

Building the Post-war World . . .

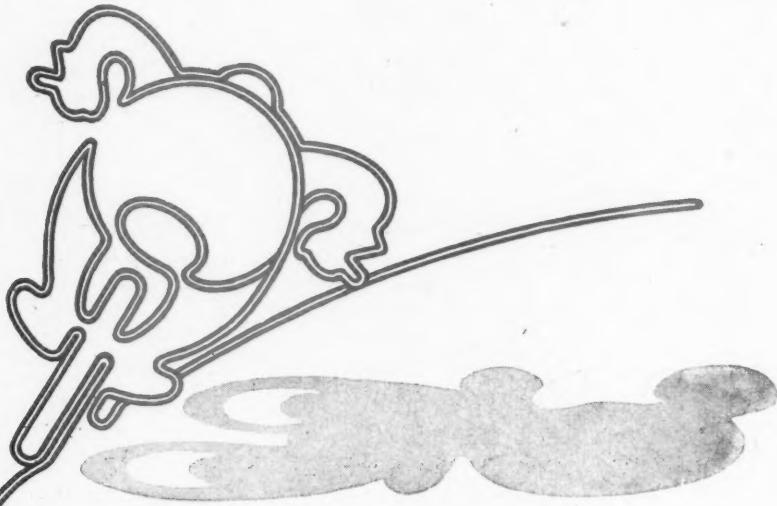


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a job for **TAYLOR WOODROW**

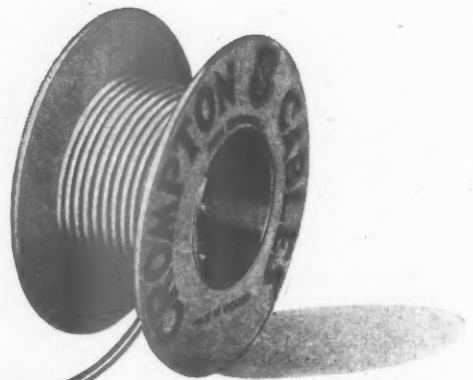
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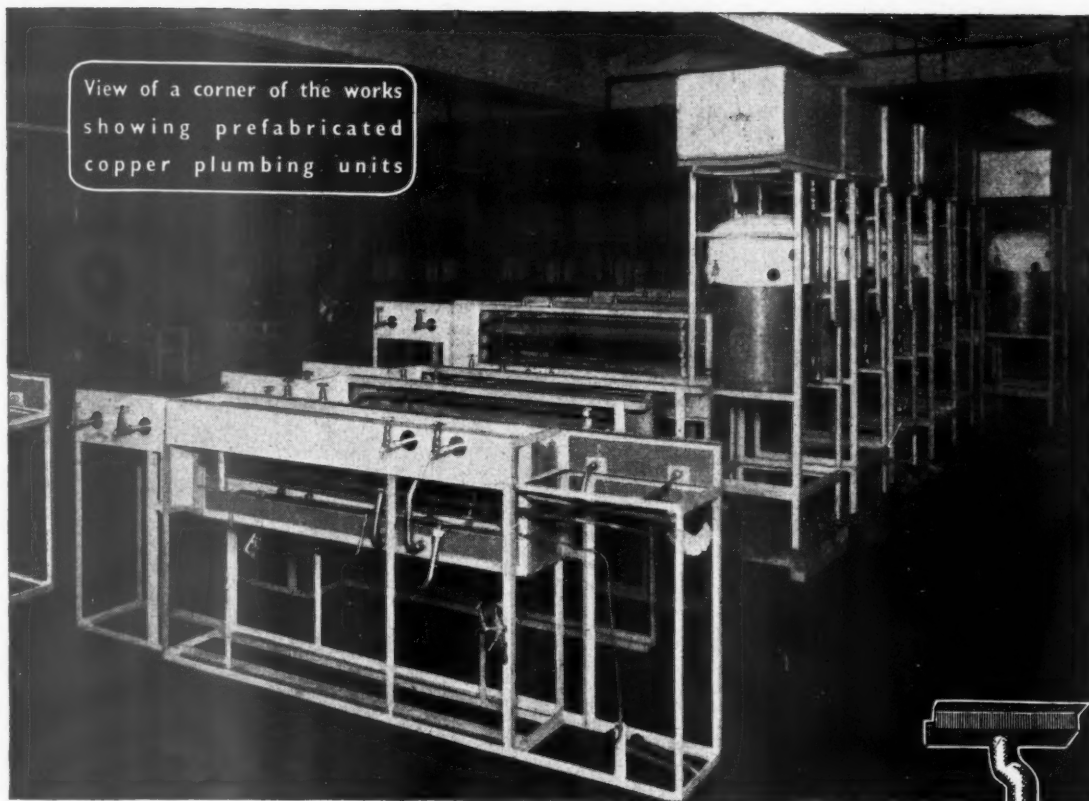
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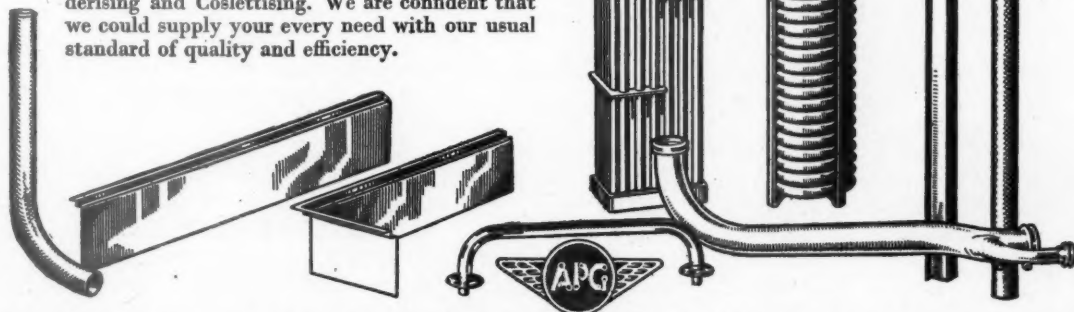


View of a corner of the works showing prefabricated copper plumbing units

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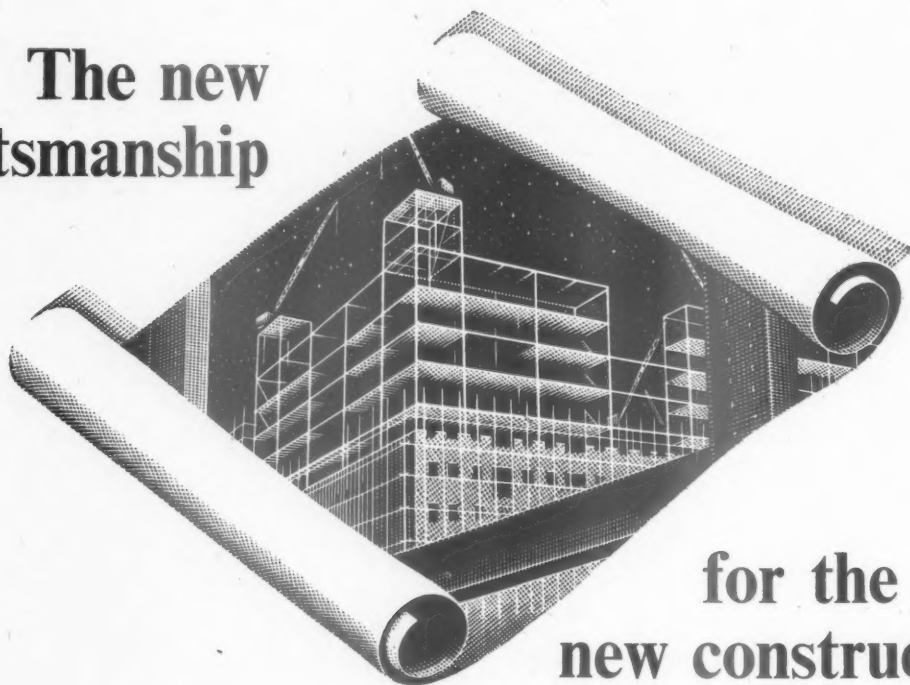
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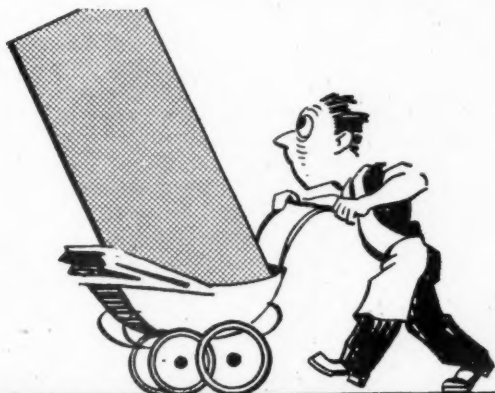
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3 Golden Rules for FIXING FIBREBOARDS

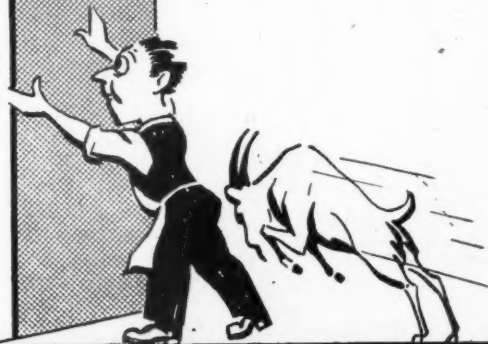
1 AERATE BEFORE FIXING

All fibreboards need an airing before they are fixed. Perhaps George has gone to extremes in taking to the park with his little pram, but he's certainly got the right idea. Insulating boards need only to be unpacked and stacked loosely on edge for 48 hours, but Hardboards should be wetted on the back and laid flat, back to back, for 24 hours before use.



2 MAKE AN EASY FIT

Bring fibreboards into moderate contact only, or leave a small space between. Never force them into position. As George says, "Only a goat would do that—and then complain if they bulge, or buckle. I always leave the thickness of my rule clear all round—then I know I'm on the safe side."



3 NAIL FROM THE CENTRE OUTWARDS

George says, "I always make the board comfortable, with a bit of space all round, then get my first nail bang in the centre. Then I work out towards the ends, and the job's always dead flat." And George is always dead right. He knows, too, the wisdom of using the proper nails supplied with the board. As he says, "It all depends on them."



Millions and millions of square feet of TenTesT products will be used in insulating and lining houses, schools and factories during the next few years—starting now! So this seems a suitable time to remind all our old friends of the "Three Golden Rules," and that the TenTesT Service is still available under the three headings: Technical Information; Layouts; Supervision. We shall be glad to send a set of TenTesT technical literature, free on request, to all architects returning to practice from H.M. Forces, etc., and to place their names on our mailing list if desired.





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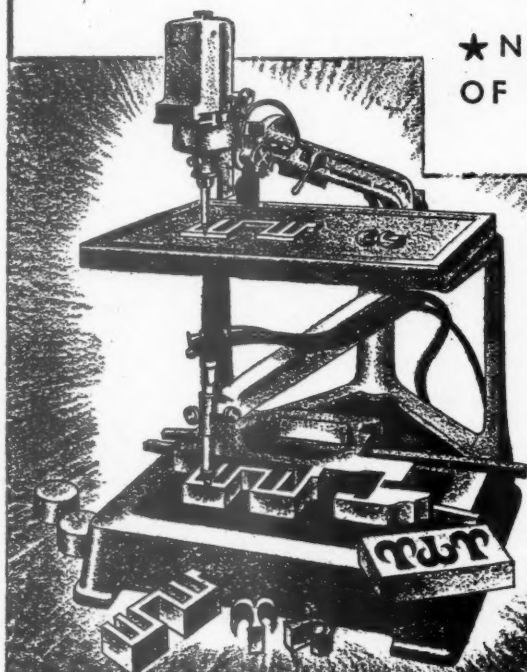
AND COMPANY LIMITED, ALDWYCH HOUSE, LONDON, W.C.2 Phone: TEMple Bar 7777

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but strong, weldable, and its finish and shape compare with the very best hand-forging.

Once present calls on labour and materials are eased, Sebels will be happy to undertake *your* work. Until that time, it is regretted that no civilian requirements without appropriate licence can have attention.

IF IT'S A BIG JOB ASK

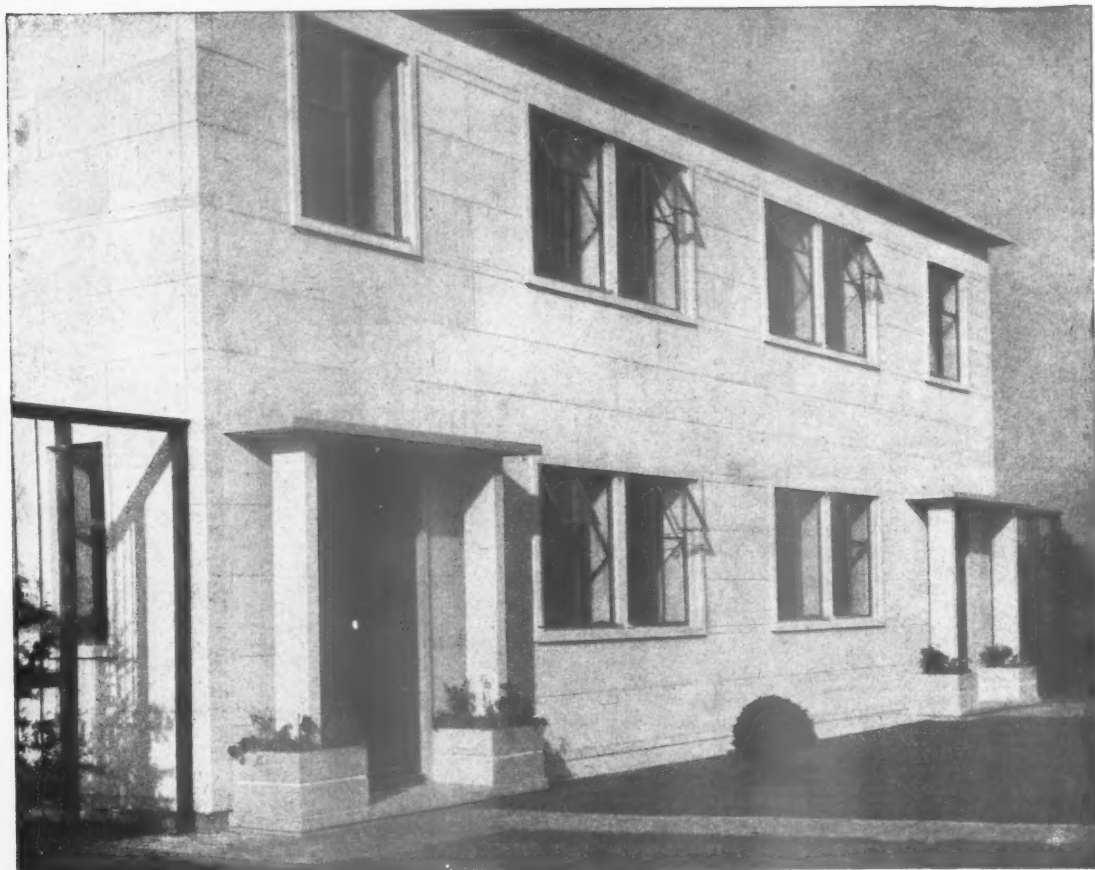
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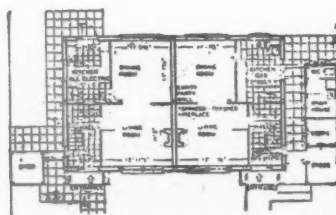
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BUILDING BOARD $\frac{3}{8}$ " THICK	Wall and ceiling lining, partitions and floors, plaster base, decorative finish. Size 4' wide, 8', 10' and 12' long.
UTILITY BOARD $\frac{5}{16}$ " THICK	Wall and ceiling lining, partitions and floors, decorative finish. Sizes 4' wide, 8', 10' and 12' long.
ACOUSTI-CELOTEX TILES	Type C3 $\frac{15}{16}$ " thick. Type C4 $1\frac{1}{4}$ " thick. Acoustical correction. Sound quietening. Sizes 6" x 12", 12" x 12" and 12" x 24".
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HARDBOARD $\frac{1}{8}$ " & $\frac{3}{16}$ " THICK	Panelling, cupboards, dadoes, flush doors, signs, blackboards, shopfitting and many other uses. Size 4' x 12'.
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★ Celotex Products comply with British War Emergency Standard 1142:43.
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Left: Battery of Drilling Machines in one of our fourteen spacious Workshops

