

THE ARCHITECTS' JOURNAL



standard contents

every issue does not necessarily contain all these contents, but they are the regular features which continually recur.

DIARY

DETROIT

NEWS

from AN ARCHITECT'S
Commonplace Book

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INFORMATION SHEET

SOCIETIES &
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PRICES

Architectural Appointments
Wanted and Vacant

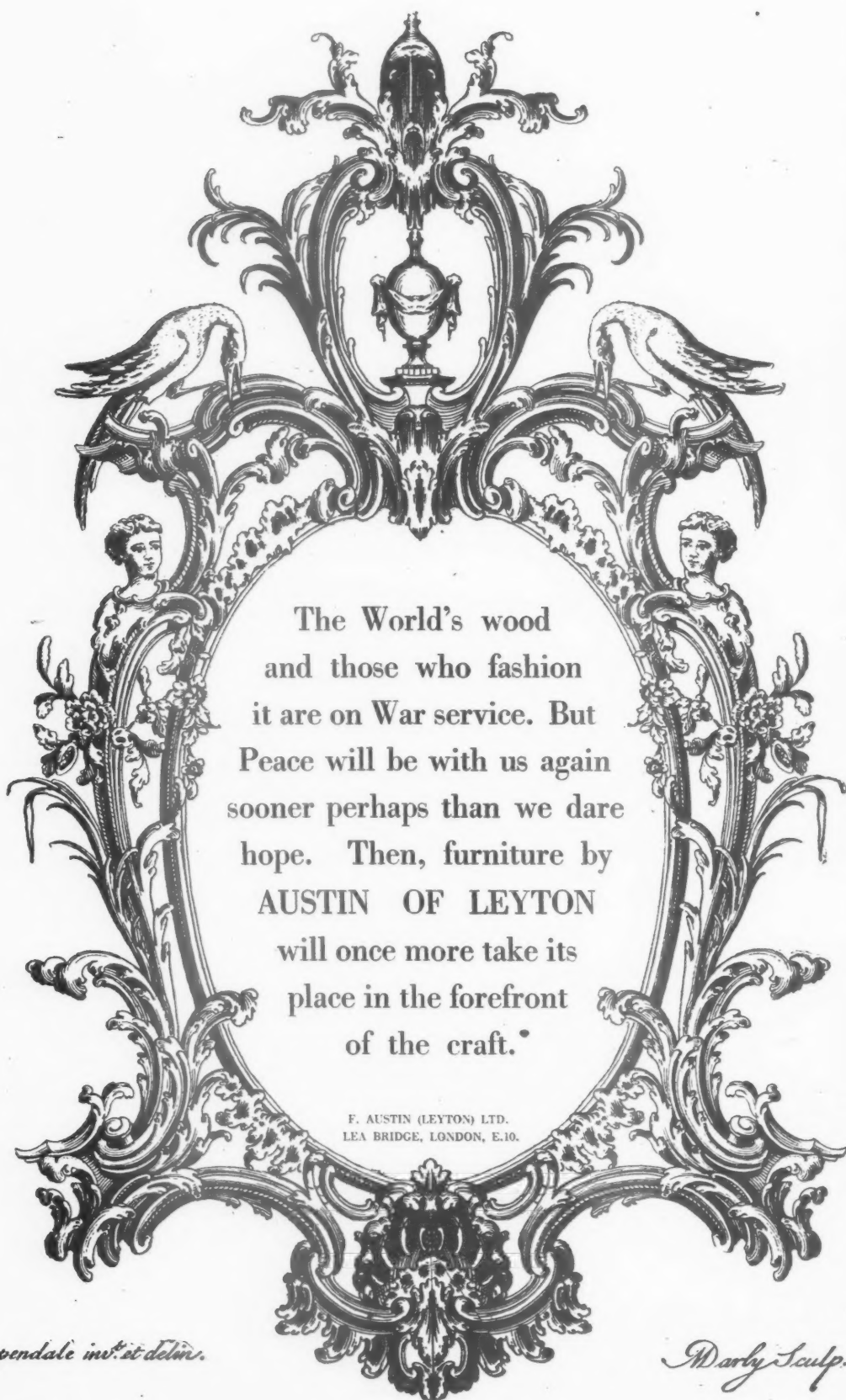
No. 2605] [Vol. 100
THE ARCHITECTURAL PRESS
War Address: Forty-five The Avenue,
Cheam, Surrey. Phone: Vigilant 0087-9

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Registered as a Newspaper

★ The war has both multiplied the number of Official Departments and encouraged Societies and Committees of all kinds to become more vocal. The result is a growing output of official and group propaganda. A glossary of abbreviations is now provided below, together with the full address and telephone number of the organizations concerned. In all cases where the town is not mentioned the word LONDON is implicit in the address.

AA	Architectural Association. 34/6, Bedford Square, W.C.1.	Museum 0974
ABT	Association of Building Technicians. 5, Ashley Place, S.W.1.	Victoria 0447-8
APRR	Association for Planning and Regional Reconstruction. 34, Gordon Square, W.C.1.	Euston 2158-9
ARCUK	Architects' Registration Council. 68, Portland Place, W.1.	Welbeck 9738
ASB	Architectural Science Board of the Royal Institute of British Architects. 66, Portland Place, W.1.	Welbeck 5721
BC	Building Centre. 23, Maddox Street, W.1.	Mayfair 2128
BCIRA	British Cast Iron Research Association. Alvechurch, Birmingham.	Redditch 716
BDA	British Door Association. Shobnall Road, Burton-on-Trent.	Burton-on-Trent 3350
BIA	British Ironfounder's Association. 145, Vincent Street, Glasgow, C.2.	Glasgow Central 2891
BIAE	British Institute of Adult Education. 29, Tavistock Square, W.C.1.	Euston 5385
BINC	Building Industries National Council. 11, Weymouth Street, W.1.	Langham 2785
BOT	Board of Trade. Millbank, S.W.1.	Whitehall 5140
BRB	Building Research Station. Bucknalls Lane, Watford.	Garston 2246
BSA	British Steelwork Association. 11, Tothill Street, S.W.1.	Whitehall 5073
BSI	British Standards Institution. 28, Victoria Street, S.W.1.	Abbey 3333
CCA	Cement and Concrete Association. 52, Grosvenor Gardens, S.W.1.	Sloane 5255
CEMA	Council for the Encouragement of Music and the Arts. 9, Belgrave Square, S.W.1.	Sloane 0421
CPRE	Council for the Preservation of Rural England. 4, Hobart Place, S.W.	Sloane 4280
CSI	Chartered Surveyors' Institution. 12, Great George Street, S.W.1.	Whitehall 5322
DIA	Design and Industries Association. Central Institute of Art and Design, National Gallery, W.C.2.	Whitehall 2415
DOT	Department of Overseas Trade. Dolphin Square, S.W.1.	Victoria 4477
EJMA	English Joinery Manufacturers Association (Incorporated). Sackville House, 40, Piccadilly, W.1.	Regent 4448
FAS	Faculty of Architects and Surveyors. 8, Buckingham Palace Gdns., S.W.1.	Sloane 2837
FMB	Federation of Master Builders. 23, Compton Terrace, Upper Street, N.1.	Canonbury 2041
FS (Eng.)	Faculty of Surveyors of England. 8, Buckingham Palace Gdns., S.W.1.	Sloane 2837
GG	Georgian Group. 55, Great Ormond Street, W.C.1.	Holborn 2664
HC	Housing Centre. 13, Suffolk Street, Pall Mall, S.W.1.	Whitehall 2881
IAAS	Incorporated Association of Architects and Surveyors. 75, Eaton Place, S.W.1.	Sloane 3158
ICE	Institution of Civil Engineers. Great George Street, S.W.1.	Whitehall 4577
IEE	Institution of Electrical Engineers. Savoy Place, W.C.2.	Temple Bar 7676
IOB	Institute of Builders. 48, Bedford Square, W.C.1.	Museum 7197
IRA	Institute of Registered Architects. 47, Victoria Street, S.W.1.	Abbey 6172
ISE	Institution of Structural Engineers. 11, Upper Belgrave Street, S.W.1.	Sloane 7128-29
LIDC	Lead Industries Development Council. Eagle House, Jermyn Street, S.W.1.	Whitehall 7264
LMBA	London Master Builders' Association. 47, Bedford Square, W.C.1.	Museum 3767
MARS	Modern Architectural Research. 46, Sheffield Terrace, W.8.	Park 7678
MOA	Ministry of Agriculture and Fisheries. 55, Whitehall, S.W.1.	Whitehall 3400
MOE	Ministry of Education. 'Belgrave Square, S.W.1.	Sloane 4522
MOH	Ministry of Health. Whitehall, S.W.1.	Whitehall 4300
MOI	Ministry of Information. Malet Street, W.C.1.	Euston 4321
MOLNS	Ministry of Labour and National Service, St. James's Square, S.W.1.	Whitehall 6200
MOS	Ministry of Supply. Shell Mex House, Victoria Embankment, W.C.	Gerrard 6933
MOT	Ministry of Transport. Berkeley Square House, Berkeley Square, W.1.	Abbey 7711
MOTCP	Ministry of Town and Country Planning. 32-33, St. James's Square, S.W.1.	Whitehall 8411
MOW	Ministry of Works. Lambeth Bridge House, S.E.1.	Reliance 7611
NAMMC	Natural Asphalte Mine-Owners and Manufacturers Council. 94, Petty France, S.W.1.	Abbey 1010
NBR	National Buildings Record. 66, Portland Place, W.1.	Welbeck 1881
NFBTE	National Federation of Building Trades Employers. 82, New Cavendish Street, W.1.	Langham 4041
NFBTO	National Federation of Building Trades Operatives. 9, Rugby Chambers, Rugby Street, W.C.1.	Holborn 2770
NFHS	National Federation of Housing Societies. 13, Suffolk St., S.W.1.	Whitehall 2881/2/3
NT	National Trust for Places of Historic Interest or Natural Beauty. 7, Buckingham Palace Gardens, S.W.1.	Sloane 5808
PEP	Political and Economic Planning. 16, Queen Anne's Gate, S.W.1.	Whitehall 7245
PWB	Post War Building, Directorate of. Ministry of Works, Lambeth Bridge House, S.E.1.	Reliance 7611
RCA	Reinforced Concrete Association. 91, Petty France, S.W.1.	Whitehall 9936
RIBA	Royal Institute of British Architects. 66, Portland Place, W.1.	Welbeck 5721
RS	Royal Society. Burlington House, Piccadilly, W.1.	Regent 3335
RSA	Royal Society of Arts. 6, John Adam Street, W.C.2.	Temple Bar 8274
SFMA	School Furniture Manufacturers' Association. 13, New Square, Lincoln's Inn, W.C.	Chancery 5313
SPAB	Society for the Protection of Ancient Buildings. 55, Great Ormond Street, W.C.1.	Holborn 2646
TCPA	Town and Country Planning Association. 28, King Street, Covent Garden, W.C.2.	Temple Bar 5006
TDA	Timber Development Association. 75, Cannon Street, E.C.4.	City 6147
TPI	Town Planning Institute. 18, Ashley Place S.W.1.	Victoria 8815

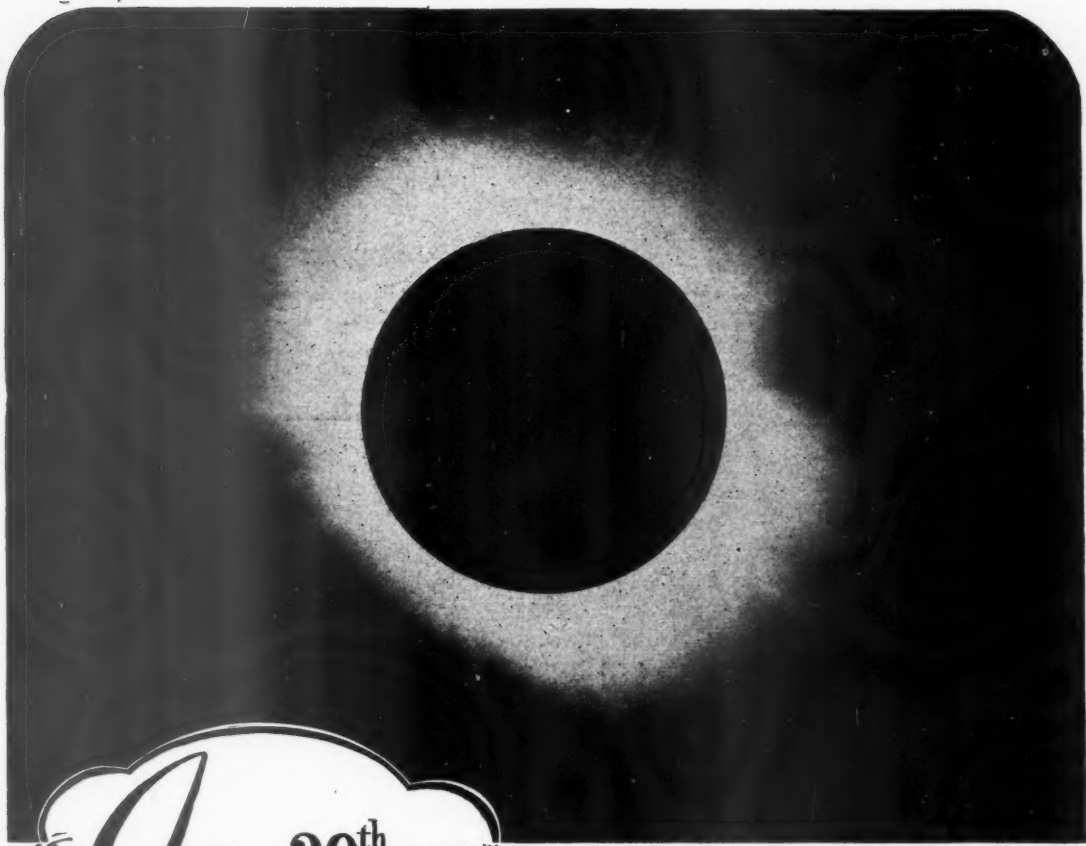


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Photograph by Greenwich Observatory party at Giggleswick, Yorkshire

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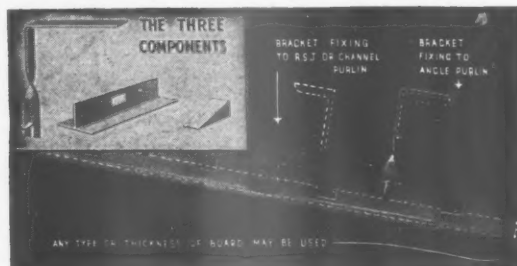
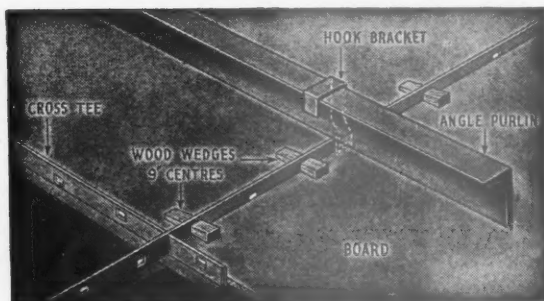
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8 POINTS TO BE NOTED

