, this is an interesting and well-produced smaller journal, which has recently made the transformation from a society newsletter, and is still feeling its way. It is, for example, currently debating whether to have a book review section. It does, however, welcome longer papers - 7,500 - 8,500 words.

To demonstrate the range of papers, Vol. 10 no. 2 (1996) carried the following:

'The Mumford-Jacobs debate' *Robert Fishman*
'Planning, the reform tradition, and twenty-first century cities' *Mary Corbin Sies*
'The planning technician as urban visionary: Frederick Bigger and American planning, 1913-1954' *John F. Bauman and Edward K. Muller*
'A downtown Utopia? Suburbanization, urban renewal and consumption in New Haven' *Jeff Hardwick*
'Gordon Cherry and the internationalization of planning history studies' *Robert Freestone*

More details from Professor Robert A. Catlin, Camden College of Arts and Sciences, Armitage Hall, 311 North 5th Street, Rutgers University-Camden, Camden, NJ 08102, USA.

Cloud Cuckoo Land

Cloud Cuckoo Land is a journal published by the Department of Architecture and Town Planning of the Brandenburg Technical University. It is published on the Internet at: http://www.theo.tu-cottbut.de/wolke/wolke_1.html
Anyone interested can contact the editor, Gottfried Schlueter, by e-mail at schluete@tucs1.rz.tu-cottbus.de.

The Leslie Ginsburg Collection

In 1957, Leslie Ginsburg became the first Head of the Birmingham School of Planning. Starting from humble beginnings in a cramped office above a garage on Broad Street (on the edge of the city centre). Leslie was given the unenviable task of rapidly establishing the School as a first-class learning establishment for potential planners.

This was, however, a challenge to which Leslie rose with unusual ease as a result of his professionalism, worldly experiences, determination and charisma, which had earned him great respect amongst the professional planning fraternity.

The sudden death of Leslie Ginsburg in 1995 shocked and saddened many of his associates, including former students and members of staff. However his wife, Madelaine, has kindly donated his fascinating and diverse literature collection to the School of Planning, to form a research resource in planning history and practice.

The Ginsburg Collection contains:

- Key planning texts covering the last 50 years
- Numerous subject-specific journal issues
- A range of photographs, many of Birmingham's comprehensive redevelopment and architecture of the 1960s and 1970s
- International planning texts, focusing particularly on Israel, Europe and the Americas
- Numerous other references reflecting his diverse interests: from architecture to zoology
- An extensive collection of newspaper cuttings, articles and other useful material on subjects ranging from transport to the future of Covent Garden.

An added interest in some of these books and papers comes from his own manuscript annotations and comments!

His apparent support for public participation, and his involvement in community action groups, stands out as a major element within the collection.

The comments, doodles and notes often found within his texts will also prove interesting to many readers. In short, the collection contains an immense range of information, most of which is directly related to the history and practice of town planning in the post-war period.

Visiting scholars and research students are welcome to use this reference collection. However, as the collection is not accessible every day, please contact Ken Harrison, Information Centre, Edge Building, UCE, Birmingham, B42 2SU, before your visit.

SPECIAL OFFER

The New Towns Record

This is a CD-ROM compiled and published by the Planning Exchange. A full review of this innovative and exhaustive publication, by Professor Dennis Hardy (Middlesex University) will appear in the next issue of *Planning History*.

The Planning Exchange has offered a special price for IPHS members:

£350.00 (plus VAT if appropriate) or $(US) 575

instead of the normal publication price of £450 or $675.

If any IPHS member is interested in purchasing the New Towns Record on CD-ROM at this special price, please contact the Marketing Assistant at the Planning Exchange, Tontine House, 8 Gordon Street, Glasgow, G1 3PL: tel: 0141 248 8541, Fax: 0141 248 8277, e-mail: planex@dial.pipex.com

CENTRAL LONDON IN THE 1950s: COMPREHENSIVE SCHEMES SOUTH OF THE THAMES

EMMANUEL V. MARMARAS
University of the Aegean, 30 Voulgaroktonou str., Gr. 11472 Athens, Greece
Tel: (01) 6400193 - 6; FAX: (01) 6400197

Revised manuscript accepted for publication 5 September 1997

Introduction

There is a general agreement among historians and practitioners that the Second World War marked an important new stage in the development of urban and regional planning in Great Britain. Admittedly, it was widely felt that extensive urban areas, particularly in the city centres, would need reconstruction. Quite quickly, however, the debate broadened out from the simple reconstruction of bombed buildings and districts to the re-planning of the cities as a whole, and even of the regions around them. As a consequence, there was almost universal agreement that this reconstruction would need to be *planned* under the aegis of central and/or local government, rather than left to the free play of the market.

In this context, the re-planning and re-building of London became a "burning" question of the British political and social scene. Particularly in the central area of London there were extensive areas damaged by enemy action, which became subject to the preparation of three-dimensional schemes. These schemes were based, on the one hand, on the Town and Country Planning Act, 1944, which set out the procedure of Reconstruction Areas, and, on the other, on the Town and Country Planing Act, 1947, which not only made the submission of a Development Plan obligatory, but also enabled Planing Authorities to define areas of Comprehensive Development, which was a similar but more flexible idea than that of Reconstruction Areas.

Furthermore, the Administrative County of London Development Plan, 1951, which was the first established statutory plan for London, stated that some 100 areas stood in need of comprehensive treatment; but in fact, owning to the financial liability likely to be incurred, only the eight most urgent areas were selected to be dealt with as Comprehensive Development Areas.[1] These were as follows: Stepney-Poplar, Bermondsey, South Bank, Elephant and Castle, Bunhill Fields, Barbican, St. Paul's Precinct, and Tower of London[2] (Fig. 1).

Very soon, the debate on Central London attracted both the interest of the private sector, which aimed at the participation of private enterprise in the speculative opportunities generated by reconstruction activity, and the attempts of the various collective institutions and bodies to bring about, in some way, the "rational" development of Central London. This clash of approaches was typified in the endeavour, undertaken mainly by the London County Council (LCC), to "up-grade" the south part of London's central area, and to connect organically the two parts lying respectively on the north and south banks of the Thames. Both of these targets would be realized through the implementation of the comprehensive schemes of South Bank, and Elephant and Castle of the Administrative County of London Development Plan. This significant episode of London planning will be explored in this paper.

The South Bank project

It had been recognized that the section of the South Bank of the Thames, between Vauxhall and Southwark Bridges, was overdue for redevelopment. It was not until 1905 that the LCC decided to acquire an extensive riverside site for its offices. In order to carry out its intention, it required two private Acts (of 1906 and 1909). In 1909 work began on the river wall and the County Hall. However, this was

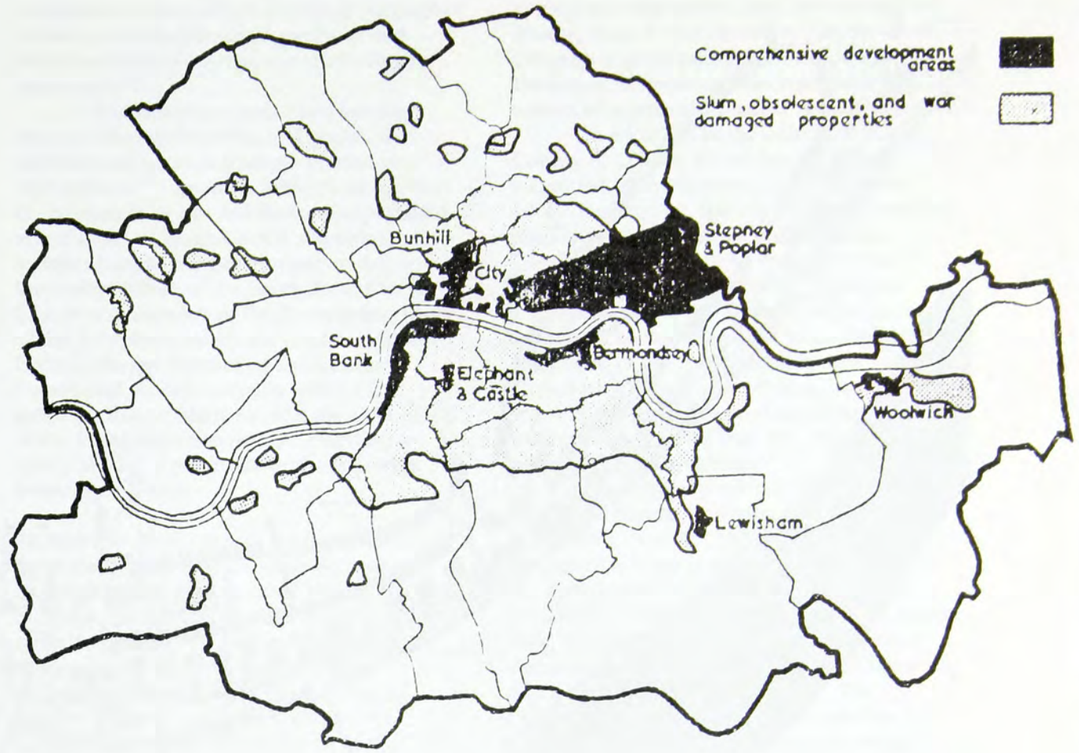

Fig. 1. The CLD Plan: the areas of comprehensive development are shown superimposed on the main areas of slum, obsolescent and war-damaged property. (Source: Childs, D., 'London Plan: a critical report', Architects' Journal, 114 (December 27), 1951, p. 761.

interrupted by the First World War and the County Hall was not opened until 1922. Another 11 years passed before the northern section was completed. In the years between 1933 and the beginning of the Second World War, the LCC made several attempts to acquire land between the County Hall and Hungerford Bridge. The first purchase, and that by agreement early in 1940, was of the land north of India Stores.[3]

It was during the Second World War that ideas about the South Bank began to crystallize. At the end of 1941 the LCC received a deputation from the Royal Philharmonic Society about a concert hall. The earliest conference with the National Theatre Committee took place in 1943, a month before the publication of the County of London Plan.[4] As a consequence, the first comprehensive scheme for this area was illustrated and described in the Forshaw/Abercrombie Report.[5] According to this Report, a complete and splendid renewal of the reaches between the County Hall and Southwark Cathedral was proposed (Fig. 2). It was to be carried out by high-density frontage development of office building or housing behind a new river wall. The general intention was that the whole of this river frontage should be laid out with new buildings for public, cultural, office and commercial purposes, together with provision for public open space and improved roads, to give the South Bank a character and appearance that would worthily match that of the North Bank.[6] So, how did the above policy decisions on components of the South Bank site redevelopment relate to the corresponding situation in town planning terms?

Immediately after the war, the LCC,

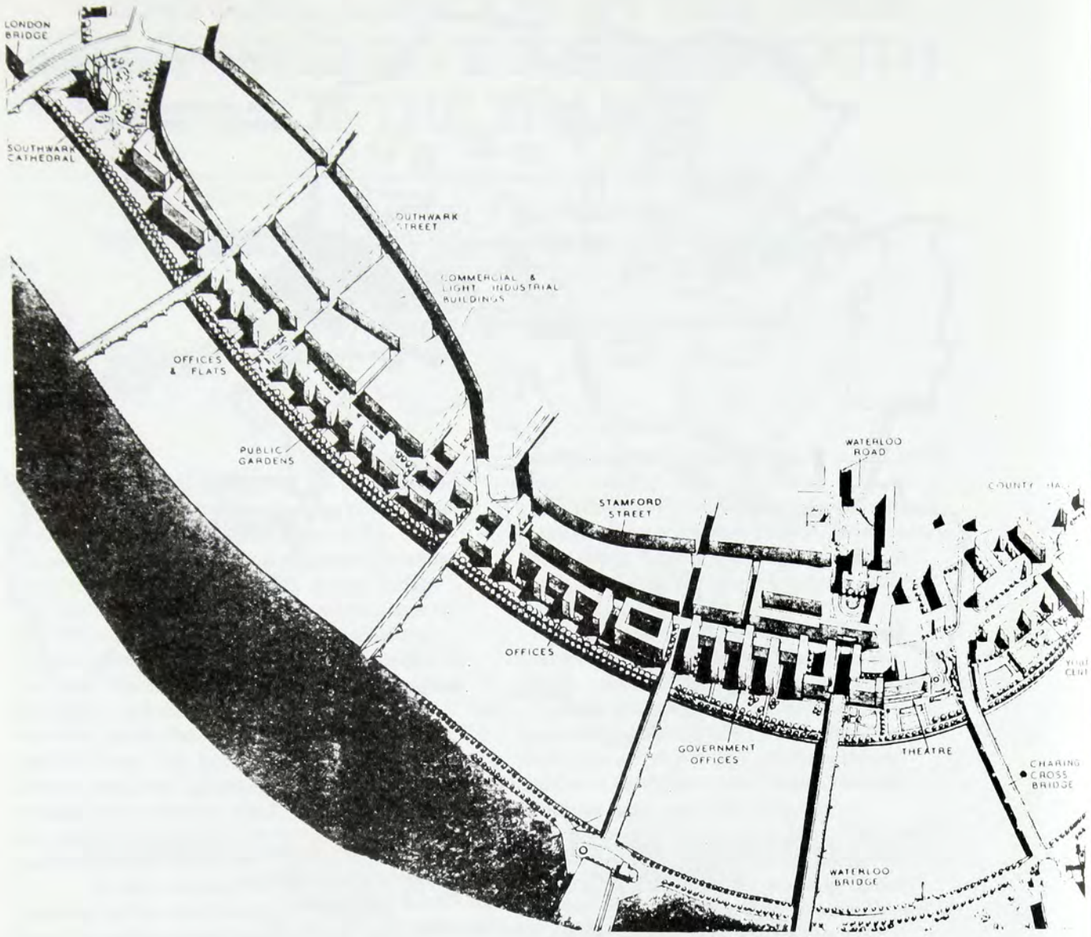

Fig. 2. The LCC Plan for London: Axonometric view of the suggested treatment of the South Bank from County Hall to Southwark Cathedral.
(Source: J.H. Forshaw and P. Abercrombie, County of London Plan. *London: Macmillan, 1943: Plate XLVIII, facing p. 130)*

which had the great advantage of owning all the land, was advancing rapidly along the broad lines indicated by the County of London Plan, in which the South Bank was proposed as the southward extension of the central area of London. The LCC intended to create a cultural and administrative centre between Hungerford and Waterloo Bridges, to be designed by its architect, Robert Matthew.[7] This centre could become the means to overcome the traditional unwillingness of some people to cross the river in search of pleasure and refreshment. Southwark was once an active recreation centre but, for several centuries, though the South Bank was near the Strand as Piccadilly, the river had been an impassable psychological barrier.[8]

This aspect must be considered as the meeting point of the various elements suggested in those years for South Bank development, according to which the holding there of the Festival of Britain in 1951 should have done much to break this barrier down. For example, Misha Black of the Central Office of Information, plumping for the South Bank as a site for housing the 1951 Exhibition, imagined an architectural composition in space. This, according to Astragal of *The*

Architects' Journal, was described as "a fabulous steel and glass mountain topped with a helicopter tower, which contained suspended within its ribs hundreds of pavilions and attractions linked by ramps and winding waterways".[9]

The Exhibition took place between May and September 1951, and it was, in architectural terms, a triumph of Modern Architecture.[10] Another, indirect, recognition of the success of this architectural experiment was the fact of Hugh Casson's appointment as consultant to the government on the immediate future of the South Bank site. Casson was member of the Presentation Panel of the Exhibition, under the chairmanship of Cecil Cook, the Director of Exhibitions.[11] Casson had, in collaboration with LCC architect, Robert Matthew, and the chief officer of the Parks Department, L.A. Huddart, to jointly submit a report under the following terms of reference:

"to examine those parts of the South Bank Exhibition which may be made accessible to the public as gardens or other open space, and to advise the London County Council in consultation with the Festival Office how the existing assets can most suitable and economically be put to use in the interim scheme towards the development of the Council's proposals for the future of this area as a public open space".[12]

This joint report was ready for submission on 8 November 1951 (hereafter cited as the "Casson Report").[13] According to its recommendations, the South Bank site was divided into five zones, as follows (Fig. 3): Zone 1 was the Riverside Promenade, including the Shot Tower, which was the most easily and quickly transformed from its exhibition use into an attractive public open space and whose existing character should be kept. Zone 2 was that of the Homes and Gardens, which lay between Belvedere Road and York Road downstream of Hungerford Bridge. Although not directly associated with the riverside views, it had important visual links with the Thames and the Royal Festival Hall. It was suggested that the existing layout and type of structure of this zone gave it the opportunity to be treated partly as an extension of the riverside promenade in the form of gardens, bandstand and terraces, and partly for commercial use. Zone 3 was the Station Gate, which could be taken over by British European Airways (BEA), with its bus and car parks and general circulation areas. Zone 4 was the Ministry of Works, where it was assumed that the whole of this area was required by the Ministry of Works for building operations, with access from Belvedere Road. Finally, Zone 5 was Chicheley Street, which, although a small area lying outside the Exhibition boundaries, was suggested to be the subject of a separate detailed recommendation.

In addition, in the Administrative County of London Development Plan, submitted to the Minister of Housing and Local Government, the site of South Bank had been characterized as a Comprehensive Development Area under the Town and Country Planning Act, 1947.[14] However, immediately after the Festival of Britain, and anxious to enable the public to continue its enjoyment of the riverside amenities, the LCC carried out a temporary scheme, laying out the site with lawns, flower beds and paved walks with provision for adults' and children's recreation and amusement.[15]

Meanwhile, work had started on plans for the permanent development of the site. In this context of action, the LCC's Town Planning Division prepared a scheme, under the direction of the Architect to the Council, J.L. Martin, the Senior Planning Officer, Arthur Ling, the Assistant Senior Planning Officer, Reconstruction Areas, Percy Johnson-Marshall, and a team of 10 more persons.[16] The proposals of this plan were circulated in October, 1953, and they had the following main features.