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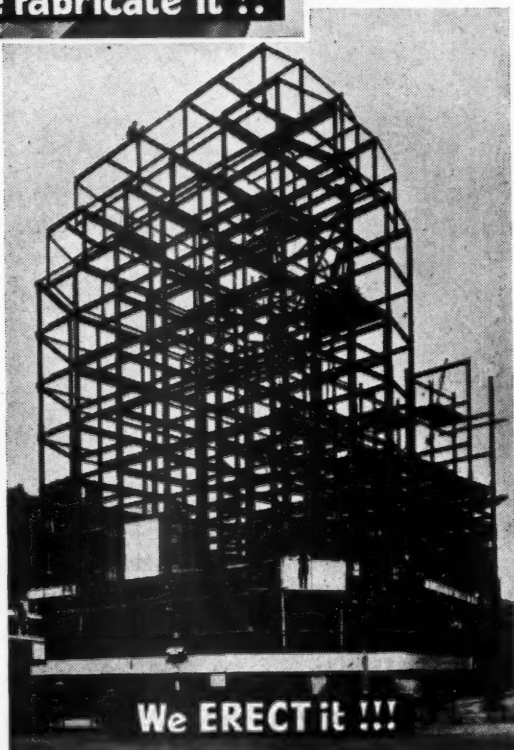
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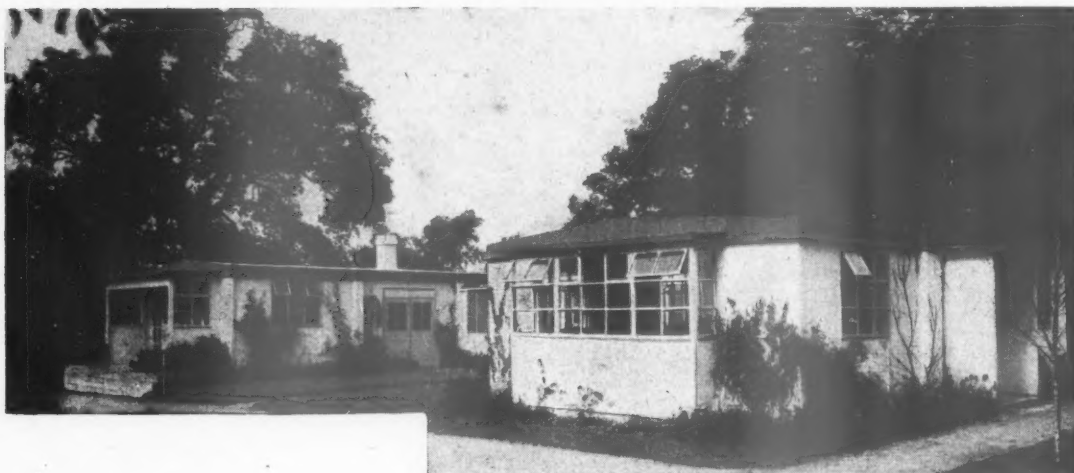
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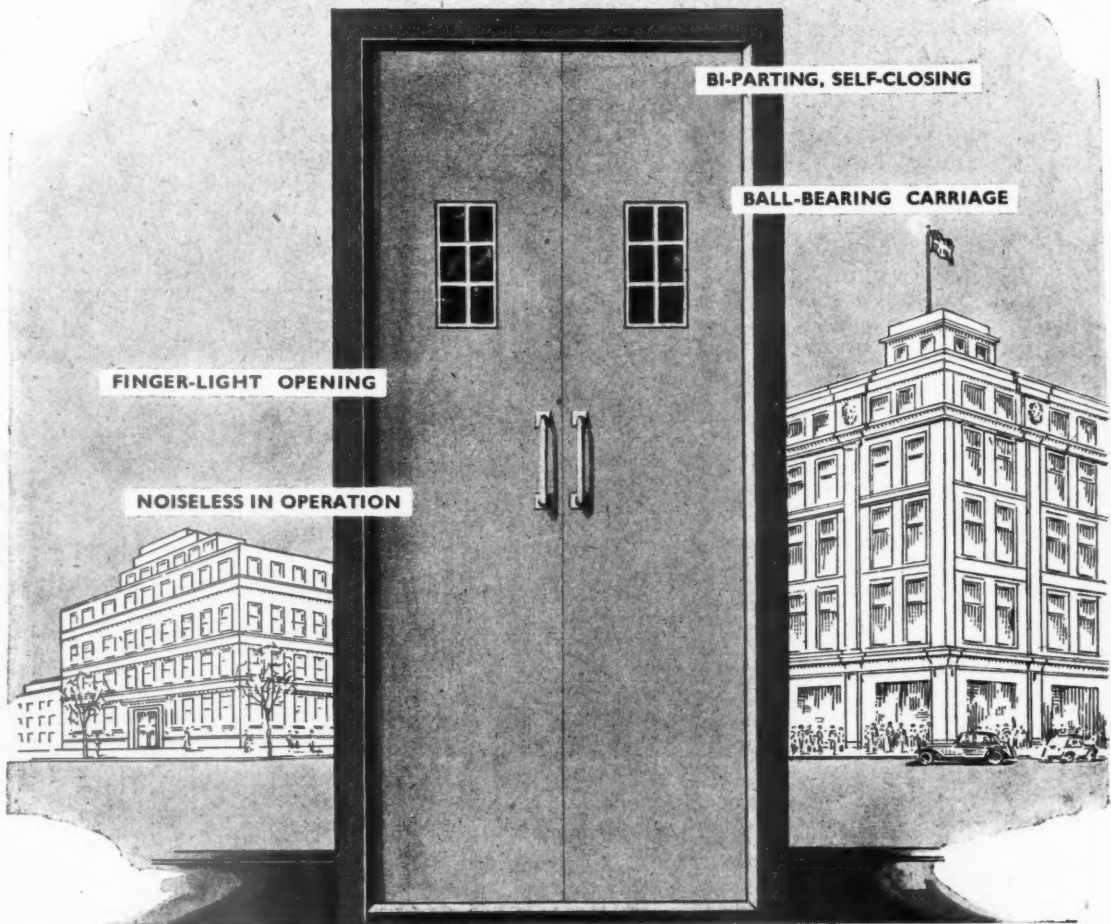
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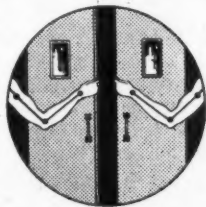
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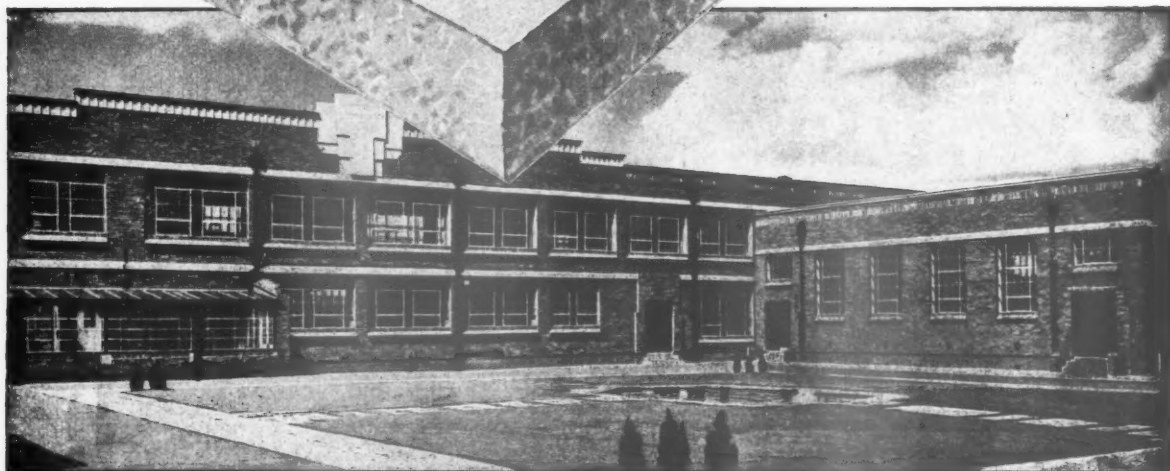
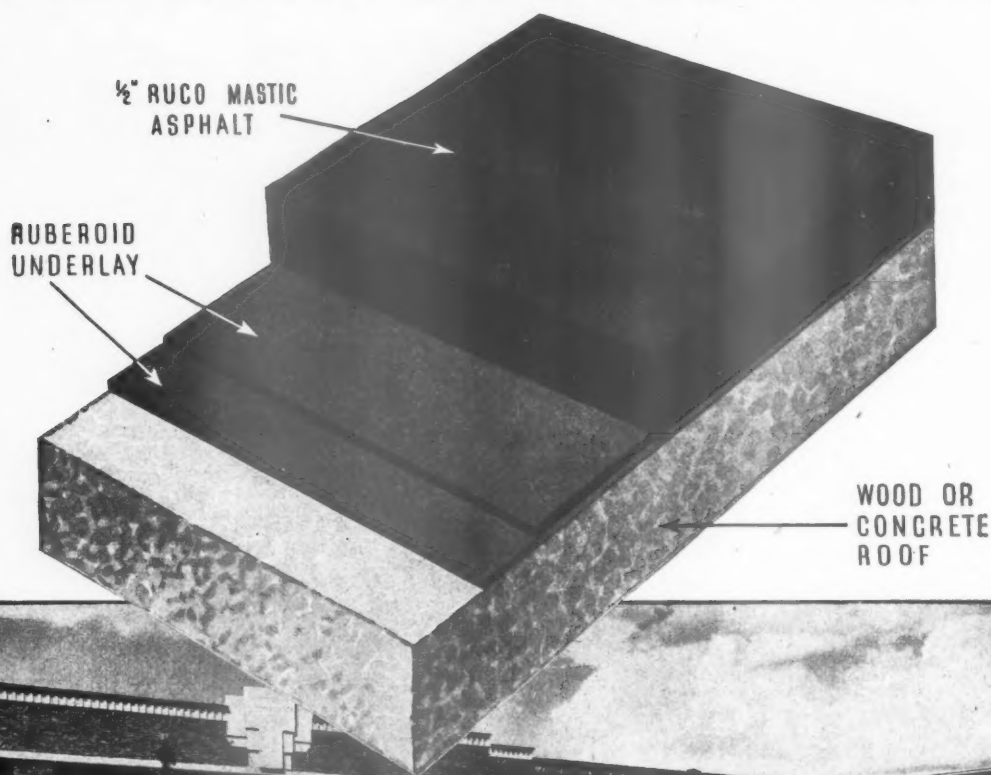
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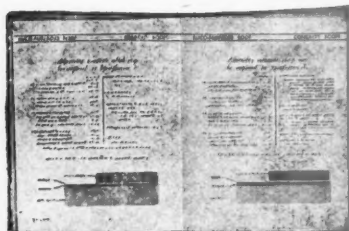


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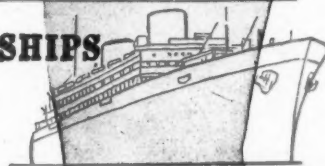
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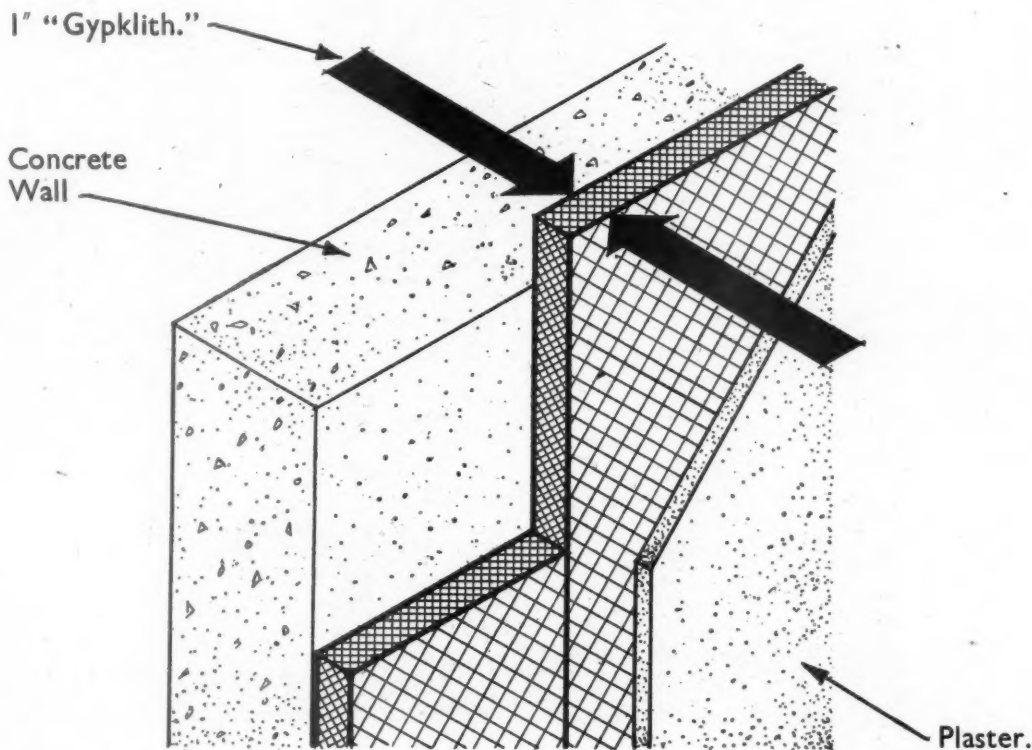


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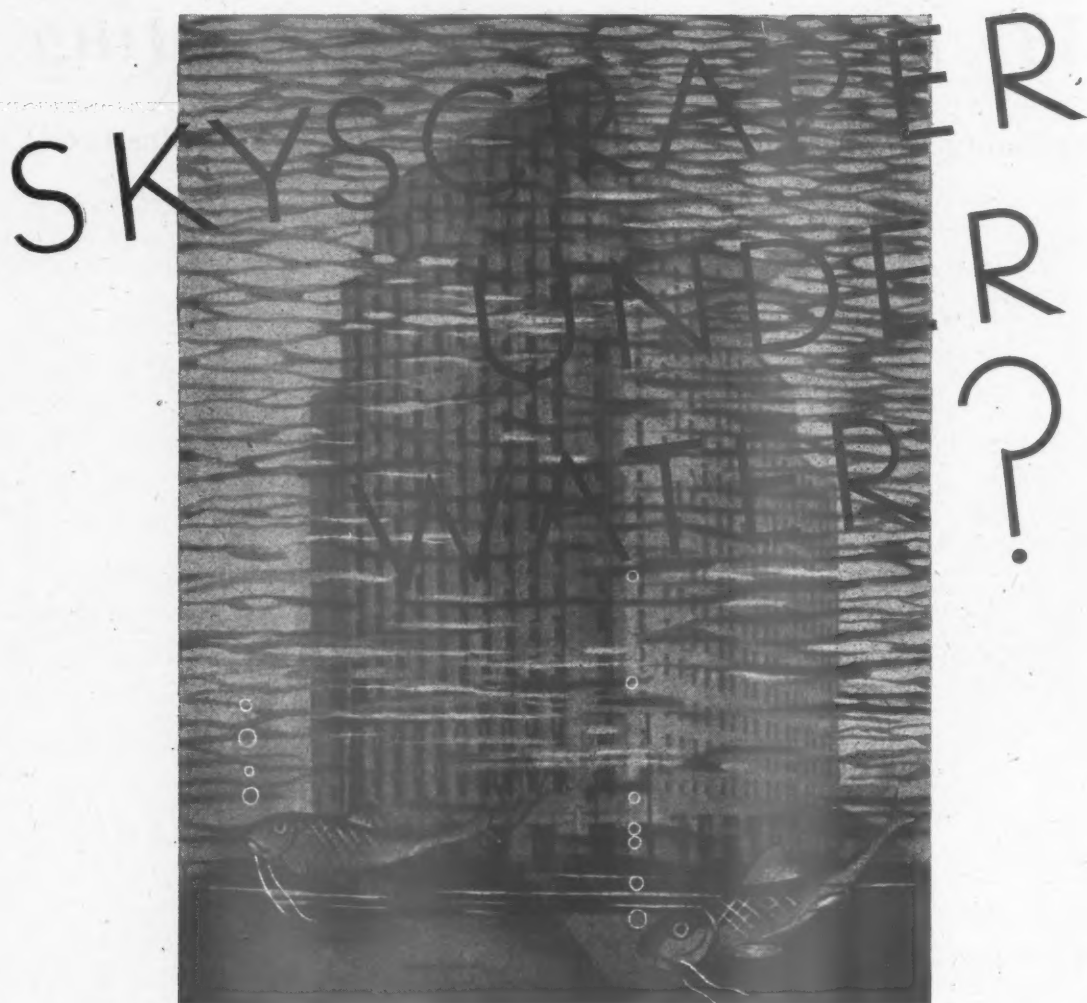
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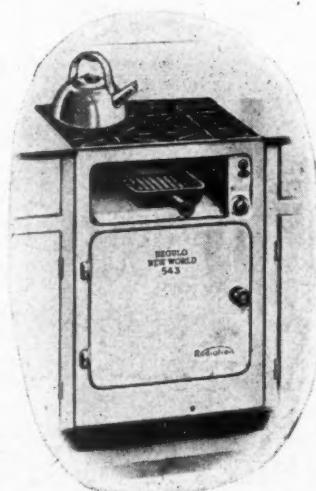
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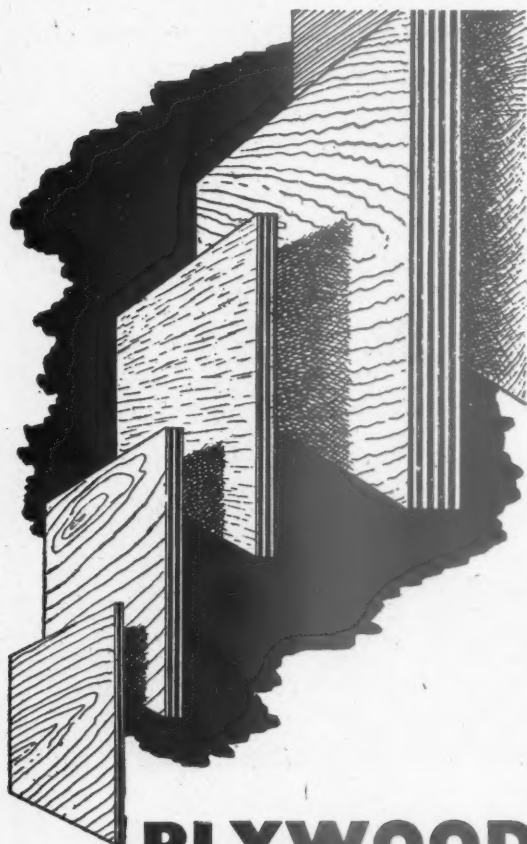
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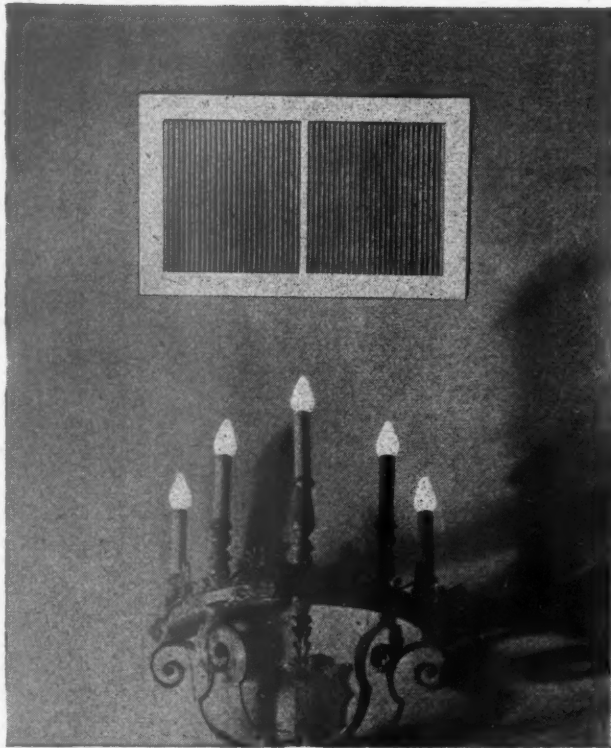
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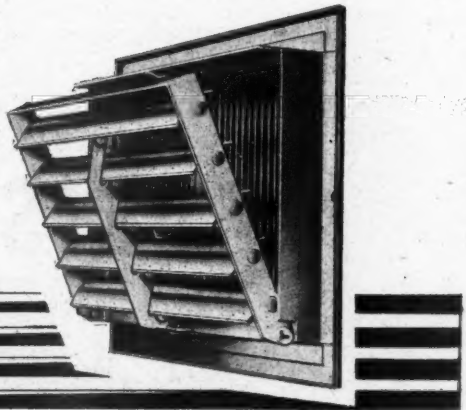
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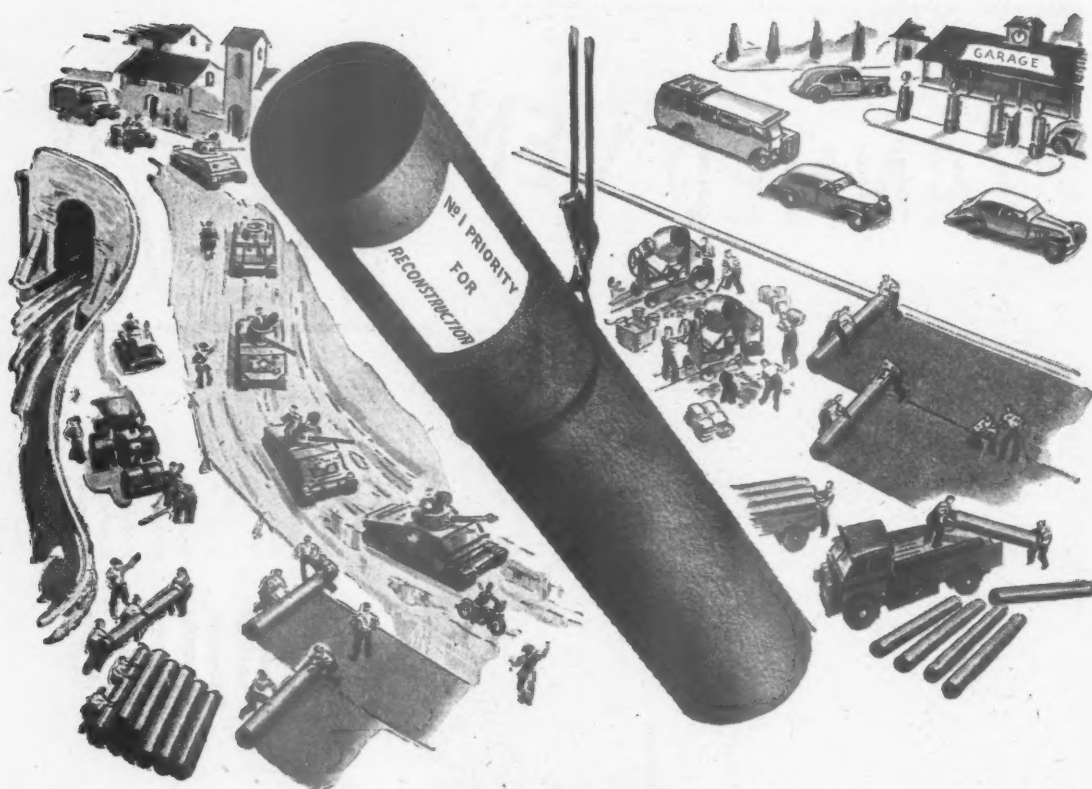
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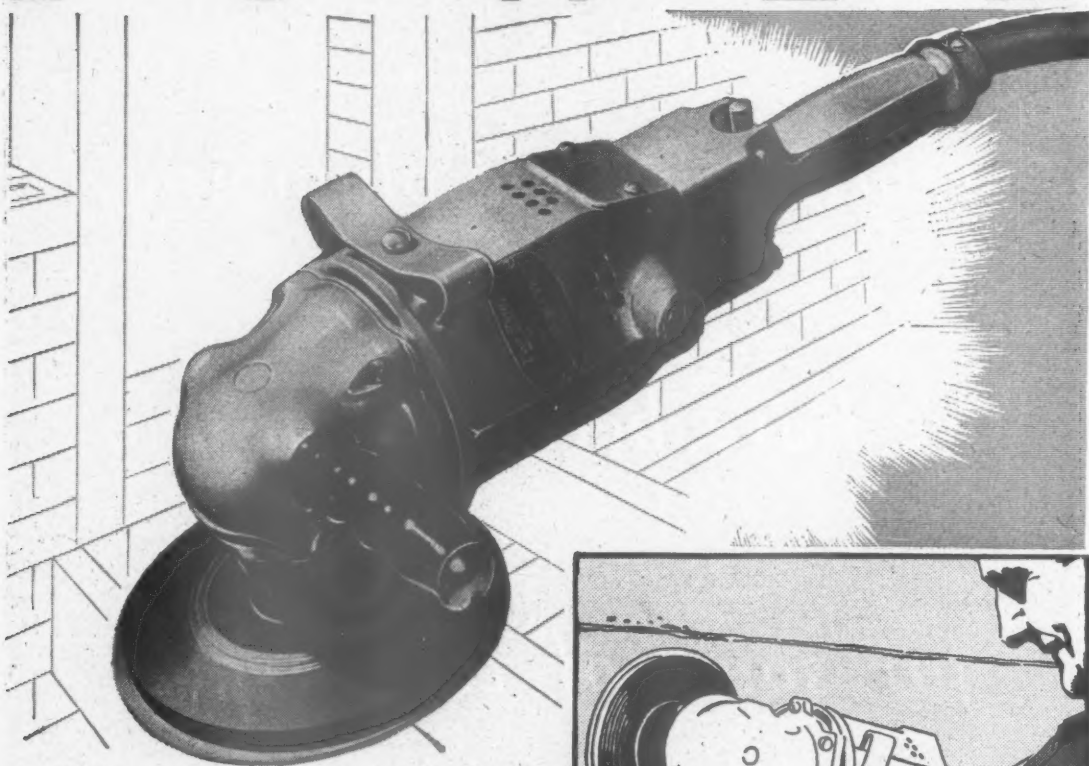
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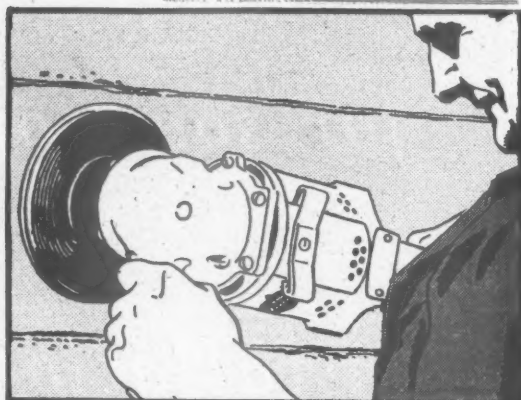
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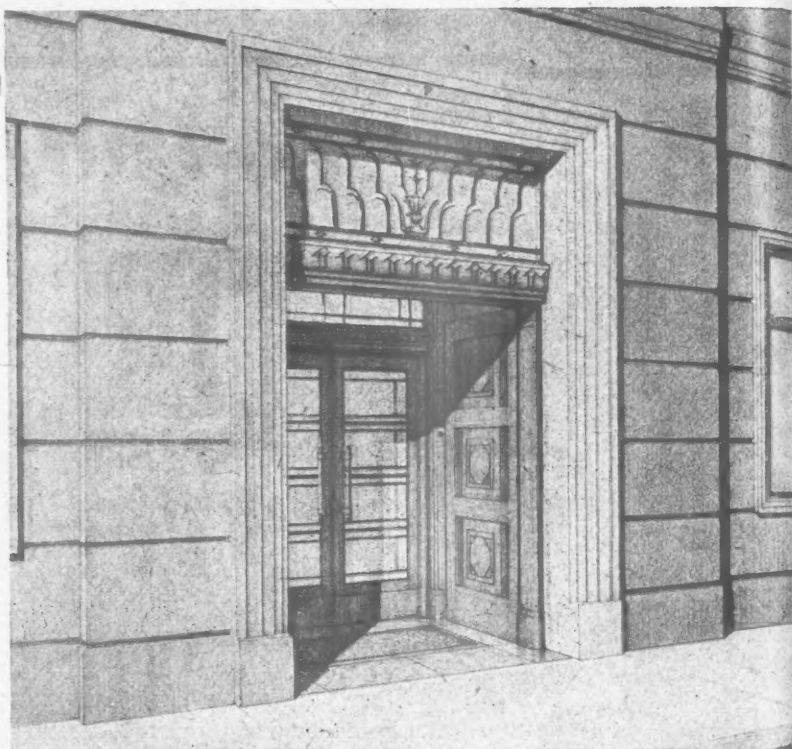
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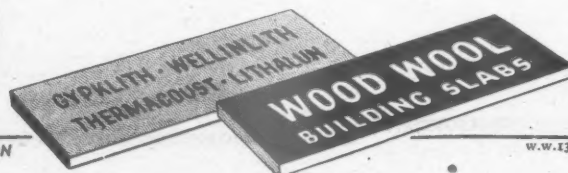
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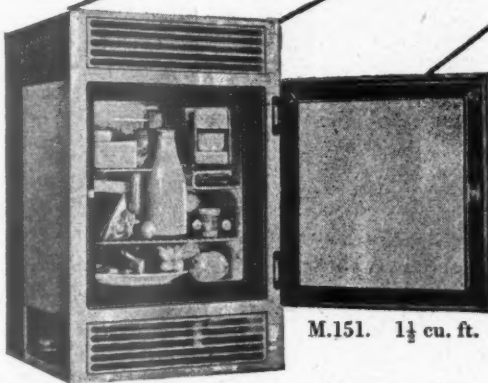