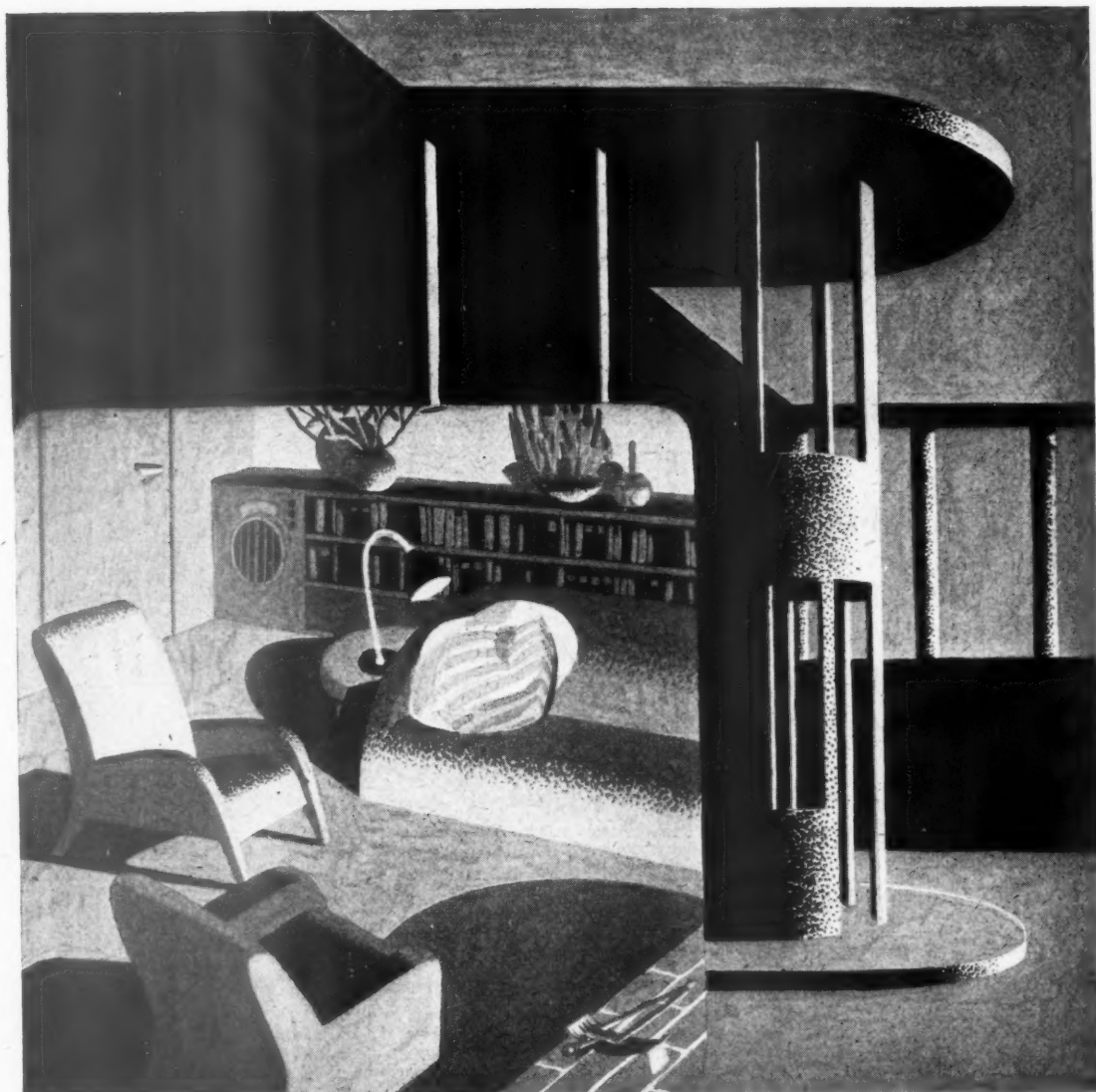
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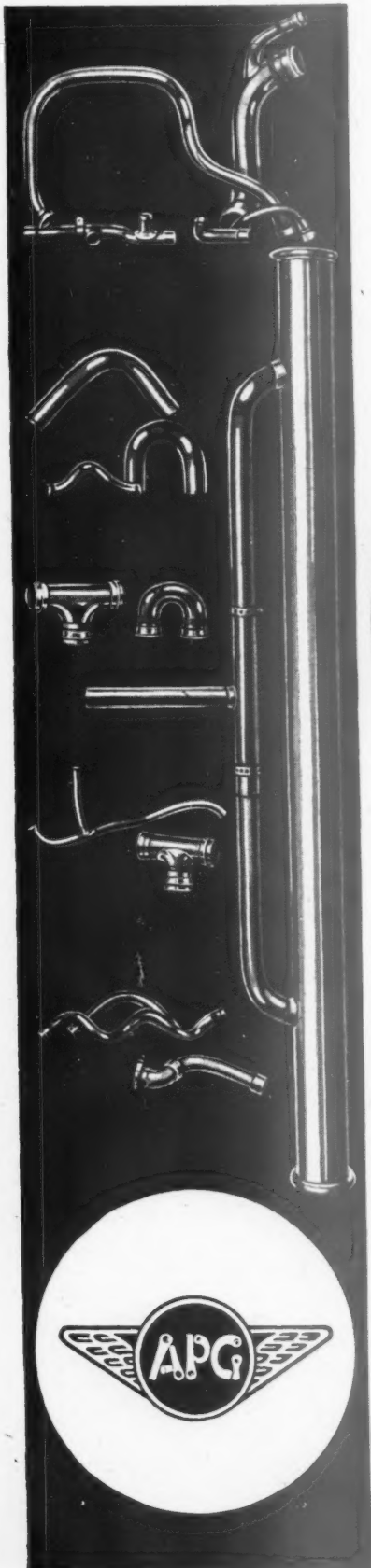
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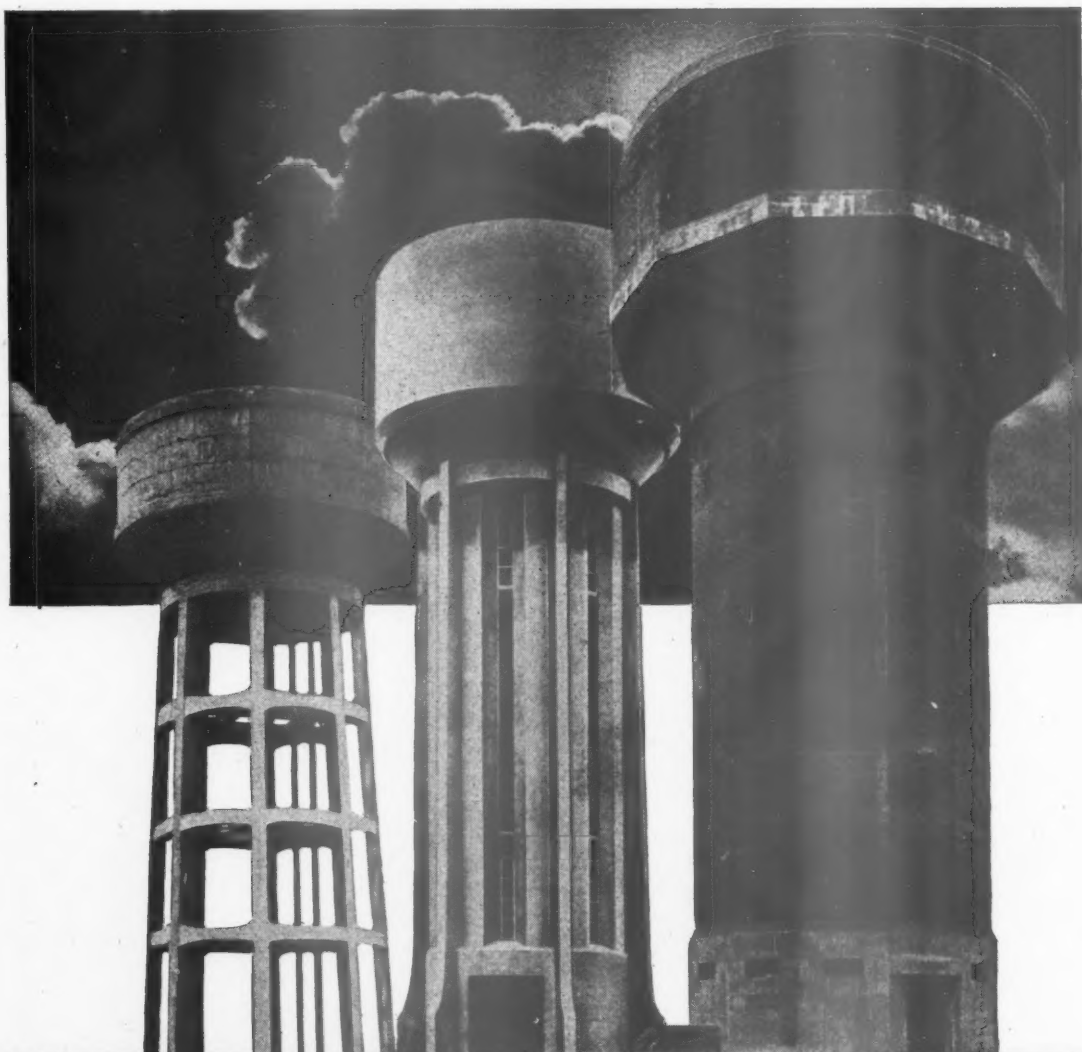
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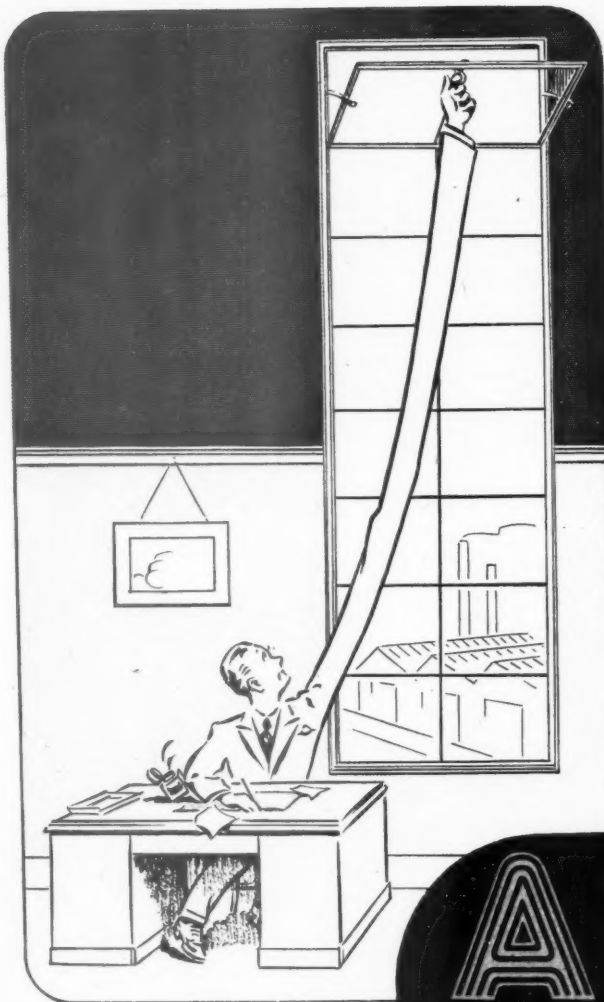
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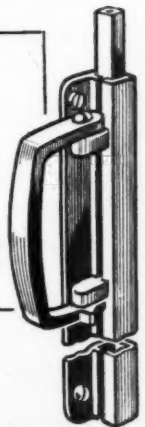
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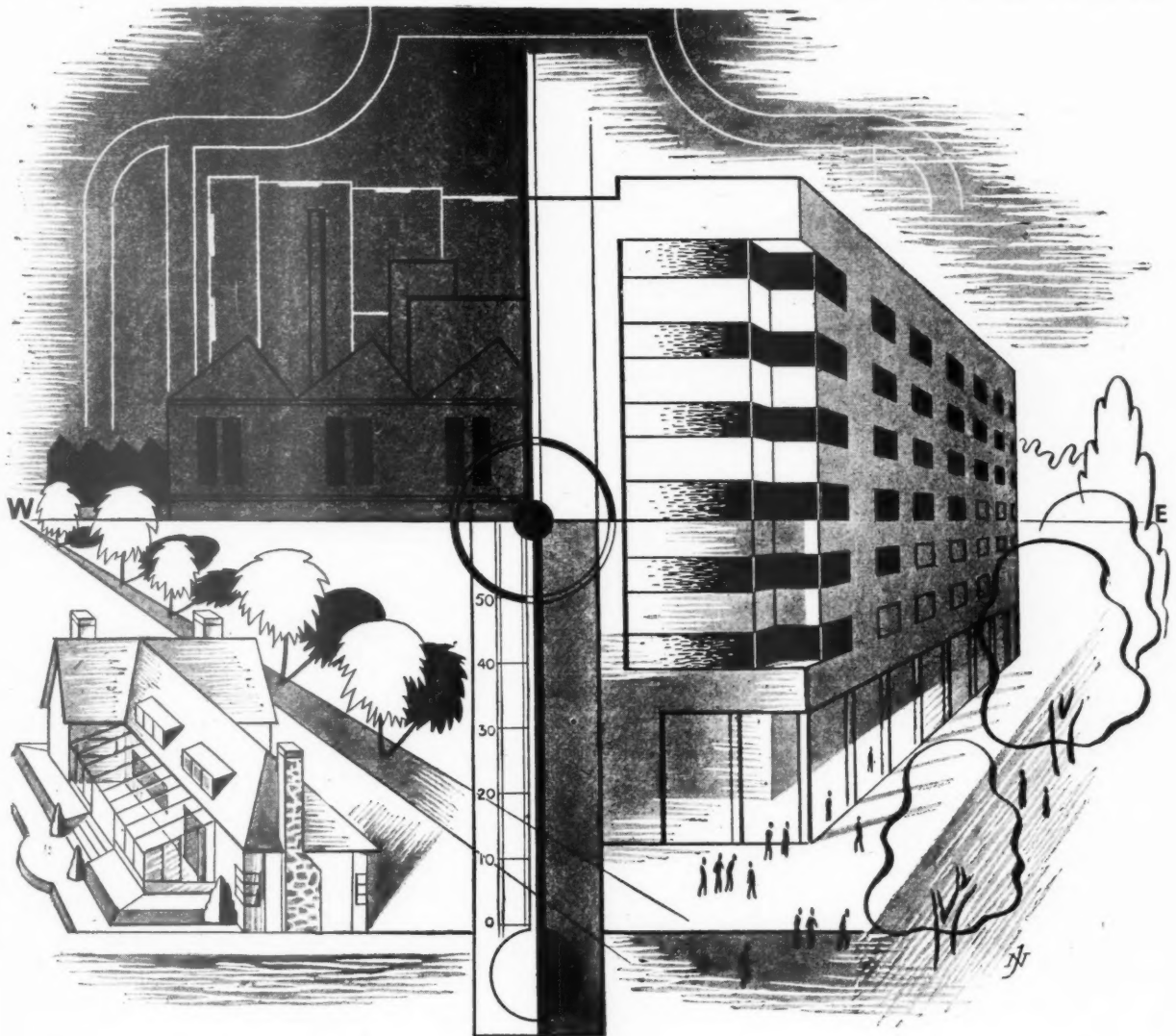
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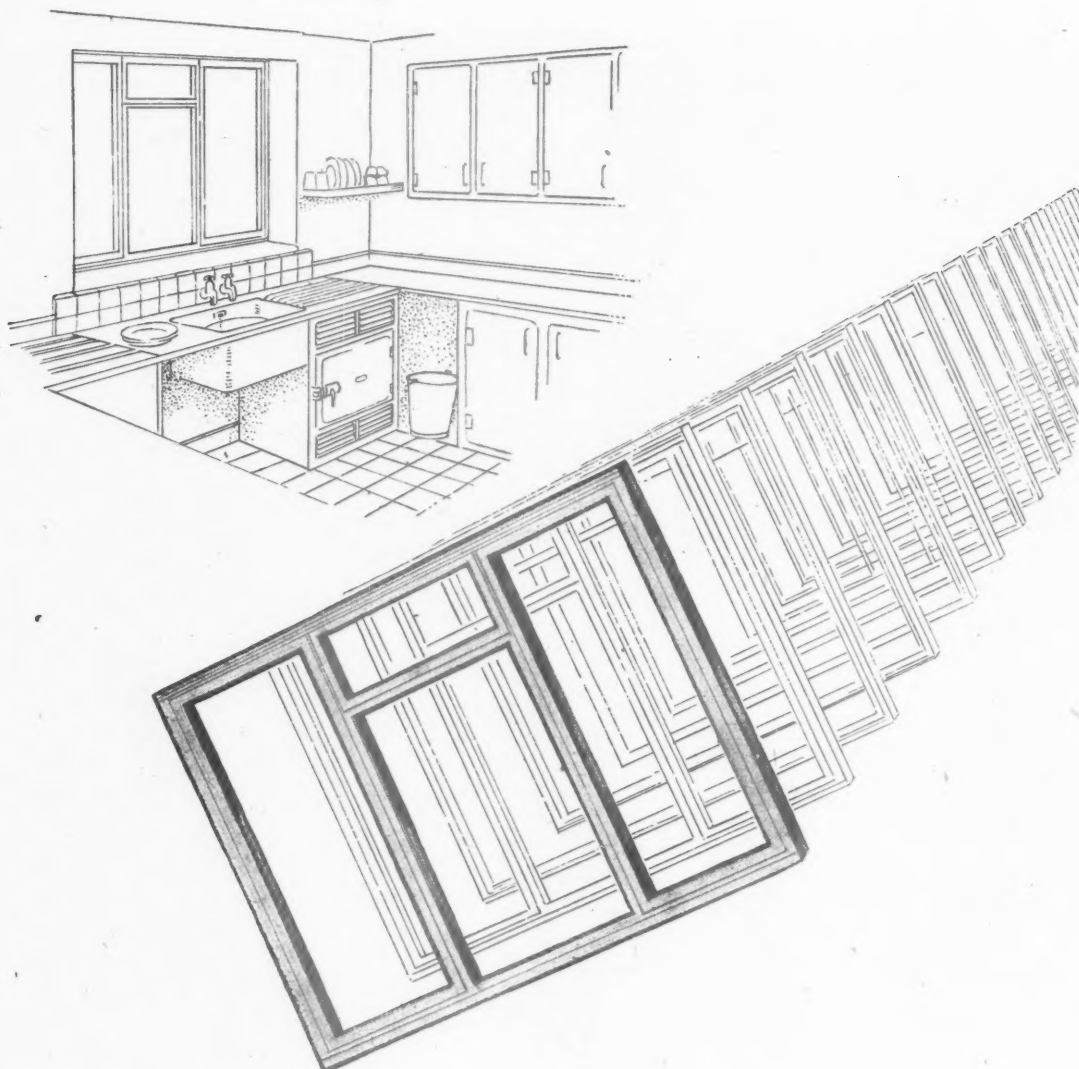


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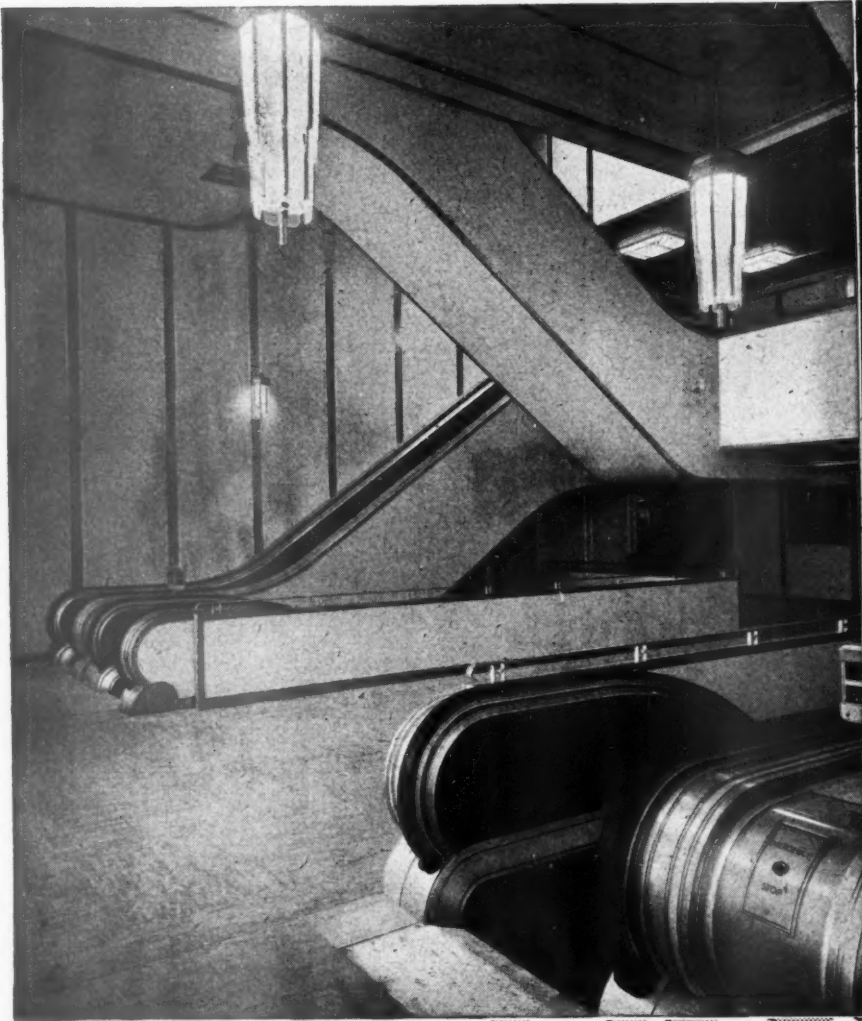
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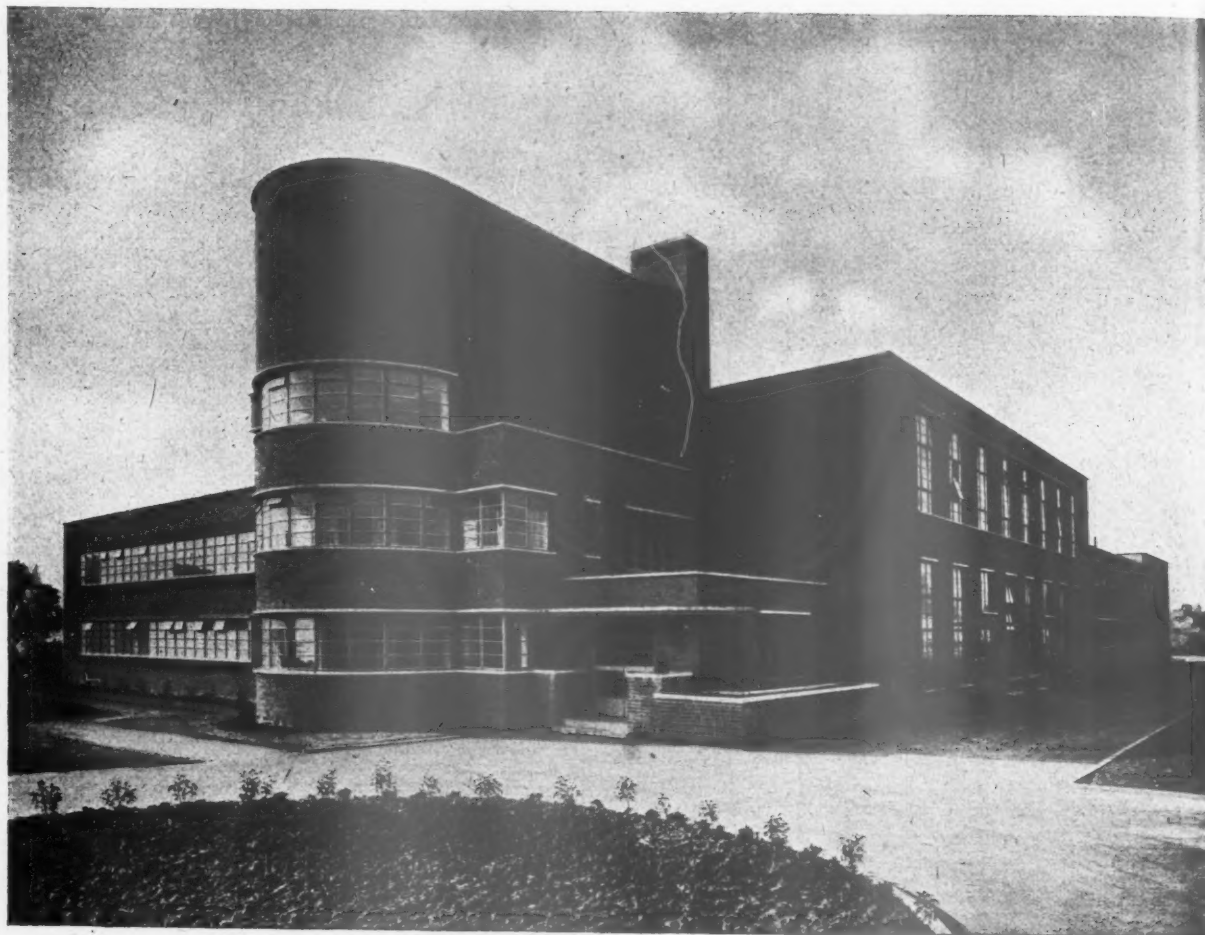
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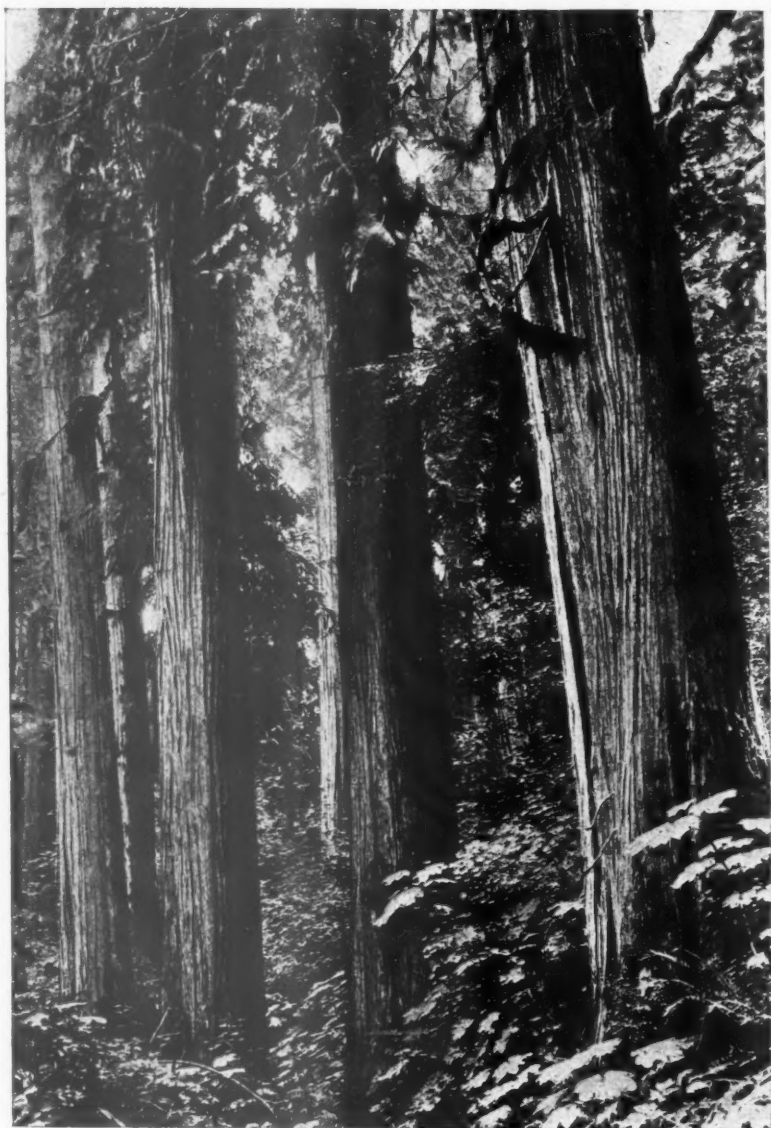
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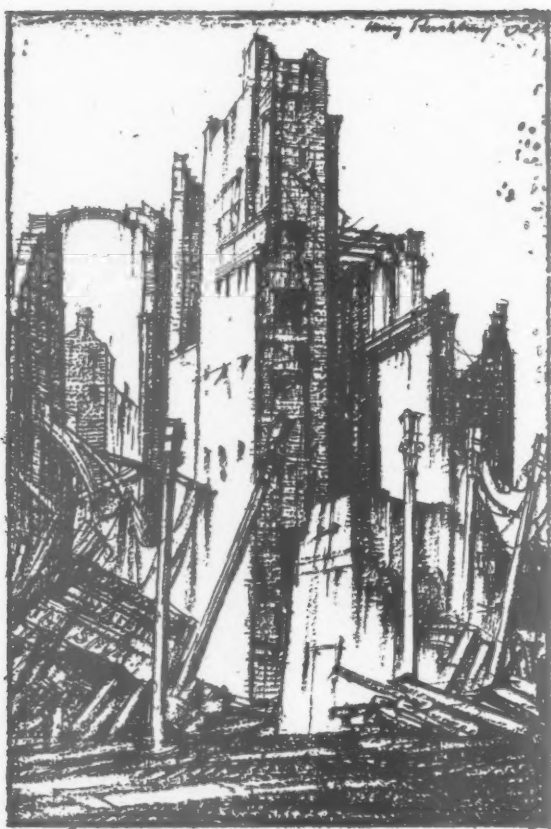
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★ Reproductions of this series with actual colour references will be supplied on request, price 1d. each. Previous subjects include Factory, Railway Station, Suburban Terrace. Others follow. Please write to The Silicate Paint Company J. B. Orr and Co., Ltd., Charlton, London, S.E.7