The scheme was proposed to have three levels: ground level for pedestrians and essential vehicular access, a lower level for vehicle parking, and an upper one for a pedestrian promenade and intercommunication from building to building, extending right across the site from Waterloo Bridge to the BEA Air Terminal and to Waterloo Station at platform level.[17] The scheme was bisected by the Hungerford Railway Bridge into "upstream" and "downstream" sectors.

In the upstream sector, behind the gardens, the National Theatre and a new hotel were sited, while between Belvedere Road and York Road a large office complex and the BEA Air Terminal was proposed. The buildings were grouped to form major interconnected "places", one of which lay around Theatre Square and the other around Terminal Square. The dominating feature of this sector was an office building of 25 storeys. Careful thought had been given to the contribution these buildings could make towards the river scene. It was also suggested that there should be a Helicopter Air Stop, with provision for access to and from the BEA Air Terminal, over the roof of Waterloo Station.[18]

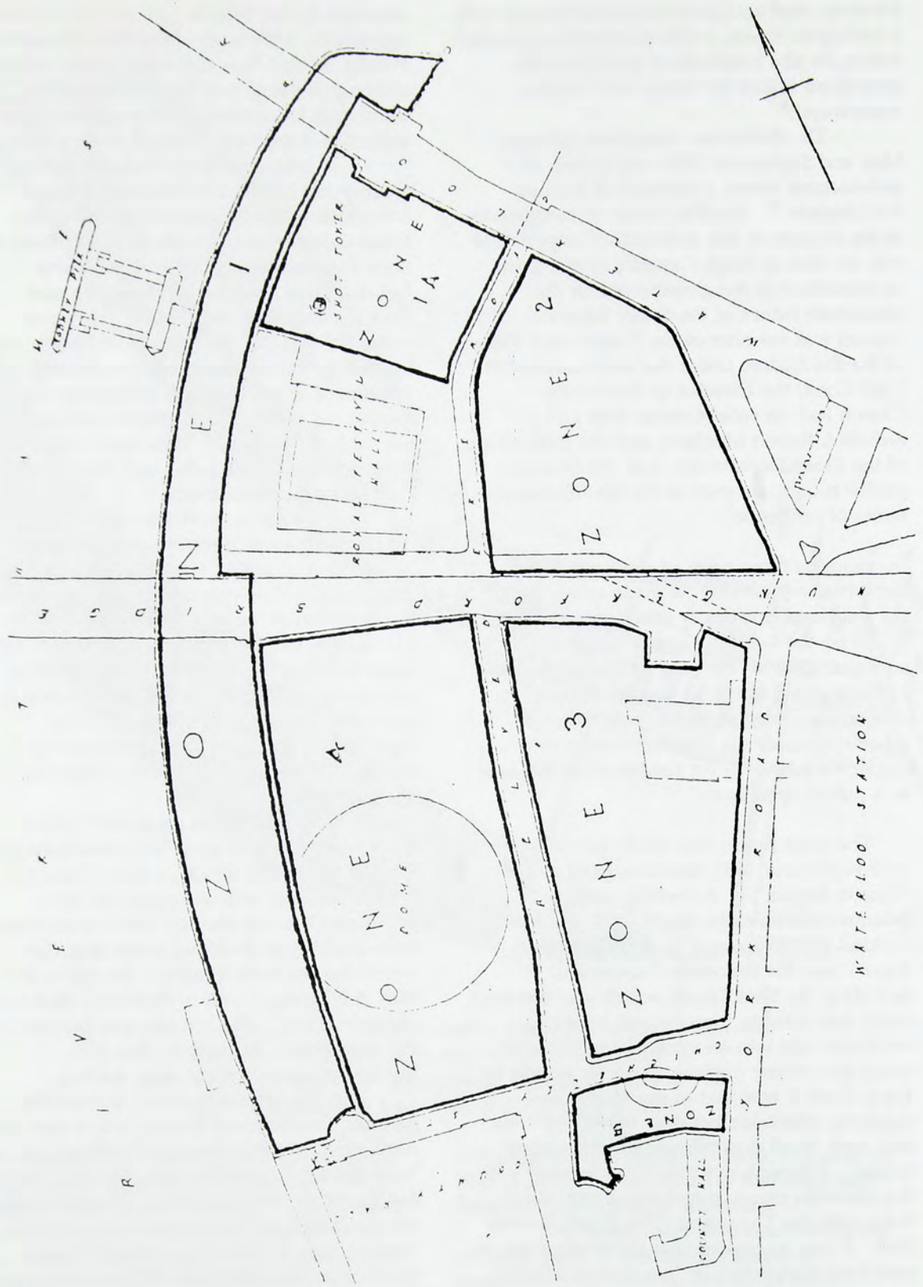

Fig. 3: South Bank: the zones proposed by the Casson Report.
(Source: 'South Bank Site - Interim Development', joint report by the Architect, the Chief Officer of the Parks Department and H. Casson, 8 November 1951. Public Records Office file HLG 71/1574)

At the same time, it was suggested that the downstream sector should have two major squares, one paved and the other green. The Royal Festival Hall was linked with anInternational Conference Centre to be built alongside Waterloo Bridge. It was intended that the whole complex could be used as a single unit or as separate buildings.[19] Lastly, special emphasis had been placed on the needs of pedestrians; and, indeed, the whole river front had been given over to them. According to the suggested planning controls for this part of the South Bank Comprehensive Development Area, it had been zoned for Public Buildings as the predominant use and "programmed" in the first five-year period. The plot ratio was 5:1 over the whole sector, but the comprehensive nature of the development under one ownership had given the opportunity of varying the floor space on each site so as to give the best architectural result and the maximum amount of open space. Moreover, the scheme had been developed in accordance with the Daylighting Controls.[20]

But what problems emerged in endeavouring to turn the plans into reality? The first negative development was that BEA decided to build their Air Terminal elsewhere. However, this had its good side, as it was decided that the site was unsuitable for the landing of helicopters, on grounds of noise, as was proved by an extensive research study carried out by the LCC.[21] On the other hand, the first large building to be erected after the scheme was published in 1954 was the LCC's extension to the North Block of its own headquarters. This was followed up by the Shell Petroleum Company building complex in 1956 (Fig. 4), although this was considered an architectural disappointment, as it was characterized as the "South Bank's Vertical Failure".[22]

Fig. 4. The Shell Petroleum Company Building Complex.
(Photo: The author, March 1990)

The building was designed by Howard Richardson, who was one of the team of designers of the United Nations Secretariat, the glass-sided slab of offices in New York, which set a standard for post-war office buildings.[23] The architectural design of the monumental, stone-faced, Shell building went backwards instead of forwards for its inspiration.[24] Furthermore, the National Theatre remained on paper for several years owing to lack of money, but it became reality in late 1960s (Fig. 5).[25] In 1961, the LCC announced that the Royal Festival Hall itself would be considerably extended and that the Cultural Centre, which had been proposed adjacent to it, would be implemented; the latter was to include a small Concert Hall for 1100 people and a large Exhibition Gallery (Fig. 7).[26] Lastly, it should noted that, after negotiations, St. Thomas's Hospital erected a major building across Westminster Bridge Road from County Hall in the late 1960s.[27]

We might add that, concerning the progress of South Bank project, the planning of the scheme was developed over a 20-year period and its execution was burdened by financial restrictions, and it was characterized by the high plot ratio permitted and implemented, and by the lack of architecture of high quality within the Comprehensive Development Area.

The Elephant and Castle project

If the South Bank project was the "façade" of the attempt to extend cultural, commercial and administrative uses in the south part of Central London, the Elephant and Castle could be considered as its "heart"; in the sense that if this latter project was successful, then the underlying motive of up-grading the south part of Central London would also be achieved.

The Elephant and Castle area, which took its name from an old coaching inn erected in 1760 and rebuilt first in 1818 and again in 1898, was a considerable centre, which however by 1940 had become hopelessly congested.[28] It was an important road junction south of the Thames, where the roads from Lambeth, Westminster, Waterloo and Blackfriars Bridges converge, before joining the Kent Road.[29] Like the other main traffic focal points in London, the Elephant and Castle needed urgent re-planning in order to be able

Fig. 5. The National Theatre.
(Photo: The author, March 1990)

to deal efficiently with the growing number of vehicles using it. The opportunity was given by the wartime destruction suffered by the area, which made it possible to create not only a major improvement in traffic terms, but also a new centre for this part of London.

The first attempts to face the problems of the Elephant and Castle area are contained in the Royal Academy Plan or London, 1942,[30] and in the County of London Plan, 1943. In the Royal Academy Plan for London, drastic re-planning was proposed for the Elephant and Castle area, with a special place for the construction of an airport in South London.[31] The County of London Plan (Fig. 6) had proposed a traffic solution to the junction of six main roads and a co-ordinated architectural treatment of the surrounding buildings, while in the centre of the resulting hexagonal roundabout a large public building could be built.[32] Johnson-Marshall later argued that this treatment of the Elephant and Castle area by the County of London Plan was "an academic exercise in grand manner planning".[33] It is a matter of fact that this proposal ran counter to the creative character of the whole County of London Plan.

More systematic planing work started after the definition of an area of about 30 acres around the Elephant and Castle site as a Comprehensive Development Area in the context also of the Administrative County of London Development Plan, 1951. However, this project got off to a slow start, possibly because only part of the land was in the ownership of the LCC.[34] In any case, in the early 1950s no private developer was willing to risk money in the hinterland of South London, when there were so many other profitable sites to exploit, for example those in the West End. The first comprehensive development scheme was designed in 1954. As Johnson-Marshall pointed out, "when we were considering its future during the preparation of the 1951 Development Plan, Arthur Ling and I suggested that it might be turned into a bold multi-level inter-section of a parkway type".[35]

However, the above proposal met with favour neither from the traffic experts on financial grounds nor from the property experts on grounds of the potential loss of property values. The substantial existing buildings also presented difficulties, coupled with the unwillingness of the London Passenger Transport Board to pay for the combining of their two separate underground stations and surface ticket offices into one.[36] Finally, it was the Ministry of Transport which decided that the traffic intersection should be resolved by a single level roundabout.[37] This development, of course, should be considered as representative of the limited governmental intervention in the Elephant and Castle project. In the event, the 1953 scheme was reduced to creating some degree of order in the development, with one high building acting as a focal point.

However, after these developments, the LCC decided to intervene and, in fact, made it an attractive proposition for development. This development occurred when the LCC held limited competitions for the other available sites. The first was for the commercial area on the north-east, which included the Trocadero Cinema as an apparently fixed element. Another limited competition was held for the central shopping centre site.[38] In addition to laying out the new road junction with its pedestrian underpasses, stairs and ramps, the proposed London College of Printing was moved up to the prominent site adjoining the large roundabout and the design was prepared for it by the Schools Division of the LCC Architect's Department. This led to a revised scheme for the area in 1960.[39] It is to be noted that the roundabout remained unexcavated but it contained a memorial to Faraday.[40] Furthermore, there were no less than five buildings ensembles in the new composition, instead of the single one in the original one.

In architectural terms, the result of this comprehensive redevelopment scheme was extremely poor. The London College of Printing and the Shopping Centre (Fig. 7) were formulated as very simple tall buildings, while Alexander Fleming House (Department of Health and Social Security) lying between Borough High Street and New Kent Road (Fig. 8), is a more interesting modern building - and is now protected as a Listed Building. However, in the above "empty" composition there still remains a building at the corner of London Road, showing the old architectural character of this urban area and the road to the City of London. This latter is a unique element which has remained to remind us of the unsuccessful endeavours to connect sufficiently the poorer south and the richer north parts of Central London on the two banks of the Thames.

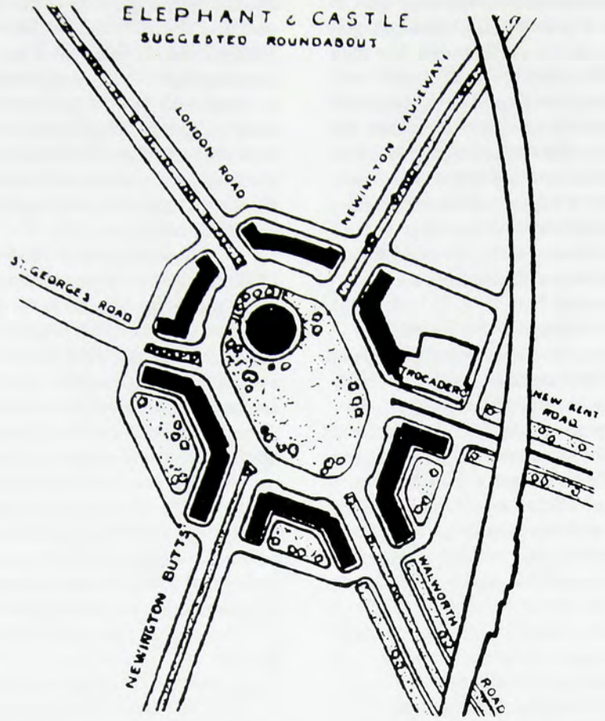

Fig. 6. Elephant and Castle: Sketch plan of a roundabout suggested in the context of the LCC Plan for London. (Source: Forshaw and Abercrombie, 1943, p. 138)

Conclusion

In conclusion, it is shown that the conception of *comprehensive planning* provided Central London with the opportunity to realize significant projects in the early post-Second World War period, and to meet the target of its unification through their realization. However, we can legitimately say that, although the suggested proposals for the South Bank as well as the Elephant and Castle areas could seen quite interesting, the purpose of unifying Central London has not been fulfilled. The metropolis of Great Britain continues to be divided into two parts with different levels of growth and land values. An explanation of this development must take into account the economic factors in the context of the post-war reconstruction of London, the developing town planning ideas, the adopted architectural styles, the attention to urban scale and the appropriate formation of the planning laws. Research in these areas must have regard to the speculative character of developers, whose criteria often fluctuated between the minimum building costs and the maximum returns from the sale of the building product. Furthermore, these kinds of economic factors are usually hidden in the "dark side" of the whole process and, for this reason, have operated effectively and have determined the real rules, the wider framework and the logic, according to which this system functions and forms the man-made environment as a final result.

Fig. 7. Elephant and Castle: the shopping centre. (Photo: the author, March 1990)

Fig. 8. Elephant and Castle: Alexander Fleming House. (Photo: the author, March 1990)

NOTES

1. P. Johnson-Marshall, *Rebuilding Cities*, Edinburgh: University Press, 1966, p. 178.
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3. G. Stephenson, 'The permanent development of the South Bank', *The Journal of the Royal Institute of British Architects*, January 1954, pp. 1-7.
4. *Ibid.*
5. J.H. Forshaw and P. Abercrombie, *County of London Plan*, London: Macmillan, 1943, pp. 130-5.
6. *Redevelopment of the South Bank*, Memorandum by the Minister of Housing and Local Government, April 1952, p.1, *Public Record Office* (PRO) file HLG 71/1575.
7. Anonymous, 'LCC scheme for the Thames South Bank', *The Architects' Journal*, vol. 108, October 21, 1948, p. 374.
8. Editorial, 'Multiple use on the South Bank', *The Architects' Journal*, vol. 108, December 9, 1948, p. 525.
9. Astragal, 'Notes & Topics: Black magic', *The Architects' Journal*, vol. 104, December 19, 1946, p. 445.
10. See photographs of the buildings in: Anonymous, 'Festival of Britain: South Bank Exhibition nears completion', *The Architects' Journal*, vol. 113, April 26, 1951, pp. 508-10.
11. See in: (a) Anonymous, 'Plans for the 1951 Festival', *The Architects' Journal*, vol. 108, October 21, 1948, p. 374; (b) E. Marmaras, *Central London under Reconstruction Policy and Planning, 1940-1959*, unpublished Ph.D. thesis, University of Leicester, 1992, p. 313.
12. See in: (a) Astragal, 'Notes & Topics: New hope for the South Bank', *The Architects' Journal*, vol. 114, November 1, 1951, p. 515; (b) 'London County Council, South Bank Site - Interim development: joint report by the Architect, the Chief Officer of the Parks Department, and Mr. Hugh Casson, MA, FRIBA, 8th November, 1951', *PRO* file HLG 71/1574.
13. 'London County Council', *op. cit.*, *PRO* file HLG 71/1574.
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17. *Ibid.*, p. 502.
18. *Ibid.*
19. *Ibid.*, p. 504.
20. *Ibid.*, p. 506.
21. Johnson-Marshall, *op. cit.*, p. 185.
22. Anonymous, 'South Bank's Vertical Failure', *The Architects' Journal*, vol. 123, May 10, 1956, p. 466.
23. *Ibid.*
24. Johnson-Marshall, *op. cit.*, p. 185.
25. *Ibid.*
26. *Ibid.*
27. *Ibid.*
28. *Ibid.*, p. 258.
29. *Ibid.*, p. 185.
30. E. Marmaras and A.R. Sutcliffe, 'Planning for post-war London: The three independent plans, 1942-3', *Planning Perspectives*, vol. 9, no. 4, 1994, pp. 440-3.
31. N.J. Aslan, 'Critique', *The Architects' Journal*, vol. 96, October 22, 1942, pp. 269-70.
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33. Johnson-Marshall, *op. cit.*, p. 187.
34. *Ibid.*, p. 186.
35. *Ibid.*, p. 187.
36. Ibid., p. 187.
37. *Ibid.*, p. 260.
38. *Ibid.*, pp. 186-7.
39. *Ibid.*, p. 262.
40. *Ibid.*, p. 262.