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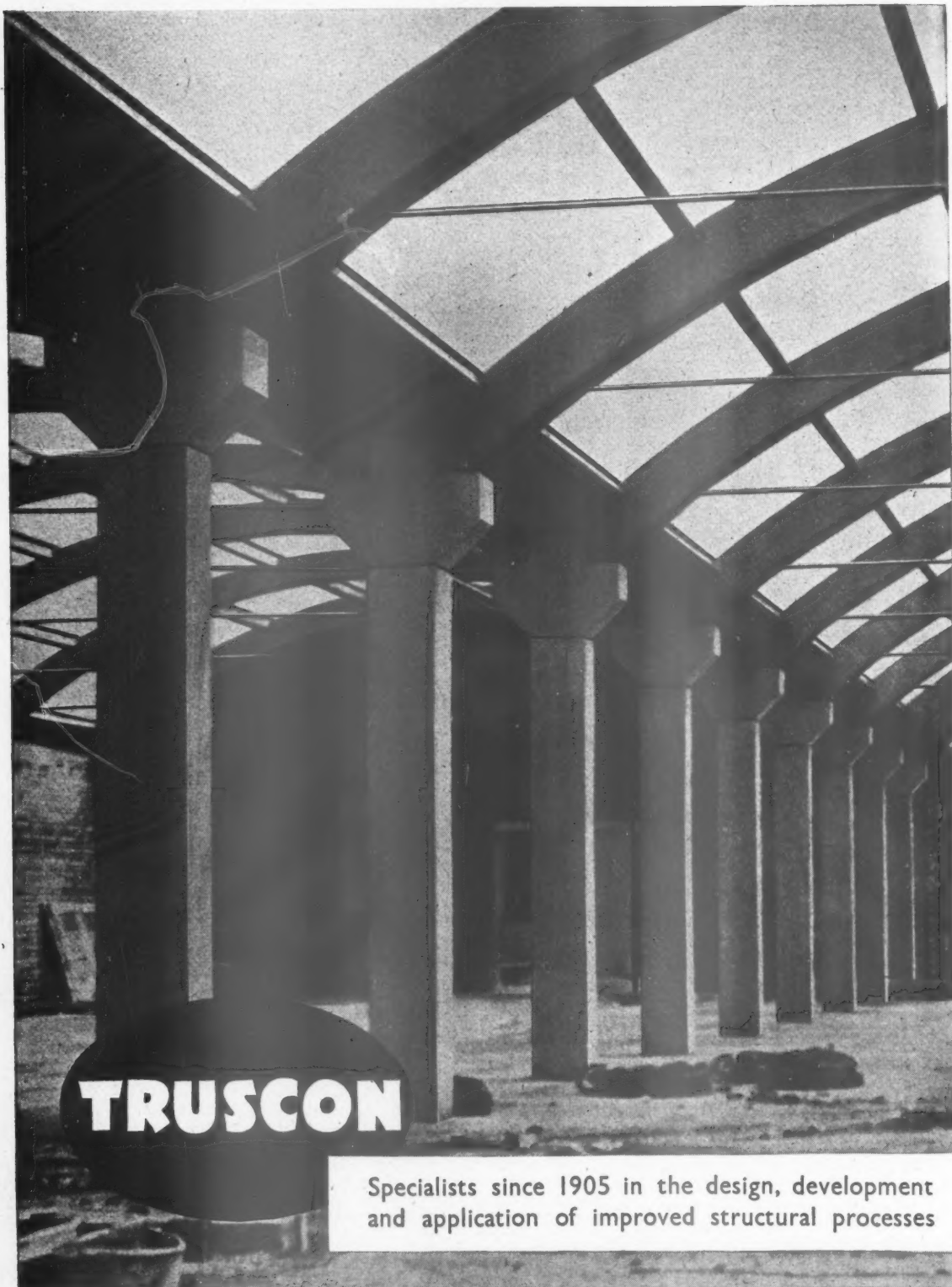
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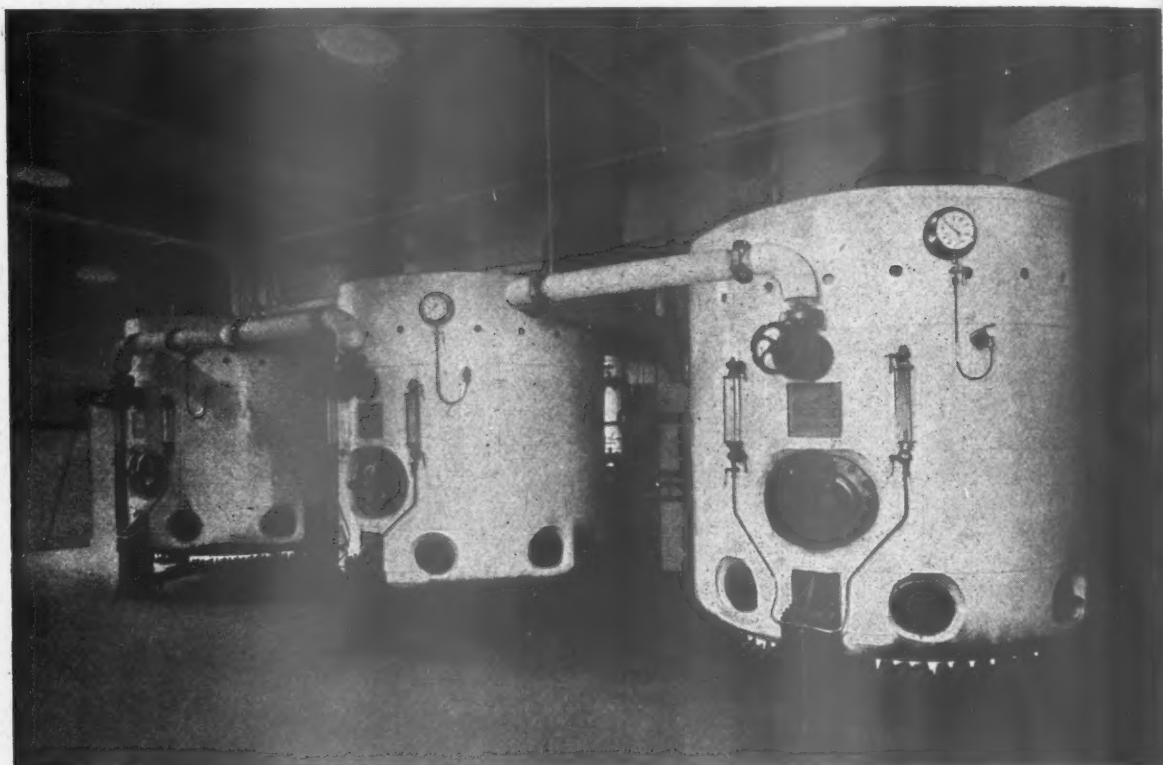
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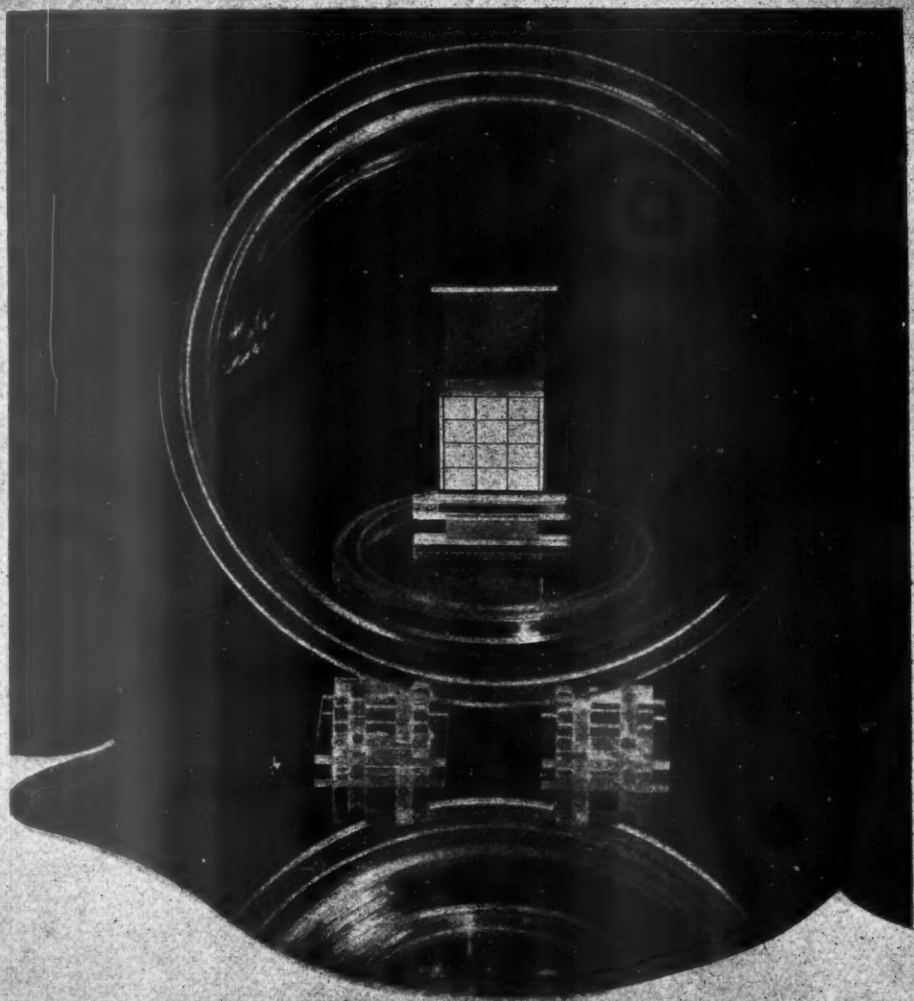
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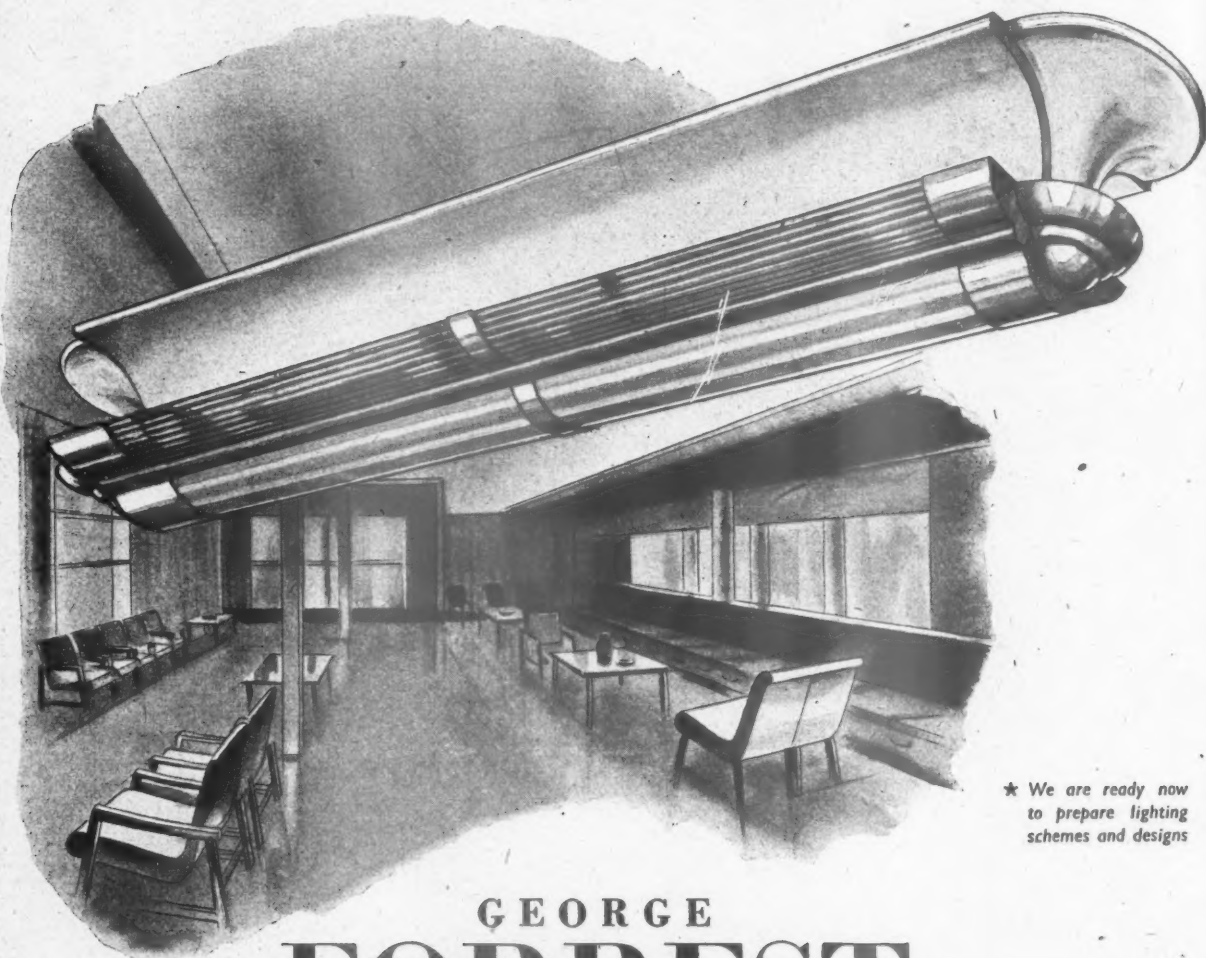
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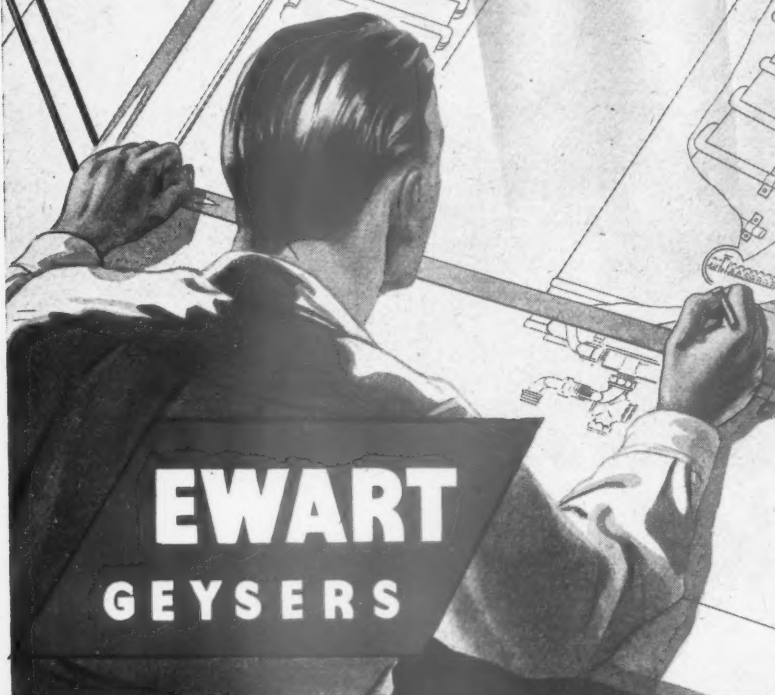
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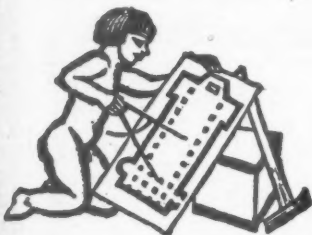
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In common with every other periodical this JOURNAL is rationed to a small part of its peacetime needs of paper. Thus a balance has to be struck between circulation and number of pages. We regret that unless a reader is a subscriber we cannot guarantee 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 OCTOBER NOVEMBER AND DECEMBER