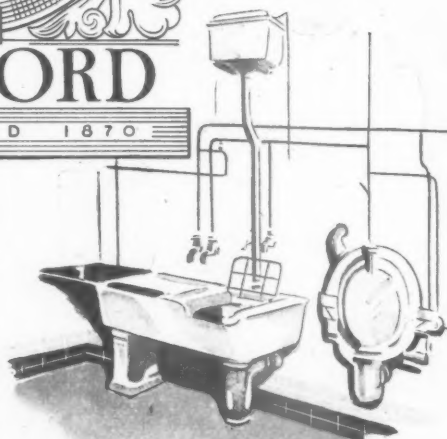
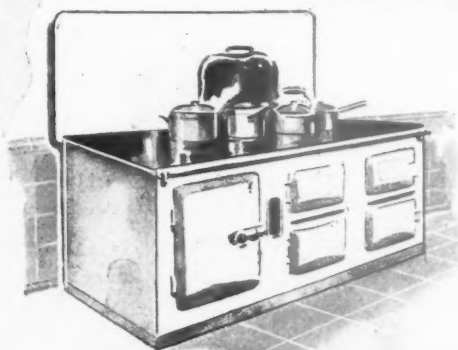
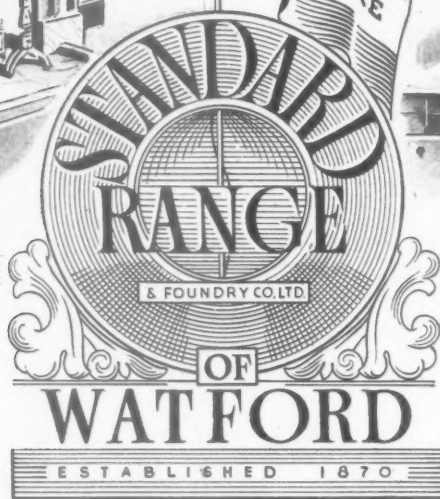
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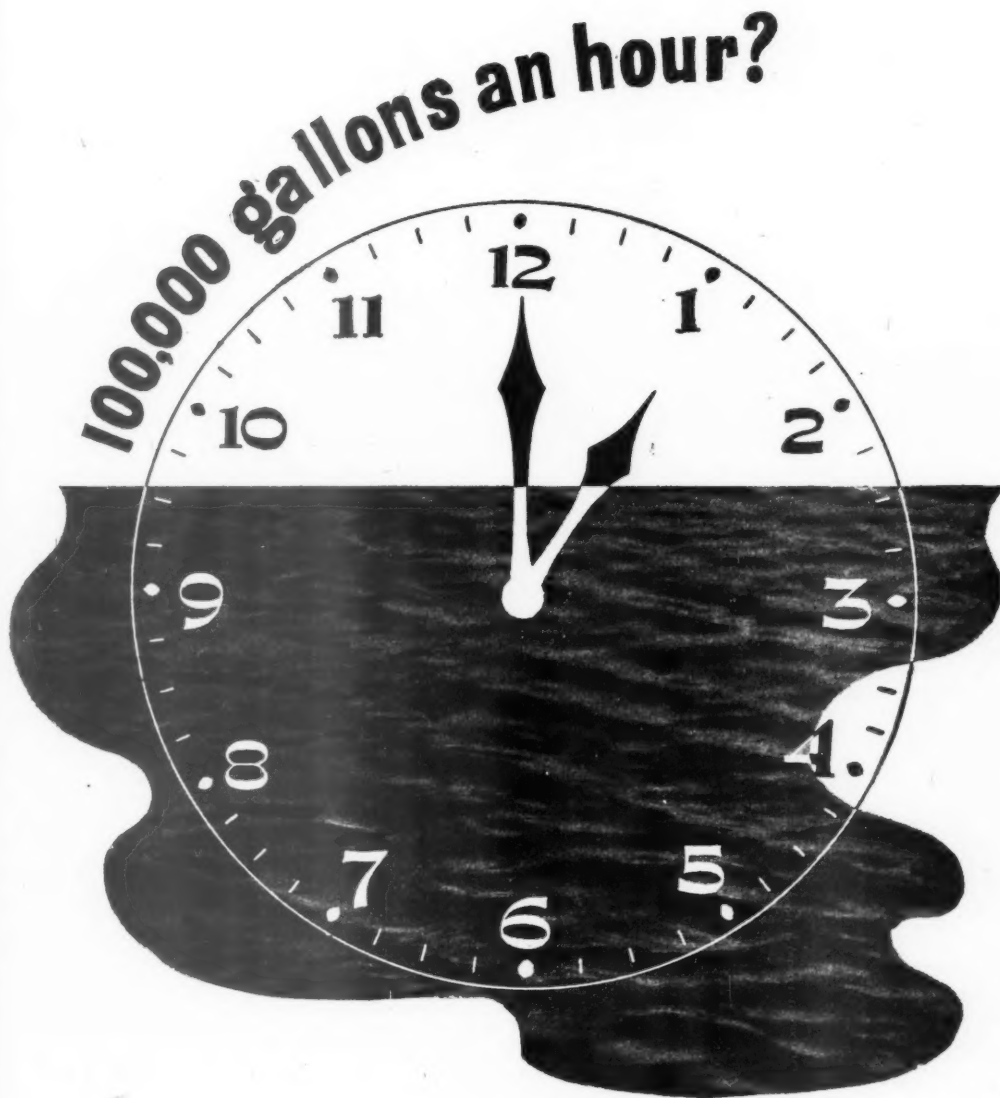
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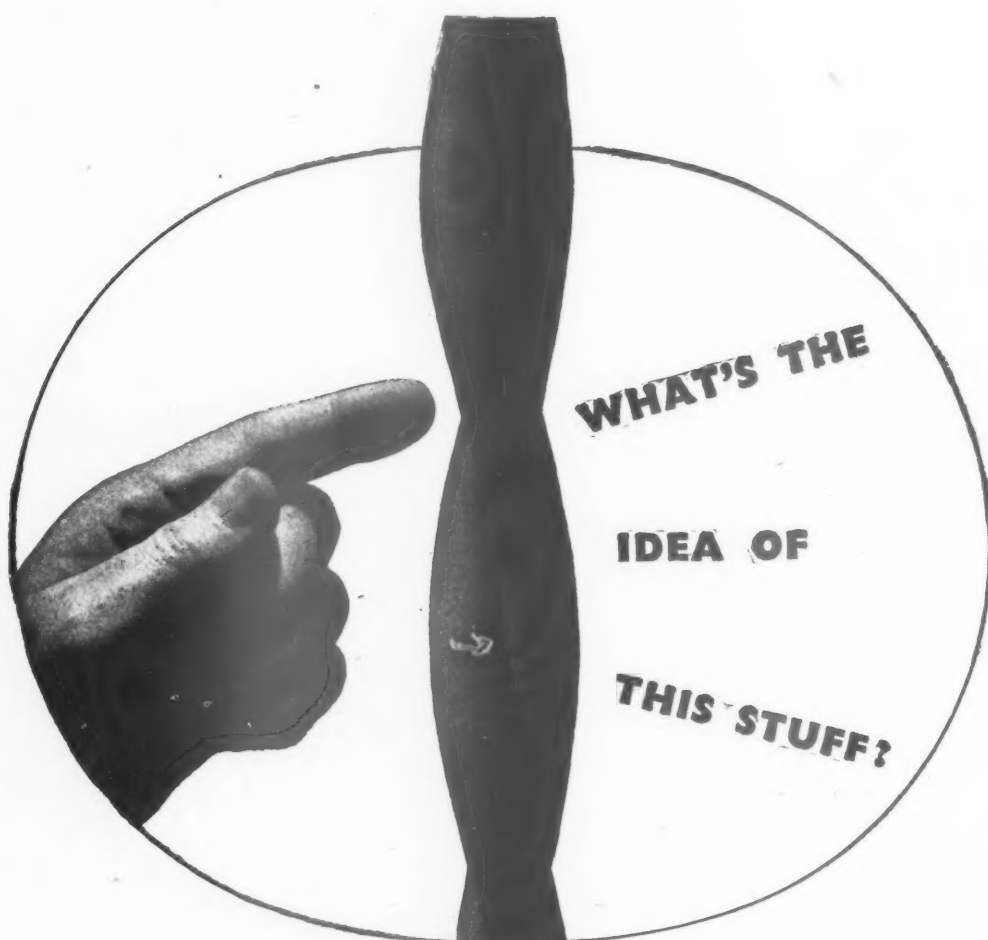
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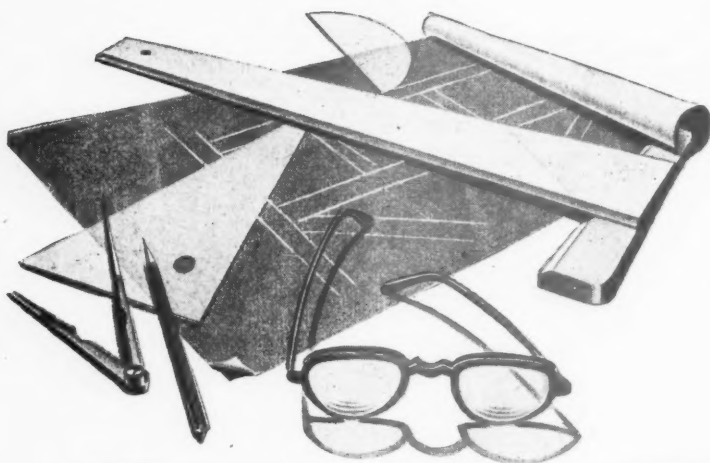
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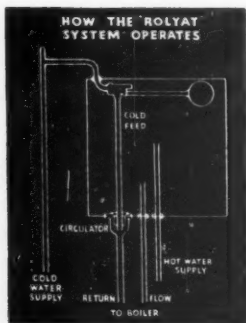
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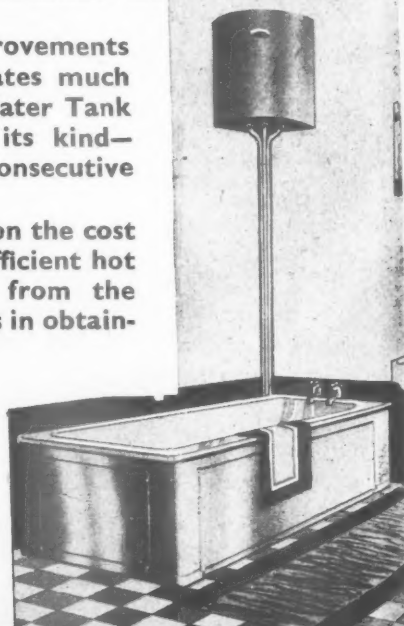
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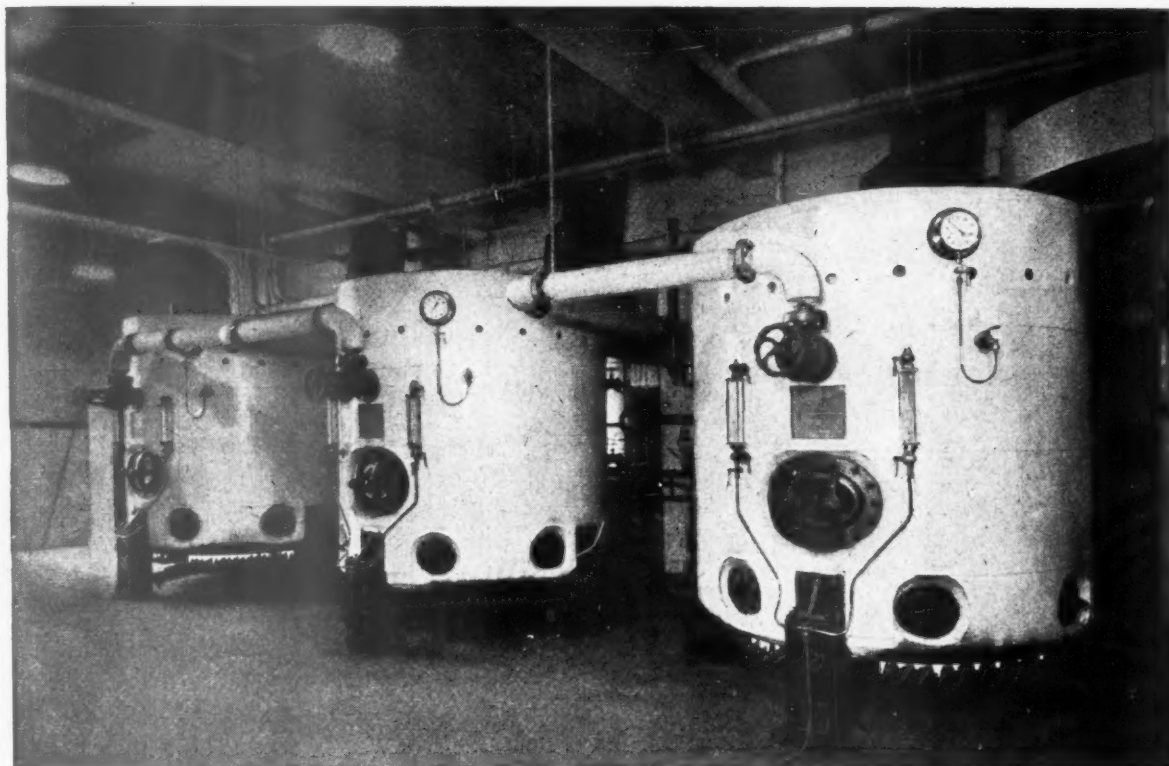


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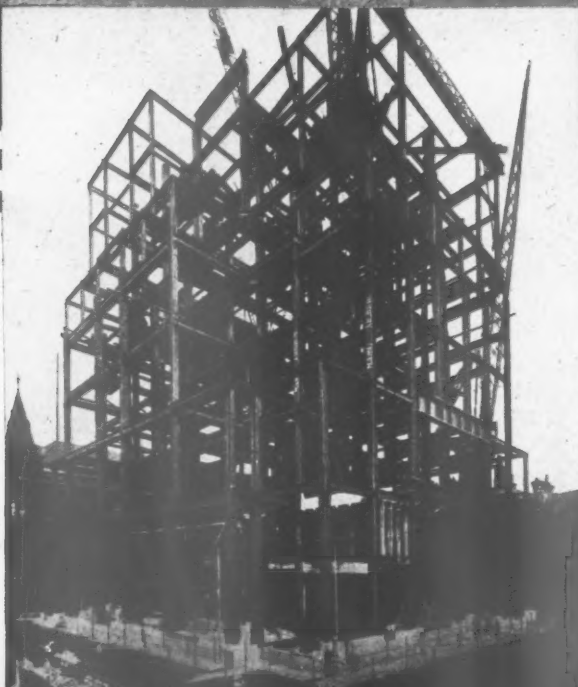


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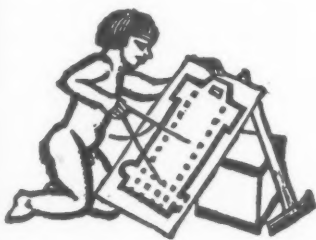
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In common with every other periodical this JOURNAL is rationed to a small part of its peace-time needs of paper. Thus a balance has to be struck between circulation and number of pages. We regret that unless a reader is a subscriber we cannot guarantee that he will get a copy of the JOURNAL. Newsagents now cannot supply the JOURNAL except to a "firm order."

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DIARY FOR JANUARY FEBRUARY AND MARCH

Titles of exhibitions, lectures and papers are printed in italics. In the case of papers and lectures the authors' names come first. Sponsors are represented by their initials as given in the glossary of abbreviations on the front cover.

BIRMINGHAM. *When We Build Again.* Exhibition. At George Dixon Grammar School, Edgbaston, Birmingham. (Sponsor, TCPA). JAN. 15-21

CROSBY, LIVERPOOL. *The English Town: Its Continuity and Development.* (Sponsor, TCPA). JAN. 17-31

LICHFIELD. *The English Town: Its Continuity and Development.* Exhibition. (Sponsor, TCPA). The Town and Country Planning Association is holding a Conference on the last day of the Exhibition. Speaker, F. J. Osborn. FEB. 12-17

LONDON. Jacob L. Crane, of the United States Government. *An American Looks at British Housing.* At the RIBA, 66, Portland Place, W.1. As Assistant Administrator of the National Housing Agency and Director of Urban Planning, Mr. Crane's position is equal to Ministerial rank in this country. Mr. Crane is a Member of the American Society of Civil Engineers, Member and Past President of the American Institute of Planners, Member of the American Society for Public Administration, and Member of the National Association of Housing Officials. He is in this country at the invitation of the Minister of Health and the Minister of Town and Country Planning. 5.30 p.m. JAN. 2

Discussion. *Lay-out of Road Intersections.* Introducer, A. J. H. Clayton. At the Institution of Civil Engineers, Great George Street, Westminster, S.W.1. (Sponsor, Institution of Civil Engineers). 5.30 p.m. JAN. 9

L. H. Keay. *Post-War Housing.* At 66, Portland Place, W.1. (Sponsor, RIBA). 6 p.m. JAN. 16

Applications of Electricity to Water Supply. Discussion. At the Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2. (Sponsor, IEE). 5.30 p.m. JAN. 22

S. R. Raffety. *Rural Water Supplies.* At the Institution of Civil Engineers, Great George Street, Westminster, S.W.1. (Sponsor, Institution of Civil Engineers). 5.30 p.m. JAN. 23

TVA Documentary Film. At a joint meeting of the Town Planning Institute and the Institution of Civil Engineers. At the Institution of Civil Engineers, Great George Street, S.W.1. 6 p.m. JAN. 25

National Federation of Building Trades Employers Luncheon At the Connaught Rooms. Chairman, J. G. Gray, the President. Guest of honour, Ernest Bevin, M.P., Minister of Labour and National Service. JAN. 25

G. Pierce Clingan, City Building Surveyor, Liverpool. *National Building Regulations.* At the Royal Society of Arts, John Adam Street, Adelphi, W.C.2. (Sponsor, Royal Society of Arts). 1.45 p.m. JAN. 31

H. M. Webb. *Reconstruction under the Town and Country Planning Act, 1944.* At Caxton Hall, Caxton Street, S.W.1. (Sponsor, TPI). 6 p.m. FEB. 1

Percy Smith, Master of the Faculty of Royal Designers for Industry. *Beauty in Sign Painting and Civic Lettering.* At the Royal Society of Arts, John Adam Street, Adelphi, W.C.2. (Sponsor, RSA). 1.45 p.m. FEB. 7

H. S. Goodhart-Rendel. *The Work of the late Sir Edwin Lutyens.* At 66, Portland Place, W.1. (Sponsor, RIBA). 6 p.m. FEB. 13

Wing-Commander T. R. Cave-Browne-Cave. *Camouflage for the Concealment of Civil Factories.* (Francis Cobb Lecture). At the Royal Society of Arts, John Adam Street, Adelphi, W.C.2. (Sponsor, RSA). 5.30 p.m. FEB. 14

F. N. Sparkes and A. F. Smith. *The Concrete Road; a Review of Present-day Knowledge and Practice.* At the Institution of Civil Engineers, Great George Street, Westminster, S.W.1. (Sponsor, Institution of Civil Engineers). 5.30 p.m. FEB. 27

Professor E. P. Stebbing. *Erosion and Water Supplies.* At the Royal Society of Arts, John Adam Street, Adelphi, W.C.2. (Sponsor, RSA). 1.45 p.m. FEB. 28

SALE, CHESHIRE. *When We Build Again.* Exhibition. At the Young People's Association. (Sponsor, TCPA). JAN. 5-12

STOCKTON. *When We Build Again.* Exhibition. At the Gas Showrooms, Stockton. (Sponsor, TCPA). FEB. 1-14

WORKINGTON. *Town and Country Planning Association Conference.* Speakers, Mrs. Jean Mann and George Bull, Town Clerk, Durham. JAN. 13

The English Town: Its Continuity and Development. Exhibition. (Sponsor, TCPA). JAN. 8-13

NEWS

THURSDAY, DECEMBER 28, 1944
No. 2605 VOL. 100

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Though no feature in the JOURNAL is without value for someone, there are often good reasons why certain news calls for special emphasis. The JOURNAL's starring system is designed to give this emphasis, but without prejudice to the unstarred items which are often no less important.

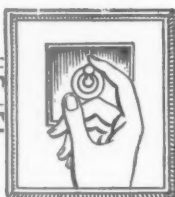
★ means spare a second for this, it will probably be worth it.

★★ means important news, for reasons which may or may not be obvious.

Any feature marked with more than two stars is very big building news indeed.

In the House of Commons, Mr. Noel-Baker announced that the Government proposed to ask for powers to construct £100,000 A MILE MOTOR ROADS.

Mr. Noel-Baker, Parliamentary Secretary, Ministry of War Transport, told General Sir George Jeffreys that the Government proposes to ask Parliament for powers to construct suitable lengths of road to be reserved for mechanically propelled vehicles. The cost of building is estimated at approximately £100,000 a mile at pre-war prices. The local authorities concerned will be consulted, and if required, a public inquiry will be held before the plans are settled. Agricultural interests and the preservation of amenities will be fully considered. Sir George Jeffreys: As these roads are to be something like 90 ft. in width, will there not be a very great loss of agricultural land as a consequence of this waste of concrete being put across the country? Will not farms be artificially divided by these roads, and will it be possible to have communication between different parts of farms? Mr. Noel-Baker said they will certainly do everything possible to maintain such communication and to adjust agricultural interests as they do when roads are now constructed. Traffic is going to be very greatly increased after the war, and perhaps more agricultural land will be taken for widening existing roads than for constructing new ones for motor traffic only. Mr. Montague: Will you preserve us just a few Devonshire lanes? Mr. Noel-Baker: I hope this will help to preserve very many lanes.



On Active Service

Electricity *is basic in building*

Electricity has become the *mainpower* of production; and new and better homes will be the main necessity of peace production. In building and equipping these homes the cheap flexible power of Electricity will be a requirement as basic as bricks, as sure as steel, as capable as concrete. In each future dwelling the universal versatility of Electricity will cause it to be not an adjunct to, but the presiding genius of the home.

For information and advice about the many new uses and greatly increased adaptability of Electricity consult your Electricity Supply Undertaking or the British Electrical Development Association, 2, Savoy Hill, London, W.C.2.

The Electrical Section at the Building Centre, Maddox Street, London, W.1, provides interesting illustrations of electrical applications in domestic and industrial premises.