TOWN PLANNING AND CONSERVATIONIST POLICIES IN THE HISTORIC CITY CENTRE OF BARCELONA (1860-1930)

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The first redevelopment projects for the historical centre of Barcelona

In the first decades of the nineteenth century, Barcelona underwent an industrialisation - which was very early in the Spanish context - based on the textile industry which had been created in the eighteenth century. The increase in population ran parallel to the rapid industrial expansion of the city. The number of inhabitants increased from 92,835 in 1787 to 235,060 in 1857 and 544,137 in 1900. Part of this population settled in the new districts which appeared, unplanned, in the neighbouring towns; although the growth of the centre of Barcelona was also considerable and the population almost doubled in seventy years. In 1857, 167,436 people lived in a city which still had its city walls (and, therefore, practically the same perimeter as in the fourteenth century) and within which a large area was occupied by ecclesiastical buildings. The result was a density of over 2,000 inhabitants per hectare in most of Barcelona, with as many as 3,000/ha in some parts of the city.

The process of *desamortización* (sale of Church properties) which began in 1836 allowed a certain easing of the demographic pressure with the conversion or redevelopment of some convents and churches into squares, public buildings and housing. But the situation was still alarming. The consequences of the lack of space and poor hygienic conditions typical of an industrial city were denounced by Cerdà in his statistical study of the situation of the working classes in Barcelona in which he stated, for example, that between 1837 and 1847 the average life expectancy of rich males was 38.8 years, compared to the 19.9 years for males from the more humble classes.[1]

The solution to the urban problems which faced Barcelona in the middle of the nineteenth century lay in three fundamental actions: the demolition of the city walls, the expansion of the city and the redevelopment of the old historic centre. In 1854, permission was given for the demolition of the city walls, and the elimination of that physical obstacle permitted planning for the expansion of the city. A few years later, in 1859, the *ensanche* and redevelopment plan for Barcelona presented by the engineer Ildefons Cerdà was approved. This plan, based on what had taken place in Paris, contemplated the transformation of the centre and the expansion of the city as one single operation. But the complex process to approve Cerdà's project meant that, in contrast to the French capital, only the *Plan de Ensanche* was approved in Barcelona, postponing until much later the redevelopment of the historic centre.[2]

In fact, the *ensanche* solved Barcelona's main urban problem: the excessive density and lack of building land. Moreover, while the building of an *ensanche* meant large profits for urban owners due to relatively low urbanisation costs, the initial stages of the redevelopment of the city needed an important investment of capital which the city could not provide. The redevelopment of the city centre was, consequently, considered to be less urgent and was postponed. This decision was to have major significance for the future of the historic centre of Barcelona.

Cerdà's redevelopment project was basically a simplification of Haussmann's model, with the construction of three avenues

which, in the shape of an H, were to penetrate the historic centre - joining up with the avenues of the *ensanche*. This was a solution which was very similar to those which other authors adopted when they presented their projects in 1859: Antoni Rovira, Francesc Soler and J. Fontseré also related the transformation of the historic centre to traffic and the street layout.

With the start of the construction of the *ensanche*, the problem of redevelopment was temporarily abandoned by the city council until it was taken up again in the 1870s by A.J. Baixeras. This lawyer worked for years on a new redevelopment project for Barcelona, also explicitly recognising as his model Haussmann's transformation of Paris.[3]

With the new possibilities of the 1879 Law of Forced Expropriation, Baixeras redrew Cerdà's plan and expanded it, transforming large areas of the mediaeval heart of Barcelona. Of the 5,772 buildings in the city's centre, 44% would be expropriated to carry out the redevelopment suggested by Baixeras, and 28% would be totally or partially demolished.[4] This meant, therefore, the virtual construction of a new city over the one already in existence (Fig. 1).

However, the difficulties in implementing Baixeras' project were not really a result of this amount of demolition work. The main reasons were the high cost of the operation and the multiple administrative problems which appeared in the following years. The echoes of the operations performed in Paris were heard all over Barcelona, and the necessity to redevelop the city centre was widely accepted at that time. The destruction of an important part of the architectural heritage of Barcelona was not a cause of controversy in the first few years.

Baixeras had spent a quite a long time studying the consequences of his plan for the city's monuments, and was able to counter the weak attacks of the incipient conservationists, such as "What are these monuments which we don't know?", and "Where are they?".[5] These words bring to mind those which the prefect of Paris would use at a later date to counter similar attacks.[6] Baixeras, like Haussmann, was not aware that he was planning to demolish any important monument in the city. On the contrary, following the baroque tradition which was adopted by the *École Beaux Arts*, the main monuments in the city (the cathedral and the major Gothic churches)

Fig. 1. Baixeras' redevelopment plan for Barcelona, 1888

were given individual treatment with the creation of green areas around them or by converting them into scenic points along the new straight streets in the centre of the city. The problem was a different one: what did Baixeras and his contemporaries understand by the term "historic monuments"?

The revision of conservationist ideas and the beginning of the transformation of Barcelona's centre

The influence of the ideas of the French architectural theorist and conservationist Viollet-le-Duc upon Spanish architecture and town planning in the last quarter of the nineteenth century was enormous. In Barcelona, this influence originated in the first director of the School of Architecture, Elies Rogent, and remained among disciples of his such as Josep Puig Cadafalch and Antoni Gaudí, the principal representatives of Catalan *Modernismo*. Their ideas concerning the treatment of monuments are clearly revealed in the criteria and restoration techniques in the interventions carried out to the Catalan architectural heritage at the end of the century.[7]

However, the warnings which John Ruskin had given in the middle of the century in *The Seven Lamps of Architecture* concerning the impossibility of restoration took a long time to become known and to be accepted. First, the traditional links between the cultures of Spain and France explain the survival of the ideas of Viollet-le-Duc in Catalan architectural circles until the end of the century. Secondly, in contrast to the poetical digressions of Ruskin, Viollet-le Duc spoke the same language as the architects and offered technical solutions to the problems which came up in the everyday exercise of architecture.[8]

Only from the 1880s did the ideas of Ruskin and of William Morris begin to spread. But, as in other European countries, the real spreading of their ideas did not take place until after their deaths, and the subsequent translation of their main works, at the turn of the century. The influence of French archaeology also appeared at that time, using a similar methodology to that of Viollet-le-Duc but questioning the value of his theories on restoration.

All in all, a profound change was taking place in Catalan conservationist thought at the end of the nineteenth century, prior to that in the rest of Spain. This change owed much to the rise in Catalan nationalism which occurred in the last quarter of the nineteenth century. The search for national essences made the language and history identifiable as basic pillars of the nation. And the monuments, the most visible evidence of the great Catalan past which was to be recovered, went through an important period of revaluation and study.

This process of change also had its continuity in town planning. This was first evident in the work of the Belgian Charles Buls, which became known very early in Barcelona, and secondly, a few years later, with the influential book by Camillo Sitte.[9] However, these new attitudes to intervention in monuments and historic centres were not immediately reflected in urbanism in Barcelona, owing to the delay in the start of the redevelopment work; and, consequently, to the lack of opportunity to put them into operation.

The demolition work was far too long delayed. The economic cost of Baixeras' plan was excessive for the city. Barcelona was not Paris. Without its dimensions, and without a state to provide the necessary capital, it was impossible to find the necessary resources to begin the work. Moreover, the slowness and complexity of the bureaucratic procedures also helped to delay the implementation of the redevelopment. The Baixeras plan was approved in 1889, but the work did not start until 1907, when a contract was signed with the Banco Hispano-Colonial, which undertook to finance the rebuilding.

However, faced with the physical impossibility of applying the Baixeras plan in its totality, it was decided to begin with the construction of just the three main avenues (*via*), those that Cerdà had designed in 1859. A long path of fifty years had been travelled, only to return in the end to Cerdà's plan. Barcelona was, therefore, left in the first years of the twentieth century with an obsolete plan which had to be applied by a generation which had completely different urbanistic ideas. The relentless straightness of the streets planned by Cerdà and Baixeras clashed head-on with the new ideas which had been imposed upon town planning in Barcelona, and the conflict did not take long to break out.

Nevertheless, in the years prior to the redevelopment, practically no voices were raised against the planned demolition work. But, after years of continuous delays, public opinion in Barcelona held the redevelopment to be an urgent necessity. With a high percentage of the buildings in the historic centre threatened with destruction, urban property owners had seen how the value of their property had fallen, and they had transferred their investments towards the *ensanche* area. Living conditions in the city

centre had become considerably worse during that period, and the situation had become unbearable.

On the other hand, while the redevelopment was no more than lines drawn on a plan, there was no clear awareness of the impact that its application would have on the historic city. In Paris, for example, the conservationist movement and opposition to the redevelopment had grown at the same rate as the advances in the demolition work.[10] But, in Barcelona, the delay in the start of the redevelopment led to the conservationist opposition remaining latent, and it did not appear overtly until the very moment in which the demolition work started. So, a few months after work began on the opening of the *Via Laietana* (the first and only *via* which would be completed), the first criticisms were heard concerning the destruction of the urban framework of the mediaeval area of Barcelona. These took two main directions: first, the need to preserve the most significant architectural remains, and secondly, the need to reduce the impact of the redevelopment upon the historic city. With time, the former would lead to the construction of the *Barri Gòtic* (Gothic quarter), and the latter to the near paralysis of the redevelopment programme.

The birth of the Barri Gòtic in Barcelona

In 1907, the city council had planned to gather together the most interesting archaeological fragments which might appear. Soon, however, the demolition work revealed that those unhealthy streets and precarious workers' houses concealed numerous mediaeval constructions hidden by successive alterations. The discoveries surpassed all expectations, and the accumulation of archaeological material soon raised the question of what its fate should be.

The museum was still the main instrument of the city council's conservation policy at the time when the redevelopment began. In the same way that the delay in the implementation of the redevelopment had paralysed the evolution of urbanistic criteria for intervention in the city centre, it had also impeded the modernisation of the techniques of conservation. But the limited conservation performed by the museums proved soon to be insufficient. At a time when the nineteenth-century concept of the museum was entering a period of crisis, it was very difficult to organise a museum of the dimensions that the archaeological remains demanded. Moreover, the elements to be preserved were not always small fragments; on occasions, it was deemed necessary to preserve entire buildings. For all of these reasons, in December 1908 the *Unión de Artistas* of Barcelona and the *Asociación de Arquitectos* of Catalonia proposed that the council should rebuild such preserved buildings around the cathedral, "forming a collection which would synthesise the art of old Barcelona".

The Gothic cathedral was being completed at that time. As in many other European countries and cities,[11] the middle classes had, at the end of the nineteenth century, rallied around their cathedral and had financed the construction of the façade, which had remained incomplete since the fifteenth century. Alongside this work, there had been plan after plan to reorganise the area around the cathedral. Most of the proposals agreed with the necessity to create a great square which would make the monument stand out: as had been done, for example, with the open spaces in front of the *Duomo* in Milan and *Nôtre Dame* in Paris.[12]

However, what was then proposed was a completely different kind of organisation, which abandoned the tendency to isolate monuments common in the nineteenth century. To begin with, it coincided with the new currents of historical urbanism of Charles Buls and Camillo Sitte, and with the revaluation of mediaeval town planning. Further, and paradoxically at the very time when the concept of the unity of styles defended by restorationists in the last century was put into serious doubt in architecture, a similar concept was applied to town planning - extending it to the collection of monuments and creating homogeneously Gothic surroundings for an equally Gothic cathedral (Figs 2 and 3).

The idea, proposed in 1908, met with immediate success. In 1911, the writer R. Rucabado was already describing in great detail how the *Barri Gòtic* should be built.[13] Rucabado's proposal, endorsed by the most representative urbanist architects in Barcelona, intended to convert the space lying between the cathedral and Saint James' square (the centre of power of the city) into a Gothic quarter, taking advantage of the existence of some buildings of that era, although they were in a clear minority. The proposal was to convert that part of the city into a kind of open-air museum to which the buildings of the nearby *Via Laietana*, which would be demolished, would be transferred, and where the few Gothic buildings in existence would be reassessed. A scenography would be created with details, such as Gothic arches in the streets at the entrance to the area, which would complete the character of the ensemble.

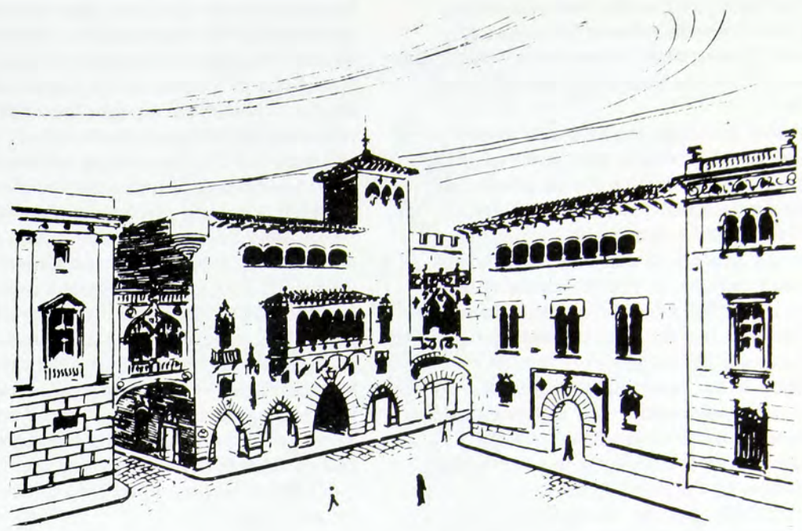

Fig. 2. Proposal for buildings surrounding the Gothic square, by J. Manich, 1911

Fig. 3. The future Barri Gòtic *of Barcelona, drawn by the architect J. Rubió, 1927*

This implied an operation which, at the same time, guaranteed the preservation of the historical legacy of the city and intended to fortify the symbolic value of the centre of Barcelona: giving back its centrality, which had been eroded by the peripheral growth of the *ensanche*.

But, although the idea was already well developed, it would take years to be put into practice. The first buildings saved from the demolition work, basically buildings of religious or guild origin, were transferred, following a practice which had begun in the nineteenth century, to the new areas of the city. In the 1920s, even the architect Joan Rubió revived the old idea of creating a great square around the cathedral.[14] But the opposition of the town planners and the artistic and intellectual circles in Barcelona was unanimous, and the controversy which followed helped to accelerate the start of the construction of the *Barri Gòtic*.

In 1925, the first transportation of Gothic buildings to that area of the city began, neo-gothic restorations were carried out upon some buildings already in existence, and new squares were built to create the desired Gothic atmosphere. These operations were continued after the Civil War (1936-39) by the architect Adolf Florensa, who completed them with the restoration of the Roman city walls around the district, and finally gave the *Barri Gòtic* the appearance which it has today.[15]

Modifications to the redevelopment project

While these acts of preservation were being performed, from very early on the conservationists in Barcelona tried to modify the redevelopment plan which was the origin of all the destruction. So, in 1911, a critical report of the main conservationist bodies in Barcelona suggested that the *Via Laietana* did not maintain any relationship with the old city.[16]

In 1913, the city council entrusted three prestigious architects, Lluis Domènech, Josep Puig i Cadafalch and Ferran Romeu with the modification of the route.[17] The new project improved connections with the old city and designed new streets which, in the *Beaux Arts* tradition, reinforced the perspective of the monuments. With the creation of squares, the plan also reduced the monotony and emphasised the presence of nearby monuments (Fig. 4).

For the first time, a modification of the redevelopment project had been achieved after it had remained invariable for decades. The next step was the modification of the other two remaining *vias*, on which work had not yet begun. In 1916, the architect Antoni Darder, head of the Redevelopment Office in Barcelona, drew up a new plan which was approved by the city council in 1918 (Fig. 5). Bearing in mind the examples of most recent operations in Madrid, Rome, Genoa and Paris, Darder replaced the straight line with a curve, following the route of streets already in existence, which were simply widened. In this way, the redevelopment project came close to the town planning precepts of the era; particularly the curved streets which people such as Sitte, Carl Henrici and Unwin had defended. Moreover, the project was more feasible and economical. It did not require great expropriations, and it respected the existing city and the buildings considered to be monuments at that time (considerably lengthening Baixeras' list). But the project was never put into practice. The high economic and social cost of the first *via* of the redevelopment plan put a stop to its continuation.

Despite everything, the transformation of the historic centre continued, in view of its urgent necessity. For that reason, in 1927 the city council invited architects to develop new ideas and to draw up a new redevelopment plan. More than 50 professionals took part in the open competition, which was won by Jeroni Martorell and Guillem Busquets. From 1928, the projects of these architects and others which had won awards were studied and, under the co-ordination of the municipal architect Joaquim Vilaseca, a definitive plan was agreed upon which paid greater respect to the historical heritage of the city.

But the plan did not come into force until 1935. The Civil War, the long post-war period and the political changes put a definitive brake upon the development process, despite the fact that the Vilaseca plan remained in force until 1985. In that year, with very different criteria and instruments, the transformation of the historic centre of Barcelona would be carried out with a new plan, but one which would, to a large extent, be influenced by the intense debate which took place in the first third of the century.