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.

BRISTOL. *Modern Building Tools Exhibition.* At Black Boy's Hill. (Sponsor, MOW.) Oct. 23-27

HENLEY-ON-THAMES. *The English Town: Its Continuity and Development.* Exhibition at the Town Hall. (Sponsor, TCPA.) Oct. 18-22

LIVERPOOL. *News of the World Housing Exhibition.* Architect for the Exhibition, Frederick W. Hagyard. Oct. 18-19
Members of a Specialist Organisation on *Building Materials.* At 62, Hope Street, Liverpool. (Sponsor, Liverpool Area Branch of the ABT.) 7 p.m. Oct. 24

LONDON. *Royal Photographic Society of Great Britain. Ninetieth Exhibition.* At 16, Princes Gate, South Kensington, S.W.7. 11 a.m. to 5 p.m. Oct. 18-20
Conference on Housing. At the London School of Hygiene and Tropical Medicine, Keppel Street, London, W.C.1. First session, 2.30 to 4.45 p.m. Address by the Rt. Hon. Aneurin Bevan, Minister of Health. Discussion opened by Thomas Sharp, President of the Town Planning Institute, and Frederick Gibberd. Subjects for session include neighbourhood and site planning, the planning of dwellings and the organization of building works. Tea, 4.45 to 5.30 p.m. Second session, 5.30 to 8.0 p.m. Discussion opened by D. E. E. Gibson, Coventry City Architect, and Professor J. D. Bernal, Chairman of the Scientific Advisory Committee of the Ministry of Works. Subjects include methods of construction, experimental building, and research. Summing-up of the Conference by Kenneth Campbell, President ABT. Tickets from General Secretary ABT, 5, Ashley Place, London, S.W.1, price 2s. (including tea). 2.30 p.m. to 8 p.m. Nov. 3

Sir Charles Tennyson, Chairman, Central Institute of Art and Design. *The Place of the Artist in Industrial Design.* At the Polytechnic, Regent Street, W.1. (Sponsor, The Polytechnic.) 6.30 p.m. Nov. 21
William Gaunt. *Painting To-day.* At the Polytechnic, Regent Street, W.1. (Sponsor, the Polytechnic.) 6.30 p.m. Oct. 24

Sculpture in the Home. At Heal & Son, 195-199, Tottenham Court Road, W.1. (Sponsor, Artists' International Association.) Weekdays, 9 a.m. to 5.30 p.m. Saturdays, 9 a.m. to 1 p.m. Oct. 18-27
William Allen, Scientific Officer on the Staff of the Building Research Station. *Science in the Construction of Houses.* At the AA, 34-36, Bedford Square, W.C.1. (Sponsor, AA.) 6 p.m. Oct. 30
Building Congress. At the Central Hall, Westminster, S.W.1. (Sponsor, BINC.) Oct. 30-31

Charles Wheeler, R.A. *Modern Sculpture.* At the Polytechnic, Regent Street, W.1. (Sponsor, the Polytechnic.) 6.30 p.m. Oct. 31

Should Engineering Concerns be Managed by Engineers? Discussion at the Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2. (Sponsor, IEE.) 5 p.m. Oct. 29

Improved Fuel Burning Appliances for New Houses. Conference. At Caxton Hall, Westminster. Chairman: Dr. E. W. Smith. Opening of Conference by Alderman C. W. Key, M.P., Parliamentary Secretary to the Ministry of Health. Discussion opened by E. H. Keeling, M.C., M.P. (Sponsor, National Smoke Abatement Society.) 10 a.m. Oct. 19

Middlesbrough Survey and Plan. At the RIBA, 66, Portland Place, London, W.1. Middlesbrough was one of the first towns to make a comprehensive survey, or diagnosis, covering all aspects of its life, as a prelude to making a new plan. More than 3,000 of the townsfolk gave information and help to a team of architects, geographers, sociologists and town planners which worked under the leadership of Max Lock, A.R.I.B.A., Middlesbrough Town Planning Consultant. The exhibition consists of models, maps, plans and drawings. Sir Stephen Tallents, K.C.M.G., Public Relations Officer to the Ministry of Town and Country Planning, opened the Exhibition on October 9. Oct. 18-24

Aluminium and Plastics in Building. Exhibition at Runcolite, Ltd., 3, Vere Street, W.C. (Sponsor, International Plastics, Ltd., in conjunction with Plastic Spray, Ltd., British Artificial Resin Co., Ltd., and the Gas Light and Coke Co.) Oct. 18 ONWARDS

Donald V. H. Smith. *Town Planning and District Heating.* At the Planning Centre, 28, King Street, Covent Garden, W.C.2. (Sponsor, TCPA.) Buffet lunch 12.45 p.m. to 1.15 p.m. Talk and discussion 1.15 p.m. to 2.15 p.m. Oct. 25

Dr. F. Klingender. *Socialist Realism: The Aesthetics of Soviet Architecture.* Second of a series of introductory lectures to the study of Soviet architecture. At the RIBA, 66, Portland Place, W.1. Chairman, E. J. Carter. Tickets from SCR Architecture Group, 98, Gower Street, W.C.1. Admission free to members of the Group, non-members 1s. 6d. 6.30 p.m. Oct. 22

RUGBY. *NALGO Exhibition.* At Percival Guildhouse. (Sponsor, BIAE.) Oct. 20-Nov. 3
SALISBURY. *Homes to Live In Exhibition.* (Sponsor, BIAE.) Oct. 18-20

NEWS

THURSDAY,
No. 2647.

OCTOBER 18, 1945
VOL. 102

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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.

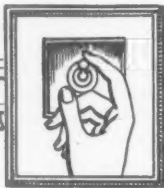
Any feature marked with more than two stars is very big building news indeed.

★ At the London County Hall there are now FORTY THOUSAND APPLICANTS FOR HOUSES.

The applicants include many whose names are also on four-figure waiting lists at various Town Halls. The *Evening News* says: The tempo of the great house hunt is increasing with the return of thousands of war workers to London and releases from the Services, to compete for homes with the bombed-outs. Work for the LCC is going on at four estates for permanent houses and flats, but there will be none ready for occupation for some time. Of London's allocation of 15,000 temporary houses, divided between the LCC and the 28 borough councils, only about 3,000 have so far been put up. Councils aided by requisitioning powers are turning more and more to schemes for putting new homes in old houses as the best way of catching up. They expect a new lead in this policy from Mr. Bevan. The Ministry of Health Committee has since January been examining the possible scope and difficulties in the way of converting and adapting properties.

Plans have been submitted to the Spanish Air Ministry for a TWO MILLION POUND AIRPORT in Spain.

The airport, the biggest in Spain, will be built just outside Santander, and will be the best equipped in the country. It will have three runways. The first and longest will be used on days of poor visibility and will face the port. The second and third will be used for north-west and south-west winds. Work on the airport is expected to start at the beginning of next year, and will cost about £2,000,000.



Electricity

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Electricity, which was the *mainpower* behind the production of munitions of war, is now a prime necessity in the building and equipment of the new and better homes for peacetime Britain. Electricity is no longer a luxury to be enjoyed by a few; it is the *main source* of that comfort and cleanliness to which every householder is entitled. And, in addition to being indispensable, Electricity is able to meet—and is meeting the hundred and one demands which indispensability entails.

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 application in domestic and industrial premises.



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From AN ARCHITECT'S Commonplace Book

MR. BRINDLEY'S AIR CASTLE. [From *Narrow Boat*, by L. T. C. Rolt (Eyre and Spottiswoode).] The greatest obstacle in the path of James Brindley's canal was the ridge of high ground, a continuation of the Pennine Chain, which divides the valley of the upper Trent from the great plain of Cheshire and extends as far south as the Wrekin in Shropshire. Harecastle Hill being the narrowest point of this ridge, it was here that the engineer decided to drive a tunnel 2,880 yards long. No work of such magnitude had ever been contemplated in eighteenth-century England, and the project appeared so fantastic that it was referred to by local sceptics as "Brindley's air castle." Nevertheless, as soon as the Act authorising the construction of the canal had been passed, Brindley set to work upon his "impossible" task. He first sank vertical shafts at various points along the hill-top down to canal level, the spoil being drawn up by horse-gins, while the workings were kept free from water by wind-mills. As the work progressed, however, water was encountered in such quantities that the wind pumps were no longer adequate, but Brindley was nothing daunted, having actually counted on the presence of such springs for the necessary supply of water to summit level. He therefore erected a beam pumping engine, or "fire-engine," as it was then called, which, working night and day, effectually kept the waters under control. Meanwhile the attitude of the local inhabitants changed swiftly from ridicule to awe, for in 1767 a resident of Burslem wrote to a distant friend: "Gentlemen come to view our eighth wonder of the world, the subterranean navigation which is cutting by the great Mr. Brindley, who handles rocks as easily as plum-pies, and makes the four elements subservient to his will."

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The Ministry of Works announces that four specimen SWEDISH PREFABRICATED HOUSES have arrived at Hull Docks.

They are the first of 5,000 permanent two-storey timber houses, specially designed for British conditions, ordered in Stockholm last May. Swedish foremen now on their way to England will demonstrate their erection at Abbots Langley, Hertfordshire. Two similar houses will be erected at Tannockside, Lanarkshire, where they will serve the same purpose of training the British operatives who will erect the remainder of the houses on order. The specimen houses will be used for a detailed study of erection methods, so that when bulk deliveries commence, erection can be carried out as rapidly as possible.

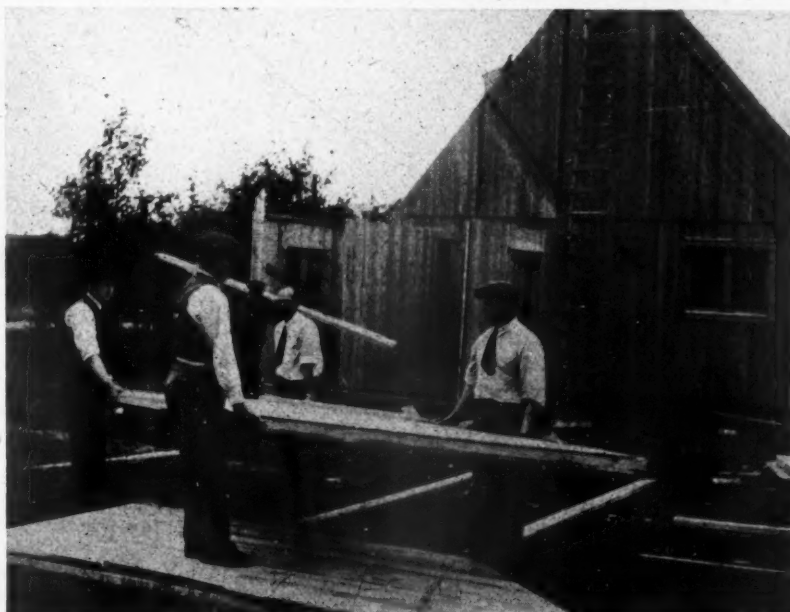
clared surplus and disposed of under Surplus Property Board procedures. In announcing termination of production of the houses, Mr. Klutznick commented on reports received through the British Ministry of Supply indicating favourable reception of the houses in the United Kingdom. Newspaper articles and letters show popular approval of the houses in localities where they have been received and erected. It is gratifying to learn that the houses have proved satisfactory for the purpose for which they were intended, Mr. Klutznick said. The reports we now have, constituting a good sampling of British reactions, are in contrast to earlier reported criticism which seemed to be based on misunderstanding of the temporary nature of the houses. Mr. Klutznick explained that while Britain has an acute need for new per-

manent housing, the American-made houses were not intended to meet any part of that need. They were built in good part of substitute materials and were intended only for emergency use to relieve the housing shortage in bombed-out war production centres.

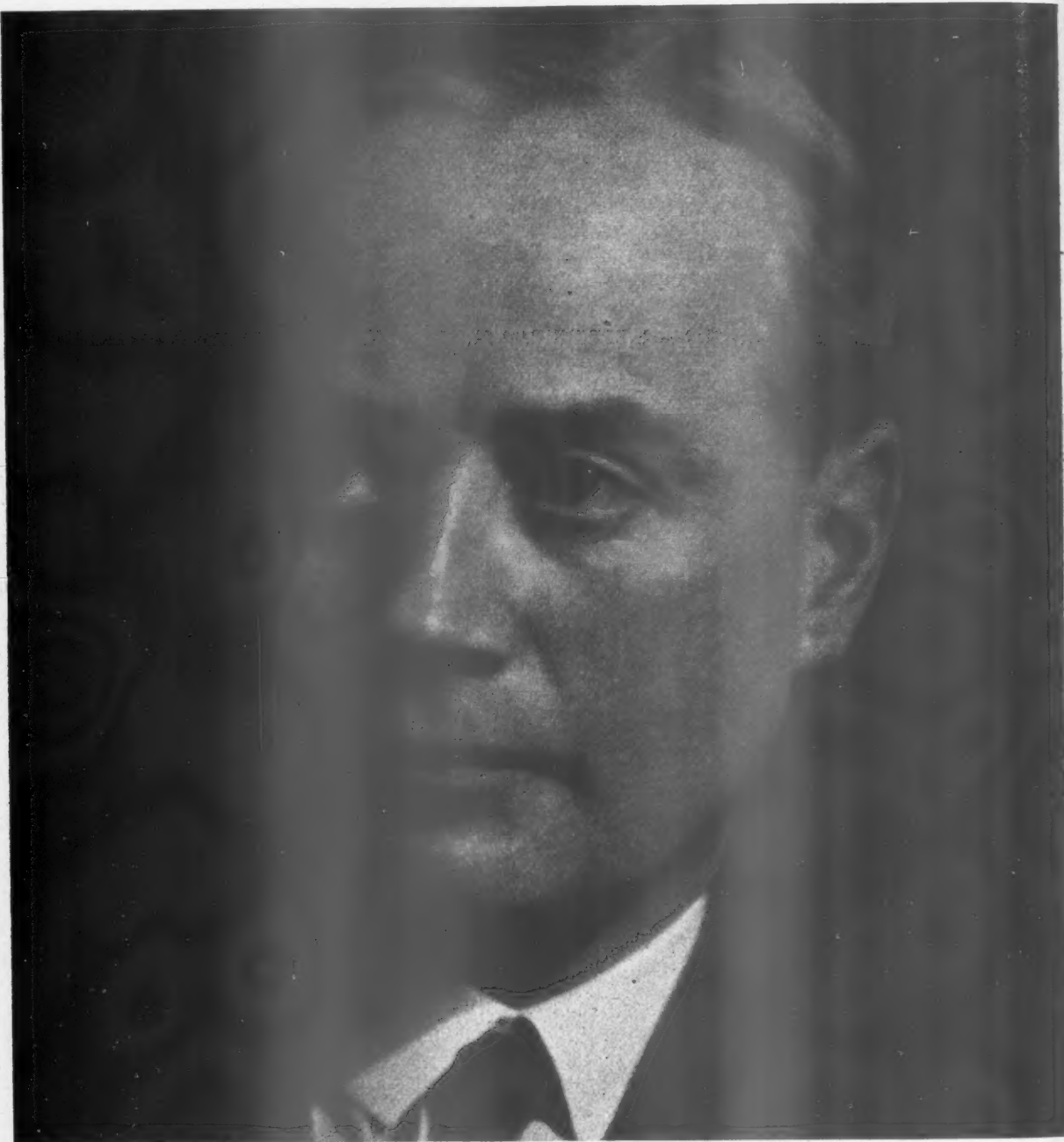


The production in the United States of temporary HOUSING FOR BRITAIN HAS BEEN STOPPED.