From AN ARCHITECT'S Commonplace Book

A FARMER'S PLEA FOR TEMPORARY BUILDINGS. [From *The Farming Ladder* by George Henderson (*Faber and Faber*).] Concrete, wood, and galvanized iron are cheap and efficient; and can be pleasing to the eye, if painted green outside, white inside, with creosoted posts, rails, and gates. The criticism has been made by visitors to the farm that there is nothing permanent with these materials, compared with brick, slate, and stone. But why should we inflict our architectural ideals on someone who may farm the land in a hundred years' time? There has been far too much of this in agriculture, especially if it saddles the land with a heavy charge, or alternatively is never paid for. We have the satisfaction also that if our buildings were bombed or burnt they have already paid for themselves many times over. Also with our own construction in these cheap materials, we can have substantial covered yards, while the farm with its old-fashioned buildings wastes in the open yard half the value of the manure produced, and sometimes a great deal more in a wet winter. How pleasant it is to have properly arranged feeding passages, hygienic calf pens, tubular cow stalls, safe bull boxes, in which animals can be caught and handled without entering, and convenient water taps and hoses exactly where they are needed.

★

A comprehensive resolution on town planning and housing carried at the annual conference of the Labour Party described the plans and proposals of the Government as totally inadequate and indicating A LACK OF REALIZATION of the extent and gravity of the problem.

Introducing the resolution Mr. A. J. Dobbs, for the executive, said: The steps to be taken, under a Minister of Cabinet rank, must include a bold plan of construction and the training, in co-operation with the trade unions, of the necessary addition to the number of building operatives. Production of building materials must be increased and prices controlled, and there should be research to discover alternative materials. Redundant war factories could be used for the production of standardized parts. Permanent houses must be at least up to the standard of the report of the Dudley committee. Local authorities should be provided with loans for housing at low rates of interest. Pending nationalization of the land the procedure of compulsory acquisition for housing should be accelerated and simplified. The housing programme must form part of a national plan for the redevelopment of obsolete, congested, and badly laid-out towns and those damaged by enemy action. The location of industrial and commercial land must be controlled in the national interest, and control must prevent the use of good agricultural land for building purposes. Finally Mr. Dobbs drew attention to the affirmation in the resolution that the only satisfactory means of securing good, courageous, and efficient planning and housing was by means of nationalization of the land. Dealing with compensation, Mr. J. Newman (Royal Arsenal Co-operative Society) said there were already a large number of speculators with capital behind them who were buying up damaged property, getting it repaired, and selling it at huge profits. This had to be stopped. If there was no control, more people would suffer and a great number of speculators would be enriched. Mr. A. S. Moody, on behalf of the national executive, replied to the discussion, and the resolution was carried with additions calling on the Government to purchase from State funds all land required for national planning, reconstruction, and housing, and declaring that the houses and other buildings should be paid for from State funds; affirming that the community basis of town planning, as illustrated by Professor Sir Charles Reilly's plan for Woodchurch estate,

Birkenhead, would best serve to solve post-war housing needs; supporting the continuation of the Rent and Mortgage Interest Restriction Acts up to a period of 10 years from the termination of hostilities, urging that these Acts be amended to include all houses, and reaffirming the necessity for rent courts and tribunals, with particular reference to sub-standard houses.

Lieutenant-Colonel J. J. Astor, M.P. for the Dover Division, has PRESENTED TO DEAL the building known as Stanhope Hall, adjacent to the post office, Stanhope Road.

The gift is made as a token of his admiration for the fortitude of the people of Deal during the trying war years. The Mayor of Deal, Alderman E. J. Dobson, told *The Times*: The building, though sometimes known as the Winter Gardens Theatre, is more of a concert hall than a theatre. It is at present occupied by the YMCA, but on the return of peace the corporation hopes to make it a centre of attraction for amusement and community life. The town has lost its pier pavilion, and the gift of the hall, a very generous one, has been acclaimed by the townspeople. The corporation, in view of the town's prospective need for a community centre, first approached Colonel Astor with a view to obtaining the building by lease or purchase, and he readily responded with the gift of it.

Ratepayers have requested the Bognor Regis Council to SUSPEND NEGOTIATIONS for the sale of the town's main site.

Bognor Regis ratepayers have carried a resolution by 377 votes to nine against their Council, which had arranged with a London syndicate for the disposal of the town's main site to be developed on the lines of Grosvenor House, Park Lane, London. The Council had made a profit of only £2,000 on the deal, it was stated. The resolution said: That this public meeting of Bognor Regis ratepayers requests the Council to suspend indefinitely the negotiations for the lease and sale of the Royal Norfolk Hotel site, and to retain the same as a town site until the municipal electors decide otherwise.

The Treasury has issued a direction setting out the general policy to be observed under the War Damage Act with regard to BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC IMPORTANCE damaged in air raids.

Payments in respect of war damage to buildings which the Commission is satisfied are of special architectural or historic importance are to be of such kind as to secure, so far as possible, the preservation of their character. Accordingly, the Commission is authorized, in suitable cases, to make a cost of works payment for the repair of the building where this can be done without detracting from its character, even though it might, technically, be regarded as a total loss under the provisions of the Act and therefore subject to a value payment. Requests for such treatment must first be made to the War Damage Commission.

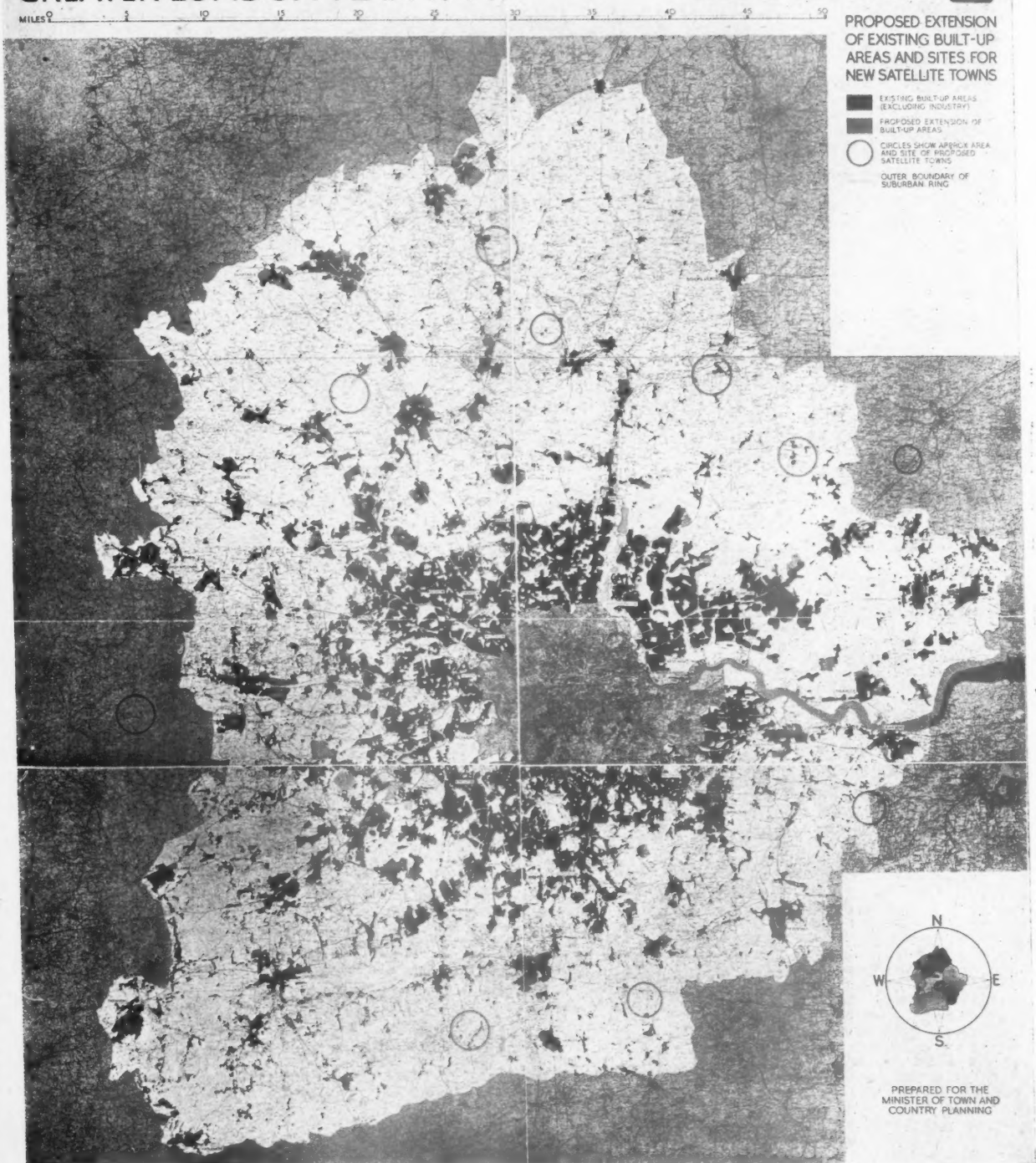
Mr. Arthur F. Cargill, L.R.I.B.A., Planning Officer of the County Council of Dumfriesshire has been appointed CHIEF ARCHITECT TO THE WEIR ORGANISATION, (G. & J. Weir, Ltd.). He commenced his duties on December 11.

Proposed postwar plans will make THE KING'S LITTLE TOWN OF FAFRESHAM eight times bigger.

If the Town Council's plans for extending the borough materialize, Faversham will be eight times bigger than at present. The proposed enlargement will include a considerable part of Swale rural district. Faversham was a place of considerable note at a very early period. In the year 812 it was called in a charter of Athelstan "the King's little town of Fafresham." It is a member of the Cinque Port of Dover and its oldest charter dates from 1251-52. The present population is almost 13,000.

GREATER LONDON PLAN 1944

COMMUNITIES 5

*Greater London Plan*

A preliminary edition of the Report on London Regional Planning by Professor Abercrombie has now been issued. It is published by HMSO for limited circulation. The plan deals with an area of 2,599 square miles, extending outwards from the LCC boundary to a distance of roughly 30 miles from the centre of London. In the map above there are four concentric rings which are distinguished in the structure of Greater London: (i) The Inner Urban Ring; (ii) the Suburban Ring; (iii) the Green Belt Ring; (iv) the Outer Country Ring. Population proposals are as follows: In (i) there will be a reduction in the existing

population of about 400,000. In (ii) the only increase contemplated is through the possible building up of vacant frontages. In (iii) the intention is to provide primarily for recreation and fresh food for the Londoner, and to prevent further continuous suburban outward growth. In (iv) are located the principal reception areas for the decentralized population which would amount to about 1,250,000, which includes 600,000 from the LCC area. The circles on the map above indicate proposed sites for home-work satellite towns to take part of this decentralized population.

★ ★ ★

Commenting on the assumption in his GREATER LONDON PLAN that London will not grow any more, Professor Patrick Abercrombie declares, Stop it we must, and we shall if we have any sense.

Greater London Plan just issued is a master plan for developing the London Region, which stretches from Royston in the north to Horley in the south, and from High Wycombe in the west to Pitsea in the east. That is roughly 30 miles in each direction, and an area of 2,700 square miles with a population of over 10 millions. The main features of the plan are:—Decentralization of over 1,000,000 people. Establishment of 8 to 10 new satellite towns. Creation of four rings, urban, suburban, green belt and country. Provision of 10 express arterial highways linking London with the whole country. Construction of a ring of airports round London, with one large trans-ocean airport near Feltham, Middlesex. Redistribution of population involves three major movements: (1) Small sites near London for a short-term housing policy—described as quasi-satellites and providing for 120,000 people from the County of London and 5,000 from Croydon. (2) Additions to existing towns with the establishment of 8 or 10 new towns. Provision is made for the decentralization of 261,140 people to existing towns. The new satellite towns would accommodate about 383,250 people. Possible sites are three in Hertfordshire and Essex, two in Surrey, and one each in Kent and Berkshire. Suggested sites for these towns are Stevenage, Redburn and Stapleford (Herts); Harlow, Ongar and Margaretting, near Chelmsford (Essex); Meopham (Kent); Crowhurst, near Oxted, Holmwood, near Dorking (Surrey); White Waltham, near Maidenhead (Berks). (3) Decentralization of towns within a 50-miles radius of London, totalling between 160,000 and 270,000 people. A wide green belt is proposed immediately round London. This belt will be mainly for recreation and will lead into open countryside. Lesser green girdles are proposed for separate communities. The green belt would be knitted together with a continuous system of footpaths, park strips, riverside walks, bridleways and green lanes. Farm-land and remote areas near London should be left in their agricultural seclusion. Principal scenic areas to be preserved would be: North Downs and Chiltern escarpment, parts of Surrey and Kent, Epping Forest, Burnham Beeches and the Broxbourne woodlands, heathlands and commons. Old parks to be preserved would include the Royal parks and a number of private parks. Thames-side, especially in the lower reaches, would be made more accessible. Pointing out that there are 143 local planning authorities in the Greater London area, Professor Abercrombie suggests that Parliament should create a Planning Authority, with power to buy, sell and administer land, and in charge of a master plan.

After the end of the war with Germany, the SALVAGE OF PAPER MUST CONTINUE, says Mr. Ralph Reed.

Mr. Reed, Paper Controller, Ministry of Supply, emphasized this at the opening of a mobile *Your Paper Goes to War* Exhibition at Reading. Continuing, he said: There will be no magic wand to bring about an immediate change in the supply position. We shall have no means for some time of increasing our supplies, and there must be no relaxation in salvage and collection.

CO-ORDINATE STANDARDS

IN his initial speech as Minister of Works, Mr. Duncan Sandys made two statements of major interest. The first is commonly known, for it was the lamentable confession that the Portal steel house, laboriously evolved, could not now be produced for lack of manufacturing facilities. The second statement, not so generally noticed, was that licensing and subsidy would be dependent, at any rate at first, on the use of the standardized components which had been approved in so far as they were available.

The Government here steps in to subsidize its own standards which become in effect obligatory and not permissive. We would be the less inclined to cavil at this if, indeed, the Government had indicated that it had any policy of standardization. Standards, it is true, have been issued from time to time, but they have been haphazard and not based on any discernible policy; they have not been correlated.

It is an axiom that inefficient standards are worse than no standards at all, and it is all the more essential that if they are to become obligatory they must be good ones. We are entitled to expect that the new ministerial broom will sweep the decks of the motley collection of pseudo standards it has proffered us to date and inaugurate a comprehensive policy of co-ordinated standards, having the wisdom, let us hope, to maintain a constant flexibility of outlook.

Basic criticism of the Portal house was that it did not provide for unit standardization. One thing goes wrong and the whole project has to be scrapped—this has been the downfall of so many of the inflexible whole-house-in-one concepts in the past and we observe that the alternative policy, which had a limited demonstration at Northolt, is now gaining official favour.

Northolt has been something of an enigma to many. It has the stamp of being improvised, but it has served to point out what we well knew, that the policy of co-ordinated standardization of parts could pay handsome dividends, and that modular design, up till recently frowned upon in official circles, was a force to be reckoned with. In this respect the flatted dwellings, based on the now widely accepted 3-ft. 4-in. grid, are Northolt's major contribution to date. We ask but one thing—that the secretive, hole-in-the-corner methods of dictating policy give way on this question of the suitable bases for co-ordination to full discussion amongst the professions and trades concerned, and in the press prior to the establishment of standards. Only if they are widely accepted can standards, even obligatory ones, hope to survive.

The greater emphasis now being laid on Northolt as a testing ground gives point to two publications recently issued: *Demonstration Houses** describing the experiment to date and the Technical Appendices to the *Housing Manual, 1944*,† which consists of specification notes for permanent low-cost housing in the earlier post-war period.

This latter document is technically admirable and progressive,

* Published for MOW by HMSO, 1s. 0d.

† Published for MOW by HMSO, 1s. 6d.

utilizing a good many recent advances in building science of which Northolt purports to be an exemplar. It is a pity that major policy decisions are not made with the same clarity of vision that appears in these day-to-day technical publications.



The Architects' Journal

War Address: 45, The Avenue, Cheam, Surrey

Telephone: Vigilant 0087-9

N O T E S & T O P I C S

MORE ABOUT CARTS AND HORSES

The new Scottish Housing Report* has not disclosed any new problems, nor, with one exception, does it propose any new solutions. But it does bring valuable new evidence to bear on the question of where post-war housing should be put, and it studies the component parts of that question in various and most interesting combinations.

The report looks at the housing question from so many angles that its contents cannot even be outlined here. Essentially it is guileful; or, perhaps, as it is official, statesmanlike is the better word. The distribution of post-war houses was to be considered; location of industry was barred. As houses follow industry, as carts pursue horses, the Committee might have objected to this limitation, but they did not do so. Yet, somehow, as each aspect of the distribution of houses is considered in turn, it becomes more and more obvious that good distribution will be impossible unless industrial location is also subject to guidance.

All the housing and planning faults mentioned in Barlow and Scott are

found in Scotland—fringe development, suburban sprawl, lack of correlation between housing and factory siting between the wars, bad rural housing, and so on. Most of the solutions proposed by the Committee are also familiar and include decentralization, expansion of smaller towns and the introduction, so far as is possible, of the neighbourhood unit idea in rural redevelopment. But all of these proposals are dependent on what happens to industry. If there are enough industrial houses for these various housing carts, and they happen to walk ahead in the right direction, all will be swell. The Committee does not suggest that a man here and there at the horses' heads would come in useful.

The Committee's new proposal is that rehousing of static families (those who need rehousing in their own areas) should be considered separately from that of transferee families (those who need rehousing elsewhere). The former would be chiefly a local authority responsibility; the latter would be shared between local authorities, private enterprise and the Scottish Special Housing Association, with the Government keeping a specially watchful eye on how things are going. This is an interesting idea of which more may be heard.

MR. TARRAN EXPLAINS

"My dear Astragal,—You say you wonder why the Tarran System of Construction allowed itself to be applied to the Emergency Ministry of Works Bungalow plan, and the reasons are as follows:

1. The instructions received were that we were to comply precisely with the Portal fittings, and we were not to be allowed any more superficial area than the new Ministry of Works plan, and were to include a porch under which a pram could stand if it rained. I expect that is because rain in England comes down perpendicularly.

2. To show a spirit of co-operation with the Government Department concerned.

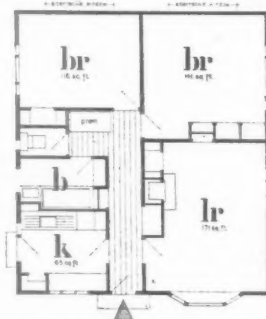
3. To prove that the Tarran System of Construction is elastic and applicable to any plan, and

4. Finally, because we were given exactly three weeks to design, take off material, produce the licences for

material and labour, and produce the concrete wall units and anything needed for the erection and completion of the Bungalow.

For loyally carrying out instructions it has caused us, on planning grounds and rightly so, to take second place to Arcon, which has undoubtedly a plan far superior to the Ministry of Works' plan, but it is larger superficially in area, which was not allowed to us, and without external porch.

Not until we were actually producing the emergency Bungalow to the Tarran System of Construction, which from designing to completion took three weeks, did we find out that Arcon had a different plan, and so before we com-



Mr. Tarran's first alternative plan.

menced erection of our emergency bungalow at the Tate Gallery we furnished the Minister and other members of his Department with an alternative plan, and requested that for mass-production purposes it be the plan they should allow us to produce as our contribution in the Tarran System of Construction for the emergency houses. You will notice that this plan answers two of the main criticisms of the Ministry of Works Bungalow, viz.:—

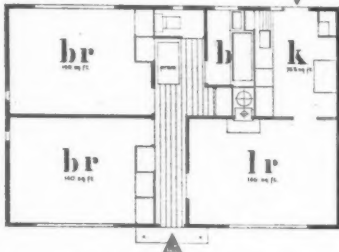
1. A narrow frontage, and
2. Access to all rooms from a common hall or passage, with the added amenity of ease of circulation from the living room to the kitchen and from the bedrooms to the bathroom, etc., still retaining an internal space for a chest of drawers, or that most important item under consideration to-day, in planning a house, space for a pram.

In mass production this plan should not cost any more than the one we have built at the Tate Gallery, but its acceptance was blocked at every passage.

For sheer Government autocracy or stupidity, I have never seen anything to equal it in all my life. Anyone would think that only Ministers or their Officials could design anything to satisfy the requirements of the ordinary people, and yet when it comes to production (when ever that will be nobody in this country knows even now) it will be the practical building mentality of the country who will have to do it and have to take the blame if it is not done.

* *Distribution of New Houses in Scotland*. Scottish Housing Advisory Committee, November, 1944. HMSO Price 2s.

The imposition of the Ministry of Works plan upon a very versatile, elastic and durable system of construction like the Tarran System is but one of the many great impositions that have been placed upon efforts to produce pleasant homes on behalf of the people of this country, after twenty-one years pioneering and research.



Mr. Tarran's second alternative plan.

How the Government can get away with its plan against the wishes of the Municipalities and people of this democratic country is beyond my comprehension, so in spite of having placed on

the walls of the bungalow at the Tate Gallery the alternative plan and been instructed to take it down by Government Officials, I give you every authority to publish the two alternative emergency plans which have been suggested to the Ministry in the Tarran System, both of which can be accommodated on a standard foundation plan.—Yours sincerely, Robert G. Tarran."

PICTURE BOOK

I am gaining a very clear if tiny bird's-eye view of the history of architecture from a Christmas gift book thoughtfully lent to me by a young relative. It is called *Balbus: a picture book of buildings*, written and devised by Oliver Hill and Hans Tisdall (Pleiades Books, 7s. 6d.). It is charmingly illustrated, Mr. Tisdall being formerly Hans Aufseeser, renowned especially for his delightful fabric designs for Edinburgh Weavers.

ASTRAGAL



LETTERS

Barfield & Barfield
Candidate
W. H. Thomas

Ottershaw Park

SIR.—Our attention has been drawn to a paragraph in the ARCHITECTS' JOURNAL of November 23 last referring to Ottershaw Park, which is there stated "to be the first public school for working class boys." The paragraph goes on to say that the Surrey County Council has gained possession of Ottershaw Park under a Compulsory Purchase Order.

Ottershaw Park is at present the property of Chertsey Public School Limited, whose intention is to vest it in our clients, the Trustees of Michael Hall School, formerly of Streatham, London, and now evacuated to Minehead, a school conducted on the principles of the late Dr. Rudolf Steiner. The place is let until the end of the war to the Vacuum Oil Company.

It is correct that the Surrey County Council has made a Compulsory Purchase Order in pursuance of its powers under the Public Works Facilities Act, 1930, but our clients and the Company have objected, and the Order is of no effect unless confirmed by the Ministry of Education, nor can it be confirmed until a Public Enquiry has been held by the Minister.