Conclusion

The long process of redevelopment in Barcelona was the main conditioning factor at the turn of the century in the conservationist movement in Catalonia. First, the delay in the application of the development plan restricted the spreading of conservationist ideas to certain limited professional and intellectual circles. However, from 1908, the beginning of the destruction of the heart of Barcelona

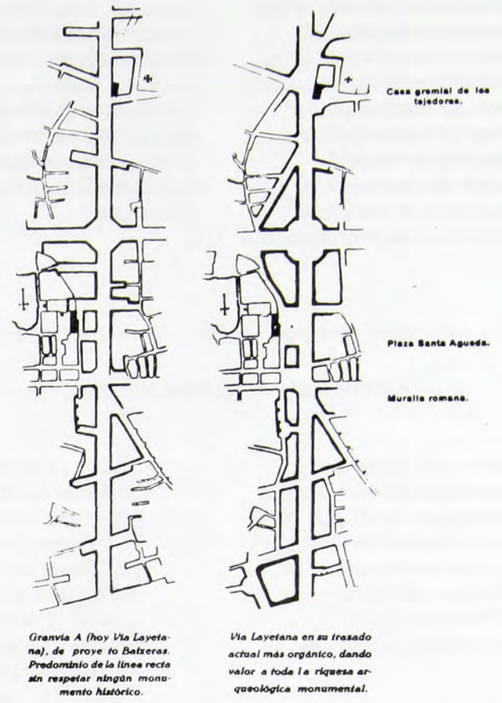

Fig. 4. Modification of the Via Laietana. *Project by J. Puig, L. Domènch and F. Romeu, 1914*

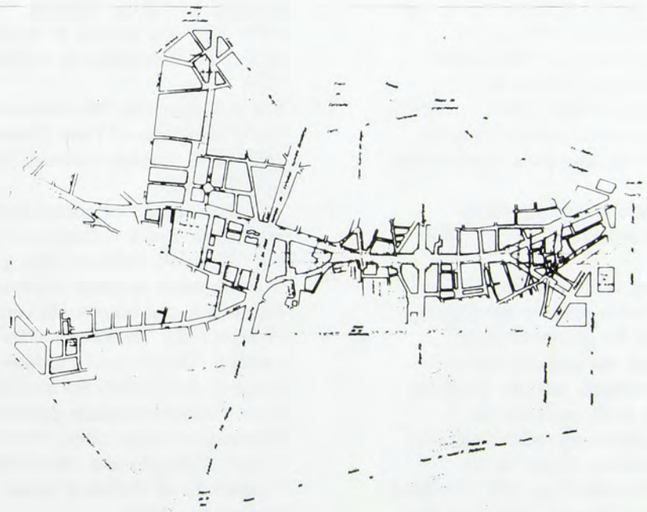

Fig. 5. Darder's redevelopment plan of Barcelona, 1918

provoked a reaction which had important consequences; the most immediate being, as we have seen, the preservation of most of the historic city. But there were other, more far-reaching consequences. First, in 1914, the *Servei de Conservació i Catalogació de Monuments* was created, under the direction of Jeroni Martorell. This service, promoted by Catalan nationalism and supported by its own institutional bases which did not have to contend with the immobility of the central government, was to be the most important and efficient instrument for the conservation of Catalan heritage in the following decades. Secondly, from 1910 a prolific circulation of conservationist ideas took place in other medium-sized Catalan cities which, for example, would lead to the 'recovery' of the cathedral in Lleida (previously in military use), the cancellation of the plans to transform the centre of Girona and the preservation of the important Roman legacy in the city of Tarragona.

NOTES AND ACKNOWLEDGEMENTS

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LANDSCAPE, NEIGHBOURHOOD AND ACCESSIBILITY: THE CONTRIBUTIONS OF MARGARET FEILMAN TO PLANNING AND DEVELOPMENT IN WESTERN AUSTRALIA

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Introduction

This paper examines the career and contribution of Margaret Feilman, a pioneering Australian architect/planner probably best known for her work in creating the post-war New Town of Kwinana. Margaret Feilman was born in Perth, in 1921 and grew up in South Western Australia. In 1938, Margaret became the first female cadet in the Public Works Department of Western Australia, and completed a Bachelor of Arts degree at the University of Western Australia in 1943. She passed the Final Examination for Registration as an Architect in 1945, and her indenture ended in April 1946.

After working as an Architect for the Public Works Department in Perth until 1946, and the Brisbane City Council and Commonwealth Works and Housing in Melbourne between 1946 and 1948, Margaret won a British Council Scholarship to study in Great Britain. In 1950, she completed a Post-Graduate Diploma in Town Planning with Distinction from the University of Durham. Shortly afterwards, the office of 'Margaret A. Feilman, Architect and Town Planner' was established in Perth, Western Australia.

Over the following 33-year period, Margaret Feilman made significant and innovative contributions to the establishment of planning as an Australian professional discipline. She created Kwinana as an innovative New Town encircled by the West Australian bush in a Tuart woodland valley. She also introduced innovative interpretations of residential neighbourhoods and hierarchical traffic circulation principles.

When Margaret Feilman retired, her busy innovative professional career, including her indenture, had spanned just under 50 years.

Her contribution

One of Margaret Feilman's major contributions was the development of planning as an Australian professional discipline. Initially, she contributed to the planning profession from her knowledge and skills in architecture and the environment. But, following her postgraduate education in Great Britain, Margaret gave an address at the launching of the Australian Planning Institute in 1950, and she concentrated on planning as a three-dimensional exercise concerning the natural and built environments.

Margaret introduced innovative urban planning and medium-density housing concepts, and new statutory planning techniques, to address the post-war housing shortage and the implementation of the Perth Metropolitan Region Scheme. She also included environmental and heritage planning controls in Western Australian town planning schemes, and developed new Australian techniques and policies for heritage conservation assessment.

Margaret Feilman, with five others, established the National Trust of Australia (W.A.) in 1959. Between 1959 and 1990, she identified some of the major heritage conservation areas of Western Australia, including the Town of York and the Greenough Front Flats. Margaret was invited to be an inaugural Commissioner of the Australian Heritage Commission in 1976; and before completion of two terms of office in 1981, she had played a major role in the setting-up of the Register of the National Estate. She also supported Heritage Conservation courses in Planning at Curtin University of Technology, and in the School of Architecture at the University of Western Australia.

Feilman's contributions to the architecture and planning professions and the community have attracted several significant awards. In 1981, she was awarded the O.B.E. for community services in the conservation field, and she also accepted the Award of Honorary Fellow of the Royal Australian Planning Institute. The Honorary Fellowship was awarded in recognition of her wide and valuable pioneering contributions to town planning in Western Australia over the previous 30 years, in addition to her planning contributions to the establishment of the Western Australian National Trust, the Australian Heritage Commission and the Perth Chamber of Commerce.

In 1989, she was made a Life Fellow of the Royal Australian Institute of Architects, and was awarded the first Honorary Doctorate of Architecture at the University of Western Australia, in recognition of her contribution to the preservation of the heritage of Western Australia. Also in 1989, Margaret was awarded the Paul Harris Fellowship of Rotary International. This award recognized decades of community contribution in the broad environmental field and was "in appreciation of tangible and significant assistance given for furtherance of better understanding and friendly relations between people of the world".[1] In 1993, the National Trust (Western Australia) honoured Margaret Feilman and the other five founding members of the Trust in that State. The Western Australian Heritage Council also honoured her with their prestigious Heritage Award for 1995.

Some early influences

Margaret Feilman was born in Perth in 1921, and grew up in small towns in South-Western Australia. She learned much about the unique landscape of the Jarrah forest areas of the South-West, and grew up loving the "bush". "As a small child she enjoyed walking and exploring the bush with her mother and it seems that the intense feeling for her Australian landscape which she brings in to her planning must have commenced its development in those early years".[2]

Margaret's primary school education was at various Western Australian State schools. Her secondary schooling started with one year at Princess May Girls School in Fremantle, where she was awarded a Scholarship to Perth College. After a further four years, she matriculated in 1937.

Tertiary education and early professional appointments

Margaret started professional life in 1938, as the first female Architectural Cadet in the Public Works Department, and the Workers Homes Board, of Western Australia. During her seven-year indenture to the Principal Architect, A.E. (Paddy) Clare, she completed a Bachelor of Arts degree over 5 years part time, at the University of Western Australia; majoring in history and economics (1943). She also completed the Final Examination for registration as an architect with the Architects Board of Western Australia (1945). Her registration as an architect started in 1946, preceding the establishment of a School of Architecture in Western Australia.

Margaret worked as an architect for the Workers Homes Board and the Public Works Department in Perth until May 1946. Between 1946 and 1947, at the Brisbane City Council, she had an "introduction to town planning and environmental issues in the workplace".[3] After moving to the planning section of the Commonwealth Works and Housing in Melbourne between 1947 and 1948, she worked on planning and environmental issues, as well as the rebuilding of Darwin and Papua-New Guinea towns which had been bombed by the Japanese in the Second World War.[4]

Postgraduate study and private practice

In 1948, Margaret won a British Council Scholarship for two years' study at the School of Town and Country Planning in the Newcastle-upon-Tyne College of the University of Durham. She "became involved in the euphoria of [the] immediate post-war planning and environment dream sweeping Britain - the move for new towns, redevelopment of bombed cities, the preservation and balanced economic uses of the countryside and the issues of total environment - cities and the countryside".[5] Her thesis, entitled *A Study of Density*, was a comprehensive study of the influences and impact of residential density,[6] a topic that is

still current in Australian planning. Her thesis was supported by a thorough historical and contemporary analysis of residential density that

i) outlined a "historical basis of present population distribution and density growth";
ii) identified the "reaction and reform" (the industrial city, Port Sunlight, Bournville and Garden Suburb development);
iii) reviewed "density methodologies and their exponents (Howard and Le Corbusier);
iv) identified density determinant[s] in "regional land use";
v) compared "high and low densities in urban areas";
vi) surveyed an existing high density area, Elswick, as a case study, and
vii) drew conclusions on "neighbourhood integration and social cohesion".

The thesis was successfully defended in 1950, and Margaret Feilman completed a Post-Graduate Diploma in Town Planning (Dunelm), graduating with Distinction and becoming an Associate of the Town Planning Institute of Great Britain.[7]

Later in the same year, the office of 'Margaret A. Feilman, Architect and Town Planner' was established. She was professionally qualified in town planning, and her office was the only practice of its kind in Western Australia. It was also a rarity in Australia. Her "post-war overseas training" was used to set up a community education program of public lectures and liaison with government, developers, and the community. She presented a "new view of the environment in relation to planning and development. The messages of the 1950s are now the stock-in-trade of normal good development."[8] Over the following 33-year period of private practice, Feilman made significant contributions to Australian planning. She retired as the Principal from Feilman Planning Consultants late in 1983.

Margaret was invited, early in 1984, to become the last Chairman of the Town Planning Board of Western Australia. She is still the only female to have been appointed to the top public planning position in Western Australia. In this role, Margaret continued her innovative contributions to planning for just under another two years before retiring. During this time, she established a close liaison with the planning staff in an attempt to improve the standards of planning design and the basis of policy formation. Margaret also guided the introduction of an environmental planning policy focus, particularly regarding the heritage of the built and natural environment in all Western Australian local government planning schemes.

Significant professional and community contributions

When Feilman returned to Western Australia from England, she would have been one of the very few planners in Australia with such recent and valuable knowledge which was required for solutions to the problems of post-war planning and housing. Her significant contribution in Australia would be most appropriately categorized as being in the fifth segment of Cherry's framework for "the development of planning thought ...".[9]

Margaret Feilman's significant contribution is certainly that of introducing "changes in contemporary approaches to planning" in Western Australia and Australia. Her contributions to the planning of Kwinana New Town were published in the August, 1955 issue of the British journal *Town and Country Planning*. In the introduction to this article, Feilman noted "the widening influence of the conception of completely planned and socially equipped new towns in connection with new industries is exemplified by the character of this new town in Western Australia ...".[10]

The development of planning as an Australian professional discipline has been identified as one of Feilman's major contributions. She gave an "... address on current town planning at the launching of the then Australian Planning Institute, *circa* September 1950 ...".[11] She also gave a number of talks during September to December of that year in response to an increasing awareness of the need for planning in the post-war examination of urban needs.

Drawing on her post-war overseas training, Margaret started a community education programme on the "new" view of environment in planning and development, with public lectures and liaison with government, developers and the community. She concentrated on planning "... as a three-dimensional exercise to achieve the best use of the land as part of a total environment ...".[12] Margaret's innovative urban planning and medium-density housing concepts for the Kwinana New Town in 1952, and for the Edgewater Estate later in the 1970s, were pioneering developments in Australian planning.

Margaret also made significant contributions in subdivision and community design, whilst being responsible for the planning of many localities and suburbs in

the Perth Metropolitan Region. These residential areas included Ardross, Attadale, Balga, Bassendean, Bateman, Bayswater, Belmont, Booragoon, Brentwood, Clontarf, Coobelup, East Fremantle, Edgewater, Ferndale, Gosnells, Greenmount, Greenwood, Kardinya, Karrinyup, Koondoola, Kwinana, Langford, Leeming, Lynwood, Melville Heights, Mirrabooka, Nollamara, Noranda, Samson, South Melville, Thornlie, Turana, Wanneroo, Warnbro, Welshpool, Willagee, Whitfords (part), Willeton, Yangebup, and Yirrigan.

Her contributions to statutory planning were not confined to the Perth metropolitan area. She was retained as a consultant by some 20 local authorities in country areas of Western Australia, and 11 Councils in the metropolitan area, to prepare Town Planning Schemes. Margaret prepared a diverse range of town planning schemes for a variety of planning, development and conservation issues. Some of the country local authorities were: Albany, Bunbury, Busselton, Chapman Valley, Dardenup, Esperance, Greenough, Harvey, Kellerberrin, Mandurah, Mundaring, Narrogin, Northam and York.

Kwinana New Town

In the design and planning of Kwinana New Town, Margaret Feilman made at least three pioneering contributions to Australian planning. She contributed new applications of the English "New Town" Model; the integration of landscape site analysis, residential neighbourhoods and hierarchical traffic circulation. The Kwinana New Town was designed and built for the Government of Western Australia as its first post-Second World War New Town. The Kwinana Townsite formed the major urban area component for the workforce of the Kwinana Industrial Complex, and was designated for an ultimate population of 25,000. The general location of the Complex was based on the siting of the Anglo-Iranian (later British) Petroleum Oil refinery, which was developed through the 1950s on the shore of Cockburn Sound.[13] Kwinana was named after a shipwreck visible immediately to the west on air photos of Cockburn Sound.

Margaret Feilman designed, planned and coordinated the construction of Kwinana New Town for the Government of Western Australia as their Consultant Planner in conjunction the existing Government Departments and instrumentalities.[14] The State government provided approximately 18,681 hectares (7,560 acres) under the Industrial Development Act (Kwinana Area) 1952.[15] The government also provided "... the finance and the basic services, including the land, roads, water, and power".[16] A new local authority, the Kwinana Road Board, was established in January 1954 by the Western Australian government and the Commissioner, Mr H.L. McGuigan, was appointed to oversee the Board for the first five years.

The New Town model

The British New Town model was skilfully adapted to the local conditions in the design and planning of Kwinana. This was the first comprehensive application of the New Town model in Western Australia and it paralleled the application in Elizabeth, South Australia, as being amongst the first applications of the New Town model in Australia. The projection of a 25,000 population for Kwinana New Town is notably on a par with population projections for the English Mark I New Towns, which were designated during the decade 1946-1955. Margaret Feilman's postgraduate studies in England had begun two years after the introduction of the English 1946 New Towns Act. Stevenage, Hertfordshire, was the first New Town designated under the new legislation, and it was followed by 14 New Towns in the first decade of the Act.

Margaret Feilman had noted that "the problems created by monolithic very low *densities* were obvious to me before 1950". Her University of Durham thesis was undertaken so that she "... was equipped to tackle the problems of all low density which even in 1950 was not the best use of land. The issue of limited water resources was clear not only in Perth Metro Region, but in all Australia's large cities".[18]

The design and planning for Kwinana New Town exemplifies Margaret's professional contribution to planning "... as a three-dimensional exercise to achieve the best use of the land as part of a total environment - to be good for the people who used it, to give safety and convenience and the maximum amenity. This meant responding to the land as I found it, using contours as a basis for design as well as the best of the natural features, including trees, views etc. which we now take for granted".