Further production in the United States of temporary housing for British workers has been halted by the Federal Public Housing Authority, Commissioner Philip M. Klutznick has announced. This action was taken following termination of Lend/Lease and the decision by Great Britain not to take the balance of the houses ordered. The FPHA, which acts as agent for the Foreign Economic Administration in procuring the houses, had previously notified contractors to put no additional units in production pending the British decision. No further construction will be authorized. Steps are being taken to adjust and settle all existing contracts for the housing. At the time of termination, approximately 10,000 of an original Lend/Lease order of 27,000 houses had been accepted by the British. Production of houses for Britain was begun last March to provide temporary dwellings to meet a part of the immediate needs of essential war workers in bombed-out areas of the United Kingdom. The houses were so designed as to require a minimum of critical materials and of labour both in USA and Great Britain, and no basements. They contained two bedrooms, a lounge, a kitchen, and a bath. Houses produced but not yet accepted by the British will be de-



This autumn and winter five thousand timber houses will be arriving from Sweden. Top, one of the houses, intended for rural areas, being erected for inspection. Bottom, four Swedish foremen engaged by the Ministry of Works, who will assist in training British workmen to erect the houses. See News item on this page.



Architect, Gardener, Planner

GEOFFREY ALAN JELlicoe, F.R.I.B.A., M.T.P.I., President of the Institute of Landscape Architects, designer of the Wolverton Plan, was born in 1900. He was educated at Cheltenham and at the Architectural Association School of Architecture from 1919 to 1923, when he went to Italy with J. C. Shepherd. The result of this tour was the well-known work, "Italian Gardens of the Renaissance," which has since become the standard volume on the subject. From gardens he became interested in the countryside. When in 1929 The Institute of Landscape Architects was formed, Mr. Jellicoe rapidly became one of its moving spirits. His practice has consisted of private houses and also of gardens, including those for the Royal Lodge at Windsor. He has also designed public buildings, such as the Restaurant at Cheddar Gorge. His 1931 Advisory Plan for Broadway, Worcestershire, was the starting point for essays in the wider issues of Landscape and

Town Planning, which include the Colliery Community Design at Calverton, near Nottingham, the Town Plan for Guildford, and the foreshore development scheme for Mablethorpe in Lincolnshire. He has also, as an inspirer of youth, been actively concerned with teaching, both as a member of the Special Committee on Architectural Education and as Principal of the A.A. School, London, from 1939 to 1941. In addition to his Chairmanship from 1942 to 1945 of the Housing Group of the RIBA Reconstruction Committee, he is a member of the Joint Committee of the Forestry Commission and of the Council for the Preservation of Rural England, Honorary Corresponding Member of the American Society of Landscape Architects, and a member of the Faculty of the British School at Rome. Garden designing, small and large scale, has been a factor in his career, and will remain so, but Mr. Jellicoe is first and foremost an architect, a builder of buildings.

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★ *Large-scale physiographic features and areas in England and Wales containing many ITEMS OF GEOLOGICAL INTEREST SHOULD BE MAINTAINED so far as possible in their present state—the Report by the Conference on Nature Preservation in Post-War Reconstruction.*

A report on *National Geological Reserves in England and Wales*, issued by the Conference on Nature Preservation in Post-War reconstruction, of which Lord Macmillan is chairman, has been compiled by the geological reserves sub-committee of the Nature Reserves Investigation Committee, which, under Sir Lawrence Chubb, will shortly be issuing a report on other natural history reserves. Dr. G. F. Herbert Smith is chairman of the sub-committee, the other members of which have been nominated by the Geological Survey and by the Geological Society, and they have had the co-operation of geologists throughout the country. Their recommendations are arranged county by county, and the areas, or smaller features, which they desire to preserve for their geological importance are grouped in the following four categories:—(a) Conservation Areas.—Large-scale physiographic features and areas containing many items of geological interest, to be maintained so far as possible in their present state. Working quarries in such areas to be registered, and new quarrying to be done only after approval. (b) Geological Monuments.—Small geological features of outstanding interest, to be protected permanently. These are selected with an eye on their educational value, location, striking appearance, or fame. (c) Controlled Sections.—Natural sections of rock, or disused artificial sections, to be subject to control because of their scientific value, in order to prevent their being destroyed by building or dumping of refuse, or being rendered inaccessible. (d) Registered Sections.—Sections of exceptional geological importance now being worked. These should be listed and kept under observation, and their owners should be required to notify their intention of ceasing to work them, whereupon they should be transferred to category (c). In connection with the Registered Sections the sub-committee expresses the opinion that "undue restriction of active industrial undertakings on geological as distinct from amenity grounds would do more harm than good to a science such as geology, which benefits so much from the good will of the quarrying and kindred industries." The various sites recommended for preservation have been chosen for scientific reasons, but they include many of the most famous stretches of scenery in England and Wales. Copies of the report may be had, price 1s. 6d., from the Society for the Promotion of Nature Reserves, British Museum (Natural History), S.W.7.

LANDSCAPE THE SETTING

THE Plan for the Rural District of Wolverton, which forms the subject of the current issue of the Physical Planning Supplement, illustrates in a simple but comprehensive way the basic qualities of civilized Landscape as the carefully devised setting within which the largest and smallest elements of Architecture and of Town and Country Planning must fit, playing their part in the totality of the whole design. Not only is Man's Landscape the vast canvas upon which are painted, for visual dislike or delight, for harmony or discord, the forms, shapes and colours of towns and villages, fields and farms, and the countless other features of urban and rural civilization—the fertile land is also, in a down-to-earth and day-to-day sense, one of the profound bases of our being. From ancient China to modern Europe, from mythology to biology, inquiring minds have pointed out the evolutionary and family relationship of all living forms. In more homely terms, it would be true to say, in extension of science, that human beings and plant beings are in fact but cousins, if many million times removed. But however we chose to express this philosophy of Landscape, certain it is that the nature of men and women no more exists by itself than grass exists apart from the earth in which it grows. Human nature, part of nature as a whole, sometimes within and sometimes beyond our comprehension, remains always intimately related to the Landscape of Life.

Upon such a philosophical basis for the study and encouragement of Landscape design, for the planning of town with country, and upon its deep value in raising the standard of living in the widest sense, a large and increasing number of people, both within and beyond the planning professions themselves, are now agreed. Any divergencies of view express themselves chiefly in the details of arrangement and design by which this vitally needed improvement of the relationship between town and country can be brought about. The different attitudes are most interestingly marked between the followers of, and rebels from, fashion. It is not unknown that outstanding men or other centres of public authority who have had the courage and taken the pains to think out difficult things for themselves and arrive at firm and justifiable conclusions, are followed by hosts of others, however well meaning, who only succeed in producing unsuitable imitations of their masters. If this is sometimes unfortunate in human affairs in general, it can be tragic in matters of town planning and landscape design, where decisions affecting future generations, grafted onto posterity in permanent and visible form, may reveal for long periods their lack of proper consideration at the start, as for example in the question of whether green wedges, green belts, or ring roads are necessarily appropriate and advisable for each area, large or small, which has to be planned. But when the decisions emerge from objective and dispassionate consideration of the particular town and countryside concerned, the resulting design has a far greater

Plans have been made for a TWO MILLION POUNDS REBUILDING SCHEME for Guy's Hospital.

A rebuilding scheme to cost about £2,000,000 has been planned for Guy's Hospital. War damage through enemy action reduced the hospital to 300 beds. It is proposed to add another 700 beds. The block containing the 300 beds and the surgical block were partially destroyed during the war, but were not completely put out of action. One of the oldest parts of the building is to be demolished and a new building constructed on the site.

chance of inspiration and success. It was the latter principle which has been followed, and wisely and brilliantly followed, in arriving at the proposal for Wolverton.

The single master plan for town and country has sometimes been criticized on the grounds that the very largeness and completeness of its conception excludes opportunities for individual design. In fact the merit of a master plan is exactly the opposite. By laying down the main lines of urban and rural development and by giving far seeing and friendly co-operation as each little piece of the jig-saw puzzle comes up for fitting into the main pattern, the master planner will give a degree of confidence to individual designers of a kind which has never been known in the past. In the case of Wolverton, it is one of the special aims of the scheme to prepare for, and to encourage, a planned and interesting diversity of growth under different architects. Within the framework of the plan, which will affect the lives of 13,000 people in this Rural District, it is hoped that many different and delightful buildings and gardenings will come to play their part in the totality of this Design for an English Landscape.



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

WATER, WATER EVERYWHERE

The Water Act, 1945, came into force on October 1, and the Ministry of Health has issued a circular summarising its principal provisions. The circular describes the Act as being one making "important and far-reaching changes." Quite the most remarkable thing about the Act is that, for the first time, someone has the responsibility for "promoting the conservation and proper use of water resources." That is the phrase in the circular. Not "the

supply of water for domestic, industrial and agricultural use." That would, perhaps, be stepping out too fast. One thing at a time.

We are to have a Central Advisory Water Committee. We may also have Joint Advisory Water Committees on an area basis. People who abstract water from any source may have to give information about it to a Government department. If you start sinking boreholes for water that go further down than 50 ft. you also have to follow certain requirements as to notices, inspections, records, etc. (the "etc." is the Ministry's).

In short, we are going to know a lot more about water than we did. At least, the Geological Survey of Great Britain is, for the information goes there. Within the next five years (I don't wish to sound too optimistic but it may be by then) there is no doubt that if anyone actually wants to do anything about water supply there will be a great deal more information available than there is now. Of course, I am not suggesting that there is any hint that anyone is considering any action within this ridiculously brief period.

In short, we have a typical Civil Service Act. Caution is the keynote. Do

not let us disturb anybody. First, let us get enough Committees going, for no one can expect anything to be done until a Committee has had a year or so to look around, devise its procedure, get a clerk and a staff and an office and invent a whole series of new forms. Then we shall be able to ask for recommendations. Then we can begin to reconcile conflicting views. Then—but why look so far into the future?

*

In the meantime, if any district is still actually short of water, there is always the water cart and a horse.

A NATIONAL PLANNING ATLAS

A diet of novels or topical books will force an experienced reader after a time to the conclusion that the only books worth owning are works of reference. He will give away without a pang his fiction and his contemporary problems, and cling to his encyclopædia, his dictionaries and anthologies, his history books and his atlas. Not that these last are by any means permanent; but they are referred to again and again, and thus become the companions of many a labour, the prelude to many a plan.

*

Great Britain has produced every conceivable type of dictionary, from dictionaries of gardening to dictionaries of slang; but it has never yet produced an adequate national atlas. This lack is now being made good by the Ordnance Survey at the initiative of the Ministry of Town and Country Planning, and the first instalment of 18 maps suitable for eventual inclusion in a full National Atlas, can be seen at 32, St. James's Square. Six of them and a base map are on sale to the public in a form suitable for hanging on a wall.

*

It is interesting to speculate on the degree to which this careful survey work, carried out in the Ministry's maps office, is actually determining the plans that are being made by local authorities, central departments, and private or statutory undertakings. There comes a point when a need is so clearly proclaimed that some responsible authority is forced to take

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steps to meet it. Undeveloped territory attracts the pioneer to exploit its resources, and at the same time warns the preservationist that it is in need of protection.

These maps already show what has been happening to this country of ours in the last quarter of a century—the drift from the rural areas of Wales, and equally from the centres of the larger towns, to the suburbs and fringes; the amount of first class arable land built over; the decay of mining towns and the areas of newly-worked coalfields; the places where no electricity supply company exists.

But to the eye that can read them these maps, *when taken in combination*, will tell a great deal more. They will enable others besides the manufacturers of cement to identify the places where clay and lime, and water, and road and rail transport, and population, are to be found in practicable juxtaposition.

It is therefore very appropriate that a survey of resources as comprehensive and detailed as this should be carried but officially by the Department responsible for the administration of town and country planning. It is, in fact, an indispensable part of the administration of the use of land, to know what is in it, on it, and under it; and then to make broad deductions of what this will involve in terms of population movement and development.

One small criticism of the maps themselves may perhaps be made, at the risk of appearing captious. I thought the colours and the lettering—sensible and adequate though they are—could have been a little more pleasing. The typography is not in the same high class as the topography; and this applies more particularly to the legends and explanatory text. Apart from this the maps seemed to me an excellent piece of research and a most useful essay in public relations.

LOS ANGELES TAKEN TO TASK

The winter issue of *Task* contains a short account of the life work of the late Harry Chandler, real-estator,

banker, newspaper owner, manufacturer—the man (let's face it) who built Hollywood and planned Los Angeles—if you can call it planning. This city—not of angels, but of angles—is to-day a shapeless crazy quilt, 400 square miles in area and containing 3,000,000 inhabitants.

Its creation—over what was often waterless desert—was largely Chandler's work, and it was carried out against a background of political high-jinks and skullduggery rivalling the Teapot Dome in scale, and including such ingenious devices as creating a demand for a pipe line by pumping the city's water supply secretly into the sewers. Ho-hum for the good old frontier days.

It's nice—reassuring somehow—to learn that Hollywood's history is as fantastic as its present exports and inhabitants. Among the minor monuments, incidentally, to Harry Chandler is the Hollywood Bowl, flushed annually, you will remember, by Crosby and Sinatra.

BOOK ON COMMERCIAL ART

Recommended to ex-Service men and others in search of careers are the Ross careers books edited by yachtsman Adlard Coles. Latest in the series is *Commercial Art and Industrial Design*, a practical little handbook by John Lewis, which covers every branch of the subject from magazine illustration and package design to the drawing of steaming suet puddings in full colour. It tells you how to train, how to get work, what to charge for it, and how much you can expect to earn—[from £150 p.a. in the Potteries to £5,000 a year as a comic-strip artist].

Mr. Lewis emphasizes the Commercial rather at the expense of the Art, but perhaps that is no serious fault in the eyes of the anxious parents for whom this book is probably largely written. Let's hope, however, that the many students who will read this useful book will do better work than the examples which appear in its pages.

ASTRAGAL



LETTERS

Kenneth M. B. Cross,
M.A., F.R.I.B.A.
(Chairman, Competitions Committee,
RIBA.)

Sidney Rogerson

Future of Competitions

SIR,—My attention has been drawn to the leading article in which you deal with the subject of architectural competitions.

You refer to the competition system, under which, incidentally, most of our important buildings have been erected during the past century, as "that ramshackle Unemployment Agency, the present system of Architectural Competitions," and you criticise Mr. Percy Thomas, the President of the RIBA, for his unqualified recommendation of competitions. As a matter of fact I do not think that any President of the RIBA has been more keenly interested in every aspect of the competition system than Mr. Percy Thomas, nor has done more to improve the working of the system. As an old competitor of great experience the views of the President on this subject would command unqualified respect from the majority of practising architects.

You deprecate the return to this "rakish gambling for jobs" in which you say that there have been between the two wars 37,000 competitors and 700 winners. You state that you press for immediate and long overdue reform in the system of architectural competitions and you complain that "as at present held competitions restrict instead of open opportunities for all." On your own showing, 37,000 competitors have had their opportunity and no doubt many others could have taken part had they wished to do so.

Then follows the only constructive suggestion which you have to offer. This, it appears, is none other than our old friend the double competition, comprising as a first stage preliminary sketches and as a second stage "full" drawings (the term is yours) submitted by a limited number of finalists.

LANDSCAPE TO FURNITURE



Channel Heights, at Los Angeles' port of San Pedro, is one of the best war-time housing projects in the USA. It is an exception to the general rule of war housing in having been designed for the permanent use of the families of the local shipyard workers, and the first American experiment in the co-operatively managed and articulated neighbourhood. The whole project, from the landscaping of the rugged site down to the design of individual houses, and in some cases their actual furnishing, was designed by one architect—Richard Neutra. Two of his interiors and furniture are shown above. Top, the living-room in a Duplex house. Below, the living-room in a two-storey terrace house.

The competition in two stages which you advocate, as though it were some bright new idea, has been debated and discussed on many occasions by the Competitions Committee of the RIBA, which includes the most experienced competing architects in the country. In most instances the double competition has been found to increase rather than diminish the amount of work which competitors are called upon to do and, from the promoters' point of view, to cause unnecessary delay. Vague and nebulous sketches produced in "a few days or at most a few weeks," are of little value; good planning cannot be done in a hurry and slapdash methods are unworthy of an architect.

The Competitions Committee is fully aware of the importance of reducing the work of competing architects in every possible way, and this matter is frequently a subject of consideration at meetings of the Committee.

The system of competitions has been recognised for many years as the best method of obtaining designs for and architects to supervise the erection of buildings, particularly where the expenditure of public money is involved. The benefit to the promoters of the building scheme is incontestable and the benefit to architects whether they are successful or not is very considerable. There is no better training ground than the open competition; the experienced competition architect can tackle any problem, whether simple or complex, at short notice, with resulting advantage to his client and himself, and to the younger generation the competition system offers an opportunity of jumping to the front by sheer merit.

To-day, when many architects are returning from the Forces, the competition system offers opportunities to numerous architects who may be without influential connections and who would otherwise have no possible chance of carrying out important buildings.

KENNETH M. B. CROSS,
Chairman, Competitions Committee,
RIBA
London

Corrugated Perspex

SIR,—My attention has been called to a comment by Astragal that Perspex in corrugated sheets is likely to suffer from the serious disadvantage that "it abrades far too easily, and I should like to be assured that the sun's heat would not gradually mould a sag in the roof sheets."

A great deal of work has been done on the study of how easily Perspex will scratch under all manner of working conditions and the effect of scratches on light transmission. It is well known that Perspex has been used in every type of British aircraft during the war, and has satisfied the very highest optical demands. Many of the planes have seen service in theatres of war where conditions of temperature and sand erosion far exceed anything that can be expected in Great Britain. Although cleaning and polishing, such as would be required for glass, have been necessary, Perspex has come through with flying colours. In Britain, Perspex sheet has been fitted with every satisfaction to a railway observation car which was in use between 1937 and the early days of the war. Moulded spectacle lenses have been in daily use for years without adverse comment. Lighting panels of the material which have been fitted in buildings have shown no change over eighteen months.