London

BARFIELD & BARFIELD

The TPI Examination

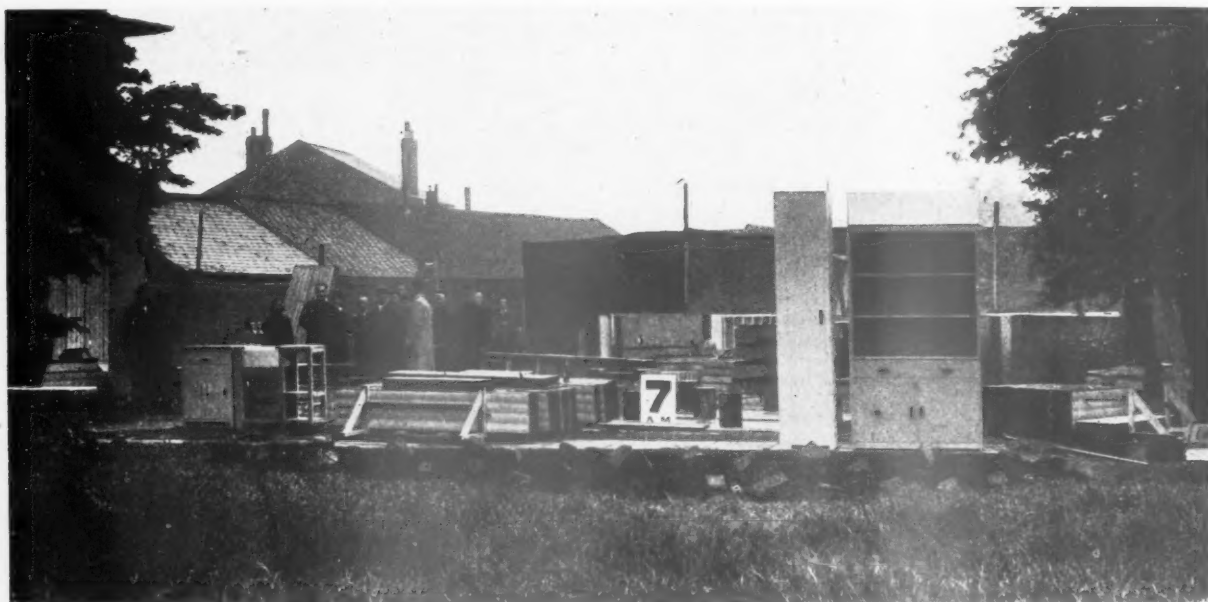
SIR.—Is it not time legislation was made on the whole question of examinations and how they are run? Never is one more in the dark. No information is given as to the required pass marks. No pass lists are published save in the TPI Journal which those outside the Institute never see. I have no grouse about the doodles since we all stood the same chance of being put to sleep. A more damnable oral I've never undergone. Actual questions were: (1) What preparation have you had for this examination? (2) You are Deputy Surveyor at —. What is your experience of T.P.? (3) The history man was more reasonable, and wanted to know the difference between satellite and dormitory towns. My experience and study are about equivalent to your other correspondent. I hate anonymous letters, but to pen my name to this might lead to a future flogging.

CANDIDATE



From *Balbus: a picture book of buildings*. Left, the Monastery of Melk; right, entrance to a Baroque church. See Astragal's review above.

HOUSE ERECTED IN ONE HOUR



This experimental bungalow was erected complete with fittings in Hull in one hour. It contains living-room, two bedrooms, kitchenette and bathroom, and is built of the Tarran system, which was described in the A. J. for July 27. Top, all parts assembled on the site at 7 a.m. Left, the building is up by 8 a.m. Below, the completed house.



Building Jigsaw

SIR,—Referring to the letter from Mr. Athoe, I would not describe the present position as a Jigsaw Puzzle.

These puzzles are, I believe, made by cutting up a complete picture into a large number of parts which are capable of being re-assembled to produce the original picture or pattern.

With regard to housing, no such complete picture has ever been produced, and the present position appears to be one of complete chaos.

This chaotic condition has been created by the architects whom Mr. Athoe wishes to see still further involved, but apparently, so long as the Ministry of Works is controlled by architects, who are essentially impractical people, the chaos will continue to exist.

The Portal bungalow was staged with fanfares of trumpets and great showmanship,

with a chorus of architectural advisers and experts.

The conception of this bungalow and the planning of it is the work of architects. If they are ever constructed, they will be manufactured and erected by engineers.

The conception of the Portal bungalow is the result of complete ignorance of the practical side of the building industry. As a result, and in their dilemma, its begetters have, like a drowning man, grasped at the proverbial straw, which in this case is represented by prefabrication.

The planning of this bungalow showed complete lack of appreciation of housing requirements, and its promulgation by a Government Department is nothing less than a public scandal.

It seems at the moment that the Portal bungalow will never be produced. There are signs that a quiet interment is taking place as with stillborn infants. It cannot be produced until after the war. Meanwhile more practical types are being pro-

duced by private enterprise without the assistance of the architectural experts of the Ministry of Works. Civil engineering contractors are being invited to co-operate. In fact there is every hope that at a suitable moment we shall be told that for some good reason, such as the steel being required for export, the Portal bungalow is not to be produced.

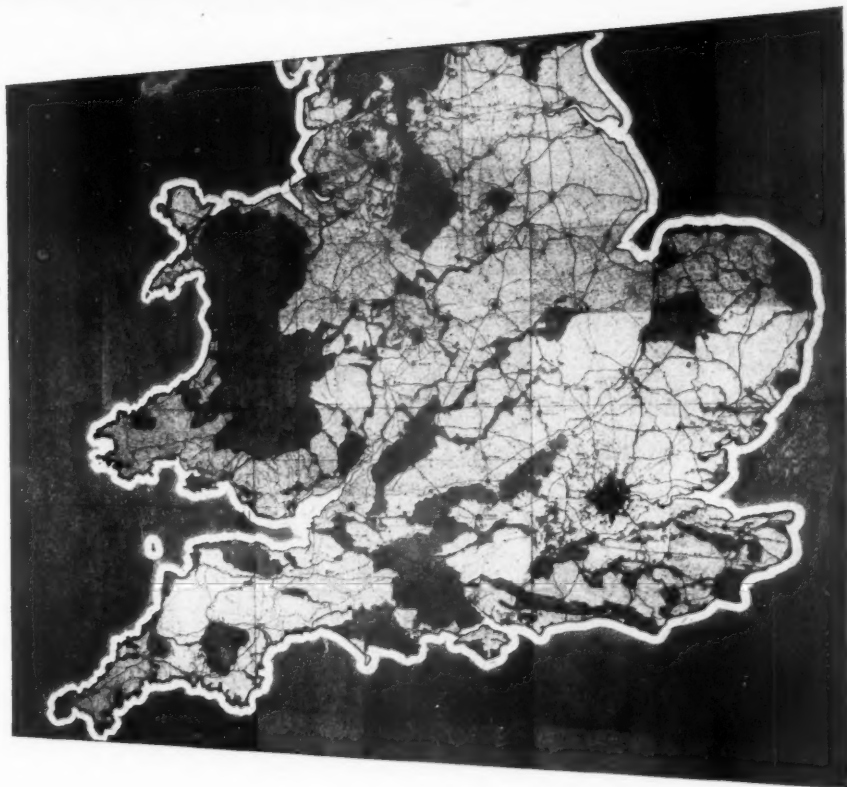
The proposal to invite civil engineering contractors to co-operate seems to be an idea of the new Minister of Works. I wonder if he has compared the composition of the Public Works Departments of India and the Colonies with our own Ministry of Works?

Are architects really qualified by temperament and training to carry out works.

I plead ignorance of the terms of their Charter, but I do not think that it contemplates architects being responsible for construction or works, public or otherwise.

Godalming

W. H. THOMAS

PHYSICAL PLANNING SUPPLEMENT**R I B A draft for a national plan**

In the following article, Mr. Henry Brad-dock, ARIBA, honorary secretary of the Royal Institute of British Architects' Central Advisory Committee on National Planning, describes the factors which have determined the Committee's approach to the production of their draft national plan. A paper by Mr. A. W. Kenyon, FRIBA, Chairman of the Committee, describing the proposals themselves, is reported on page 492. The map above which forms the centre of the exhibition, now on view at the RIBA, shows the relationship between the main forms of transport, together with recreational spaces, which are separately illustrated on page 484.

Two years ago the RIBA published its report and exhibited its London Regional Plan at the National Gallery (see ARCHITECTS' JOURNAL for June 10, 1943, page 380). It is difficult to assess the effect this may have had, or will have, on future events in the task of reconstruction immediately after the war, and on the longer period of development to follow. Encouraged, however, by the absence of any audible criticism of a serious nature, and aware of the extreme value of any demonstration of planning principles applied to the vexed question of our national development and the future environment of our people, the RIBA undertook the task of producing a graphic National Plan.

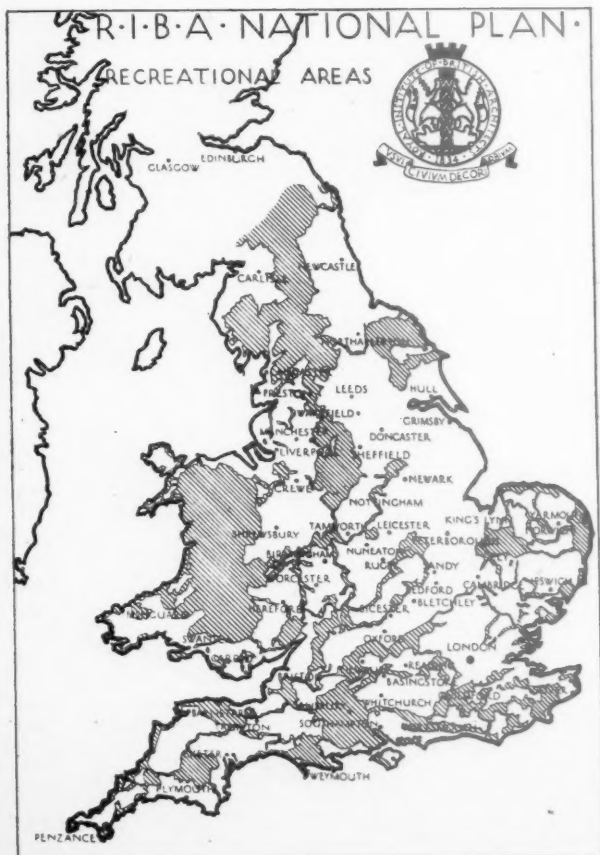
For this purpose the Central Advisory Committee on

National Planning was convened. The Committee under the Chairmanship of Mr. A. W. Kenyon, FRIBA, invited the eighteen Allied Societies to co-operate.

The accumulated knowledge of local conditions and needs in possession of the architect is not sufficiently appreciated by the profession or the public, but its co-ordinated use in the development of a National Plan has been a great contribution to the success of this work. After eighteen months' work, carried on in all parts of the country and brought together by the Central Committee in London, the result in the form of a "first sketch" was presented to the Royal Institute on November 14 at an Informal Meeting.

The 1 in., $\frac{1}{2}$ in. and $\frac{1}{4}$ in. to a mile maps illustrating the Committee's proposals were on view in the foyer, and are still accessible to all those who may be interested.

There should be no need to emphasize further the preliminary nature of the proposals. All those who are prepared to study this work without prejudice will appreciate, as do the authors, that wide and reliable as the general knowledge in the possession of the architect may be, it is obviously necessary that the resources of all special knowledge and the opinion of all interested must be consulted, if a final guide to the future development of this country is to be realized. The value of this beginning, however, cannot be overlooked. The hint given in Mr. Kenyon's paper of the future development of this work is the key to the next step, and when the time comes I hope that the RIBA will obtain the co-operation of all organized bodies of National opinion on the foundation of its present work. Success will be assured if the executives of organized industry, commerce and labour and other special bodies respond to this opportunity.



The illustrations by way of maps and the whole tenure of the paper given upon the subject emphasize the importance of clearly defined principles.

A visitor to the informal meeting at the RIBA defined the method of approach as being that of Practical Idealism. No better term could be given to the character of the proposals made by the RIBA. In this term we see expressed the means both of progress and achievement.

It would be impossible in this short article to enlarge upon the detailed reasoning by which the Committee's proposals are supported and already touched upon in Mr. Kenyon's paper. This we hope will be the subject of a full report to be published in the future.

There can be no mistake, however, as to the intention behind the Committee's use of planning principles. The ultimate purpose is to provide for the comfort, convenience and healthy environment of the common man.

To achieve this, insistence is made on the need to balance the requirements of industry and that of the operative and his dependents as a family unit of society.

The recognition of a new and urgent need for action in controlling the disposition of industry and living is a keynote of the plan.

The word "control" is here used as expressing the influence of material circumstances which have determined the choice of location in the past.

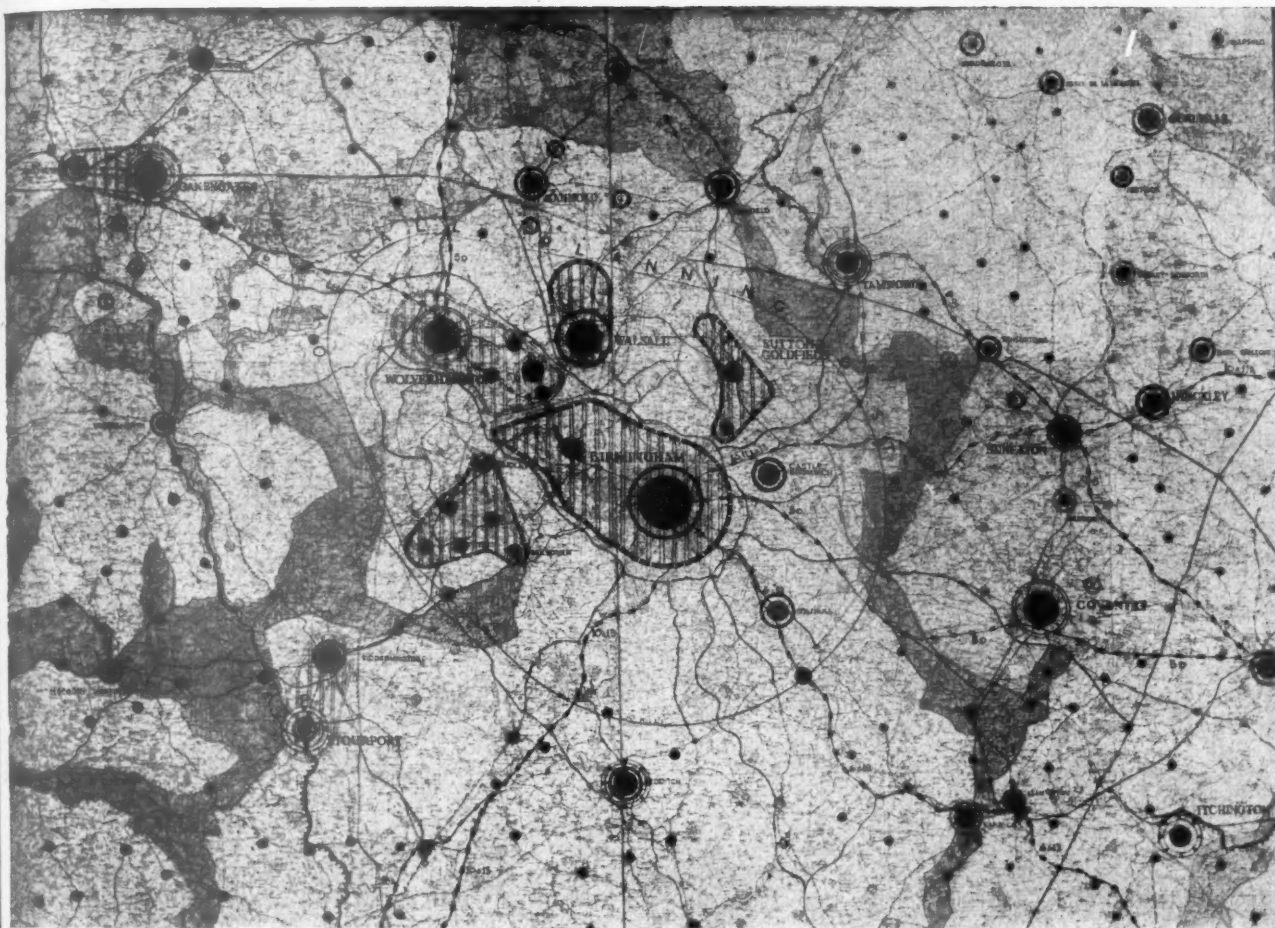
The business of the planner is to provide the circumstances which will result in a movement and settlement of industry in the future to the best advantage of industry, of its operatives, and of the country as a whole.

Decision in these matters, if there is to be any hope of success, must emanate from a source whose observation covers the widest field and who can draw upon the total experience and knowledge of this country.

There can no longer be any doubt as to where the bottleneck of post-war development really lies. It cannot wholly

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DETAIL: BIRMINGHAM AREA. Above is one of the nine sections of the 1 inch to a mile maps illustrating detailed proposals. It shows the following: (1) The selection of villages for development to enable economic distribution of services. (2) The grouping of agricultural and mining villages about a Parent Town for social and amenity purposes. (3) Proposals for the amalgamation or grouping of inhabited places under one planning authority. (4) The need for the recognition of Overall Planning Districts where the planning needs of the whole, subject to National Interests, will determine or guide the planning of its parts. (5) Indication of New Industrial areas, based upon their relationship to developed transport facilities. Transport and open space proposals for the country as a whole are shown on the facing page.

be attributed to labour, materials, finance, etc. The trouble really lies in the entire lack of informed guidance to those whose daily lives bring them into direct contact with these problems on a local scale. The wide gap between propaganda presented to the public and reality is a source of dismay and frustration.

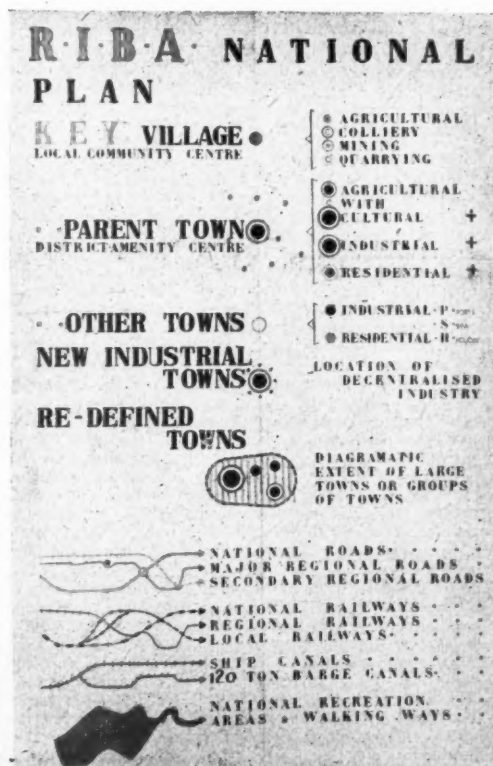
Those of us who have the special privilege, derived from the occupation we have chosen to pursue, must recognize that we also assume a special responsibility.

It is our bounded duty to pursue every line of enquiry so that we may advise the public through their administrative representatives upon the basis of a firm and informed policy.

The background of such a policy must be subject to the widest consideration in order that the solution of local problems may form a co-ordinated whole.

It is with this end in view, and in the service of its members that the RIBA has prepared the first stage of a national plan.

It is now the responsibility of each architect to acquaint himself with the terms of these proposals so that he may contribute to the development of a general policy upon which he may have the confidence to act when, advising public bodies who may call upon his services.





RUSSIA PLANS AHEAD

John Hersey, *Time-Life-Forum* correspondent now in Russia, cabled this report, which is reprinted from *The Architectural Forum*, October, 1944:

"Russian reconstruction has three stages. The first corresponds to the work of our A.M.G. It follows immediately after occupation and consists of restoration of minimum living facilities. The second stage, which follows a month or two later, is a semi-permanent stage, characterized by temporary housing and emergency factories. And finally comes the long-range reconstruction, which is not rebuilding but complete replanning and new development—a projection of five-year plans of the pre-war period.

Perhaps the most dramatic example of interim reconstruction is the small town of Istra near Moscow. This was a town of ten thousand, almost completely destroyed by German bombings at the time of the battle of Moscow. The town undertook to rebuild itself without any assistance from the State. First the townspeople, mostly women, built a sawmill entirely with what they could find in the area. Then they built a temporary town of wood. They expect to build a permanent city eventually, but for the time being Istra is jerry-

built, like an American goldrush town. When the townspeople finished their domestic carpentry they converted the saw mill into the town's new industry—the making of pre-fabricated parts for houses in surrounding towns.

Temporary reconstruction is done with extraordinary attention to the details of long-range plans, many of which are already drawn up. For instance, in Stalingrad much of jerry-built temporary housing is on land which has been set apart for eventual parks.

The best evidence that the third phase of reconstruction is long range is that for 1944 Russia will do only 33 per cent. of her new building in areas freed from the Germans, the other two thirds in the east. Industrial development in eastern Russia is getting as much attention in terms of roubles of the national budget as it did last year, which was a peak year. And in the west, for instance in the Donbas and Dnieper industrial areas, factory equipment which was removed is not being brought back. Instead new factories are being built.

One of the most important aspects of the third phase of reconstruction is electrification. In this, as in all things, the Russians are apparently patient people. One Armenian town has plans for hydroelectric development which will mature only after 75 years.

The airview of Manhattan, above, on which the various trade zones are indicated is of more than intrinsic interest now that the clear presentation of planning facts to the public is of such importance. Little use has been made of airviews in recent planning exhibitions in spite of the fact that to most members of the public they are clearer than any map. (photo, BuildingAmerica)

PLANNER'S QUIZ

THE ANSWER TO THE LAST PROBLEM

8. Nancy, France—18th century—Juxtaposition of typical mediaeval Gothic town with a formal renaissance lay-out provided by the newly-enriched landed aristocracy. The famous Place Stanislas is in the centre and leads due east via the Place de la Carriere and the forecourt to the new palace flanked by elaborate gardens.

Can you place this town pattern? Its historical background, the form of social organization underlying it, the town planning approach employed, the locality?



Answer in the next Planner's Scrapbook.



DEMONSTRATION KITCHEN

*DESIGNED BY RADIATION
IN COLLABORATION WITH ARCON*

GENERAL—The kitchen has been designed as part of a postwar house and has been erected for display by Radiation, Ltd., in their premises at Stratford Place, W.1. The house, designed by Messrs. Arcon, Chartered Architects, is intended for those of moderate means, and provides for the use of gas and coke appliances. All the supply and waste pipes, expansion tank, boiler flues and kitchen ventilator are incorporated in a central duct.

HEATING—Background heating is provided by radiators in the hall and on the landing, heated from the coke boiler in the kitchen, which also supplies hot water.

The living-room is heated by an openable slow-combustion stove. Bedroom 1 has its background heating provided by warm air led by a duct from the living-room stove. A gas fire is also fitted.