Margaret bush-walked for miles wearing her oldest and heaviest shoes and slacks exploring the whole Kwinana site. "Fairly soon in her mind's eye and then on paper, the pleasantly undulating bushland was laid out as the neighbourhood or suburb of Medina ... She has planned a community to try and fit the Australian way of living, and has succeeded in integrating an essentially

Fig. 1: Construction of bungalows in Medina, first neighbourhood of Kwinana New Town, and built closest to Feilman's ideals

Fig. 2. Medina shopping centre, 1959

Australian town in a particularly attractive landscape."[20]

Landscape site analysis

Landscape site analysis was used by Feilman to: i) separate the residential neighbourhoods from the industrial areas with the major western ridge and landscape buffer; ii) design the siting of the residential areas between the western ridge and the eastern ridge with the town centre in the "flattish basin"[21] between the residential areas and the ridges; and iii) plan the detailed layout of the residential neighbourhoods. "The landscape treatment is a special feature; the planner's aim has been to integrate an essentially Australian town in a particularly attractive landscape".[22]

Maragaret correctly read the landscape as coastal limestone overlain with red-brown sand of the Spearwood dune system. These shallow sands form the Cottesloe soil association, which supports the tall open bush mainly "... characterised by a eucalypt called tuart, which has grey-green foliage and a white-barked trunk, and by various varieties of *Banksia* and the unusual black boy".[23] Some jarrah is found away from the Cottesloe association. The eastern margin of the Spearwood dune system and the western margin of the Bassendean dunes are marked by a line of swamps and lakes, such as Wellard Swamp to the east of Kwinana and White Lake to the south-east.[24]

"The planting programme in the residential section has added more native trees, a number of them with brilliant flowers such as the red flowering gum, the bottle-brush and the yellow flowering wattles. Some non-indigenous trees have been introduced in special locations to provide a contrast with the grey-green bush. The whole landscape is on a three-dimensional approach not a paper one. Every house should have a view of open trees".[25] Each neighbourhood was planned to have its public open space close to the houses left as much as possible in its natural bush state. "These open spaces allow large trees to be kept for shade and amenity. The childrens' playing units are set informally among the trees in a small opening where the low scrub has been cleared away".26

The Commissioner of the Kwinana Road Board noted, in 1956, that "this is being achieved by the siting of the major park land between the industry and the town and by the generous provision of open spaces, where clearing is only taking place where actual grassed playing areas are required. Where clearing has been heavy in the residential sections a variety of local trees, many with brilliant blossom, are planted".[27] Medina Local Centre was located to the south of Medina Park, which was a native park retaining large forest trees as "... a background for the shops, the Hall and other public facilities".[28]

Residential neighbourhoods

"At Kwinana from the bush two miles square of land is being earmarked for four residential districts - or neighbourhoods as they are called - grouped around a Town Centre. The Town Centre will consist of larger stores, banks, offices, [and] public buildings necessary to city life. The aim has been to make it possible for every man, woman and child to take a full place in both the local life of the neighbourhood and for the adults in the social, cultural and corporate life of the town. It should be relatively easy for every inhabitant to make his or her personal contribution to the welfare and community life of the whole town. Each of the four districts will be provided with a school, a cinema, and open air picture gardens - since films [are] mostly shown in the open on West Australian summer nights - a public hall, an infant health centre, a club, several nursery schools, and a row of small stores which will stock all family local requirements".[29]

The four residential neighbourhoods in Kwinana New Town - Medina, Calista, Orelia and Parmelia - and the major roads such as Gilmore, were named after sailing ships that had brought the early settlers to the Swan River Colony.[30] This association with the early Colonial settlers was strengthened because "... the street names commemorate members of the crews of these and other ships and some of their passengers".[31] Construction of the buildings in Kwinana was begun in January 1953, and in less than six months the first houses were being completed and occupied. The Handing Over ceremony for the first group of houses in the Medina neighbourhood took place on May 8th, 1953, when the Western Australian Minister for Housing, the Hon. H.E. Graham M.L.A., handed the houses "... to A.E. Mason Esq. General Manager, Australasian Petroleum Refineries Ltd".[32]

The Medina Residents Association, which was being formed in October/ November 1953, was an active by Christmas of that year. This Association spawned various clubs that contributed to the social life of the town.[33] Cricket was played during the 1953/1954 season on a paddock of a farm adjoining Medina. The first Kwinana Flower Show was held in the Spring of 1954.[34] The

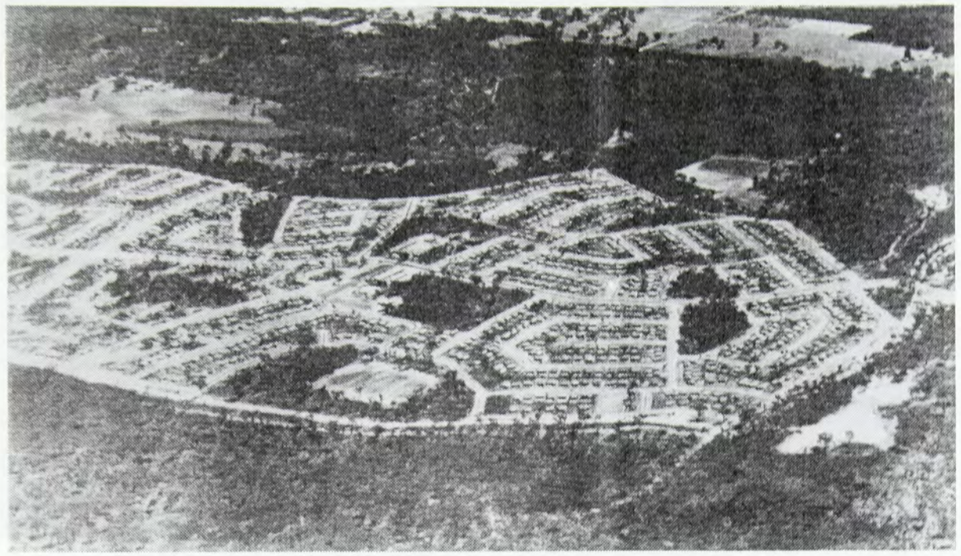

Fig. 3: Layout of Medina: departure from previous gridiron plans

neighbourhoods were planned to be "... of varying sizes dictated by the well-defined topographical features".[35] They were designed to "... embrace school catchments and provide for orderly and co-ordinated positioning of community facilities such as shopping, public open spaces and schools".[36] Feilman wanted to create four neighbourhoods, each of which was based on the family unit.[37]

Hierarchical traffic circulation

Margaret Feilman introduced the emerging concept of a road hierarchy in Western Australia. "In the early 1950s it was basically a new concept for Western Australian urban growth planning and included the idea of neighbourhood or cells of development within a new road structure that established traffic hierarchies".[38] The Kwinana Town Centre was begun early in the construction of the New Town "... to assist businesses, banks, official and community organisations to establish themselves in their correct and final location".[39] Commissioner McGuigan also commented that "provision is also being made for a Civic Centre ... grouped around a formal 'Place' in contrast to the local centres where the keynote of the treatment is one of informality".[40]

The new traffic circulation concepts introduced by Feilman for Kwinana New Town meant that " ... roads are developed to a definitive hierarchy which minimizes pedestrian and vehicular conflicts".[41] "Bus routes to permit easy access particularly women and children" were included. In describing the planning of the New Town, Feilman noted the importance of the main bus route and Medina Avenue as the central spine of Medina. She went on to say that "the 'turned way' treatment has been extensively used, with only the occasional cul-de-sac; the cul-de-sac is unfamiliar and resisted in some official quarters".[42]

"One of the main features of the four districts lies in the road design. Except on the large thoroughfares which surround the town and on certain main arteries connecting the four neighbourhoods with the Town Centre, all roads are designed to link to a spine which allows no direct cross roads and undue speeding becomes impossible on residential roads, with the result that the internal residential roads tend to become entirely uninteresting to any traffic other than their own and that of their tradespeople and even young children may safely be trusted on them."[43]

"Shops are being located at no more than half a mile [0.8 kilometre] from any home, so that the average housewife has five minutes walk to her shop."[44]

Fig. 4. Medina: character and appearance

Thus the road hierarchy for Kwinana established one of the earliest limited road access systems for Western Australia; including provision for public transport, pedestrian circulation, integrated open space, and the grouping of shopping and community facilities. These concepts were a significant departure from the prevailing grid-iron pattern of subdivision in Perth. "The principles of town planning embraced in the Kwinana New Town design became the model for subdivision and community design throughout the Perth Metropolitan Area... ".[45]

Conclusion

Margaret Feilman created Kwinana as an innovative New Town encircled by the West Australian bush. She gave particular attention to the Tuart woodland valley in locating the residential suburbs, the local public open space and the regional-scale buffer reservations. She also introduced innovative interpretations of residential neighbourhoods and hierarchical traffic circulation principles by responding sensibly to the topography.

NOTES AND ACKNOWLEDGEMENTS

This paper has been prepared drawing on letters and *curriculum vitae* from Margaret Feilman. Additional information has been consolidated from the Testimonial Citation prepared by the present author for the award of Honorary Fellow of the Royal Australian Planning Institute to Margaret Feilman in 1980. A shorter paper, 'Margaret Anne Feilman: an Australian planning pioneer' was presented by this author as a keynote address for the Australian Planning History Conference in March 1993 and published in R. Freestone (Ed.), *The Australian Planner*, Sydney: UNSW, 1994. Another shorter paper, 'The contributions of Margaret Feilman to the planning of new communities and heritage conservation in Western Australia and Australia' was presented by this author to an Australian Library Information Association/Curtin Cultural Heritage Centre Conference in October, 1994.

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2. Anon., *Australia's first oil township planned by a woman*, mimeo, undated.
3. As Note 1.
4. *Ibid.*
5. *Ibid.*
6. M. Feilman, *A Study of Density*, unpublished thesis presented for the Diploma in Town and Country Planning in the University of Durham, School of Town and Country Planning, Kings College, Newcastle upon Tyne, May 1950.
7. As Note 2.
8. As Note 1.
9. G.E. Cherry, 'The development of planning thought', in M. Bruton (Ed.), *The Spirit and Purpose of Planning*, London: Hutchinson, 1974.
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11. Citations given in Acknowledgement.
12. As Note 1.
13. Feilman, 1955, *op. cit.*
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16. Anon., *Kwinana New Town*, mimeo, lp., September 1954.
17. M. Feilman, *My Philosophy of Planning*, unpublished notes sent to Barrie Melotte, February 24, 1993.
18. *Ibid.*
19. As Note 1.
20. As Note 2, p. 3.
21. Feilman, 1955, *op. cit.*, p. 381.
22. *Ibid.*, p. 385.
23. As Note 2.
24. G. Seddon, *A sense of place*, Perth: University of Western Australia Press, 1972.
25. As Note 2.
26. Seddon, 1972, *op. cit.*
27. McGuigan, 1956, *op. cit.*, p. 3.
28. As Note 2.
29. *Ibid.*, p. 2.
30. McGuigan, 1956, *op. cit.*
31. Seddon, 1972, *op. cit.*; M. Feilman, *Kwinana to Miss Mary Lovell*, P.M. Lovell untitled note retyped with amendments, undated.
32. P.M. Lovell, untitled typed note on the establishment of Kwinana, with handwritten amendments, undated.
33. Seddon, 1972, *op. cit.*
34. Feilman, undated, *op. cit.* Note 31.
35. Feilman, 1955, *op. cit.*, p. 382
36. Western Australia, *Kwinana Medina Neighbourhood*, May 8, 1953. Unpublished souvenir of handing over first group of houses by the Hon. H.E. Graham, M.L.A. to A.E. Mason Esq. General Manager, Australasian Petroleum Refineries Ltd. Blueprint with plan of neighbourhood. Scale approx. 800' = 1".
37. Seddon, 1972, *op. cit.*
38. As Note 1.
39. McGuigan, 1956, *op. cit.*, p. 3.
40. *Loc. cit.*
41. Western Australia, 1953, *op. cit.*
42. Feilman, 1955, *op. cit.*, p. 382.
43. Seddon, 1972, *op. cit.*, p. 3.
44. As Note 2, p. 3.
45. Western Australia, 1953.

(see page 55)

Vladimir Semyonov and the first Russian 'garden town' near Moscow

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Semyonov's background

The transformation of Moscow into one of thee greatest industrial centres of the country at the end of the 19th century was accompanied by both a considerable influx of population and the enlargement of the city's area. The population growth was greatest during the period 1892-1917, doubling to two million during that quarter-century. By 1917 the Moscow population was ranked eighth amongst the world's largest cities.

The chaotic development of the capital led theorists of town planning, social reformers and various social groups look for ways to limit its population and physical expansion. This explains the fact that Ebenezer Howard's *Tomorrow: a peaceful path to social reform*, published in 1898, immediately attracted the attention of diverse strata of society in Russia. Even before the first Russian translation of Howard's book, published in 1911 in St. Petersburg, many architects, engineers, figures of culture and patrons of art from trade and industrial circles had read and become followers of his ideas.

A particular role in pushing for Howard's ideas and their realization in practice was played by the young architect Vladimir Nikolayevich Semyonov (1874-1960). He later became the chief architect in Moscow and, a quarter of a century later in 1835, made a great contribution to the development of the Master Plan of the metropolis in 1935.

It is possible to explain Semyonov's regard for contemporary English town planning, particularly that connected with the concepts of decentralising large industrial centres, through examining his biography. Having graduated from the St. Petersburg Civil Engineering Institute in 1898 he set out for the Caucasus where, as an architect, he designed health centres, mansions and weekend houses in Pyatigorsk and Zheleznovodsk. In 1908 Semyonov travelled to England with his wife, and settled in London. During his UK stay of almost five years, the range of his interests widened greatly. He was engaged in studying new data on architecture in the British Museum, took part in architectural competitions held in Russia, worked on a book dealing with contemporary European town planning, went on trips to Germany, Austria, Belgium and France and became acquainted with contemporary town planning in those countries. However, he was especially interested in theoretical research and practical experiments in English town planning at the time. Being in London, he was well placed to comprehend the theoretical opinions of Howard and other members of the Fabian Society, as well as town planning concepts of the first 'garden city' of Letchworth and the first 'garden suburb' of Hampstead, both under construction at that time.

Following his return to Moscow in 1912 he published his book *Town improvement*, which had been prepared during his stay in London, in which he paid special attention to towns of the future, and in particular to the garden city. On the vitality of Howard's ideas, which had originated a great social movement in England, Semyonov wrote: "the main merit of E. Howard is in the fact that he was the first to solve the question of an elastic plan, ie a plan adapted to gradual town development. He was the first to consider the town as a constantly developing organism and adapted the plan to its dynamics".[1]

The Moscow-Kazan Railway's Garden-Town

Semyonov had an opportunity to put garden city ideas into practice on his arrival in Moscow. In 1912 the management of the Moscow-Kazan Railway commissioned him to design and build a settlement for its employees in a Moscow suburb. The railway company was the owner of the land where the new settlement was to be built, and the company hoped to exert close control over its development. The dependence of the settlement on the possible unfounded pretensions of the railway's management troubled Semyonov, and he mentioned it in a 1912 report *About the Garden-Town of the Moscow-Kazan Railway*. However, the architect decided to start designing the first 'garden-town' in Russia, wishing to put into practice ideas of laying-out and development of settlements of this new type, whose attractiveness he had observed and appreciated during his time in England. These ideas can be contrasted with the grid plans of late-nineteenth century suburban expansions around Moscow (Fig. 1).

An area of 680 ha was set aside for the future settlement. It was situated near Prozorovskaya Station on the Moscow-Kazan line. Later, a part of this area was developed into the so-called 'external parks', with wooded areas still existing around the settlement, and on 35 ha of the inner residential area, greenery providing public open spaces and tree-lined promenades was provided.

Blocks of small dwellings were to be placed on 335 ha of the area. The residential development was to consist mainly of wooden dwellings: along the main street would be stone one- and two-storey buildings with garden plots. The size of each plot was to range from 1,365 to 2,276m^2, depending upon

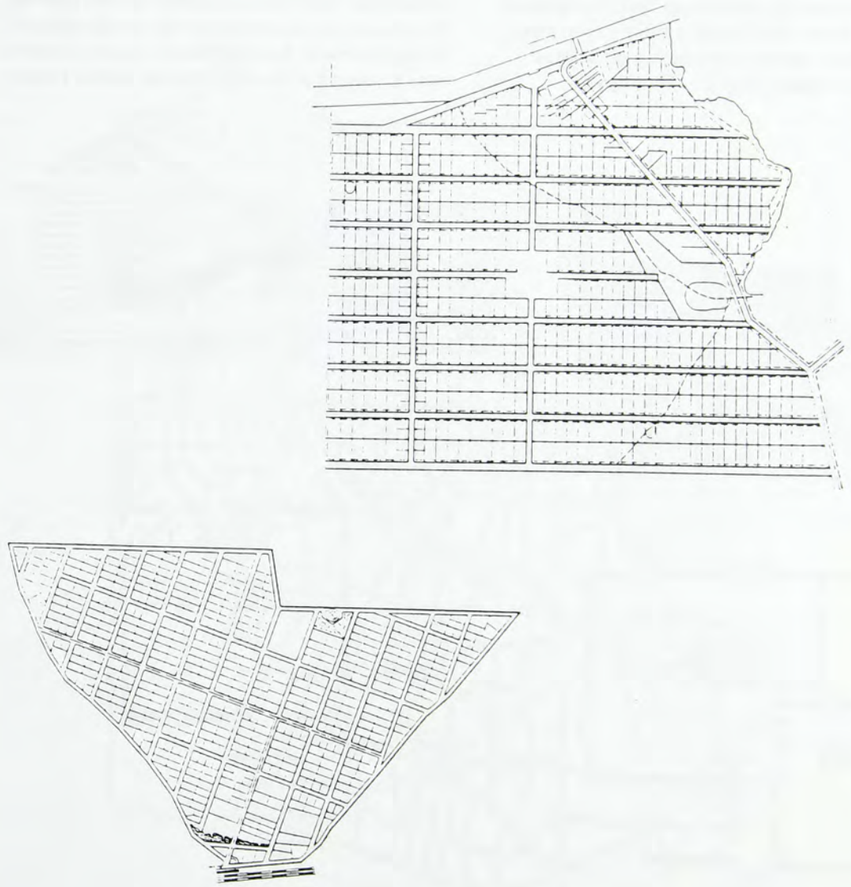


Fig. 1. Plans of some settlements in the suburbs of Moscow at the end of the nineteenth century

the importance of the adjoining street and the value of the trees retained there.

Even before the laying-out and building of residential blocks, various rules were adopted for regulating the future development of cottages. For example, it was permissible to erect houses set back not less than 10.5m but no more than 32m; the area of the house was to occupy not more than 10 per cent of the plot area, and height was not to exceed two storeys. These were considered reasonable to offer the owners of sites examples of buildings which would satisfy a certain level of city comfort and also the conveniences of rural life.

The plan layout

In laying-out this first Russian 'garden-town', Prozorovskaya, Semyonov drew inspiration from the plans of Letchworth and Hampstead which he knew well, with a three-ray system of three main streets converging on a large public open space (Fig. 2). This three -ray system was completed by other streets running towards the public space had been known through the history of urban form with, for example, the square of Del Popolo in Rome, the ensemble of Versailles, and St Petersburg. This form then became a part of artistically-executed planning compositions of small towns and settlements. Semyonov attempted to apply it in Prozorovskaya, where the three rays converged at the entrance to the settlement. Here, in a small square, there was a railway station. The central ray, in the form of a wide, tree-lined boulevard, served as the main compositional axis connecting the settlement entrance with the main square, or 'circus', of the town.