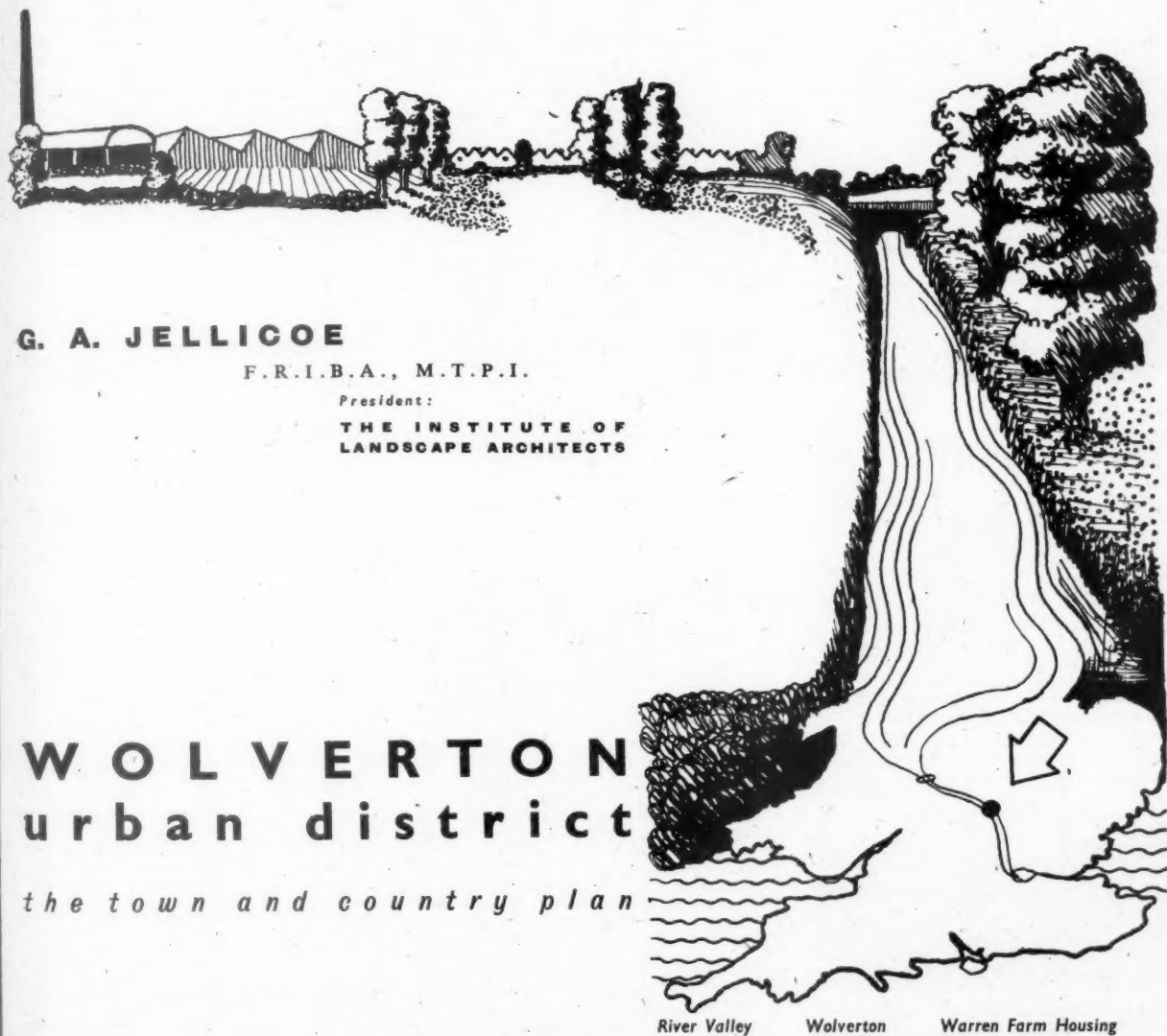
Secondly, there is no possibility of a shaped Perspex article softening and demoulding under the sun's heat. Aircraft fairings left lying for long periods without damage on tropical airfields are ample evidence on this point.

London

SIDNEY ROGERSON

PHYSICAL PLANNING SUPPLEMENT

LANDSCAPE



G. A. JELlicoe

F.R.I.B.A., M.T.P.I.

President:

THE INSTITUTE OF
LANDSCAPE ARCHITECTS

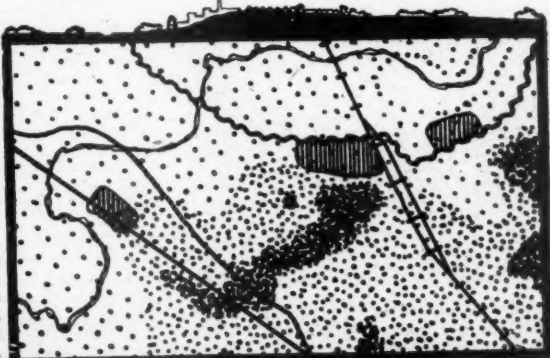
WOLVERTON urban district

the town and country plan

River Valley Wolverton Warren Farm Housing

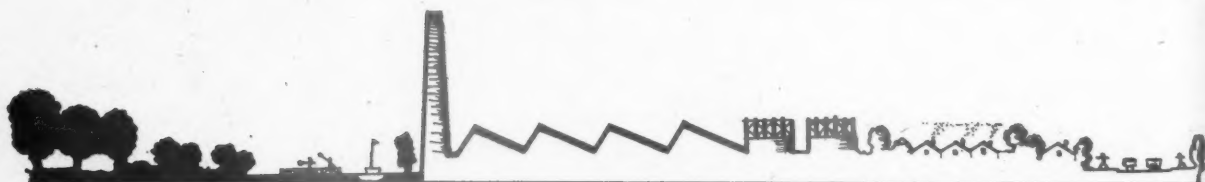
how did it start?

Wolverton, originally founded early in the 19th century as a rail depot midway between London and Birmingham, now comprises with Stony Stratford and New Bradwell a six square mile Urban District in which the main problem is an incompleteness resulting from insufficient variety in population and from a lack of harmony between the urban features and their rural setting. To remedy this the plan proposes modest immigration together with large scale tree planting enfolding and linking new parks and new housing in a single design for the whole area. The following report illustrating the proposals gives a Survey of the district with its problems social, economic and aesthetic, followed by the general and detailed Plan for their solution. The small map shows from left to right and in order of seniority the three towns of Stony Stratford, Wolverton, and New Bradwell, in relation to the low hills of the Ouse Valley. Above the map is a section through the rising ground on which Wolverton stands. The park plans were drawn by Mr. Jellicoe's staff, while the special black and white illustrations were devised by EDWARD LEWIS, A.R.I.B.A., A.A. Diploma, and prepared by Katherine Elder.



Wolverton Urban District lies upon Watling Street, which passes through Stony Stratford, and on the main L.M.S. railway 52½ miles out of Euston. It is bounded on the north and partly on the west by the Bedfordshire Ouse. The area is 4,699 acres, but for purposes of planning the Calverton Ward, 1,825 acres has been excluded. The present population, excluding evacuees and war-time workers, is 12,873: Wolverton, 5,492; New Bradwell, 3,352; Stony Stratford, 3,799; Calverton Ward, 230. Wolverton and New Bradwell were founded when the railway repair shops were established here in 1838, and are primarily geometric in their layout, while Stony Stratford shows a gradual and historic growth upon Watling Street. The dominating feature of the landscape is the railway works at Wolverton, together with the railway itself, which crosses the Ouse north of the town by a brick viaduct. Watling Street crosses north of Stratford by a long and picturesque bridge, and the Grand Junction Canal, which winds through New Bradwell and along the north side of Wolverton, crosses by means of an aqueduct. The agricultural pattern is predominately pasture, with water meadows extending along the Ouse. There is generally a slight fall north to the river, but at Wolverton station a sharp fall has created complexities. It is notable that the Stratford-Newport Pagnell road, the railway and the canal all cross each other at different levels. In contrast to these vigorous works, the River Ouse meanders around the towns and creates a zone of pleasant water scenery. The first impression of Wolverton is that it is alienated from the surrounding traditional country scenery, both by its plan, which is self-centred, and by the building materials, which are hard. The same criticism applies to New Bradwell, but not to Stony Stratford, which has the friendliness of an agricultural town. Calverton is a pleasant little village and is more remote from the urban Wolverton.

S U R V E Y



While old streets are rebuilt, Wolvertonians as well as immigrants will need the new housing at Warren Farm.



The naked Stony Stratford-Newport Pagnell road passing through Wolverton needs clothing with tree planting.



Tranquil Stony Stratford on the Great North Road requires bypassing of the noisy and disturbing high speed through traffic.

WOLVERTON

This market town remains essentially a railway town. The works occupy between a third and half the area of the town and take the shape of an "L." They are so compactly designed that they obtrude neither into the town nor into the surrounding country, being separated abruptly from the latter by the canal. There is a break at the junction of the two arms of the "L" where the Stratford-Newport Pagnell road passes the station. The station is awkwardly and even dangerously placed for traffic. The town is laid out on a grid pattern and is notably well built. It is clean and generally healthy, but the straight streets are draughty and the intersections are dangerous to traffic. Although there are areas of housing density which are shown on the plans as obsolete, the criticism of these is primarily one of lack of private garden space and of window area rather than of dilapidation or floor space. The shopping area and public or semi-public buildings have tended to collect in the corner of the "L" formed by the railway works, but the administrative offices of the Council are inadequately housed at the west end of the town. A printing works has been established as a second industry mainly to take up the spare female labour. The dominating feature of Wolverton is the broad Stratford road and the great brick wall of the works which bounds it abruptly on the north side; the general character is a monotony derived from the grid pattern of dull red brick and concrete, from which architectural delight and natural form have been almost excluded. The exception is the minarets of the schools, the spire of the hemmed in church, and other such occasional features, and the elms and other tall trees around churchyard and vicarage. Back lanes between gardens are universal. It should be noted that in many of the small rear gardens surrounded by brick walls, which provide protection from winds and form suntraps nature has been abundantly fertile. There is within the town a private open space containing a tennis and cricket club, and the Council have acquired an adjoining area as a recreation ground. Adjoining the station is Wolverton Park Athletic Club, originally started by the L.M.S. for their employees, but now made available to the general public.

NEW BRADWELL

This lies on lower ground east of the railway. It was founded also to house railway workers, and the core of the town is terrace houses, so ordered and so well built that they can be rightly described as barracks. It shares in fact with Wolverton the disadvantage of being too well built. The town has grown partly geometrically, but has tended to develop along the Stratford-Newport Pagnell road. A modern development has been on higher ground across the canal and branch line railway. Recreation grounds have already been acquired by the Council on the high ground and in areas between the Stratford Road and the river, where there is a river bathing place of great popularity. The space between the town and the main line railway is mainly filled with allotments. The general impression of this town is that it is mean through no fault of its present inhabitants. Its setting between the River Ouse, and the tree slopes north of the canal is attractive, and the view from the railway is unnecessarily deplorable. There are considerable waste areas on railway property between the branch line and the Grand Junction Canal.

STONY STRATFORD

This is of ancient origin. Its prosperity has largely depended upon Watling Street, but it is also an agricultural town. While still possessing an agricultural interest the town nowadays largely depends on the employment afforded by the railway and printing works at Wolverton. Pride in its development can be seen everywhere, from the Market Square and Horse Fair Green to the busy and varied High Street. This High Street contains at least one architectural feature of national value, namely the carved door of the Cock Inn; but its main interest lies in the sequence of interesting domestic buildings that follow one another in quick succession and tell of individual activities extended over a long period of time. The elongated bridge over the Ouse is a fitting entry from the north, but the approach from the south is not so distinguished. The town is unplanned in the sense that Wolverton is planned, and behind much of the charm there exists hous-

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ing that is sub-standard according to present day requirements. The general impression of Stony Stratford is of a friendly little town, growing outwards from a great thoroughfare into the landscape round about. It is beautifully placed in relation to the Ouse, which, on the west side particularly, provides the most tranquil water scenery in the area.

ECONOMIC AND SOCIAL

Being based upon the railway works at Wolverton, the district has never suffered unduly from unemployment. In a sense we have a community where the problem of unemployment has, in fact, been solved. The Railway employs 4,350 persons, of whom 1,525 live in surrounding towns and villages. The second industry, Messrs. McCorquodale & Company, the printers, employs 825 persons, of whom 165 live outside the district. In Stony Stratford the main source of basic revenue other than that derived from employment in Wolverton is the hotels, restaurants and tea and other shops serving the through traffic along Watling Street. In the Urban District generally in 1939 there were 27 farms, employing 27 regular male workers and 10 casual workers. It is interesting to note that the farm buildings are not always adjoining the farm buildings and a farm unit may be scattered.

There is contentment, prosperity, and the district is famed for the longevity of its inhabitants; nevertheless, Wolverton is socially handicapped when compared to other towns of the same size in the southern half of England. On shopping days the bright colours worn by the shoppers lighten up the heavy and substantial environment, but the lack of diversity of indoor and outdoor leisure and in the occupations of the people themselves has tended to make the isolation of this small community from affairs more pronounced than usual. The inhabitants have two interesting characteristics, one of which has great potentialities in the development of their town in the future, while the other is a serious handicap to that development and fulfilment of the individual which is the aim of democracy. The first characteristic is that the basic employment is one of skilled craftsmanship, promoting a frame of mind that

is peculiarly receptive to modern invention and at the same time demanding in its home and life a high standard of precision and cleanliness. The second is that this whole town being in one employment, there is not the opportunity for the interchange of ideas and mixing between people of different types that is a characteristic of English country market towns of comparable size. The social life is centred round the excellent and well equipped working men's clubs, of which there are two in each of the three towns, with a total membership of 4,400. By comparison with this, all other social activities are negligible. In shopping the comparatively small population has not been able to support a diversification of shops, and the inhabitants are apt to seek further afield and thus discourage the establishment of new shops. A peculiarity is the peak period for traffic to and from the



Private back gardens richly cultivated point the way to the planting and landscaping of public spaces and ways.

works and the load on the supply services for the midday meal. To a visitor the sound of echoing footsteps throughout the town at four regular periods of the day is eloquent of the general character. The town does not appear to benefit totally from the presence of the railway works in two respects:—

- (1) A large population of employees work in Wolverton, but live outside.
- (2) The majority of apprentices become unemployed at 21 and emigrate to find work elsewhere.

POPULATION

According to the census of 1931, the proportion of persons below the age of forty to those above was considerably less than for the rest of the county. The following would appear to be contributory causes of his tendency for the younger generation to leave the district:

- (a) Emigration of apprentices from the railway works;
- (b) The small programme of new house building;
- (c) The standard of amenities, both internal and external, and of all kinds, in comparison with other districts.

A town is a living organism and can never be static. Those standards that give satisfaction for one generation may be below standard for the generation that follows. It would seem evident that unless measures are taken to alter the present trend, the decline that has already begun may increase, and soon turn into actual decay. The first material symptom will be a fall in property values.

The policy which has been considered and upon which the long-term plans are based, falls into two categories:

- (a) To bring the existing town to a good standard of amenity; and
- (b) To invite increase of population sufficient to create a standard of culture of its own.

The Council have given consideration to their own requirements, and to their rela-

tion to a National Plan, as defined by Professor Abercrombie in the Report on the Greater London Plan (Appendix 5). They recognize that they are largely a one-industry town, and believe that the first steps should be to balance this industry by others of a diverse kind. They feel this also to be a safeguard for future prosperity, as well as a contribution to the general cultural welfare. There would appear, therefore, to be a divergence between local interests and what have been put forward as national interests, and after careful study they have decided upon a compromise. The proposed increase of population may be brought about by additional industry of the kind referred to in the Greater London Report, by additional skilled industry akin to that for which the craftsmen of Wolverton are already world famous, and/or by the development of the district as a dormitory to



The neglected River Ouse presents opportunities for lidos, bathing, and boating, accommodation for the general public.

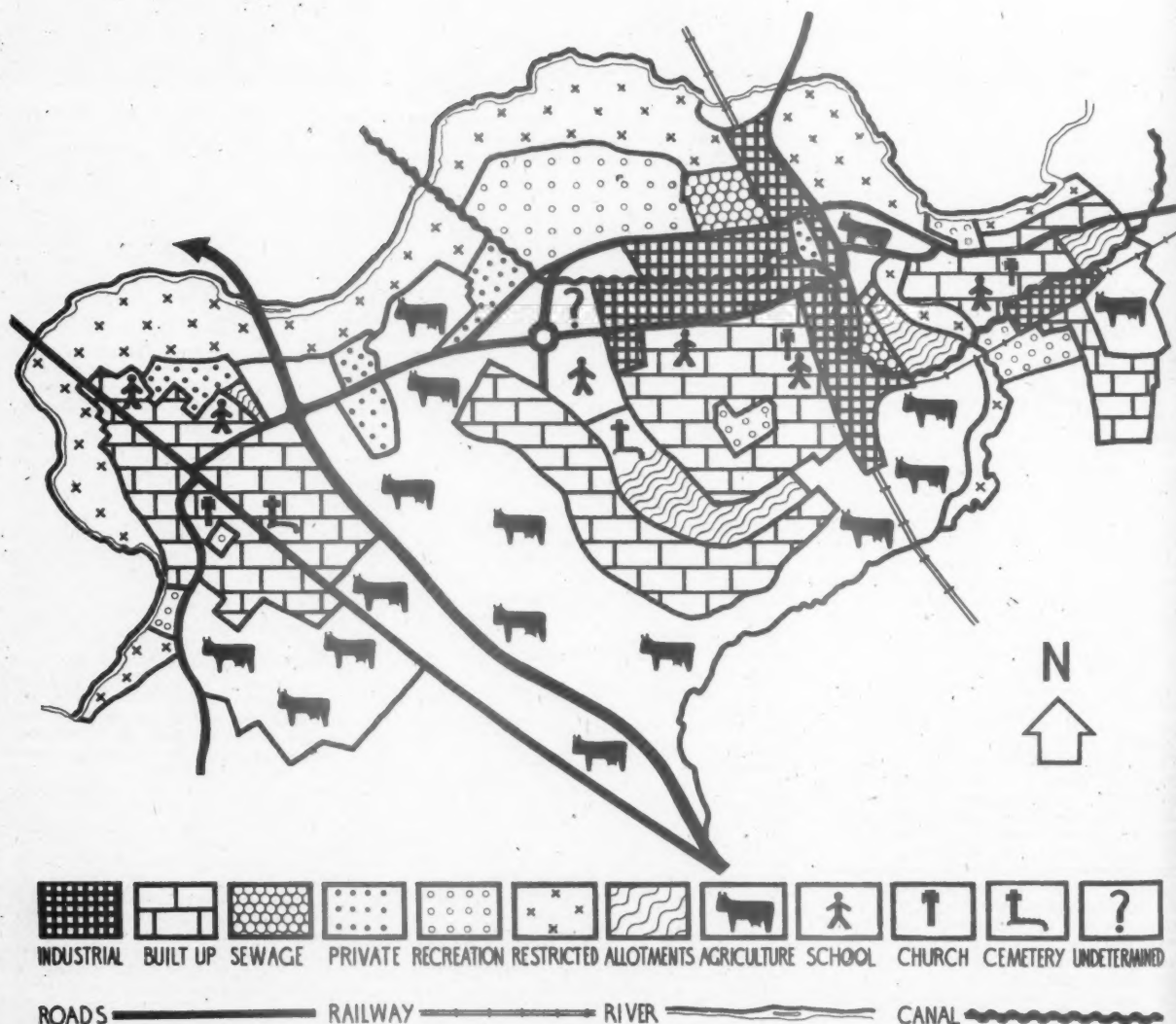
Bletchley. The plans that accompany the Report have been based on this policy, and it must be stressed that they are fluid and lend themselves to adjustment as time progresses. Whether or not, however, there is increase in industry and population, the Council will be well advised to carry out, in principle, the whole of the plan except for the full extent of housing. To maintain a static population, I estimate that the number of houses required to provide for the existing shortage, and to replace the areas declared obsolete, will be approximately five hundred. Land has been zoned for a further eleven hundred, should these come to be required under the Council's programme. It should be noted that land zoned for such a purpose does not necessarily mean that it is ever fully developed, but rather that it is the most suitable area for that purpose and should not be haphazardly developed otherwise.

family houses on outskirts

It is also necessary to foresee that it is only a question of time before the whole of the existing towns become obsolete, and by reason of this there may be slow, but continuous, movement from Wolverton and New Bradwell into the surrounding landscape as the interiors are re-created less densely. As described later, Stony Stratford is not likely ever to change its inherent structure, however much individual buildings may change. The centre of Wolverton is now approximately 20 houses per acre, the pre-war Council houses are 12 per acre, and the proposed housing does not exceed 8 per acre. It would be unwise, however, to pursue too far the future of living, for a coming generation may alter the present inclination to dispersal into the countryside, and return to centralisation. Schemes have already been prepared in continental cities whereby the whole central population of such a town as Wolverton would be housed in a few tall buildings, leaving their immediate environment as parks and gardens and indoor amenities, and the outer perimeter as family houses with gardens.