Bedrooms 2 and 3 have gas fires. There is a pipe coil for warming the

clothes-drying cupboard and a heated towel-rail in the bathroom. The hot-water storage cylinder warms the linen cupboard.

For summer use, when the coke boiler is not lighted, a gas-heated water circulator, connected to the storage cylinder is provided and a gas heating-unit is fitted in the drying cupboard. A portable gas heater warms the kitchen or dining-section when needed.

KITCHEN—The dining-section, 12 feet by 7 feet 3 inches, gives enough space for six to eat in comfort. During working hours the kitchen table can be pushed to the rear wall of the recess and thus provide a play-space for children, who can then be under supervision from the kitchen.

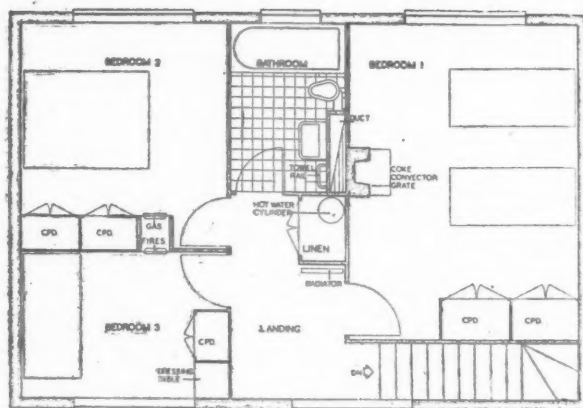
The working-section, 10 feet 10 inches by 7 feet 9 inches, including equipment, has a uniform working level throughout, and consists of a

gas cooker, with a raised oven, coke boiler, fitted with a gas poker, gas-heated circulator—for summer use, stainless steel sink, draining board, and wash boiler (with folding wringer) in one unit, containing also a refuse bucket with pedal-operated lid and cupboards, gas refrigerator fitted below the draining board.

The kitchen has a ventilating hood extending over the wash boiler, sink, cooker and coke boiler connected to a flue in the central duct. It also contains an oddments cupboard by the sink unit, a china, kitchenware and groceries cupboard, and a household cleaning and laundry accessories cupboard.

The clothes-drying cabinet can contain the whole family wash and is fitted with sliding racks to carry woollens and sheets.

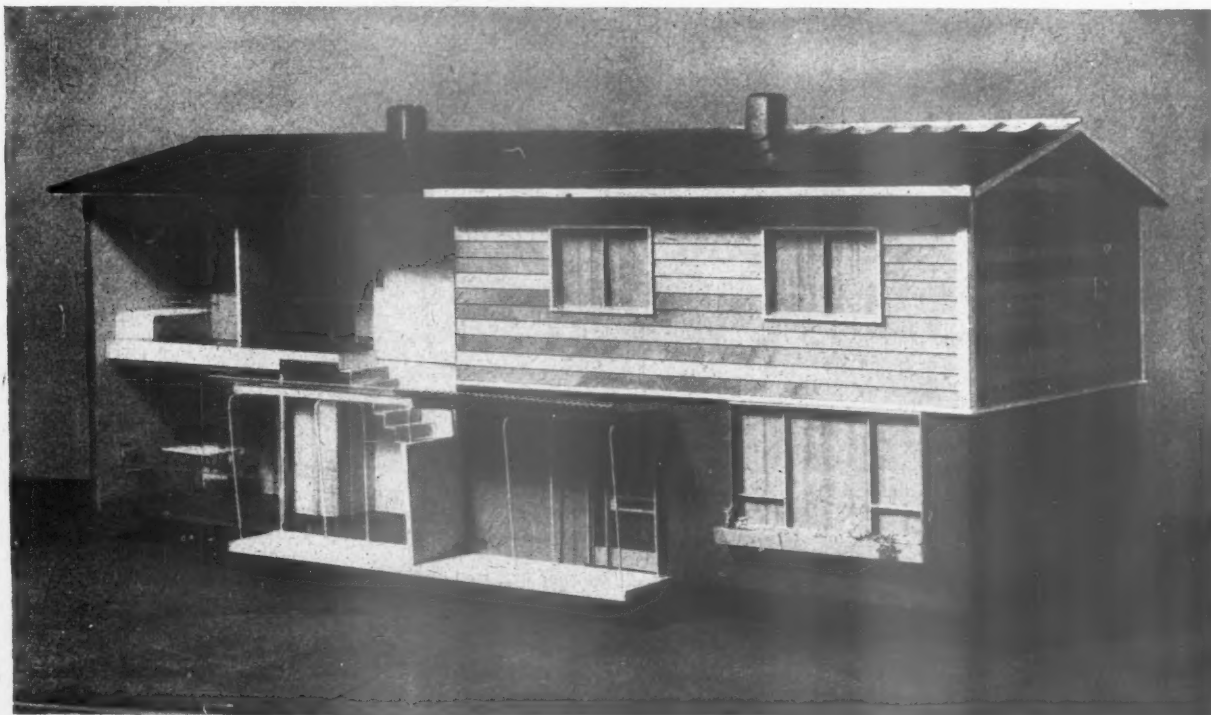
The kitchen and dining section are lit by two fluorescent tube lights.



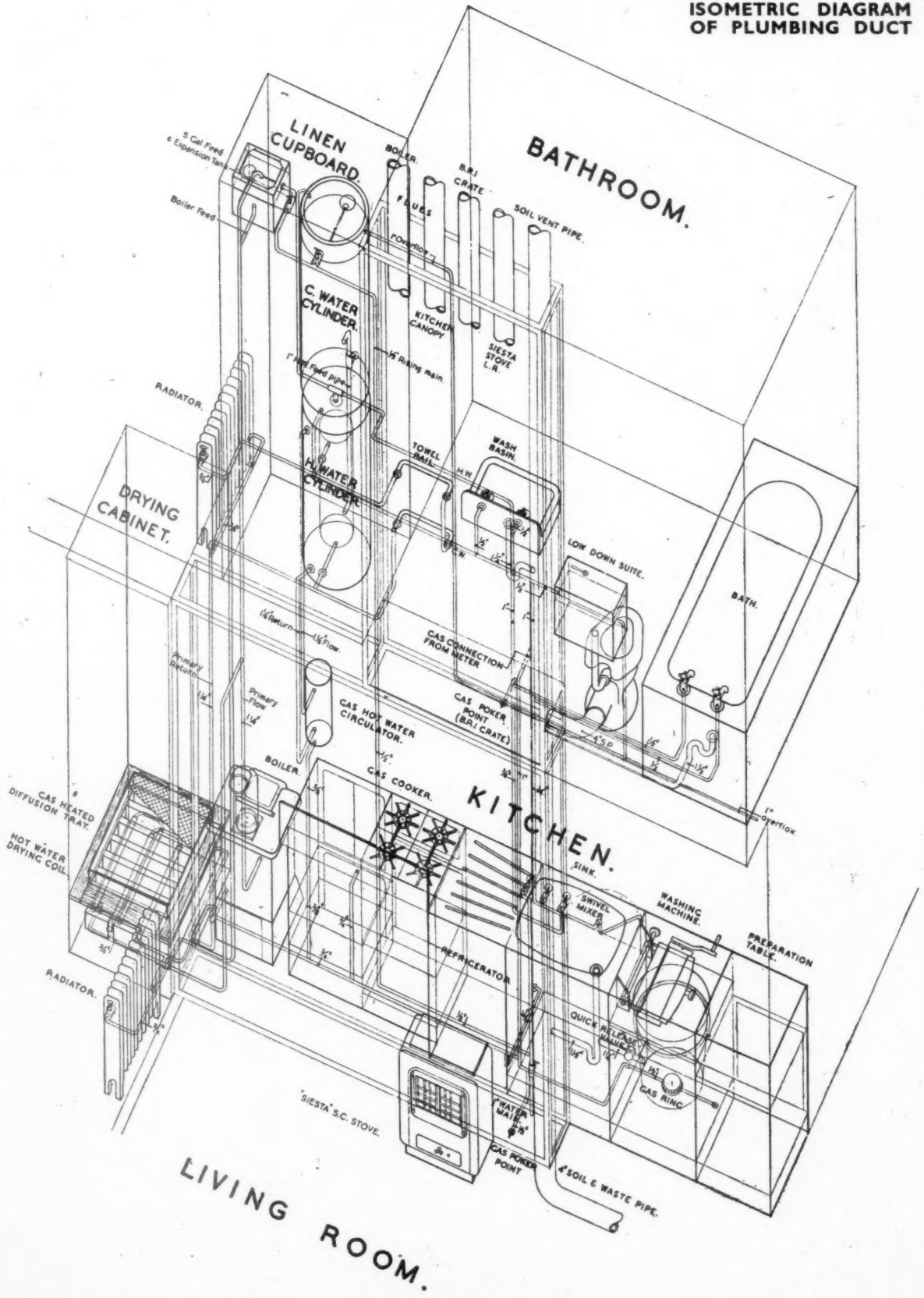
FIRST FLOOR PLAN

SCALE 1 2 3 4 5 6 FEET
GROUND FLOOR PLAN

Right, above, ground and first floor of the house to contain the kitchen. Below, photograph of the model of the pair of semi-detached houses designed by Arcon to incorporate the kitchen. The walls have ground floor rendered and first floor weather-boarded. The roof is covered with copper. On the facing page, diagram of the plumbing duct.



ISOMETRIC DIAGRAM
OF PLUMBING DUCT



INFORMATION CENTRE

The function of this feature is to supply an index and a digest of all current developments in planning and building technique throughout the world as recorded in technical publications, and statements of every kind whether official, private or commercial. Items are written by specialists of the highest authority who are not on the permanent staff of the Journal and views expressed are disinterested and objective. The Editors welcome information on all developments from any source, including manufacturers and contractors.

PHYSICAL PLANNING

1730 Planning Series

PHYSICAL PLANNING. Various authors. (*Architects' Journal*, August 5, 12, 19, 26, 1943; September 2, 9, 16, 23, 30, 1943; October 7, 14, 21, 1943; November 4, 11, 18, 25, 1943; December 2, 9, 16, 23, 30, 1943; January 13, 27, 1944; February 3, 10, 17, 1944; March 2, 9, 16, 23, 1944; April 6, 13, 20, 27, 1944; June 1, 22, 29, 1944.) Series of articles by specialists in the various fields covering general aspects of physical planning, under headings: (1) Planning Diary, 1909-1946 (by Astragal); (2) The Bogies; (3) The Problems; (4) The Job; (5) Outline for a Policy.

Part (2) contains articles on the following subjects in relation to planning:—Freedom (Karl Mannheim); Democracy (E. M. Nicholson); Economics (E. F. Schumacher); Land Ownership (E. S. Watkins). Part (3) deals with: Administration (Dr. W. A. Robson); Training, I (Max Lock); Training II (Dr. E. A. Gutkind); Organization of the Building Industry (D. Percival); Public Relations (Misha Black). Part (4) deals with: Analysis and Diagnosis (Prof. E. G. R. Taylor); The Town (R. E. Dickinson); Land Use (Dr. L. Dudley Stamp); Population (Dr. D. V. Glass); Mineral Working (Prof. H. H. Read); Agriculture (Dr. L. Dudley Stamp); Forestry (R. Bourne); Industry (O. W. Roskill); Housing (Arthur Ling); Transport I (F. M. Wilson); Transport II (L. F. Richards); Leisure Space (John Bolland); Public Utilities I (Leslie Hardern); Public Utilities II (L. B. Escritt); Realization (David Brookes); Visual Planning (G. M. Kalmann and Ian McCallum).

Summaries of The Diary and The Bogies is given in the issue for October 7, 1943; the Summary of The Problems in the issue for December 9, 1943; the Summary of The Job in the issue for June 22, 1944; Outline for a Policy is in the issue for June 29, 1944.

1731 Clydebank

DRAFT PLAN FOR CLYDEBANK. Designed by Sam Bunton. (*Architects' Journal*, January 6, 1944, pp. 8-15). Housing and Town Planning Exhibition of reconstruction plan for Clydebank.

The plan drawn up by Sam Bunton, Town Planning and Consultant Adviser to the Burgh of Clydebank, with his associates, received official preliminary approval by the Town Council. It suggests a new town centre enclosed within a parkway, separated from through traffic and connected to the houses by service roads. Neighbourhood units will themselves be provided with central shopping areas, community centres, schools and open spaces.

An overflow satellite garden city, a mile

from Clydebank, is proposed. Suggestions for flats and houses are made, and new constructional methods are shown, including principles of building with standardized units.

1732 Plymouth

PLAN FOR PLYMOUTH. J. Paton Watson and Professor Abercrombie. (*Architects' Journal*, May 4, 1944, pp. 331-334.) Describes exhibition for proposed replanning. Based on survey. Assumption that HM Dockyard will continue. Proposals for new centre, at least 18 neighbourhood units, increased facilities for holiday makers, and areas for light industries. Maximum population density of 100 persons per acre recommended. Through traffic to be by-passed, and different types of traffic segregated. Great parkway to run from proposed Station Hotel to through City Centre to the Hoe.

1733 R.A. Planning

RA EXHIBITION WORK OF THE PLANNING COMMITTEE (*Architects' Journal*, May 18, 1944, pp. 367-370.) Royal Academy Planning Committee's exhibit at the Summer Exhibition. Deals almost exclusively with road planning, related to the County of London Plan. Ring roads, traffic roundabouts, parking spaces and garages, loopway railway connections.

1734 City of London

CITY PLAN. N. J. Aslan. (*Architects' Journal*, December 9, 1943, pp. 429-432.) Further development of City of London plan, published in AJ for October 8, 1942. Mainly a traffic plan. Ring road connects most of railway termini. Retention of defined trade zones.

1735 City of London

CITY OF LONDON SKETCH PLAN. K. J. Lindy and B. A. P. Winton Lewis. (*Architects' Journal*, March 23, 1944, pp. 227-229.) Privately produced plan exhibited at IAAS. Interest almost exclusively concentrated on visual aspect of layout. Formal conception without serious basis.

1736 Housing Census

LONDON HOUSING NEEDS. Alexander Block. (*Architects' Journal*, Novem-

ber 9, 1944, pp. 343-346.) Call for adequate census of population to discover real housing needs. Houses versus flats controversy futile without such census.

1737 County of London

THE LONDON BOROUGH AND THE LONDON PLAN. Elizabeth McAllister. (*Architects' Journal*, September 28, 1944, pp. 229-232.) Record in outline of comments on County of London Plan (see AJ, 15.7.43) by the 28 Boroughs of County.

1738 Planning Analysis

A METHOD OF COMPARATIVE ANALYSIS DEMONSTRATED ON FOUR LONDON PLANS. E. C. Kent and F. J. Samuely. (*Architects' Journal*, August 10, 1944, pp. 99-114, and XXX.) Method demonstrated by comparing LCC, LRRC, MARS and RA plans for London by question and answer, e.g., does plan fit into national and regional pattern? Is individual character of town preserved and developed? Does it cater for community needs?

1739 Birkenhead

BIRKENHEAD: COMMUNITY VERSUS SEGREGATION. (*Architects' Journal*, August 3, 1944, pp. 85-87.) Two conflicting plans for satellite estate outside Birkenhead compared—one by B. Robinson, Borough Engineer and Surveyor, of Birkenhead; other by Sir Charles Reilly, Planning Consultant to Birkenhead. May prove test case.

1740 Toronto

TORONTO MASTER PLAN. E. G. Faludi. (*Architects' Journal*, September 14, 1944, pp. 193-196.) Describes exhibition in Art Gallery, Toronto. First example in Canadian town planning history of plans based on analysis. Proposals to co-ordinate development as geographic, economic and social unit. Green belt, transport, uses of land, neighbourhood units.

1741 Three Road Crossings

ROAD CROSSINGS. (*Architects' Journal*, April 22, 1943, p. 267; August 19, 1943, p. 124; April 13, 1944, p. 276.) Alternatives to the clover-leaf and the fly-over. Maltese Crossing, by A. G. Paton. Switchback Crossing, by E. Pollock and T. Warnett Kennedy. Positive Turn Crossing, by Arthur G. Wise.

1742 Exhibition

USA PLANNING EXHIBITION. Rudolf Mock. (*Architects' Journal*, November 2, 1944, pp. 324-333.) Illustrations from New York Museum of Modern Art's Look at your Neighbourhood Exhibition, designed for mass-production for sale or hire to local housing authorities and schools in USA, to stimulate public interest in physical planning.

1743 1943 Act

TOWN AND COUNTRY PLANNING (INTERIM DEVELOPMENT) ACT, 1943. J. B. Wikely. (*Architects' Journal*, October 14, 1943, pp. 269-273.) Synopsis and commentary on the Act in AJ Physical Planning supplement.

1744 1944 Act

CONTROL OF THE USE OF LAND. *Regionaliter*. (*Architects' Journal*, July 13, 1944, pp. 27-28.) Review of Town and Country Planning Bill, 1944, and the White Paper on *The Control of Land Use* (see also leading article in same issue).

1745 Land Values

LAND VALUES. H. J. Crone. (*Architects' Journal*: Part I, August 17, 1944, pp. 121-4; Part II, August 24, 1944, pp. 139-140.) Need for full surveys of land values in which to work out ideal plans. Social aspects. Redistribution of values. Compensation and betterment.

1746 Planning for Aged

ARE THE AGED BEING LEFT OUT OF PLANNING? Olive Matthews. (*Architects' Journal*, September 7, 1944, pp. 175-177.) Need for study of statistics in planning for aged. Present lack of provision. Housing for aged should be part of estates and not segregated. Institutions for infirm.

1747 Public Places

PLANNING PUBLIC PLACES. H. S. Phillips. (*Architects' Journal*, October 19, 1944, pp. 283-286.) Public buildings and social amenities needed today. Civic group, health centre, public convenience, swimming pool, club, school, restaurant, aerodrome, park, crematorium, etc. Full list of needs given.

1748 Housing Manual

HOUSING MANUAL, 1944. *Ministries of Health and Works* (HMSO, 2s.). Gathers together matter contained in Government housing reports and other studies as advice mainly to local authorities. Represents present Government policy on permanent housing. Sets improved standards. Section on site planning is important advance. Community planning advocated. Many illustrations (see AJ leading article for October 12, 1944).

1749 Temporary Housing

TEMPORARY ACCOMMODATION, *Ministries of Health and Works* (HMSO, 6d.). Memorandum for guidance of local authorities in carrying out the Housing (Temporary Accommodation) Act, 1944. Layout, siting, financing, management and maintenance of officially approved bungalows. Describes four approved types, MOW,

Uni-Seco, Tarran, Arcon (see AJ frontispiece, November 30, 1944).

1750 Siting Temporary Houses

SITING THE TEMPORARY HOUSE. (*Architects' Journal*, November 30, 1944, pp. 399-403.) Extracts from *Temporary Accommodation: Memorandum for the Guidance of Local Authorities* (HMSO, 6d.). Selection and acquisition of sites, layout and site planning. Fully illustrated.

1751 Hydro-Electric Development

HYDRO-ELECTRIC DEVELOPMENT IN THE HIGHLANDS. Hugh Quigley. (*Architects' Journal*, September 7, 1944, pp. 178-179.) Criticism of North of Scotland Hydro-Electric Board's Construction Scheme No. 1 as secretive policy and travesty of planning.

1752 Summer School

TOWN AND COUNTRY SUMMER SCHOOL. (*Architects' Journal*, October 26, 1944, pp. 305-310.) Extracts from lectures delivered at school, held at St. Andrews, on Industry and its Environment (Lord Forrester), Social Aspects of Town Planning (Ruth Glass), Planning by Lease Control (H. W. Wells).

STRUCTURE

1753 Farm Buildings

NEW TRENDS IN FARM BUILDINGS. G. Rosenberg. (*Architects' Journal*, July 20, 1944, pp. 47-52.) Changes in farming conditions. Changes in buildings, for milk, meat and crop production, cattle yards, storage. Grouping of buildings. Fully illustrated.

1754 Converting Old Houses

CONVERSION OF OLD HOUSES INTO FLATS AT HAMPSTEAD. James I. Wolfsohn. (*Architects' Journal*, October 26, 1944, pp. 311-314.) Examples of converting socially obsolete but structurally sound houses into flats for modern use to ease housing situation (see also leader in same issue and lecture by Dr. J. Fenton, reported in AJ, March 30, 1944, pp. 250-252).

1755 Northolt Houses

MOW DEMONSTRATION HOUSES AT NORTHOLT. (*Architects' Journal*, October 12, 1944, pp. 265-276.) Full description of 13 houses built at Northolt Grange Estate, Middlesex, to demonstrate alternative types of materials, plans and construction suitable for immediate post-war application to permanent housing.

1756 Building Contracts

THE PLACING AND MANAGEMENT OF BUILDING CONTRACTS. *Ministry of Works* (HMSO, 1s.). Report of Central

Council for Works and Buildings. Recommended procedure in relation to present and probable trend of development. Based on 7 technical papers (included in report). Causes of inefficiency. Fixed Price Contract. Bill of Quantities for Housing recommended. (See AJ leading article for November 30, 1944.)

1757 Science and Housing

SCIENCE AND HOUSING. A. M. Chitty (*Architectural Science Board Lecture at RIBA*, June 13, 1944. *The Architects' Journal*, June 29, 1944, pp. 492-494, XXX). Application of scientific methods to house construction. Burt Committee Report reviewed.

The talk was primarily concerned with the application of scientific methods to house construction. The recently published Report of the Burt Committee (*Post-War Building Studies* No. 1, see No. 1,516, June 29, 1944), proposes to set standards of performance on a scientific basis. The lecture reviewed the Burt Committee's performance categories (strength, stability, moisture, penetration, insulation, fire risk, etc.), and suggested further subjects, such as ventilation, lighting, services, etc., in which rational and scientific thought could bring about new standards and great improvements.

1758 Unit Construction

SHOP PRODUCTION AND HOUSE DESIGN. Walter Segal. (*Building*, May, 1944, pp. 130-135.) Unit frame construction in timber.

The construction consists of a skeleton timber framing to which are fixed the timber wall units or panels. The connection between vertical and horizontal members is based on the principles of the Balloon Frame construction, but in the case of two-storeyed structures the system differs from the Balloon Frame in so far as the uprights are only storey-high.

MATERIALS

1759 Building Standards

HANDBOOK OF BUILDING STANDARDS, MATERIALS AND COMPONENTS. B.S. Handbook No. 3. (Published by the *British Standards Institution*, HMSO, 1944, 12s. 6d.) Technical requirements of all 164 British Standards so far issued relating to building brought together in single volume. Summarises all essential requirements laid down in specifications referred to in Government's *Housing Manual*. Includes standards for services' fittings.