This 'circus', with a theatre, library, lecture hall, bank, church and various administrative buildings was the focal point, to which ran other wide diagonal streets (see Fig. 2). It was proposed to provide small squares along the main thoroughfare in places where it was crossed by the semi-circular radial roads.

Fig. 2. The plan of Prozorovskaya in 1912

The three-ray street system and the radial roads were the main traffic routes. Tramlines were also to be laid there, to connect the station square with the main 'circus', the hospital and school complexes, the park on the bank of the River Khripanka, and the residential districts.

Retaining the general concept of the master plan of the new form of settlement, Semyonov developed during 1912-13 a number of similar versions. In comparison with the 1912 plan, these later solutions intentionally emphasised the main thoroughfare of the three-ray system - the focal axis directed from the railway station to the central 'circus'. The importance of this three-ray structure was underlined by the system of semi-circular streets crossing it, which thus determine the shape and dimensions of the residential street blocks.

When working out the plans of residential areas, he did not employ the *courts d'honneur* refined in the form and picturesque groupings of cottages so characteristic of Letchworth and Hampstead. Instead he preferred perimeter development, traditional for rural settlements of the Moscow region in particular, and of Russia in general. Semyonov allowed developers to choose, to some extent, where to locate their houses on the plots, but defined their distances from the street: introducing some principles of regularity to the development of the residential areas. These are connected to the principles of Russian town planning from the 19th century, which he attempted to transform for his own period. The planned character of the settlement can be seen from the plans and elevations of proposed buildings (Fig. 3).

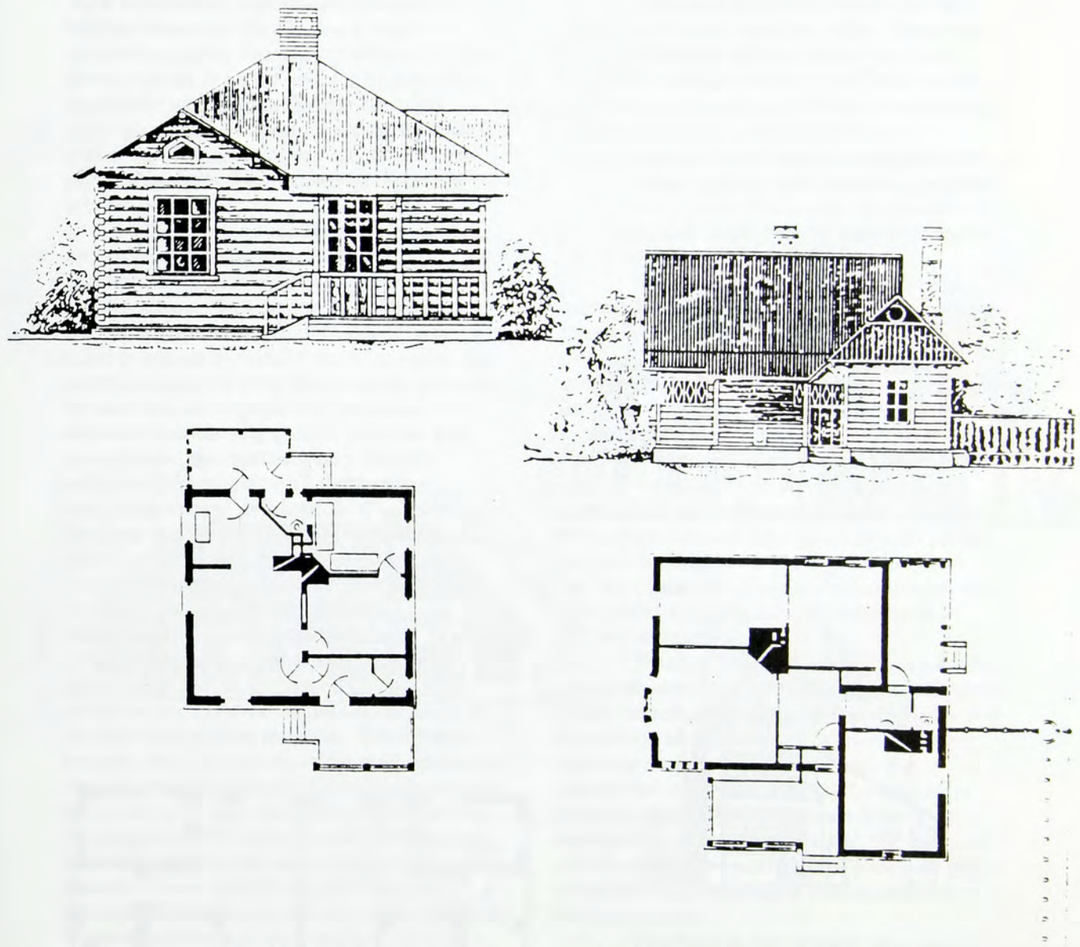


Fig. 3. Plans and elevations for proposed dwellings, Prozorovskaya, 1913

Conclusion

Semyonov designed the layout of this first Russian 'garden town' paying close attention to the topography, and with regard also to the climatic conditions of the Moscow Region. He deliberately incorporated the river and the railway line into his composition. Because of this, and despite not attempting to replicate the layouts of Letchworth or Hampstead, he nevertheless created one of the most original works of the Russian town planning school of the early 20th century.

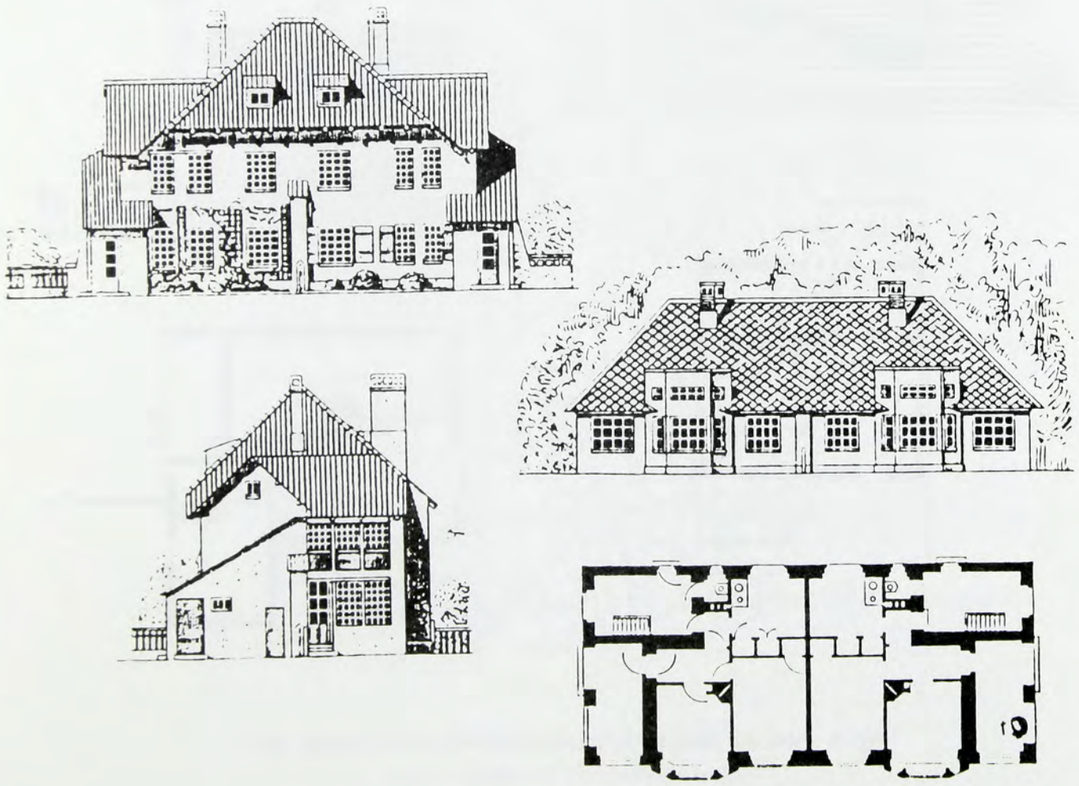
The preparatory works connected with the development of Pozorovskaya began before the outbreak of the First World War in August 1914. By that time, builders had managed to lay water mains and to begin construction of a hospital complex and residential areas. However, because of the greatly-increased cost of building materials and labour, work on building the 'garden town' was first delayed, and then stopped completely.

In the composition of the settlement of this new type, Vladimir Semyonov attempted to put into practice new methods of planning and development. This first Russian 'garden town' was seen as an artistic whole in which the single conception of the architect-planner united all its components: residential and public buildings, squares, streets and planting.

Perhaps that is why the layout of the 'garden town' created by Semyonov can be represented as a model of a new type of settlement for Russia in the 20th century, which was to be further developed during the century.

NOTE

1. Vladimir Semyonov, *Town Improvement* publisher unknown, 1912, p. 65.



RESEARCH

The Making and Remaking of England's Inter-war Suburbs

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This project is the first attempt to undertake a wide-ranging examination of the physical form of the suburbs that were created in England between the two world wars - principally those characterised by houses *and gardens* , hereafter 'garden suburbs'. In physical extent, these suburbs are a dominant feature of English cities and they house a large proportion of the country's population. They have hitherto been the subjects of insufficient systematic examination to allow reliable conclusions to be drawn about their physical make-up. The focus of examination in this project has been those suburbs created by private enterprise.

The work undertaken has comprised an extensive literature review and, much more importantly, a number of empirical investigations. The review of existing literature and data was undertaken with four main purposes in mind: first, to quantify the physical extent of inter-war suburbs; secondly, to trace the development of the ideas, especially concerning garden suburbs, that have shaped twentieth-century English suburbs; thirdly, to clarify the various twentieth-century perceptions of suburbs, focusing in particular on the views of those with a professional interest in the subject (architects, planners and builders) and those who occupy suburbs, and exploring how official views have changed; fourthly, to ensure that existing publications casting significant light on the nature of post-war suburban change were taken into account in the main part of the research. This review brought into sharper focus the main questions that the research sought to answer concerning the creation of, and changes to, suburbs and the conceptual frameworks within which this process of production and change might be viewed. These questions relate to four principal matters: first, the extent and physical characteristics of privately-built, inter-war suburbs; secondly, the processes by which these suburbs were created; thirdly, the physical changes (such as redevelopment, infilling by the insertion of additional dwellings, and the extension and adaptation of existing dwellings) that they have undergone since the Second World War; and fourthly, the role of planning in these changes.

The principal achievements of the project are four in number. First, the project has laid to rest a number of myths about England's suburbs. It has provided for the first time a clear picture of the actual physical form, antecedence, development and modification of those inter-war suburbs that were created by private enterprise. A similar study of council-built suburbs is a realistic possibility and could benefit greatly from the knowledge gained in this project.

Secondly, it has demonstrated the importance of establishing a factual basis for the discussion of physical change, rather than being reliant on the documentation of projected, special developments that constitute only a tiny fraction of suburban developments. It has shown that discrepancies between the history of planning and the actual historical development of the landscape were widespread. Thus a view of the landscapes through the lens of local plans is both partial and misleading, unless seen in the context of the large majority of ordinary landscapes that arise from the proposals of a multitude of private enterprises.

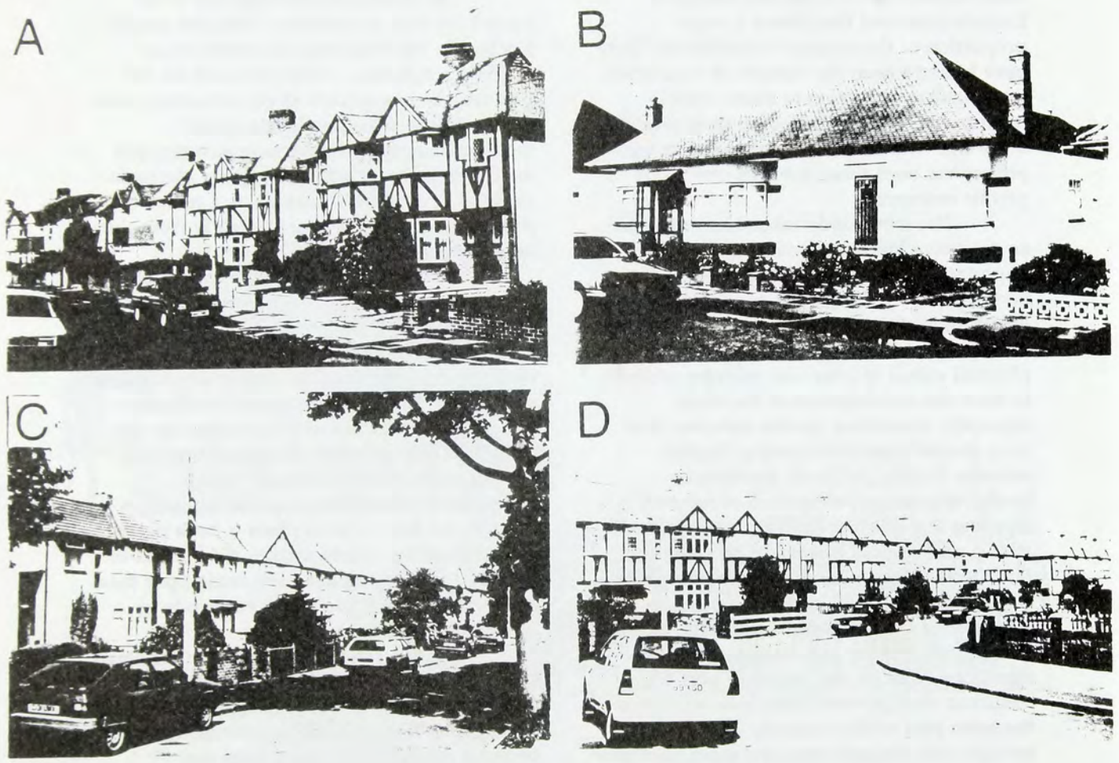
Thirdly, detailed information for small suburban areas has provided a teat bed for the wider examination of the ideas on tissues and townscape units explored in another recent research project which dealt with the description and prescription of urban form. Hitherto these ideas have been largely restricted in their application to the core areas of old established settlements, partly for want of suitable morphological information for suburban areas.

Fourthly, it has opened up a number of important possibilities for much wider comparative study, bearing in mind that

England is a strategic areas as source and disseminator of the garden suburb. Comparative studies in continental Europe are an obvious next step. In this way a further contribution can be made to the genealogy of settlement forms, a major interdisciplinary field that is still only in its infancy.

Publication

C.M.H. Carr and J.W.R. Whitehand, 'Birmingham's inter-war suburbs: origins, development and change', in A.J. Gerrard and T.R. Slater (eds) *Managing a conurbation: Birmingham and its region*, Studley: Brewin Books.



Examples of building forms and styles in UK suburbs examined

'Plan / Non-Plan': session convened for the 1997 Association of Art Historians' Annual Conference "Structures and Practices", Courtauld Institute of Art, London, 4-6 April 1997

Simon Sadler, Open University

We are all familiar with the idea of planning - in Peter Hall's words, "building a physical environment, in terms of housing and shops and factories and offices and railways and roads and parks and pubs and libraries, which is better to live in and work in than the alternative which would have grown up without a plan".[1] Hall suggested this definition in 1963 in order to critically assess the legacy of post-war planning. Yet, within a few years, Hall would be one of a highly influential group of thinkers to pose the apparently heretical question: what if there was no plan?

The title of the session 'Plan / Non-Plan', which was convened at the Association of Art Historians' Annual Conference in London earlier this year, was borrowed from an extraordinary article which appeared in the main organ of the British 'New Left', *New Society*, in 1969. Recognising the problematic effects of post-war British planning, the article - which Hall co-authored with the radical architect Cedric Price, the architectural critic and historian Reyner Banham, and the then-editor of *New Society*, Paul Barker - suggested the creation of planning-exempt zones as an experiment in 'non-plan'.

Opening the session with his talk 'Non-Plan / a true mirror of social appetites?', keynote speaker Cedric Price recalled the crushing weight of Town and Country Planning legislation, widely perceived in the 1950s and 1960s as inhibiting environmental creativity and spontaneity, and suspected of aesthetic snobbery - policing the expansion of 'popular' and 'commercial' architecture in the name of 'Britishness'. Ian Horton later provided a detailed investigation of the aesthetic assumptions of post-war British planning in his paper, 'Legislating for aesthetic content in planning proposals, 1945-60', explaining how the Royal Institute of British Architects steered local authorities toward acceptance of modernist high-rise as integral to mixed development schemes, creating a new sense of the 'Picturesque'.

RIBA policy transpired as something of a parochial compromise with the strictest percepts of rationalist, modernist planning. In fact, and as Barry Curtis (University of Middlesex) showed in his paper 'The heart of the city', something of a shift in paradigm was occurring during the post-war years even within the caucus of international modernism, the Congrès Internationaux d'Architecture Moderne. Concerned that modernism had not paid sufficient attention to the free association of individuals, we find in CIAM's post-war meetings the inklings of a new architectural ideology of spontaneity, informed by existentialism and organicism, that arguably would underpin the deliberate decomposition of modernist design in the later 1950s and 1960s.