With these factors in mind, the following policy has been formulated in regard to long-term planning:—1. To develop in all respects sufficiently to create and maintain a balanced culture; and at the same time to align with the views on development expressed in the Report on the Greater London Plan. 2. Arising from this, to encourage further and diverse industries. 3. To provide for an additional population over a period of time of approximately 4,000 persons. 4. To provide the following, which are in part considered necessary for the present population, and in part for the proposed additional population:—a. A Civic Centre, comprising Council Chamber, Council Offices and Assembly Rooms or Town Hall, together with Market Hall and similar buildings. b. To provide sites for an additional school or college for about 500, a police station, a fire station and other buildings of like character, either public, semi-public, or private. c. To provide an area or areas, which may be used to greater or less extent, for industrial purposes. d. To remove approximately 262 obsolete houses and to provide areas for the building of new houses to the following number, including those families removed from obsolete areas and those already living in congested circumstances. Wolverton 1,300, New Bradwell 126, Stony Stratford, say, 150. 5. To provide a comprehensive outdoor recreation area for the Urban District, this to include a bathing pool suitable for summer or winter use, tennis courts, playing fields, and such other purposes that may be desirable. 6. To provide recreation areas local to the three towns and of a diverse kind to satisfy the needs of children, young people, adults, the elderly and the old. 7. To provide proper road facilities, both within and without the towns, with special regard to: a. The connection of Watling Street; b. the industrial road that by-passes Wolverton; c. the station approaches; d. car parks; e. the proposed Stony Stratford by-pass. 8. To give to the whole some of the civilized and unifying qualities of urban and landscape architecture.

P L A N



This zoning plan with its river valley reservation to the north and its large areas of reserved farmland and public open space presents a type of enlightened planning for Rural Districts. Left to right, from Stony Stratford through Wolverton and New Bradwell, runs the Newport Pagnall road, crossed by Watling Street, the proposed Stony Stratford by-pass, the London Birmingham Railway, and the Grand Junction Canal threading the Wolverton railway coach and carriage works

ZONING

The district consists of 25 inches of the greater London Plan. The zoning plan is a sketch of the landscape, showing the distribution of land use. The plan is a sketch of the landscape, showing the distribution of land use. The plan is a sketch of the landscape, showing the distribution of land use.

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Reunion backgroun bathing bend in Stratford towns

* If, however, the plan is to be studied.

ZONING AND LANDSCAPE

The drawings illustrating the proposals consist of two principal plans, the ZONING PLAN, showing uses of land, together with communications; and the LANDSCAPE PLAN, showing the Urban District as a totally considered landscape design. These plans are to a scale of 12 inches to 1 mile. Detailed plans have already been prepared for extension of services, especially that of sewage disposal, and these have been accepted and included in the general development proposals.

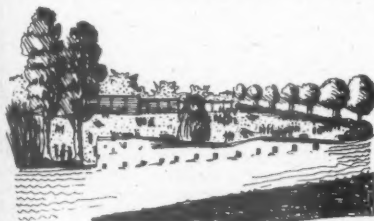
The ZONING PLAN is supported by detailed plans of Wolverton, New Bradwell and Stony Stratford, each to a scale of 25 inches to a mile, together with additional sketches of the Civic Centre. The LANDSCAPE PLAN is supported by detailed designs for Stacey Hill recreation ground, Ledsom Street triangle, Newport Road recreation ground, New Bradwell river bathing pool and the County Arms recreation ground; the Mill Race bathing pool at Stony Stratford, and the bathing gardens at Calverton Road, together with sketches of the Lido and the treatment of the Stratford Road. These drawings are to a scale of 1/16th of an inch to 1 foot, and are supported by sundry details and sketches.

The principle of planning has been to concentrate development at Wolverton and to encourage it only slightly at New Bradwell and Stony Stratford. More facilities already exist at Wolverton than at New Bradwell, and Stony Stratford is an independent and slow-growing community structure of its own, which it would be undesirable to throw out of balance. At the same time the independence of the three towns has been recognised and the open spaces that separate one from another will be retained and continued as part of the agricultural pattern.

new by-passes

The effect upon the district whether the proposed BY-PASS ROUND STONY STRATFORD passes to the east or to the west of the town is very different and in either case very considerable. The planning proposals are generally made on the assumption that it passes to the east and that there will be a fly-over crossing of the Stratford Road, with appropriate connections.*

The advantage of the by-pass passing west of Stony Stratford would be that it would leave the present relation between the three towns undisturbed. The disadvantage would be that it would spoil a pleasant part of river scenery and would render more acute the problem of the opening up of Wolverton to access from north and south. It would mean the probable continuation of one of the roads leading from the proposed new housing estate and linking with Watling Street; even this route would not solve the problem of access to the north, and

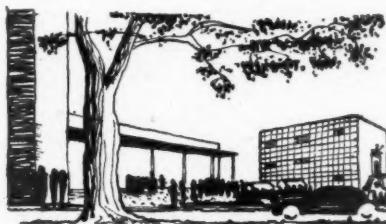


Reunion with nature. With a new tree background planted, dressing rooms and bathing equipment installed, a delightful bend in the winding river near Stony Stratford will make an ideal lido for townsfolk during the summer months.

* If, however, the road passes to the West an alternative plan to meet the altered conditions has already been studied.

the consequences upon the housing and adjacent school would be contrary to good planning. Furthermore, the difficulties of programming mean that an estate road as a temporary measure must by-pass the present awkward junction in Stony Stratford and the line of this road has already been prepared by the County Planning Officer. While realising therefore the sense of division that a broad and busy by-pass will make between Stony Stratford and Wolverton, it is felt that the advantages of direct connection to this great trunk road will outweigh the disadvantages. It may be observed in passing that the present trade in Stony Stratford should not deteriorate by reason of the by-pass; on the contrary, it may improve by reason of increased friendliness and sense of hospitality.

A second proposal in Road Planning is the by-pass round Wolverton itself, which will open up the industrial zone on the Stratford-Newport Pagnell road; the route of this road has been prepared by the county surveyor, after a careful consideration of alternatives. The difficulties are concerned with the tunnels under the railway arches, the congestion of roads at New Bradwell, and the existing bottleneck of the canal bridge beyond the west boundary of the district, which cannot easily be improved.



Reunion with nature. The old incomplete Wolverton, thinking it knew its place, did not consider itself really worthy of a civic centre. But now the rightful dignity of civilised communities asserts itself.

HOUSING

In the consideration of Housing the Council should bear in mind that they have a variety of landscape within their district, and that the kind of houses might vary from place to place; the word *kind* of house is particularly stressed, because this does not necessarily mean difference in size or of land coverage of each house. The four principal areas of housing at New Bradwell, Wolverton, Stony Stratford and Calverton can each be developed to have a quality peculiarly their own and suited to their environment and relative accessibility. It may be desirable to zone houses not by numbers of houses or of persons per acre, but rather by rateable value per foot.

The building of these houses will have two opposite effects upon the value of existing house property. On the one hand, it will send up the value of the town as a whole, and this will be reflected in each property, while on the other the standard of design and of equipment in particular required at the present time will put much of the existing property out of date. Most house property in Wolveron looks well and substantially built and in good condition; householders would be well advised to consider overhauling their services and installing modern equipment. The Council might be able to assist in this respect, just as they are responsible for the high standards of the new building.

One of the reasons, and probably the principal, for the building of new houses and installation of modern equipment, is to increase the national birth-rate. It would seem, however, that congested areas still have a higher rate per house than



Reunion with nature. At the holiday camp beneath the old windmill the townspeople can have frequent open air life. The grass camp will be carefully laid out for placing of the caravans and tents.

modern housing estates. The reason appears to be partly due to the additional cares that follow house-pride, and partly to the disposition of the houses themselves. Human beings are like plants: they multiply more together than when segregated, and care should be taken in designing the country lay-outs that the houses are so grouped that they are warm and sunny, but exclude wind and draught wherever possible in roads and between houses.

building development

Housing is the subject of a separate Report, but it may be noted that the intention to proceed as soon as permissible with the building of single-storey dwellings for old people will probably release a number of larger houses only partly occupied. The programme of house-building development at Wolverton and New Bradwell follows:

First Stage: (a) Complete existing sites at Bradwell; (b) build 50-70 old persons' dwellings at Wolverton.

Second Stage: Commence first two hundred odd houses on outer perimeter, starting from north end of Warren Farm.

Third Stage: Encourage development of inner perimeter to round off existing town.

Fourth Stage: Continue development round outer perimeter.

LANDSCAPE PLAN

The Landscape Plan accepts as its basis the river scenery, which more or less follows the line of the meadows liable to flooding, together with the well-treed agricultural scenery on the higher ground. The peculiarities of the proposals are as follows:—

parks and gardens

(i) A spine landscape road from riverside to riverside, passing through all three towns.

(ii) A woodland pattern to enfold the urban workings of all kinds and humanise them with the countryside.

(iii) The provision of a landscape way and a green belt as far as practicable round Wolverton, and a ramblers' path round the outer perimeter.

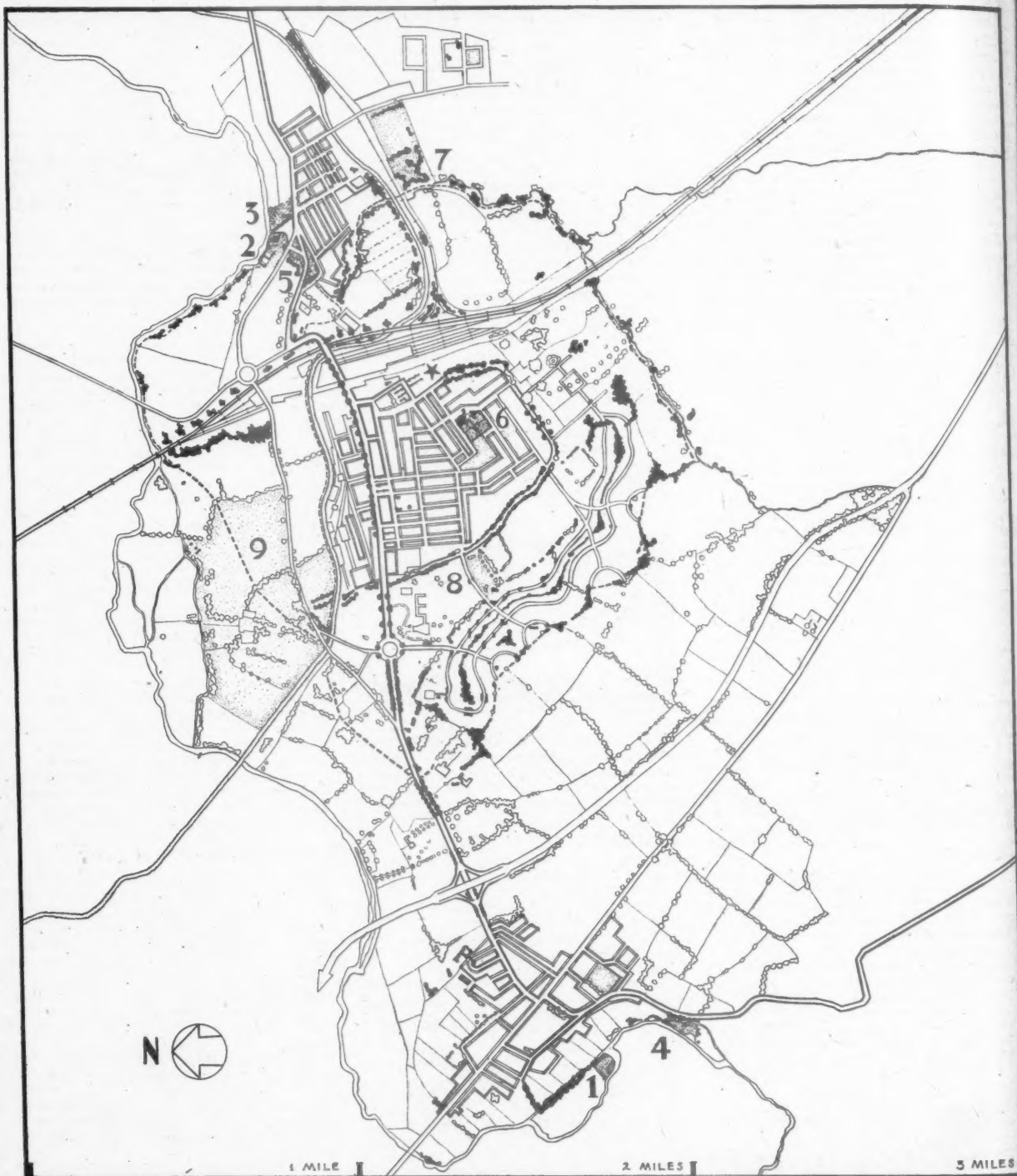
(iv) The development of Manor Farm for the recreation centre.

(v) The design of new parks and gardens in such a way that although each is intended for local use, they will contrast one with another and invite use by all.

farming

It will be observed that very little tree planting has been shown on the country round Stony Stratford. This is partly because the route and form of the by-pass is unknown, but chiefly because Stratford and Calverton are mainly agricultural, and the land, like the town, is already agreeable. Such additional planting should be that normally undertaken for farming, namely as shade for cattle and similar purposes.

The following is a detailed consideration of the proposals peculiar to each town:—



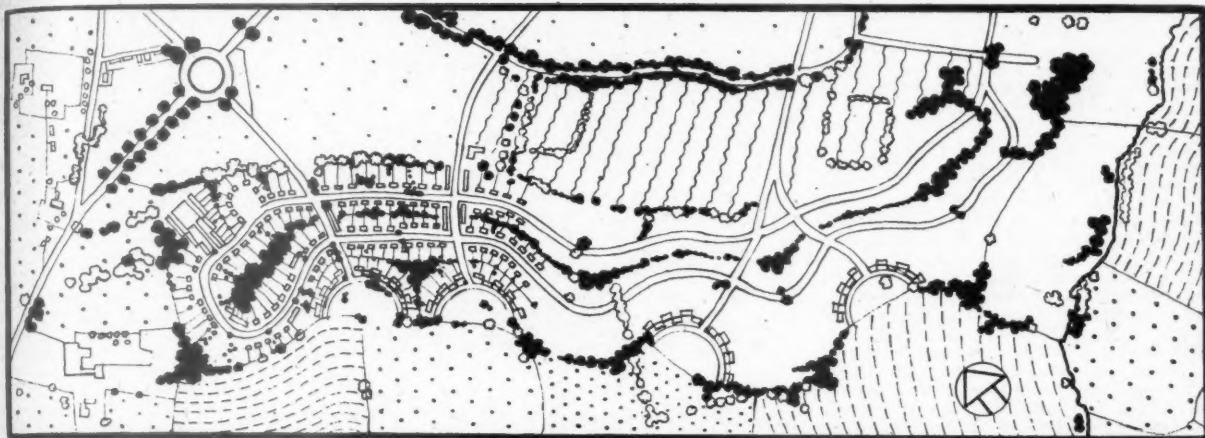
THE LANDSCAPE PLAN itself, showing existing trees in outline and proposed new tree planting in black. A good landscape, like a good house, should be pleasant to look at and should hang together as a single design. But at present, going from one end of the district to the other, the three towns give the impression of being unnecessarily separated apart from the natural barriers resulting from the lie of the land. This is partly because there are not enough trees so planted as to knit the divided countryside into a coherent whole. As the spine of a scheme, the Plan proposes that the Stony Stratford Newport Pagnell road should become a finely planted avenue of chestnuts and beech known as the Landscape Way. In the above plan this new avenue is clearly shown running vertically down the centre of the page, joining New Bradwell in the East through Wolverton to Stony Stratford in the West, and also linking up 5 of the 9 new parks and public gardens for the peoples' leisure. These are: 1, a Small Lido; 2, a Swimming Pool; 3, a Riverside Leisure Garden; 4, a Large Lido; 5, a Village Green; 6, a Pleasure Garden for People of All Ages; 7, a Holiday Camp; 8, a Playground; 9, a Country Park overlooking the river valley. The asterisk marks the site of the proposed Civic Centre. The design for the Warren Farm new Housing Estate, by figure 8 above, was not a stock planning solution but emerged from careful consideration of the particular qualities and needs of the area. One of these was that the new layout should contrast in an informal and interesting way with the rigid lines of the old town, while retaining sympathy for some of its linear feeling. Accordingly, a double line of trees forming a pleasant cycling way encloses the hard inner core of red brick Wolverton. Beyond this avenue and separated from it by a belt of allotments and gardens, wind the curving lines of the new estate. To the North, the railway works are bounded by a canal walk, freshly planted, while along the outermost perimeter which enfolds New Bradwell, skirts Warren Farm, and passes through the Country Park, saunters the Landscape Path for walkers and lovers, with its many views and changing prospects. Local names of seven of the parks are given on pages 284-5.

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WOLVERTON

(i) Civic primarily building is intended may enjoy way upon the social incompleteness council, a building as the sh group top a civic ce ing, the p in fact. and civi and if th will prom and class

At W been giv north of proposed obsolete goods st the form its virgin has been Council Street, a Market Carillon Road. Hall, ac between The Ass are plac Council is not Market approach Square, possibly Assembl there m having the pro gardens. into this quiet, it should occasion would golden be visit not lea passing The C establish built-up exampl and th among side of are so to buil



The new Warren Farm Housing Estate adjacent to the Landscape Way on the left, by figure 8 on the Landscape Plan.

WOLVERTON: IN DETAIL

(i) *Civic Centre.* A civic centre is not primarily intended for the grouping of building convenient for administration. It is intended to be a centre where citizens may enjoy their own assembly in their own way upon their own property. Without it the social life of the community must be incomplete. The people freely elect a council, and this body should be housed in a building of becoming dignity. In so far as the shops and trading interests tend to group together also, the ideal location of a civic centre is in the middle of, or adjoining, the popular parts of the town. It is, in fact, agreeable to interlock the trading and civic interests wherever practicable, and if the civic centre can achieve this, it will promote a harmony among all groups and classes of citizens.

At Wolverton great consideration has been given to alternative sites; one site north of the Stratford Road opposite the proposed school and the other on the obsolete housing area adjoining the L.M.S. goods station. Despite the excellence of the former, its fine landscape setting, and its virgin land, the second of the two sites has been selected without question. The Council Chamber will terminate Church Street, and form the south side of the Market Square. A Clock Tower with Carillon is shown abutting the Stratford Road. The two are linked by the Market Hall, access to the goods station being between the latter and the Council Offices. The Assembly Rooms and/or Town Hall are placed on the quiet side south of the Council Chamber, where sudden local traffic is not likely to create congestion in the Market Square. The Council should approach the Arts Council, 9, Belgrave Square, London, S.W., for advice and possibly assistance in regard to the Assembly Hall. Adjoining the Town Hall there may be professional offices or flats, having a pleasant south-west outlook upon the proposed open space of the vicarage gardens. The church itself would be drawn into this scenery. While this area would be quiet, it is intended that the Market Square should be crowded with activity and, on occasions, bright with bunting. The Tower would rise above the railway works, and a golden summit would flash in the sun and be visible to all parts of the district, and not least to travellers on the railway or passing along Watling Street.

The Council should take courage in the establishment of their civic centre upon a built-up area however obsolete, from the example of the London County Council and the development for similar reasons among the poorer quarters of the south side of the Thames. The Council offices are so placed that it is in fact practicable to build them without considerable demoli-

tions. The ultimate rise in land values in this area should give financial compensation, even if the removal of this bad area from the town were not sufficient in itself.