Considerable criticism has been expressed from time to time at the difficulty which faces Architects, and others, interested in building who wish to inform themselves of the British Standards that affect their interests. The necessity of having to buy about 160 separate publications (at a cost approaching £16) has obviously been a serious deterrent which has militated against the adoption of British Standards. It is to overcome this difficulty that the British Standards Institution has prepared and issued the Handbook.

The Handbook summarizes all the essential requirements laid down in the specification, and it is hoped that the information given will be sufficient to enable builders

and other users to select standard sizes of building units and to satisfy themselves that the British Standard provides for material of a quality which is sufficient for their purposes. The summaries do not describe the methods by which various tests should be carried out, and neither do they include such details which are common to specifications and which are necessary for a contract about the number of tests to be made; the manner in which the test pieces are selected and the procedure to be adopted in the event of the failure of the tests.

The specifications included in the present edition are those which are referred to in the *Housing Manual* recently issued by the Ministry of Works. They cover not only standards for the materials and components used in the structure of the building, but also standards for fittings for the services, such as water, gas, electricity, solid fuel, etc.

Additional standards are in course of preparation, and it is proposed to issue a supplement to the Handbook in about two to three months' time, giving the information of some 60 new standards which it is anticipated will be available by that date.

QUESTIONS 'and Answers

THE Information Centre answers any question about architecture, building, or the professions and trades within the building industry. It does so free of charge, and its help is available to any member of the industry. Answers are sent direct to enquirers as soon as they have been prepared. The service is confidential, and in no case is the identity of an enquirer disclosed to a third party. Questions should be sent to: THE ARCHITECTS' JOURNAL, 45, The Avenue, Cheam, Surrey.

1760

Squash Courts

Q We are interested in some Squash Racket Courts, the walls of which have been slightly pitted and scratched. We have been informed that the surface of these walls are formed in one operation, and that they cannot be repaired but must be renewed. Can you tell us whether, as the damage is only slight, it would be possible to repair them, and if so the name of a firm who specialize in this work?

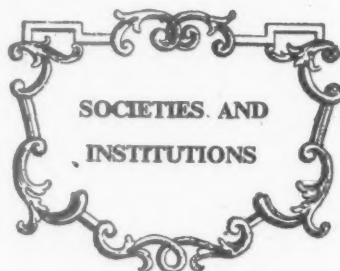
A The plastering of Squash Court walls is almost invariably done by specialists, but we see no reason why slight defects should not be made good satisfactorily. There are no specialists undertaking this type of work at the moment, and we can only suggest that you ask a local contractor to do the making good to the best of his ability with hard non-sweat plaster.

1761

Sewage

Q Could you give me any information regarding the process of converting sewage into manure? It would be a help if you could quote any examples and reference books. Is this process suitable for use in: (a) a village sewerage scheme? (b) a group of 4-12 isolated cottages?

A Nothing authoritative has as yet been published on this subject. There is, of course, a considerable interest in the subject, but so far as we are aware no satisfactory system has been developed for dealing with very small sewage systems in this way. We understand from the Agricultural Research Council that a Government publication on this subject may be produced shortly.



Speeches and lectures delivered before societies, as well as reports of their activities, are dealt with under this title, which includes trade associations, Government departments, Parliament and professional societies. To economize space the bodies concerned are represented by their initials, but a glossary of abbreviations will be found on the front cover. Except where inverted commas are used, the reports are summaries, and not verbatim.

RIBA

A. W. Kenyon

November 14, at 66, Portland Place, W.1. Informal meeting of the RIBA. Paper on NATIONAL PLANNING, written by Arthur W. Kenyon (Chairman, Central Advisory Committee), and read by Henry Braddock (Hon. Secretary, Central Advisory Committee). Chairman: Percy E. Thomas, O.B.E., J.P. (President). A vote of thanks was proposed by Viscount Samuel and seconded by J. L. Denman. A discussion followed, in which Herbert A. Welch, Lt.-Col. H. P. L. Cart de Lafontaine, Dr. Malcolm Sargent, J. W. M. Dudding, A. J. Lyddon, and Anthony Minoprio took part.

A. W. Kenyon: I have sometimes likened National Planning to a jigsaw puzzle which cannot have its parts designed separately in the hope of making a picture, but must have the picture made first so that the parts will fall into their allotted places. The work of the Central Advisory Committee is the broad outline which gives the composition, before the details are filled in. It is this broad outline I want to present to you to-night.

The war has again made us conscious of the unplanned state of our country, but it did exist and was getting extremely serious before the war. To take only one instance—our road problem with its accompanying death toll. This was due to a new factor which came upon us suddenly—the internal combustion engine. We tried to cater for it by adjusting bits of our roads here and there, but without considering the problem as a whole although it was a national matter.

To plan is to arrange things in an orderly manner so that we obtain the best from our

efforts in comfort, convenience, health, happiness and efficiency. Planning is not something that must be imposed upon people, but it is a means of assisting life to be carried on in reasonable comfort and with efficiency. Those who resist planning because they misunderstand its true purpose and place are barring the way to the improvement of national living and national efficiency. Those who think that planning means regimentation of buildings and of lives are unaware of that freedom, charm and beauty that can be achieved by thought and care by those who wish to arrange things with sympathetic understanding.

In suggesting the building of National Highways our minds may well turn to those great motor tracks of an enemy country, brutal, ruthless, barren, endless and nerve racking. They are a true example of regimentation in planning where kindness for the countryside and thought for the person is ignored.

They are like progress charts, which are frequently inflicted upon us having one column omitted. That column should be headed: Human Nature. Let us keep that column of Human Nature constantly before us so that when we plan for the nation we keep the human factor always in the forefront.

Before I describe what we have done in greater detail, let me explain briefly the organization which has been at work. The Royal Institute of British Architects has a unique organization. The country is divided into eighteen divisions with an Allied Society in each division presided over by a President and Council. Each of these societies was called in to work on their particular area under the direction of a Central Advisory Committee.

This Committee drew up certain suggestions to be followed, and the Societies set to work on those recommendations, amplifying them with the intimate knowledge which they possess of their locality.

From time to time they met the central body for discussion of their particular problems, and in this way it was possible to link one society's work with another, and thus avoiding the limitations imposed by artificial boundaries. When the work was completed by each area, it was plotted on to the larger and more comprehensive maps by the Central Office staff, and discussions again took place to see that any adjustments which had been made were satisfactory.

In this way architects throughout the country were engaged as a team, working voluntarily and supplying that local knowledge they possess to a remarkable degree, which is so essential to the success of such a project.

As well as this work of the Allied Societies the Central Committee has consulted various authorities on the special features of the plan. I am going to enumerate these because I should like to thank them publicly for the assistance they have given:

The Ministry of Town and Country Planning.

The Ministry of Fuel and Power.

The Ministry of War Transport.

The National Gas Council.

The British Gas Federation.

The British Electrical Development Association.

The Central Electricity Board.

Mr. Ashton Davies (Past Vice-Chairman, London, Midland & Scottish Railway).

The National Trust.

The Commons, Open Spaces and Footpaths Preservation Society.

The Standing Committee on National Parks.

The Nature Reserve Investigation Committee; and

The British Water Works Association.

The information gained from those sources has enabled the Committee to keep a balanced view of the various interests concerned.



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I should like now to explain, briefly, some of the special considerations which have been given in the preparation of this plan.

PART I. Distribution of Population and Industry.

One of the most significant changes in the life of English people is their growing dependence upon organized social services such as educational, medical and, recreational and on utility services such as water, drainage, gas, electricity and telephones. So great has been the desire to obtain the benefits of these that our population has in the past largely settled itself in close proximity to their sources.

The original need of the utility industries to locate their plant in the closest proximity to the user has been a strong influence towards the further concentration of population.

The efficient and economic provision of social and utility services is in exact relationship to the distance they are conveyed from their source to the consumer.

In considering this question two further matters must be taken into account which have been the subject of common discussion in recent years. The first is concerned with a need for a measure of decentralization of industry and population from large urbanized areas of the country such as London, Manchester, and Birmingham. The purpose in this is to eliminate excessive overcrowding, including congested and uneconomic transport. This decentralization enables greater freedom for reconstruction, unhampered by the pressing need for maintaining maximum living accommodation.

The second is concerned with providing a standard of living in Agricultural and Mining areas where the population is scattered and unable under present conditions to be provided economically with necessary services. Any proposals envisaging a standard of housing appropriate to the needs of the agricultural worker and equivalent to that of the town dweller must incorporate an economic solution of the distribution problem.

There is, therefore, a need for striking a balance between two opposing requirements, the disposition of population for the special needs of industry or agriculture and the disposition of population in order to convey public services economically and to maintain a current standard of living.

The oldest industry in this country, agriculture, together with its allied industries, requires the services of a farming population dispersed over the land. This has resulted in the agricultural worker being deprived of living facilities which have become a commonplace to his brother in the town. This fact, together with others, has created a distressing migration from the country to the town.

There can be no doubt that any post-war national policy that may be evolved must envisage the maintenance of a prosperous and productive agricultural industry as a major national need.

The re-population of this industry in its new mechanized and highly productive state emphasizes the need for providing housing conditions and services for the operatives which may be equivalent to those obtained by the town dweller.

The introduction of mechanization on a large scale will be reflected in two ways. The skilled agricultural worker will no doubt have a greater degree of education and consequent desire for a fuller life, and his relationship with the town dweller will be much closer.

Similar problems arise in industries dealing with extraction of raw material from the earth such as mining and quarrying. The degree of dispersal in these cases is perhaps less than that necessary to agriculture, and is confined to limited areas. The supply of electrical and other forms of power and the improved policy of pit head siting will assist materially in providing for the well-

being of their operatives.

If what I have said is a fair statement of the problem so far as it affects agriculture, the solution must be sought, as I have already stated, in striking a balance between the disposition of its workers and their families and conditions necessary to the economic distribution of services.

The need to review the position of the industries which require highly concentrated populations and the problem of providing these populations with a current standard of living does not seem so apparent. It may be said that industries of this nature are satisfactorily placed relative to the source of power, transport, raw and part finished materials to markets and to the unlimited supply of labour. It may also be said that the operatives are equally well placed. Their proximity to the social services should be all that could be desired.

The facts, however, do not fulfil the promise. Although industries and operatives may be properly related, the conditions in which they exist are, on an average, below a reasonable standard.

It is no longer possible to consider that replacement of outworn buildings is a simple matter of demolition and rebuilding.

In order to create the necessary space within which a process of continuous reconstruction can become operative, populations must be moved and resettled. To preserve the essential relationship between industry and the operative, movement of the latter must be considered with that of the former.

The idea of decentralization is not new. A reduction of the population of our outgrown cities has been considered essential to the improvement of living conditions. To remove large sections of population from such areas presupposes that we shall have prepared for their reception elsewhere. This problem can have no solution within the arbitrary boundaries of local planning areas, and here we find a strong justification for the preparation of a National Plan.

To determine the location of reception areas a study must be made on broad lines of the influences which have dictated the position of industry in the past.

These influences may be considered under the following headings:—

- (1) Source of raw material.
- (2) Source of power—such as coal.
- (3) Transport, including ports.
- (4) Water and climatic condition.
- (5) Source of part finished materials.
- (6) Markets.
- (7) Labour.

It is probably true to say that with the possible exception of the source of raw material, the source of power has been the determining factor in deciding the general location of industry.

The production and conveyance of electrical power and the development of its use has placed a very different aspect upon the part that power will play in the locating of industry in the future. The conversion of coal into electricity immediately loosened the tie by which many industries were bound. Within certain limits, therefore, industry may be moved so far as power is concerned. Source of raw material will naturally limit the location of converter industries and those handling heavy manufactures.

There are few industries which are still dependent upon water or climatic conditions.

The location of home markets relative to manufacture has little significance in this country where the space-time factor has been reduced to such small proportions.

The phenomenal growth of London is partly due to its significance as a great market and retail centre.

Transport used for the movement of part finished materials, distribution of finished materials and the movement of goods to and from our ports, must still have a vital part to play in the determination of new industrial location. It seemed probable, therefore, that

with certain exceptions necessitating careful selection, transport is the most fundamental factor in the location of new industrial settlements.

A balanced national policy aiming at reconstruction and redevelopment with an improved standard of living must, therefore, admit the right to recommend limitations upon the location of industry in order to provide convenient and healthy conditions in which intelligent and contented industrial operatives may live.

No industrial planner would be likely to direct industry into a location or into circumstances which would impede its successful development; indeed, under a national policy the opposite would be the case. Here then is our problem, to balance the needs of industry and agriculture with that of good living and social environment.

PART II. The Agricultural Pattern. Village Communities.

In order to provide proper services on an economic basis there is a minimum limit to the degree of dispersal of population if good social conditions are to be guaranteed. To satisfy this demand, we have selected villages where location and past development show them as convenient centres for local community life.

These villages are considered to be the ones which shall be deemed suitable for development and in which the provision of new accommodation might be centred.

Selection has been made on the following considerations:—

- (a) Convenient spacing relative to local activity.
- (b) Convenient access to and possible future provision of public services, particularly water.
- (c) Relationship to and communication with parent towns.

It is essential that they should be capable of having supplied to them all the necessary public services and a balance must be struck between the distance over which these services are conveyed and the economic minimum demand.

These villages should be provided with a long term development plan, in order that their extension may be correctly determined. The function of this plan would be to settle the use of land in the immediate proximity to the village with special reference to the home farmstead and the home fields.

It will not, however, be possible to provide all the social, commercial and industrial needs of a relatively small community within the village, nor would an attempt to do so prove economical. It is proposed, therefore, that the selection of a group of villages should be made in relationship to a Parent Town.

The Parent Town. A large majority of our towns are still fundamentally part of the agricultural life of the country. Their existence was founded upon the protection of agriculture. To them people retired in times of stress. They went there to market their products and to obtain commodities necessary to their life.

The Parent Towns are the counterpart of the market towns which were the centres of social life.

Evidence shows that these towns served an arbitrary limit of four miles, but during the 19th century their influence extended over about six miles, with a consequent decline of a number of flourishing centres. Improved methods of transport and road conditions have undoubtedly been the cause of this change, and the tendency for a further extension of this trend is evident.

The selection of Parent Towns has, therefore, been made with more emphasis upon the social needs than upon those of marketing.

It is recognized that a town of sufficient population to support these necessary services will require some corresponding commercial and industrial life.

The Agricultural Planner will require to

consider which of these parent towns will be needed for marketing purposes. The remainder will need the introduction of an industry or industries to enable them to maintain their status and to perform their function towards the satellite villages. The basis of selection of these towns has been as follows:—

(a) Convenient spacing relative to local agricultural or other industrial activity and the grouping of the surrounding villages.

(b) Convenient centre from which public utility administration and social services may be distributed.

(c) Close proximity to major road facilities and railways.

(d) Suitability for extension.

Parent Towns with Cultural and Ecclesiastical Emphasis. There are particular towns which have special prominence resulting from the existence of great cultural institutions, such as Canterbury, York, Peterborough and Cambridge. Their importance has varied since their foundation, but they still remain clearly defined and in particular they still perform their part in the general life of the surrounding country.

Parent Towns with Industrial Emphasis. The development of industry has given new importance to many of our older towns. Their original function as a centre of rural life has fused with their industrial life. Such a town is considered as one where the population is primarily occupied with its industries, but has still a definite relationship with rural life.

The relationship between these Parent Towns and villages is of vital importance. The recognition of their essential function will add point and certainty to local planning proposals.

PART III. The Industrial Pattern.

The beginning of the industrial era and its dependence upon the supply of coal as its source of power saw the start of a rapid readjustment of population settlement, intensified by a great increase of total population.

The source of power and raw materials resulted in the creation of such towns as Birmingham, Manchester, Sheffield and Leeds.

New industries free to locate themselves without economic reference to the source of raw material have in more recent years taken advantage of their freedom and have spread themselves at will and without direction. It is in such cases that guidance by the planner will be required if we are to prevent this country from further despoliation and misuse of land. The controls exercised by geographical conditions have lost their significance. We must fill the gap.

Large areas of country, in most cases immediately adjacent to our industrial cities, have become subjected to an ill-defined urbanism. The resulting pattern is neither town nor country. The conditions under which the inhabitants live do not give any opportunity for community life.

It is suggested that if there is a specific demand for this form of development it must be provided within defined limits, and must be equipped with the appropriate social and utility requirements.

On the wider sphere of the National Plan there are broad areas requiring special treatment, in order to maintain barriers of open space between the defined limits of cities and towns so as to preserve healthy living conditions.

Dormitory and Domestic Towns.

The development of the industrial pattern as a separate structure and its fusion at some points with the agricultural pattern has caused one other special condition.

Increase of prosperity has created a large section of population with a new economic freedom. With more convenient means of transport people began to assert themselves

by moving away from the less desirable location of their business to the quiet and healthy countryside.

Depending upon their salary level and the ease with which they were able to detach themselves from their occupation, they moved either to a defined township or to the more accessible environment of a newly developing suburb.

Beyond the present extent of this sprawl round London and other large centres there lie towns which owe their increased development to the movement of people capable of wider detachment from business and commercial life. These towns have become primarily domestic.

In a few cases towns of this nature are favourably situated to be recognized as one of a group fulfilling the purpose of a complete social structure.

In other cases they may need special consideration in respect of their industries so as to assure a balance of occupation.

Recreational Towns.

Towns with special attractions and facilities for recreational purposes have been considered for their special characteristics. They fall into four groups:

(a) Coastal holiday resorts catering for a high degree of amenity.

(b) Coastal holiday resorts such as small towns and villages less accessible and relying on their natural and informal development.

(c) Towns which have spa facilities.

(d) Towns with special historical features.

The peculiar setting of many of our sea-coast towns, restricted on one side by the sea, often by hill barriers on their landward side, have tended to spread parallel with the coast causing what might be termed coastal ribbon development, thus linking up the townships and forming a considerable mileage of coast almost totally built up.

It is of utmost importance to the National interest that in providing extended facilities for holiday accommodation we should make every effort to preserve the natural environment of our coast. Positions have been considered for sea-coast towns capable of providing additional accommodation to which development should be mainly restricted.

Towns with special medicinal spa facilities which we possess in this country require more consideration than they have had hitherto. In the National interest it is necessary that these facilities are made as attractive as possible to our own as well as to foreign visitors and equipped with first class hotel and recreational facilities.

This also applied to our towns of historical interest which have no rivals in any part of the world.

In foreseeing the need for additional holiday accommodation, suggestions have been made for their location with careful consideration of their relationship with transport.

Disposition of Recreational Open Space.

It is important to define the meaning of open space considered on a National Scale. The idea of National Parks as applied in America is not applicable to this country. The complete setting aside of large areas in which the native plant and animal life is preserved is only possible in a country where space is still of little concern. The comparatively close relationship between town and country as it is in this island makes it impossible to sterilize large areas of land for this purpose.

The term Recreational Open Space has a rather special application when used in a National sense. Locally it implies public parks, playing fields, local commons, and so on. Nationally it refers to large areas of country through which special facilities will be provided and maintained to enable reasonably free movement by those seeking the country.

Areas chosen for this purpose are already

famous for their beauty, and in some cases suitable for their sports. It is considered to be of vital importance that wherever these areas have a defined local life and tradition; these should be preserved and care taken not to interfere with their continued prosperity and development. It is in these things we are able to appreciate the real England. An important feature of our proposals is the linking up of these areas. These links would be comparatively narrow strips of land affording interesting routes across the country. Advantage has been taken of many ancient tracks which are part of our historical background. Special attention has been given to our coasts as a continuation of these recreational open spaces.

PART IV. Transport.

Transport divides itself into two major parts:

(a) Movement of goods and transport by public conveyances; and

(b) Privately owned vehicles.

The former move largely under control on prearranged routes as far as long distances are concerned and the latter, although using the most advantageous routes for long distances, also use almost every road which is suitable to their purpose.

Public and commercial transport is of three main types, using road, rail and canal. Private transport is confined almost exclusively to the road.

It will be seen, therefore, that the road must cater for transport with two distinct purposes, one requiring a limited freedom and the other a total freedom of movement.

The railways and canals are limited to tracks which require the provision of special equipment and conditions and the services of a large maintenance and operating staff, and are suitable for controlled and limited movement.

Before the perfection of the road vehicle the railways held a monopoly as a transport service. The development of powerful and swift road vehicles brought with it a new freedom of movement and a door to door service which at once became a vital competitor. The introduction of the motor coach making long trips at cheap rates and the use of cars by private owners brought further competition with the railways.

It would, therefore, seem obvious that public and commercial transport must be considered as a whole, and that the services performed by each should be the best suited to their peculiarities.

The complicated pattern of our roads which have grown up on the needs of local service makes it impossible to adjust them to the needs of long distance travel without completely destroying the equally important local use. Any attempt to improve existing roads to a standard comparable to the modern motor vehicle would also cause immense damage to existing centres of population large and small.

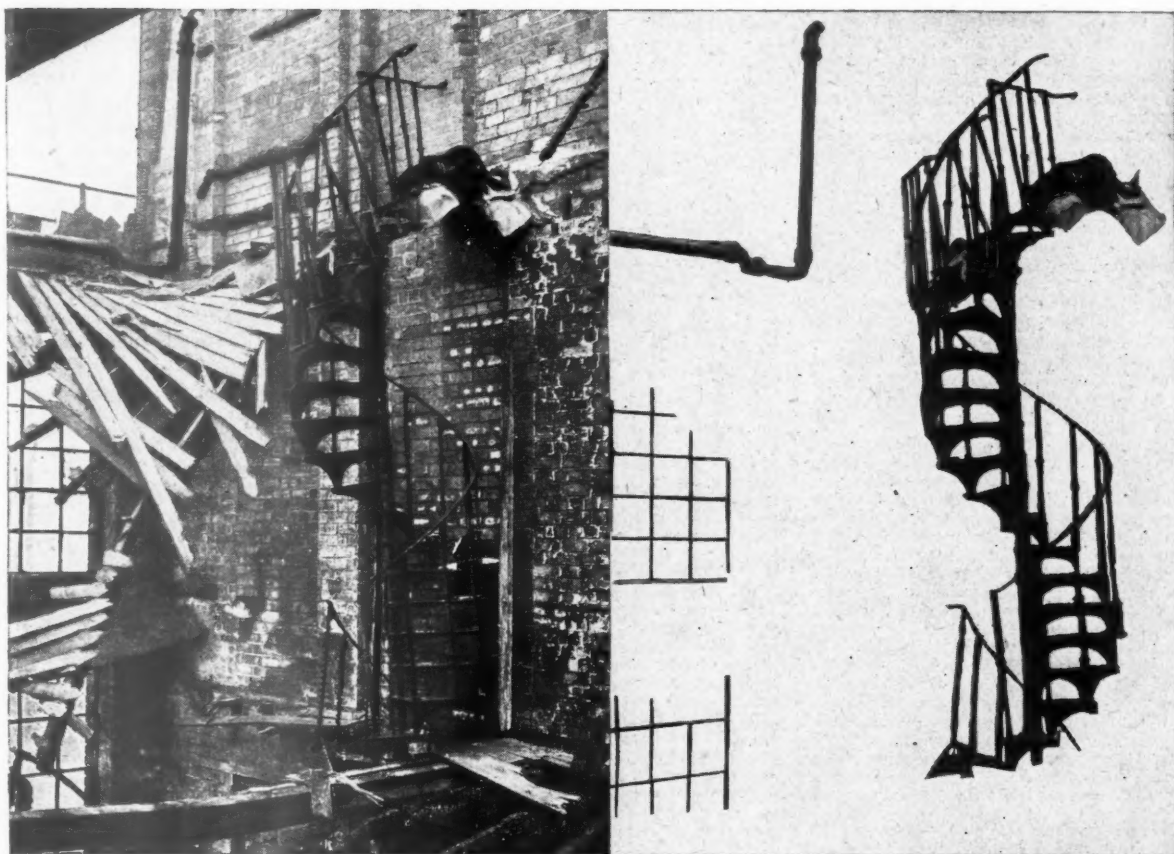
National Roads.