Doubtless, then, non-plan was inspired in part by the demand for a 'popular' visual idiom and by the New Left's demands for greater freedom from state apparatus. Yet, in retrospect, the connotations of non-plan can feel rather different. Indeed, Benjamin Franks (University of Nottingham), in his paper 'New Left, New Right', went some considerable way towards establishing a connection between the non-plan of the late 1960s and the New Right theories derived from the thinking of Friedrich Hayek and his followers, which were translated by the Conservative party of the late 1970s and 1980s into deregulation and enterprise culture. And the 'freedoms' afforded by state-sanctioned non-plan, he showed, were rather different from those offered by the outright self-management advocated by squatters and anarchists, who have steadily gathered force in Britain since the Second World War. It soon became clear in the session that non-planning presents some complicated political ramifications:non-plan can be made just as responsive to the needs of capital as to those of popular participation.

In 'Experiments in freedom', Simon Sadler (Open University) attempted to link *New Society*'s notions of non-plan to other post-war currents of dissatisfaction with planning and permanence. One obvious connection was with the British *avant-garde* newsletter *Archigram*, to which Price was a regular contributor and for which Banham was a

persuasive advocate. By championing techniques for architectural flexibility and adaptability, *Archigram* architects drew upon sources of progressive architectural thinking worldwide. One such source was the Groupe d'Etude d'Architecture Mobile, led by the French architect Yona Friedman, the second keynote speaker of the 'Plan / Non-Plan' session. Friedman delighted delegates with a pictorial exposition of his belief that 'function follows form', showing how the users of a building can be allowed to displace the architect as the main designers of the structure.

One of the most inspirational figures for *Archigram* architects and other architectural radicals was the American designer Richard Buckminster Fuller, whose work was summarised with admirable succinctness by John Beck (Darwin College, Cambridge). Here again, the confused ideologies and inspirations of non-planning resurfaced, indicated in the title of Beck's paper: 'Fordist, Futurist or Fabulist: Buckminster Fuller and the politics of shelter', which charted Fuller's progress from New Dealer to Counterculturist. Further exploration into non-planning as some sort of Utopian response to real social, historical and architectural pressures came in the paper '"Le Cybernatrope": art and technology in the writings of Henri Lefebvre', in which Eleonore Kofman (Nottingham Trent University) and Elizabeth Lebas (University of Middlesex) considered the relationship between Lefebvre's thought and the activities of the Situationist International on one side, and post-war French urbanism on the other - anarcho-Marxist non-planners pitched against bureaucratic planning.

As Kofman and Lebas pointed out, the current resurgence of interest in Lefebvre and the Situationists indicates that dissatisfaction with modernist, rationalist and capitalist planning, and the hierarchies of power that impose it, is ongoing. Two papers in particular bore this out. One, delivered by Ben Highmore (University of the West of England), presented a critique of the city centre of Bristol as it is currently organised. The anonymous bureaucratic planners of Bristol, Highmore argued, have succeeded in creating an officially-sanctioned 'image' of the city, in the process struggling to regulate the social activities at the city core. In his paper 'Living lightly upon the earth', meanwhile, Malcolm Miles (Chelsea College of Art and Design) focused upon the extraordinary energies of marginal, non-planned, anti-capitalist, and 'green' urbanisms to explore the likelihood of 'alternative urban futures'.

Certainly, it would be a mistake to regard non-planned, indeterminate, and participatory architecture as merely abstract, as two very different examples helped to demonstrate. Taking John Weeks' hospital architecture at Northwick Park as the case study 'Brutal hospital', Jonathan Hughes (Courtauld Institute) showed that indeterminate, flexible architecture in the 1960s could manifest itself as a functionally- and intellectually-rigorous building programme. And in 'Empowerment through self-build: township housing in South Africa', Chined Umenyilora (Architectural Association) explained how field research in the Riverlea township had convinced him that self-build would be the best way to redress the legacies of apartheid planning. Limiting his intervention as an architect to that of 'facilitator', he has attempted to establish architectural clinics to supply 'clip-on' parts for the continuous improvement of housing.

The sense at the conference was that this session on 'non-plan' had opened a topic on which there is much more to be said, a feeling since reinforced by an exhibition at the RIBA, London, on 'Portable architecture'. The convenors of the 'Plan / Non-Plan' session are now considering making it the basis of a book on non-planning: that is, on the history, theory and practice of recent architectural and environmental projects which have consciously rejected predetermined and permanent solutions in favour of ongoing and indeterminate processes. Anyone wishing to find out more or to make suggestions is very welcome to contact the convenors at the addresses below. They particularly wish to accrue examples of non-planning from all over the world, particularly from the Far East.

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Note

1. P. Hall, *London 2000*, London: Faber, 1963, p. 20.

The Socialist City

An IRS Workshop series on the history of planning and urbanism in the German Democratic Republic

Holger Barth, Berlin

The Institut für Raumplanung (IRS: Institute for Regional Development and Structural Planning), Universität Dortmund, is hosting a series of workshops during 1997 dealing with historical research on architecture, planning and urbanism in the former German Democratic Republic. Historians and other scholars are invited to present and discuss their own research at these workshops, and we particularly encourage the participation of younger scholars.

The first session focused on two areas of wider political relevance: the aesthetic representation of political concepts and ideologies (using the example of the "Socialist City") and the discussion of historical research as it relates to present planning processes and urban development policies. In beginning his discussion of research methodologies, Andreas Hohn emphasised the political salience of the issues at hand by quoting Ludwig Feuerbach's exhortation that "we should not just explain the world but change it!". Hohn remarked that, because of its strong hermeneutical orientations, planning history suffers from a lack of solid theoretical foundation. In addition, it appears that planning history is simply not perceived as interesting or relevant by planning practitioners. This is ironic, because connections between historical experience and present-day praxis are as evident as they are plentiful. Hohn pointed out that historical reference forms an important part of individual and group identity, and that knowledge of historical developments is necessary to understand the specific *genius loci* and, thus, the essence of that which one is attempting to 'plan'.

In discussing the relation between aesthetics and politics, Dirk Schwiedergoll pointed out that continuities and ruptures in urban development are well documented in biographies of architects and in town chronicles. Here, 'good' and 'bad' are not so much an issue, rather the 'usual' flow of historical events. Art historian Ute Fendel compared the experience of postwar reconstruction in East and West Germany, focusing on local communities and civic identity. She explained that civic identity was most clearly typified by the *Rathaus* (town hall) in the West and the *Kulturhaus* (cultural centre) in the East. However, these two insignias of local life were used in very similar ways, with both dominating the re-built town centres.

In the opinion of Simon Hubacher, an architect from Cologne, historical research in planning and urbanism is of direct practical relevance to the new German States and their experience of rapid systematic and economic transformation. He criticises, for example, housing rehabilitation policies that borrow too much from West German practice, focusing on the improvement of residential environments and 'densification' measures. Different policies are required, he suggested, that reflect the special character of cities east of the Elbe River: cities formed by traditional Slavic settlement patterns and the more recent 'new towns' of socialist design. If one accepts this argument, then perhaps a redefinition of rehabilitation concepts for large housing estates could be possible, taking into consideration possibilities for greater citizen involvement and the development of new criteria for sustainability and quality of life. This could, under certain circumstances, also mean that the theory of compensatory or 'catching-up' modernisation, supported by some sociologists, might have to be seen in a new light as the modernity being strived for is a rather different one.

As Ulf Matthiesen of IRS indicated, this kind of reasoning makes it clear that research in the field must be aimed at demonstrating the factual relevance of historical knowledge; indeed, how can historical research in the areas of planning and urbanism contribute to the planning process? Can it help in problem-solving? Some answers to these questions were provided by speakers who, in a very concrete and analytical manner, have dealt with urban planning and architecture in the former GDR. Specific examples were discussed, such as public school buildings (Andeas Butter), infill development in Berlin-Friedrichshain (Ulrich Hertung), the Berlin television tower (Peter Müller), and the reconstruction of Chemnitz (Jörg Stabenow). These examples suggested that the practice of historical site preservation offers important lessons for the rehabilitation of cities and of individual buildings.

Above and beyond these aspects, practical experience in urban reconstruction offers a clear indication of the general relevance of historical research to the planning and urban design processes. Perhaps more so than any other city in Germany, Magdeburg has agonised over its own post-war architectural heritage, marked by attempts to reconstruct the heavily-damaged centre and to accommodate new construction during the socialist period and a heritage with which the local populace has been unable to identify. This is certainly one of the reasons why the city has asked the Office of Urban Projects in Leipzig to undertake an historical analysis of urban development initiatives in the GDR. The quintessence of this *reconstruction* of historical facts was presented by the planner Iris Reuther and the geographer Monika Schulte.

The workshop moderated by Gerold Perler could be characterised as being strictly practice-oriented: drawing on his experience as an architect responsible for the rehabilitation of tower blocks on the Square of the United Nations (formerly Lenin Square). One peculiar aspect of this project is that the tower blocks are being modernised without a superimposition of totally new design elements. The language of form, texture and colour already present is being reinterpreted, which includes the construction of additional elements, while remaining largely intact. The various methods employed in the project were equally of interest. The concept of 'city' used here implied criticism of merely descriptive approaches that rarely advance beyond aesthetic expressionism and virtually ignore interrelationships between various architectural and socio-cultural elements. However, social science approaches were also criticised for their abstractness and limited practical use. Finally, Perler pointed out that inter-disciplinary methodologies are urgently needed.

The workshop continued its elaboration on the concept of 'city' with a paper by Simone Hain of IRS. Ms Hain

attempted to clarify the essence of the so-called Socialist City without dwelling on the obvious, visual aspects. Rather, she suggested that the socialist city is only explainable within specific economic and social contexts. Thus, what one is dealing with here is not the 'aesthetic poverty' so lamented by West Germans but, rather, the development of new lifestyles and values. What example is more suited to express this than Eisenhüttenstadt, the "first Socialist City" - which, under its original name of Stalinstadt, has taken its place in architectural history? Urban planner Ruth May followed with a discussion of Eisenhüttenstadt in which she focused not on the townscape but on the conditions and processes that created the city. Susanne Karn and Elisabeth Knauer-Romani used similar approaches in discussing the development of the "Culture Park" in Potsdam-Babelsberg and the construction of churches in Stalistadt (as it then was).

The concept of the "Socialist City" was discussed from an Italian perspective by Chiara Rodriguez, who informed the audience that renowned architects such as Aldo Rossi and Luciano Semerani were very sympathetic to socialist urbanism; basically in rejection of the formalist-rationalist tendencies that dominated in the period following the fall of Fascism. Thus the provocative idea that, alongside the 'American' and the much-exalted 'European' city, an alternative 'Socialist city' could exist, appears to enjoy a following in Italy.

A degree of suspense surrounded Irma Leinauer's presentation: her work involves research on the construction and development of the Karl-Marx-Allee in Berlin. This historical residential complex, built in the 1950s, is now a focal point of redevelopment initiatives that aim to 'densify' central Berlin's urban fabric through new construction, recreating the compact city of the past. As Ms Leinauer explained, this has exacerbated problems for the residents of the Karl-Marx-Allee. They face higher commercial rents, the prospect of housing privatisation, and negative externalities caused by the new urban development projects scheduled to begin despite scant investor interest.

A third workshop will take place on 4 December 1997. The main subject will be post-war reconstruction in East Germany and the continuities and discontinuities that characterised it.

Fourth International Seminar on Urban Form
Birmingham, July 1997

Peter Larkham, UCE (joint conference convenor)

This was a major international meeting, organised on behalf of the newly-organised International Seminar on Urban Form (ISUF) by members of the Birmingham-based Urban Morphology Research Group. This was both a successor to the Group's previous international conference, held in 1990; and the fourth ISUF meeting - all previous meetings had been held in Lausanne, Switzerland, and were much smaller, invitation-only seminars. The success of these seminars led to the suggestion of regular but larger conferences, the formal constitution of ISUF, and the publication of a new journal (see Notices, this issue).

ISUF 97 was thoroughly planned well in advance, widely advertised - including through various Internet links, and was attended by some 131 persons - with overseas visitors outnumbering UK delegates! A total of 70 papers were organised during the three days; there were also poster presentations, a computer display, a final plenary discussion, and field excursions.

The papers were extremely varied in subject. Thematic sessions covered

'perspectives on historical urban development', 'Italian viewpoints', 'Preindustrial towns', 'Nineteenth century cities', 'Cultural periods and urban form', 'The interpretation of urban form', two sessions on 'Culture, morphogenesis and comparative study', 'Cities in the late-twentieth century', and 'Urban morphology, planning theory and planning practice'. There was also a well-attended New Researchers' Forum. Many papers thus had direct relevance to the study of planning history.

Amongst these, G. Curdes (Institut für Städtebau und Landesplanung, RWTH Aachen) reviewed the importance of the influence of 'innovation', broadly defined, in the development of the urban form of Cologne between 1840 and 1990. For example, the importance of transport innovations are well known, but planning innovations have been less well understood. Jürgen Lafrenz (Institut für Geographie, Universität Hamburg) reviewed 'cycles of the pre-industrial townscape in the industrial era' - it is useful to consider cyclical elements in the shaping of urban form, and this has been a strong component of some elements of urban morphology but virtually ignored in some elements of urban planning and design. On a different theme, Tony Scrase (University of the West of England) reviewed the study of urban form and the development of the planning profession.

It is hoped that some of the planning history-related papers will be published in *Planning History* (the first, by Joan Ganau, is in this issue). Other thematic journal issues, including an issue of *Built Environment* developed from the session on culture, morphogenesis and compasrative study in Asia, and other forms of publication, are planned. A book proposal from the New Researchers' Forum is being prepared.

Although generally felt to be successful, the conference did have some problems: not least the practical problem of language difficulties, and the related issue of terminology uses and definitions. The latter point will be a continuing focus of ISUF's activities: thought is being given to the development of some form of international comparative glossary, an initiative led by Joe Nasr.

Inclusion in these announcements of publication does not preclude fuller review at a later date

Melville C. Branch *Atlas of Comparative Urban Design* (second edition), New York: Princeton Architectural Press, 1997, 116pp, ISBN 1-56898-073-6, cloth $60.00 / £42.00

The map-plans in this collection of 40 cities in Europe, Russia, the United States, and Asia were first published in the mid-nineteenth century by the English Society for the Diffusion of Useful Knowledge (they are still readily available as individual original coloured prints from antiquarian booksellers and antique print dealers in the UK). The maps were all commissioned and drawn within a period of 13 years, presenting a unique opportunity to compare urban development among 40 cities in 19 countries at virtually the same moment in time. Fascinating to see, these hand-coloured steel engravings are artistic masterpieces in themselves, representative of an era of exceptional artisanal skill. They are reproduced here in fine detail in an oversized format.

The *Atlas of Comparative Urban Design* includes both well-known European and American cities such as Amsterdam, London, Madrid, Moscow, New York and Venice, as well as smaller cities like Calcutta, Edinburgh, Hamburg, Lisbon, Marseille, Parma and Stockholm.

An introductory essay by the editor discusses the historical evolution of urban design, and provides a background on engraving techniques. Branch also evaluates each map-plan, remarking on the details of each engraving and the evolution of the forms of the cities, their histories, and demographic characteristics.

This rare collection first appeared in its modern form twenty years ago and has been long out of print.

The editor is reputedly the first person to receive a doctorate in planning - from Harvard in 1949.

Reprints

Princeton Architectural Press have also reprinted Raymond Unwin's 1909 text, *Town Planning in Practice* (ISBN 1 56898-004-3, cloth, $75.00 / £50.00) and the *Plan of Chicago* by Daniel H. Burnham and Edward H. Bennett (ISBN 1-878271-41-5, cloth, $75.00 / £50.00).

John R. Gold, *The experience of Modernism: Modern architects and the future city, 1928-53*, London: E. & F.N. Spon, 1997

Few topics in contemporary architecture and urbanism have received more attention than the role of modernism in reshaping the fabric and structure of the city. Yet, despite that attention, most previous writing fails to go beyond generalization and blanket criticism. There is little understanding of the complex origins of modern architects' thinking about the future city or the many different strands in their ideas for its reconstruction.

The experience of Modernism fills that gap. Drawing primarily on unpublished documentation and the author's transcripts of interviews with individuals active in the British and Continental European Modern Movements between 1928 and 1953, this text builds a sympathetic understanding of how early modern architects thought about and visualized the future city. As the account unfolds, it sifts the evidence of a quarter of a century of exhibition projects, paper plans, pipe dreams and realized commissions. In the process, we see how modern architects gradually developed a wide range of visionary designs for both the future city and its society. These designs, however, were seldom intended as blueprints. Modernism throughout the period of this study remained characterized by experimentation and plurality. This book challenges existing understanding of the impact of Modernism on the twentieth-century city.

John Delafons, *Politics and preservation*, London: E. & F.N. Spon, 1997, 215pp, ISBN 0 419 22390 8 HB £49.50, 0 419 22400 9 PB, £24.99)

This is the latest book in the familiar series *Studies in history, planning and the environment.* Conservation, which began as an antiquarian and scholarly pursuit sometimes also undertaken for social advancement, and which developed into an élitist cause, has now become a populist movement in the UK. As attitudes changed, so did government policy. Such changes in policy reflect wider social and cultural influences, albeit sometimes at a distance.

Politics and preservation unfolds the fascinating history of the policy and politics of urban conservation in the UK, from the listing of the first 29 monuments in England and Wales in 1882 to today's 15,000 scheduled ancient monuments and over 500,000 listed buildings (the 10,000+ conservation areas are dealt with only in passing).

The personalities - both inside and outside government - their actions and the results - are presented in an entertaining and highly informative style, with well-chosen and clear illustrations. Relevant legislation

and policy instruments are summarized, while short case studies show policy in action.

Part 1 deals with the origins of conservation and its cultural background, leading from the early legislation of 1882 on to the end of the 1930s. Part 2 describes the processes leading to the post-war planning acts and the broadening scope of conservation up to European Architectural Heritage Year in 1975. Part 3 deals with churches, and the vexed question of ecclesiastical control and exemption. Part 4 covers the recent history, from the formation of English Heritage in 1983 to the development of the 'heritage industry' and ideas of sustainable conservation.

John Delafons is uniquely qualified to write this authoritative historical overview, having spent nearly 40 years in the Department of the Environment and its predecessors, 12 of them as Deputy Secretary responsible for all of the Department's work on land-use planning, urban and regional policy, new towns and inner cities (1979-1990). He was Principal Private Secretary to five Cabinet Ministers, including Richard Crossman.

As a postscript, page 106 shows a stunning photograph of The Shambles, Manchester: two timber-framed pubs isolated, 'preserved' and raised to form part of the post-war redevelopment. A shame that the book went to press before the announcement that the post-IRA bomb redevelopment proposed to move these buildings again: bodily towards the Cathedral. This has been a politically and professionally contentious conservation decision.

Bruno Marchand, Daniele Dèpuis, Sylvain Malfroy, Dominique Zanghi and Colette Fähndrich, *Lausanne dans le contexte du second après-guerre*, Lausanne: Ecole polytechnique fédérale de Lausanne, Département d'architecture, 1997, 73pp

This is an A4 well-illustrated booklet describing a range of development projects, mostly high-rise residential, built in Lausanne in the post-war period. It is a useful reminder of what has happened in planning and architecture outside the historic core. This is the result of three years of student research. The Introduction continues:

"Cette publication est le premier compte-rendu d'un travail qui se poursuit actuellement sur d'autres régions de la Suisse romande. C'est une approche non exhaustive qui doit impérativement être complétée par des études complémentaires sur nombre d;aspects non traités comme l'influence des modèles internationaux, l'impact de l'Expo 64, la structure des enterprises de construction, les normes liées aux systèmes de subventions, la formation des architects lausannois de cette période, l'influence de l'enseignement de Jean Tschumi, etc.

Il nous a cependant été impossible de transcrire ici toute la variété et la richesse des analyses effectuées par les étudiants. Nous avons opté pour la publication d'un catalogue de fiches typologiques, précédé de textes des enseignants qui développent certains thèmes urbanistiques et architecturaux liés au contexte de cette période et explicitent la didactique adoptée.

Andrew Blowers and Bob Evans (eds), *Town planning into the 21st century*, London: Routledge, 1997, 187pp, ISBN 0 415 10525 0 (HB), 0 415 10526 9 (PB)

This book provides a series of insights into the planning process, introduces the key issues currently facing planning and offers prescriptions for the changes required as we move into the next millennium. Leading experts explain why the existing processes and profession of town planning are likely to be unable to provide satisfactory policy responses in the future.

Probably of greatest interest to planning historians is Peter Hall's chapter 'The view from London centre: twenty-five years of planning at the DoE'. "The most complete [data source] is provided by the DoE's own press releases' and, such is the caprice of fate, the first seven years of these records seem to have disappeared, both from the DoE and from the British Library. So in one important respect, this chapter is fuller for the Thatcher and Major years than for the Heath, Wilson and Callaghan ones. As to the effect of this uneven treatment on the overall judgement, readers are free to gauge" (p. 119).

John Reps, *Canberra 1912: forgotten plans and planners of the Australian Federal Capital competition*, Melbourne: Melbourne University Press, 1997, ISBN 0 52284755 2, £33.99

A study of the emerging field of modern city planning using 46 designs entered in the competition to design the Australian capital.

Douglas J. Watson, *The new civil war: government compensation for economic development*, Westport, CT: Praeger Press, 1995, 144 pp., ISBN 0 275 94788 2 $49.95 HB

After giving a brief description of recent economic development efforts by state and local governments, this book presents a series of case studies to illustrate the nature of the competition in which governments are now engaged in order to attract new investment. The author cites the dramatic cutbacks in federal government aid to the cities in the 1980s as well as the increasing number of development professionals for the new priority given to economic development by local governments.

Edward K. Spann, *Designing modern America: the Regional Planning Association of America and its members*, Columbus: Ohio State University Press, 1996, ISBN 0 8142 0722 7, $45.00 HB

This book provides a collection of biographies of the RPAA's most important members, examining their relationship to each other and to the Association. Relying on the private papers of the RPAA members, the author is particularly interested in the collective ideas of the RPAA and their influence on American planning.

June Manning Thomas, *Redevelopment and race: planning a finer city in postwar Detroit*, Baltimore: Johns Hopkins University Press, 1997, 274 pp., ISBN 0 8018 5444 X, $39.95 HB

This book examines why planners were unable to save Detroit from serious decay and blight after World War II. It first suggests that planners and city officials lacked the requisite tools to combat larger forces leading to population loss and economic decline. Secondly, the book demonstrates how racial prejudice and discrimination hampered almost every attempt to remedy the city's problems.

Ernest Morrison, *J. Horace McFarland: a thorn for beauty*, Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1995, 363 pp., ISBN 0 89271 063 2, $19.95 HB

Morrison's biography of the long-serving President of the American Civic Association provides even-handed treatment of this multi-faceted individual. The author looks at McFarland's activities as horticulturalist, printer and publisher, and nature photographer; as well as his important role as a protagonist for Progressive Era concerns about the environment.

Gordon Cherry and Anthony Rogers, *Rural change and planning: England and Wales in the twentieth century*, London: E. & F.N. Spon, ISBN 0 419 18000 1, £40.00 HB.

Helen Meller, *Towns, plans and society in modern Britain*, Cambridge: Cambridge University Press, 1997, ISBN 0 521 57644 X, £7.95 PB, 0 521 57227 4, £22.95 HB.

Yasmeen Lari and Mihail Lari, *The dual city: Karachi during the Raj*, Oxford: Oxford University Press, 1997, ISBN 0195 77735 2, £60.00

John D. Fairfield, *Mysteries of the great city: politics of urban design, 1877-1937*, Ohio State University Press, 1997, 322 pp, ISBN 0 8142 0754 5

Zynep Celik, *Urban forms and colonial confrontations: Algiers under French rule*, University of California Press (distributed through Wiley), 1997, 250 pp, ISBN 0 520 20457 3, £29.95

Dirk Schubert, *Stadterneuerung in London und Hamburg. Eine Stadtbaugeschichte zwischen Modernisierung und Disziplinierung*, Braunschweig/Wiesbaden: Vieweg, 1997, ISBN 3 528 08137 6, DM 98

A rich comparative historic study on urban renewal in London and Hamburg from the mid-19th to the mid-20th century. This extends knowledge of key questions such as social polarisation - confirmed as central (paradigmatic) problems through the analysis of modern urban history.

Gerd Albers, *Zur Entwicklung der Stadtplanung in Europa. Begegnungen, Einflüsse, Verflechtungen*, Braunschweig/Wiesbaden: Vieweg, 1997, ISBN 3 528 06117 0

A compact overview on the historical development of town planning in Europe and the importance of mutual influence and exchange within the European countries. Parallels, as well as national differences, in theory and practice of town planning over the last two centuries are stressed.

Arbeitskreis Stadterneuerung an deutschsprachigen Hochschulen und Institut für Stadt- und Regionalplanung der Technischen Universität Berlin (ed.), *Jahrbuch Stadterneuerung [Yearbook of Urban Renewal]*, Technischen Universität Berlin, 1997 (previous years also

PUBLICATIONS

available), ISBN 3 7983 1729 8, approx. DM 25

The 1997 Yearbook's main theme is the conversion and revitalization of blighted areas as a strategy of urban renewal. International examples used are from Brazil, Spain, Vienna, Cape Town and New York.

Klaus Schmals (ed.), *Vor 50 Jahren ... auch die Raumplanung hat eine Geschichte*, Dortmund: Dortmunder Beitrage zur Raumplanung, 1997, ISBN 3 88211 099 6, DM 35

Documentation of a series of lectures at the University of Dortmund and of a conference in Berlin on the conditions and the influence of town and regional planning in the Nazi period. This is town planning as a discipline not as a neutral list of instruments and techniques, but as a fundamental result of social policies. This volume should be considered significant in the exploration of the responsibilities of planning - including aspects of housing, urban renewal and regional planning - during the Nazi regime.

Miles Glendinning (ed.), *Rebuilding Scotland: the postwar vision, 1945-75*, Tuckwell Press, 1997, 250pp., ISBN 1 898410 33 X, £20.00 PB.

A. Calvert, *Boulevard Beranger a Tours: évolution urbanistique et architecturale du XVIème siècle à nos jours*, Ecole d'Architecture de Nantes, 1997, 175pp, FF 85.

Christian Hauer (ed.), *Christopher Wren and the many sides of genius: proceedings of a Christopher Wren Symposium*, Mellen, Canada, 1997, ISBN 0 7734 8546 5, £39.95

Barry Cullingworth and **Vincent Nadin**, *Town and Country Planning in Britain*, 12th edition, Routledge, London, 1997, ISBN 0 415 13912 0 (HB); 0 415 13913 9 (PB)
This is the latest edition of the long-established Cullingworth text, now co-written with Vincent Nadin. It has been significantly updated even since the 1994 edition, and the structure further developed. The historical development of the system and its policies are explained, with a critical discussion of current issues and problems. An extensive bibliography and lists of official publications are included and each chapter ends with notes on further reading. The twelfth edition has been completely revised and expanded to cover the whole of the UK. It explains more fully the planning policies and actions of the European Union and takes into account the implications of local government reorganisation and the growing interest in promoting sustainable development.

(With thanks for contributions to this section from Petra Potz and Ursula von Petz.)

PUBLICATIONS: BOOK REVIEW

Hugh Murray, *Scarborough, York and Leeds. The town plans of John Cossins, 1697-1743*, York: York Architectural and York Archaeological Society, 1997, 100pp, A4 format, ISBN 0 9519981 2 7, £9.94 (Available from the author at 46 Burton Stone Lane, York, YO3 6BU)

This is a marvellous book which traces the activities of John Cossins, an early-eighteenth century Yorkshire cartographer. The author does this by depicting the maps and plans that Cossins surveyed, and by revealing the biographies of those people who subscribed to the finished plans and whose properties were illustrated on them. The result is a fascinating account of English provincial life in the first century after the Restoration, touching on contemporary ideas about architectural taste and the role of town plans as vehicles for what today would be called 'place-marketing' or 'civic boosterism'. Thus, Scarborough is vividly represented as a newly-flourishing leisure town, whilst York is revealed as the cultural capital of the north, complete with many new and elegant town-houses that were then being built by the city's wealthier citizens.

It is this aspect that makes this book so interesting, because what Murray does is to use the sketches of buildings originally drawn by Cossins (in a small personal notebook) and compares these with images of the same buildings as they appeared on the finished town plan. By doing so, it becomes apparent that Cossins' sketches of buildings were, by and large, misinterpreted by his engraver, who was working in London. The result is a series of caricature images of York's Georgian buildings which appear quite unlike the simple sketches in Cossins' notebook, and bear little resemblance to the actual buildings themselves (which Murray also depicts using photographs). We can only guess as to what the plan's local subscribers thought of this misrepresentation (the buildings depicted belonged to these local subscribers). Presumably, they were not impressed. Subsequently, whilst preparing a plan of Whitby, Cossins appears to have abruptly ended his cartographic enterprise, though he gives no reason why.

In one way, the engraver's caricaturing of York's Georgian buildings on Cossins' plan may simply reflect the difficulties of reproducing, in a small space, some rather vague hand-drawn sketches of (probably) unseen buildings. On the other hand, the engraver was, perhaps, not too concerned with the individual designs of the buildings themselves, but had in mind an idea of how the buildings ought to look. The engraver's idea of a Georgian town-house is, therefore, a revealing one; since the windows are left looking gaunt, as black rectangles without detailing, and the heavily-tiled roofs of the houses rise steeply upwards. What should have been a well-balanced neo-Classical façade is, instead, re-presented as a sombre, gloomy, almost derelict-looking building.

The discrepancies between Cossins' original sketches and the finished engraved town plan demonstrate very clearly the real problems faced by those drawing town plans in the eighteenth century. These are the same map-drawers upon whose plans we now have to rely for research in the planning history of the period, since so many of the features that they depict have been lost through demolition. In this context, Murray's book provides a useful case study from which to seek a more general understanding of how funding, surveying, engraving and promoting all ultimately shaped the plans being produced for towns (particularly new or fast-expanding) in the eighteenth century.

Although obviously of greatest interest in the local context, for work on towns in Yorkshire, the book also provides a very interesting and readable account of broader issues relating, for example, to cartographic history, urban morphology and architectural history. The book is thoroughly researched and has extensive footnotes. The illustrations are clearly reproduced on high-quality gloss paper (as camera-ready copy). Unfortunately, though, the plans of York, Scarborough and Leeds are printed across the double-page spread, and the middle part of each is lost in the binding.

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PUBLICATIONS: RELEVANT JOURNAL ABSTRACTS

Patricia Burgess (1997) 'The expert's vision: the role of design in the historical development of city planning', *Journal of Architectural and Planning Research* vol. 14 no. 2

Responding to criticism of recent planning-design initiatives, this essay re-examines the role of design in the development of planning from a historical perspective. The ideas and accomplishments of designers Frederick Law Olmstead and Daniel Hudson Burnham created an image of the planner as the expert with the vision to improve the urban environment. When the city planning profession broadened its focus to include elements not based in design and developed a theory drawn from the social sciences, the image of planner as visionary expert remained. At the same time, constraints imposed by political, social and economic realities limited the planners' ability to achieve their goals, while the results of their efforts often brought criticism. Despite these constraints and critiques, contemporary planners are again (still?) trying to create particular urban environments intended to stimulate particular human behaviours. They might do well to let the successes and failures of the past guide their vision for the future.

L. Luithlen (1997) 'Land-ownership in Britain and the quest for town planning', *Environment and Planning A* vol. 29 pp. 1399-1418

In this paper I endeavour to show that town planning in Britain, although placed within the 'public domain', is largely operating in accordance with the principles of private law. I also argue that town planning is an integral part of the land and property market which itself is conditioned by the definition of rights in land and property. These rights are shown to be grounded in the traditions of the private land law as evolved over the centuries from the feudal system of land and property relations. I therefore begin with an examination of development under the leasehold system in London during the 18th and 19th centuries and find that landowners, in their efforts of maintaining the value of their estate, conducted a form of environmental control very similar to what planners do nowadays as part of their activities in development control. It is then shown how the old system was unable to cope with the pressures of industrialisation and rapidly expanding urban areas. Politicians, royal commissions, and expert committees sought to adapt the leasehold system and to reform existing property rights to accommodate a newly emerging property market. These efforts finally culminated in the 1925 Property Statutes. At the same time governments pursued efforts of devising new structures of urban governance. However, these measures generally were piecemeal and their implementation was fraught with difficulties. A new approach, recognising the interdependence between market processes, market regulation, and 'public improvement', was championed by the radical Liberals towards the end of the 19th century. This philosophy is reflected in the enactment of the first planning statutes of 1909 and 1919. Bot Acts made provisions for the retainment of development value for reasons of social justice and the funding of urban infrastructure. Subsequent enactments have tended to isolate town planning not only from housing but also from the land market and the issue of betterment, and thus from urban governance. The reason, it is argued, is that property as well as planning legislation are still hemmed in the straight-jacket of the private land law. I conclude that the isolation of town planning within a fragmented 'public domain' bodes ill for the future of our cities.

(Contributions for this section are welcome: particularly of English-language abstracts from journals published in other languages.)

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 of the International Planning History Society alike, for any section of *Planning History*. Non-native English speakers should not be concerned if their English is not perfect. The Editor will be happy to help improve its readability and comprehension, but unfortunately neither he nor the Society can undertake translations.

Contributors should supply one copy of their text, clearly printed, in double spacing and with generous margins. Do not supply copy already in column format. A disk copy is also encouraged, which should be in Word Perfect or Word for PC if possible. Illustrations should be clear black and white photographs with good contrast (it is rarely possible to print satisfactorily from colour transparencies or photocopies) or good quality line drawings. Contributors are responsible for securing any necessary copyright permissions to reproduce illustrations, and to ensure adequate acknowledgement. Captions should be printed double-spaced on a separate page.

ARTICLES

These should be in the range of 2,000 - 3,000 words. They may be on any topic within the general remit of the IPHS and may well reflect work in progress. Articles should normally be referenced with superscript numbers and endnotes. Refer to recent issues for guidance on referencing and text style.

OTHER CONTRIBUTIONS

Other types of contribution are also very welcome. Research reports should not be of more than 2,000 words. They need not be referenced, but any relevant publications should be listed at the end, in the standard format. 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.

Notices of relevant publications from publishers' publicity material are useful; and full publication reviews (700 - 1,000 words) are encouraged. Abstracts of relevant journal papers, particularly those originally published in a language other than English, are requested.

Reports of recent conferences and other events are very welcome, and should conform to the above notes on style and layout.

NOTICES OF CURRENT EVENTS

These are welcome from any part of the world. Organisers of events should, however, bear in mind that *Planning History* is only published three times per year; normally in April, August and December. Please try to ensure that Calls for Papers etc. are notified to the Editor in sufficient time for inclusion. Later inserts are possible at the time of despatch. Sufficient copies, folded as required, must be supplied by the event organiser. Nothing larger than a single A4 sheet will normally be accepted. Every effort will be made to include such inserted news material without cost. However, the Editor reserves the right to make a 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, journals etc. Advertisements can be carried either printed within the journal, or as inserts. Sufficient copies of inserts must be supplied in good time for despatch. Advertisements printed in the magazine must be supplied in camera-ready form and must 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 focusing 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-oriented;
- 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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