The National road system as suggested is entirely new, and is sited in the most part upon land not used before for roads. They are intended to link distinct areas of the country rather than places, and they afford admirable accessibility between each of the major industrial areas and the principal ports. At practically no point do they cut through an inhabited place, and in most instances no direct contact is made with towns or villages.

The length of these National Roads has been reduced to a minimum, at the same time giving adequate and vital service. The approximate length is 2,120 miles.

It will be seen from the maps that these roads are radial from London with cross routes introduced linking up the country from East to West, and can best be understood by a reference to the maps.

The National Roads are intended to be fully protected, and in this way will assume the advantages now only enjoyed by the



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railway. In order to maintain high speeds and economic and safe running there must be a minimum of interruption. There is no intention to avoid bends or hills as these are an advantage when properly handled and avoid the monotony of straight and level tracks.

Entry into them would be at planned points arranged conveniently to populated areas in the form of flyover roundabouts, ramps and pick-up lanes. All roads which do not make contact at these points will be flown over or taken under. It is not considered that any exceptional width will be required, nor will there need to be a segregation between fast commercial and fast private traffic. They will require, however, a minimum of two uni-directional tracks, with wide spaces and head-light shields between. Provided there is no appreciable cause of interruption to a steady flow there should be no congestion.

Regional Roads.

The remaining system of roads is based upon existing siting, and these have been divided into three categories: Major regional; second-class regional and local. These categories are based solely upon the degree to which they allow of movement at an agreed speed.

Roads scheduled as Major Regional will require adjustment of width and safe entry. The by-passing of towns and villages will be necessary.

The second-class regional roads will resemble our existing A.1 roads. In these cases there seems no reason to divert them from passing through inhabited places, but a variation of maximum speed will be necessary through built-up areas.

The Local roads are the remaining roads of the country, and will be used for local communication at reasonable speeds.

Railways.

It is recognized that the railway system as

it now exists must be the basis of any proposals which have to be made.

National Routes.

The radial routes from London are based upon the recommendations of the London Regional Reconstruction Committee.

To facilitate the use of these radial routes by all areas of the country, adjustments have been suggested to other existing installations to enable a series of cross routes to operate fast trains. There may not be any records showing the necessity for these services, but this is probably because they do not now exist. Evidence has, however, been brought forward to show how important these cross routes are, and how they would also avoid much traffic which now passes through London and other centres because of the better services afforded on the existing radial routes.

The cross routes have been arranged so that at points of intersection with the radial routes interchange will be possible. These interchange stations are divided into two groups, the more important allowing for stoppage of trains on main radial routes to occur at approximately 100 mile intervals, the remainder being used for less important local services.

Regional Railways.

In addition to cross routes, a series of other routes have been arranged giving adequate connections between principal industrial areas and the ports.

Certain recommendations have been made regarding the less important railways. Sections of these have been considered redundant. Their removal is suggested, and the tracks used where convenient for roads.

Suggestions have been made to change the motive power of certain lines in areas where the population is dispersed, but where a useful service should be provided with frequent stops at villages, but only requiring small passenger accommodation.

At present such services are reduced to about two trains a day, and perhaps none on Sundays. It is suggested that they should be operated by Diesel motor traction on the rail-bus principle, and should be more frequent.

Wherever a similar need for frequent service occurs, but requiring large passenger accommodation as happens in suburban areas of large towns, electrification has been proposed as a major policy. In these cases the heavy capital cost of equipment is deemed to be justified.

It is further suggested that there is room for a complete overhaul of our system of mineral railways. On examination there seem to be wasteful and confused conditions which might well be cleared up, and which would benefit our worst industrial areas.

Canals.

It is considered that the canal is still capable of playing an important part in our transport system. Attention has been confined to the four main canal routes, and in each case they have been considered as extensions of port facilities into the interior of the country.

The four referred to are:

(a) The Grand Union from the London Docks to Itchington being on the south east of the Birmingham plateau.

(b) The Severn canal from Bristol to Stourport, on the south-west side of the Birmingham plateau.

(c) The Trent Canal from Hull to Tamworth west of Birmingham.

(d) The Western part of the Trent-Mersey canal.

It is proposed that these four canals should be made capable of being used by a standard barge of 120 tons in groups of three. Locks, embankments, bridges and dock facilities should be raised to a high level of efficiency. The remainder of the canals ought to be carefully considered on a regional basis.



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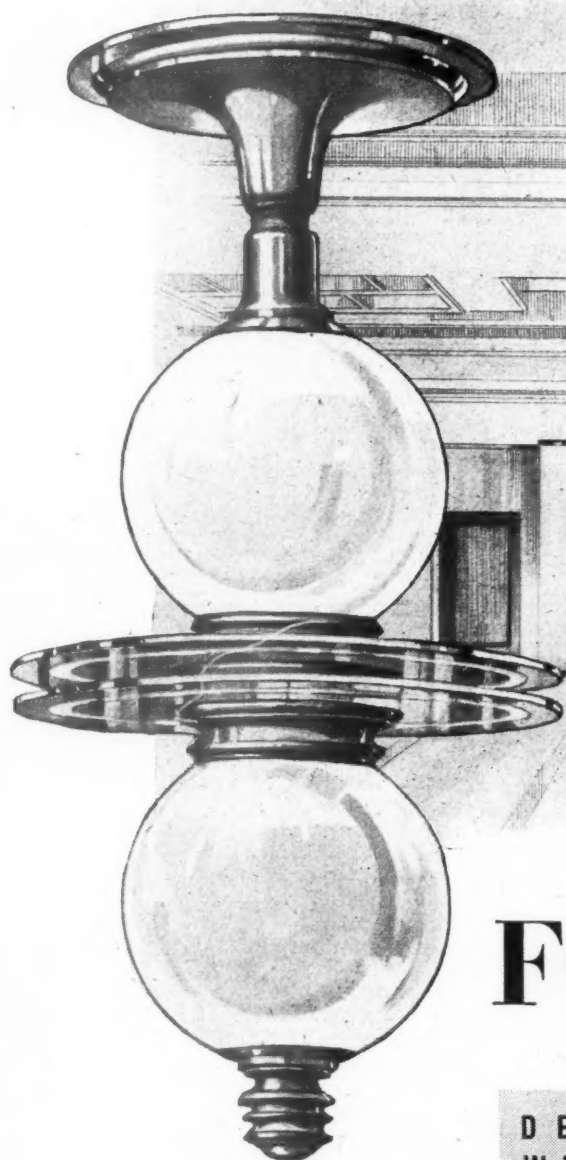
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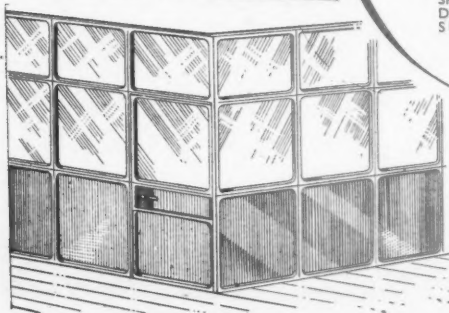
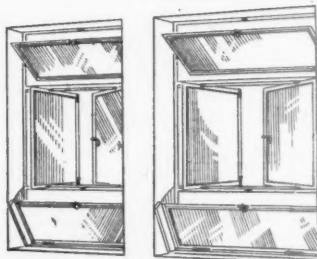
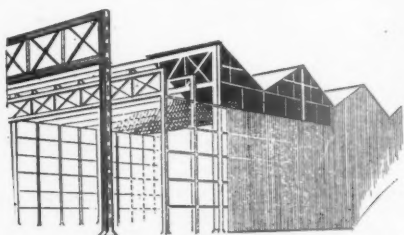
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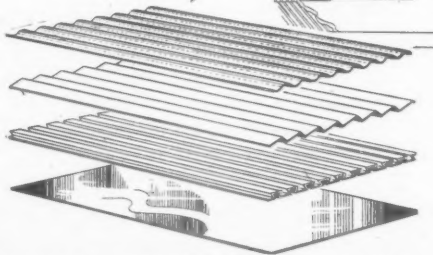
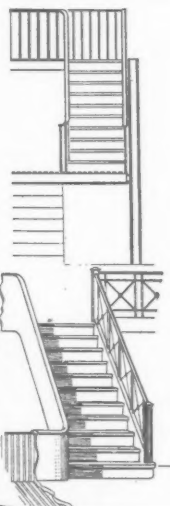


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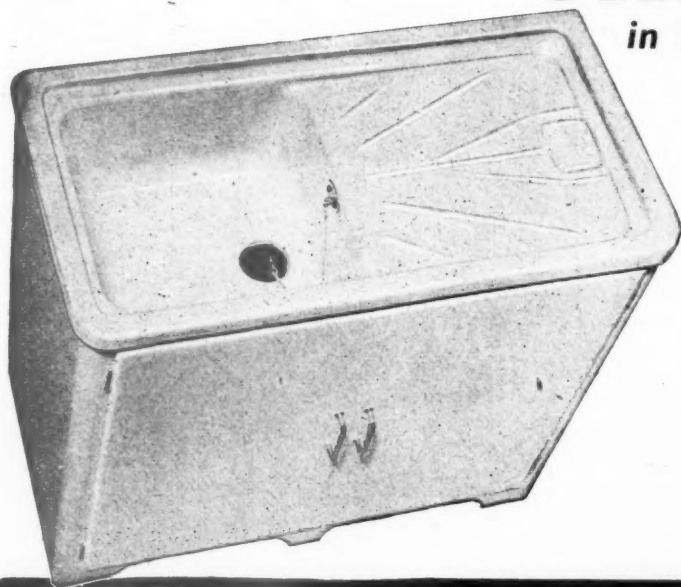
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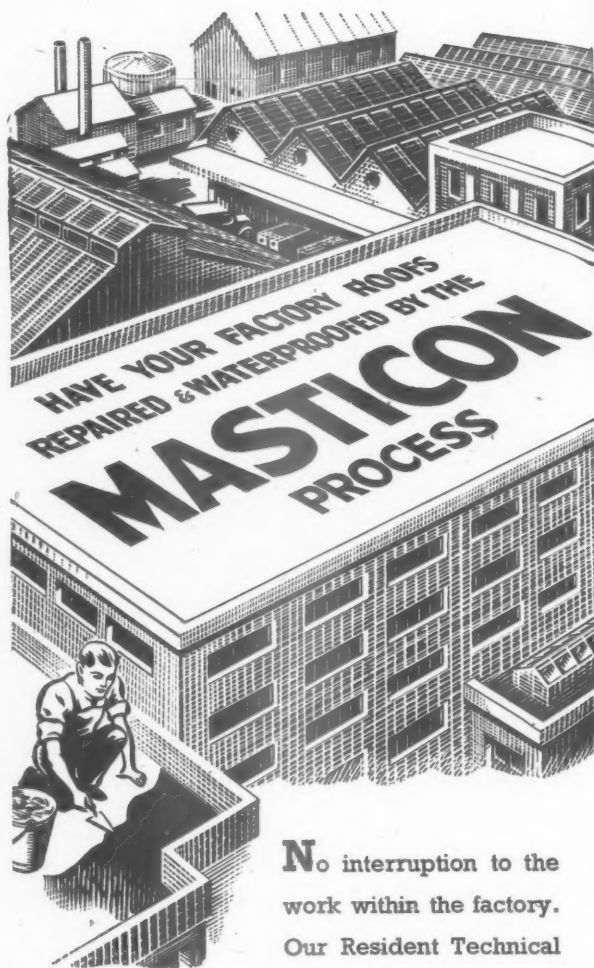
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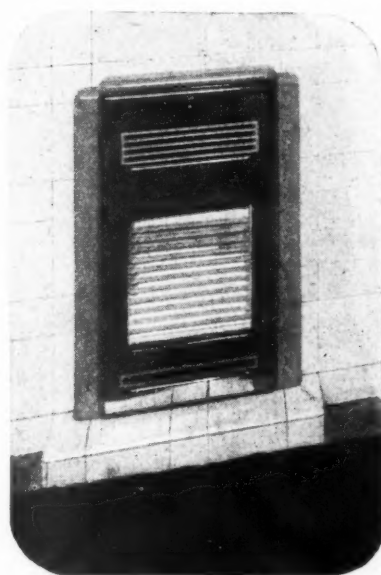
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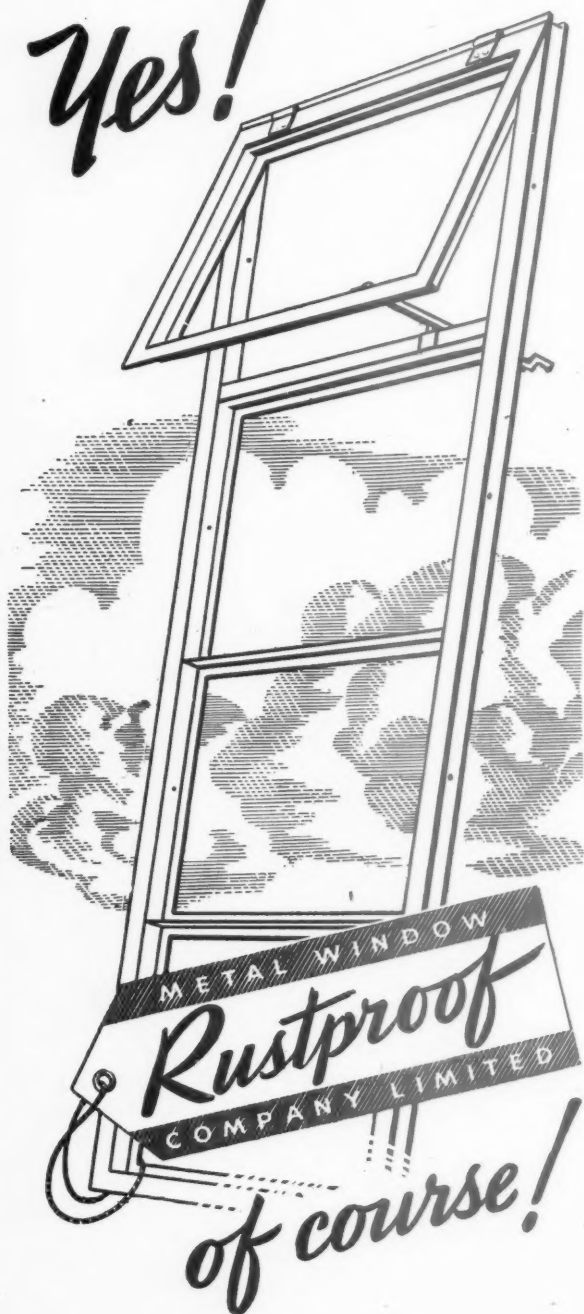
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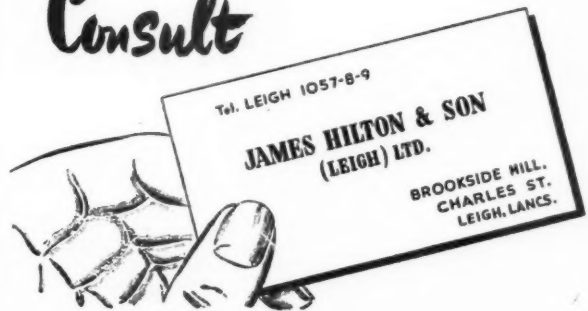
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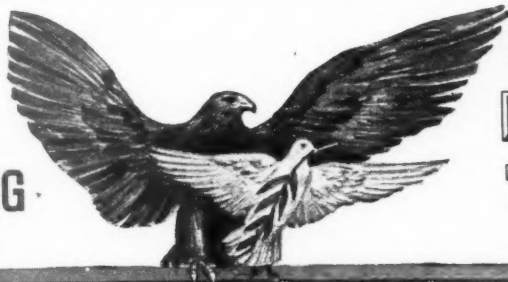
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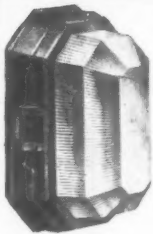


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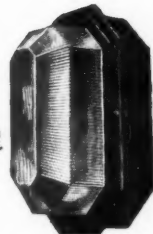
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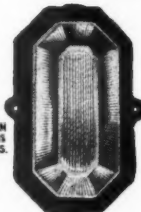
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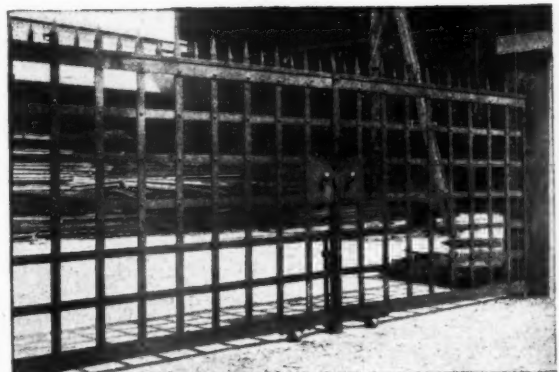
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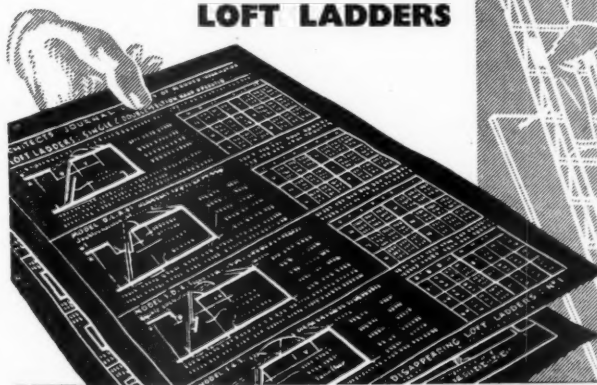


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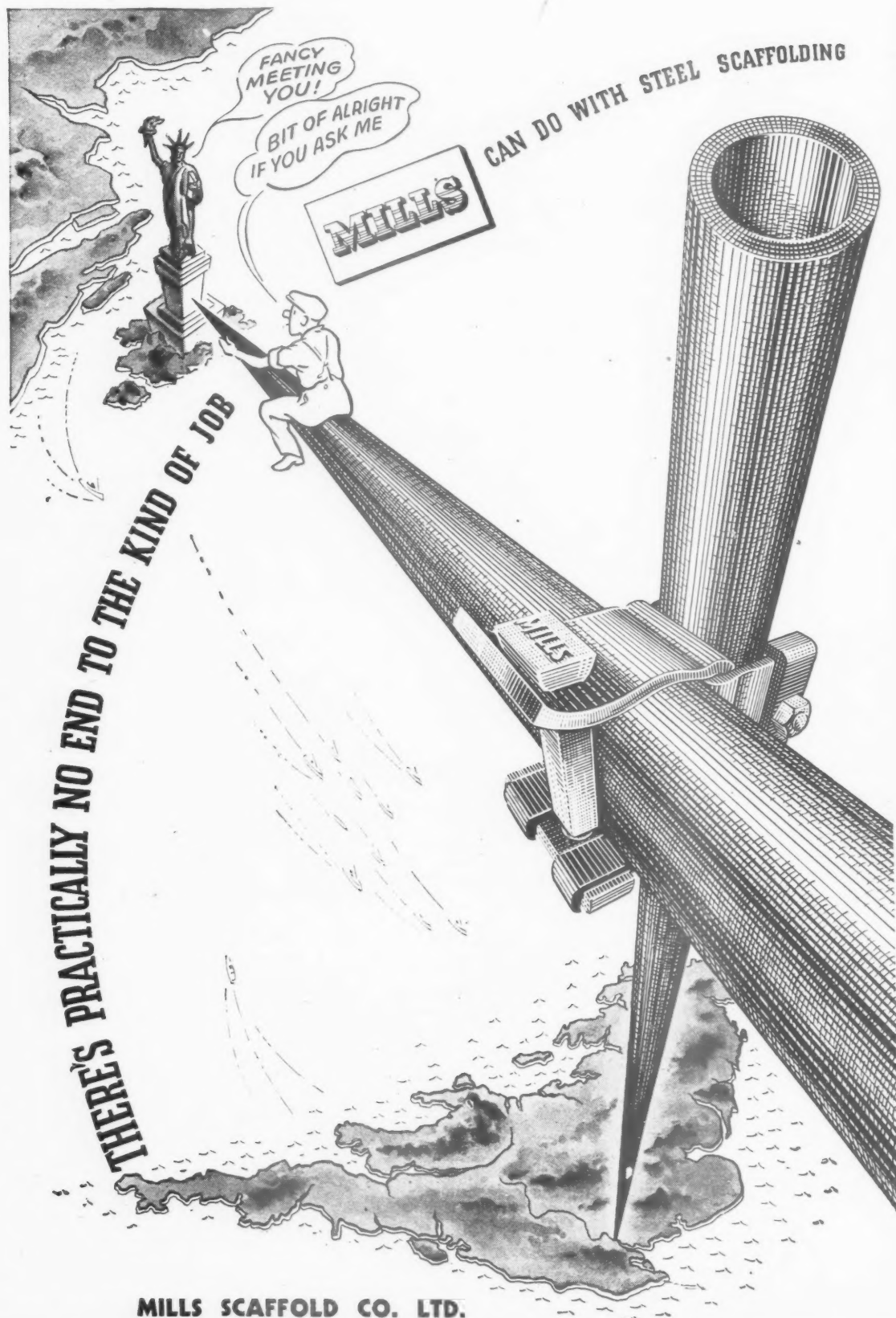


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