(ii) *Industry.* The area for new industry is placed on the north side of the canal opposite the railway works. This is eminently suitable for heavy industry, but it might be considered somewhat secluded for light industries, and especially for those that depend upon the advertisement of their buildings as part of their stock-in-trade. While this site can be seen admirably from the main LMS railway, it is out of view of the main roads. It may be deemed desirable to allocate the site opposite the school to a well-designed industrial building. This site is of considerable value, and the Council will be well advised to give it most careful consideration before deciding upon its final use. There is no harm in small light industries, employing perhaps not more than ten persons, being scattered elsewhere throughout the town, provided only that they are not disagreeable neighbours to housing and business generally.

(iii) *Commercial.* Provided the civic centre is where proposed the commercial area will tend to develop logically from this, and there should be no need for special zoning. The zoning of a private enterprise commercial development should only be accepted as a last resort, and could be a sign that the proposed plan is not in sympathy with business requirements. Each application may therefore be considered on its own merits. It will probably be found that the chief criticism of individual design will be that of architectural character, but even here, except for extreme vulgarity, considerable licence should be allowed. The safeguard is to see that no buildings are erected without qualified advice. The Post Office has already set a good example. The site values will probably be such that the question of tall buildings will not immediately arise, but again each case must be judged separately. No buildings should be allowed to conflict with the tower of the civic centre.

(iv) *Housing.* The principle of housing has been to complete the shape of the existing town by creating new south sites for private enterprise, and thereafter to maintain an open belt which would be composed of allotments, gardens, playing fields, cemetery, and for other purposes that might arise. The greater amount of housing extends round this perimeter again, and would be disposed with trees and large gardens, to create a country character in contrast to the severe urban character of the town. This housing could be called *super-country* rather than *sub-urban*.

The connecting roads from the town break through the local system and terminate in crescents that present pleasant countenances to travellers along the by-pass seen across the fields. The remainder is diversified with flats, bungalows for old people, and garages. The community centre is placed on the road to town, and comprises essential shops and an inn, in addition to the hall and sundries.

(v) *Public buildings.* The sites for these have already been chosen, and the school particularly forms part of the open ring round the town. It may be desirable that, owing to immediate pressure, an assembly hall be incorporated in the school buildings, but if the civic centre is to be built at the other end of the town it would be wise to consider this only as a temporary measure. The possibility of considering this area as a future civic centre has been discussed elsewhere and, while the proposed scheme would seem the more desirable, care should be taken that the civic centre and the educational centre do not between them divide the physical accommodation and public interest. Elsewhere possible sites have been left for public or semi-public buildings. It has been suggested that the Fire Station adjoin and make use of the Clock Tower for hose suspension. Such places as an abattoir would be between civic centre and railway. It should be noted that in order to complete the landscape ring round the town it would be necessary to change the secondary school into a building used by the public and not requiring playing fields; and it is hoped that in later years a new school might be built in the education centre of the town.

(vi) *Recreation Area.* Manor Farm site has been chosen for an outdoor centre on account of its accessibility to the town, its flexibility to expand, and for the excellence of the landscape. A lido is proposed which will make use of the north slopes of the canal. The bathing pool is designed for winter or summer use, by means of sliding openings, and could therefore be used all the year round by the school. The area contains tennis courts and a substantial car park adjoining. The playing fields themselves would be for winter use, and it is suggested that their use might be combined in summer with that of the farm. It is also suggested that Manor Farm might develop into a country club and a golf course is laid out round about and along the banks of the Ouse. Here also there might be fishing. The existing view from the bridge over the canal is most distinguished, and if the waste area on the east bank were rearranged it would lend itself to a sunny spot suitable to a Youth Hostel. Possibly

the canal could, in addition, be developed for boating. The pedestrian approach to the recreation area would be by sub-way under the Stratford Road, by the circular footpath round Wolverton, and by the canal towpath from New Bradwell.

(vii) *Other Recreation Areas.* The plan will now align the gardens and open spaces required for Wolverton with those standards that are now generally accepted. The centre park known as Stacey Hill is well placed within the present town, and might well be one of the most agreeable in the county. Like many gardens of its kind much of its design is based upon symbolism and association of ideas. The four square pattern suggests four ages of man, and children play round the mulberry bush (or alternatively round a monkey puzzle tree), and lovers may love beneath the myrtle. The riverlet like the Ouse is the stream of life flowing to all parts. Children's play parks have been established at Stacey Hill Park, the recreation areas south of the school-playing fields and at Manor Farm.

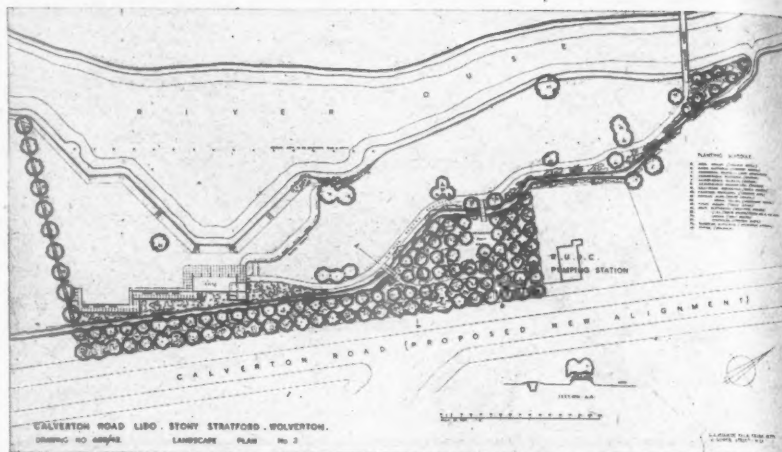
The area for allotments is ultimately somewhat less than at present, because the new housing will contain large gardens. The removal of the obsolete areas will also create less demand from present inhabitants, as it is anticipated that the demand for allotments in peacetime will not in any case be so heavy.

(viii) *Traffic.* It is proposed to widen the approach to the inadequate station, to build a new station and forecourt as indicated, and to create station car parks on the awkward land east of the platforms. It is realized that these proposals will call for considerable engineering skill and expenditure, but until the town has a good approach from the railway, it will find it difficult to achieve civic dignity.

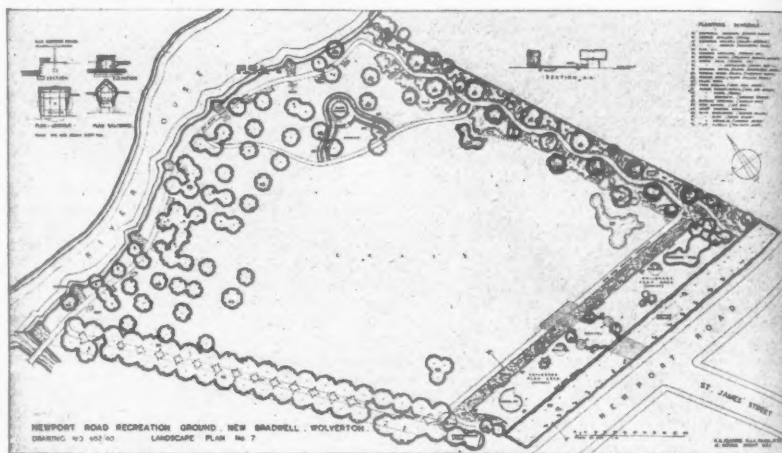
It is proposed that there should be one-way traffic in Stratford Road and in Church Street, with three interconnecting roads closed, all as indicated in the drawings. The present turn from this road to the station goods yard will be blocked and the approach will be between the Market Hall and Council offices. It is realized that this may cause additional traffic in the market square, which in any case will be well loaded, and it might have been preferable if access to the goods yard could have been off the Stratford Road elsewhere than from this square; but this has proved too difficult. It would be impracticable to put this one-way system into operation before the north by-pass is made.

(ix) *Car Parks.* These will be located at the station, behind the Market Hall, and along the north side of the Stratford Road. The latter will serve the shopping, both in this road and in Church Street, pedestrian access to which will be by the closed roads. An extensive car park is shown by the Lido.

(x) *Landscape.* It is proposed that natural foliage should be introduced wherever possible. The Stratford Road and the three short inter-connecting roads are all planted with handsome trees, these in the former dividing one section of car parks or gardens from another. It should be noted, moreover, that the south wall of the works, by reason of its aspect, lends itself to a peculiarly interesting planting design. In the event of the one-way traffic system not being put into operation, the wall should be planted with creepers protected to a height of six feet; the roots will penetrate direct into the pavement, beneath which it should not be difficult to provide pockets of soil open to the subsoil, but separated from the services. It should be noted that the entrance along this road from Stratford is peculiarly uninviting.



Public use of the river. Above, the large lido at Stony Stratford, equipped with dressing rooms, waterside sunbathing lawn, walkers path and bridge, and a newly planted woodland background, Landscape Plan 4. Below, the leisure garden at New Bradwell with its green lawn and gaily painted bandstand framed and displayed against the planted tree curtain of white willows. Landscape Plan 1



Elsewhere in the town Lombardy poplars might be planted at certain points, with the consent of the occupier of the land concerned. These take little ground space and would contrast pleasantly with the horizontal lines of the houses. In principle, the ends of a road on a grid plan should be terminated agreeably, and this should be borne in mind when internal development takes place in the future; the west end of Church Street, particularly, could be improved. Another feature that gives an unnecessarily severe effect is the passage of roads between terrace houses, the ends of which are left blank walls abutting directly on to the pavement. The classic solution of this problem is the first-floor window and possibly a balcony, for these are agreeable when seen in perspective. An alternative and simpler solution, which appears practicable, is the planting of one or more creepers direct into the pavement, with protection up to a height of six feet. Elsewhere and in strategic positions it would be agreeable to place constantly changing tubs of flowers. If all paint work maintained by the Council could be white and/or bright colours, the additional cost would probably be justified. It is to be hoped that much of the iron work taken during the war will never be returned.

Circulating the town is a Landscape Way from the Civic Centre to Manor Farm recreation area. Properly speaking, it begins

from a vista from the south transept of the church. It is hoped that it may come to pass the present technical school and continue as a tree-lined road until it meets the continuation of Aylesbury Street. From this point it becomes a green pedestrian way with cycle track, passes under the Stratford Road in a sub-way over the canal in a new bridge and under the industrial road to terminate in a games pavilion. Physically, this landscape way will collect the loose ends of the present roads and, by reason of the trees, will also be a natural terminal. The trees will give a sense of protection against the south-west, but must not be too closely spaced to block sunlight from the adjoining houses.

(xi) *Railway Landscape.* Between Bleckley and Wolverton railway embankments have become part of the countryside; in spring particularly they are ablaze with wild flowers. It would be a great asset if this character could be continued where it is most needed, i.e., where the railway passes through the urban district. Waste areas should be cleared as much as possible, trees planted in perhaps the manner suggested on the plans, and grass and flowers encouraged. Particular care should be given to the corner by the railway station, which could easily become a view point of great charm.

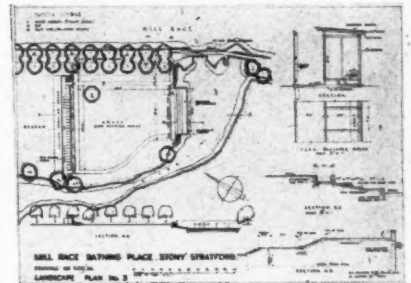
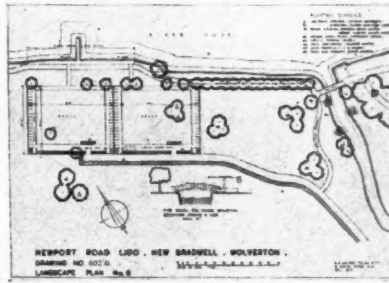
NEW BRADWELL: IN DETAIL

The primary purpose is to give a distinction to the interior of this little town by modern civic planning, and to make the perimeter more agreeable and friendly, especially the section facing the railway.

(i) *Housing.* Immediate new housing development is shown on the sites already begun before the war by private enterprise. This area of New Bradwell across the canal and railway is forming itself into a small independent community, and it might be encouraged by certain communal facilities. Additional housing is shown facing the allotment sites, and this might be terrace housing especially designed and used as a kind of shop window to the town. A great proportion of the existing housing is already obsolete and the proposal to demolish two centre blocks of terraces and thereby to increase the garden space of the remaining terrace housing must only be regarded as a comparatively temporary measure. At the same time this has lent itself to a distinguished landscape design which would open up one or two public or semi-public buildings sites.

(ii) *Recreation.* This is concentrated by the river and the three sections combine to make an unusually interesting sequence of landscape. Note should be taken of the massed lilac planting to carry perfume on the prevailing breezes. The placing of the children's play park on the river side of the Newport Pagnell Road is contrary to the principles of good planning, but it is justified by the excellence of the site and the objection could be met by a sub-way. The requirements of the Ouse Catchment Board have caused the normal level of the river to be lower than is desirable. Care should be taken to make the north banks (outside the Urban District) tidy and agreeable. The depth of water for bathing seems questionable, and for the time being the existing bathing stage has not been shown to be altered. A kiosk for light refreshment could be erected on the river

Public use of the river. Below, the small lido at New Bradwell and the bathing place at Stony Stratford, both planted with new trees. Landscape Plan, 1 and 2.

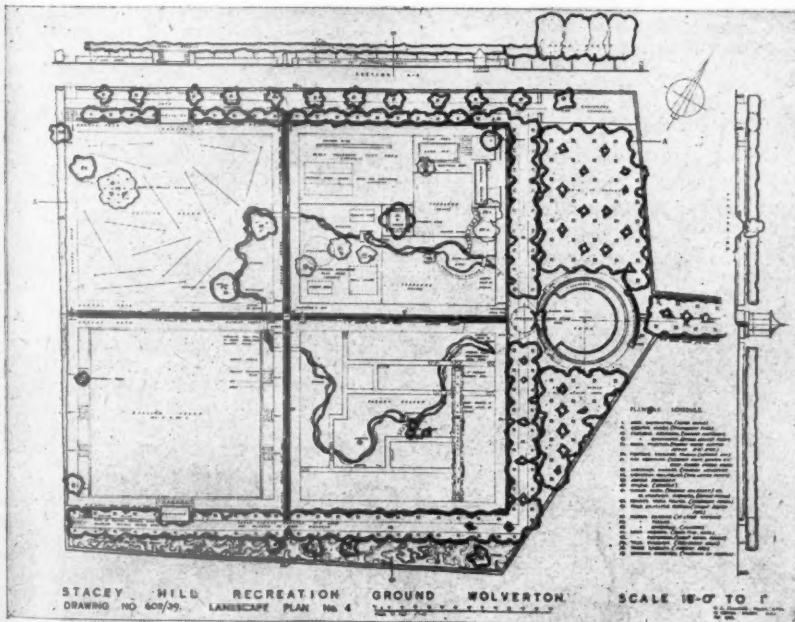
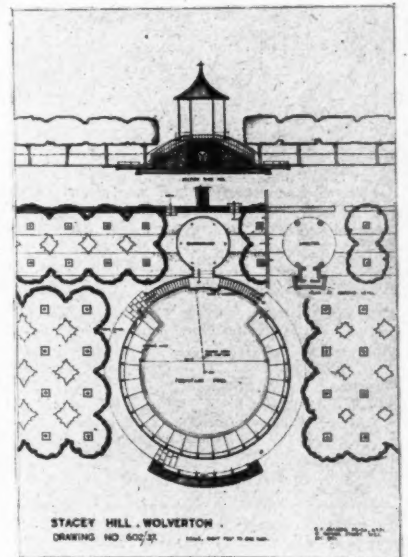


bastion adjoining the footbridge, between park and bathing place.

The Surveyor advises from his experience that, wherever feasible, the ground should be above flood level; this applies particularly to the children's area.

(iii) *Camping Site.* This strictly belongs to the whole Urban District and is particularly suitable for this purpose, first because of its apparent out-of-the-wayness, secondly because its aspects and views are excellent, and thirdly because the site itself by reason of its peculiar contouring might lend itself to an exceptionally distinguished design in rural landscape. It is linked to other open-air recreation areas by the circular foot-path and the canal tow-path.

(iv) *Architectural Character.* The same criticism applies to New Bradwell as to Wolverton, namely a monotony in street design. For this reason every effort should be directed towards developing the Landscape Way shown on the plans; this would have the effect of making New Bradwell a complete and dignified design and the buildings as they came to be renewed could carry on the idea.



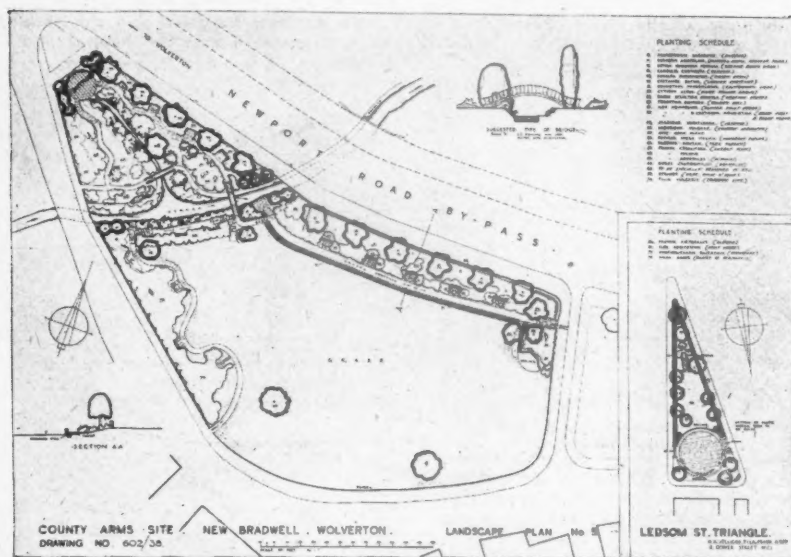
STONY STRATFORD: IN DETAIL

The character of development here is in direct opposition to that of Wolverton. It is unwise to plan exactly the future development and the town should be allowed to grow naturally by evolution. Owing to the uncertainty about both the line and character of the by-pass a considerable part to the south and east must remain undetermined. The only part that should be re-planned and re-built as soon as possible is at the junction of the Stratford Road and High Street. This is indicated as an omnibus centre and should be so designed that Horse-fair Green is linked agreeably with the junctions. It should also be noted that this section plays a part in the Landscape Way from Stratford to New Bradwell, and every care and consideration should be taken to develop this towards a dignified result.

(i) *Industry.* It is not proposed that an area for industry shall be allocated, but light and harmless industries employing approximately ten persons might be encouraged and each case decided on its merits.

(ii) *Housing.* Care should be taken that any new housing should not be too urban or suburban. The existing development along the Stratford Road is for this reason not quite a natural growth of the town. Advantage should, in fact, be taken of the change of character between Wolverton and Stony Stratford, and the character of the housing should be as different as is the character of the towns themselves. For instance, local materials and crafts might be

The main public garden at Stacy Hill, Wolverton, will take the form of a large grass square enclosed by thorn trees and subdivided by clipped beech hedges into the four smaller squares of toddlers' playground, putting green, bowling lawn, and flower maze. Through this restful pleasure garden for people of all ages meanders a specially designed rivulet, expressive of the stream of life, and bubbling up from a fountain pool. Above, right, the pool and bandstand. Landscape Plan, 4.



Above, Landscape Plan 5. From a deserted patch of grass by the Inn at New Bradwell will be created a village green edged with lime trees and hiding a water grotto giving on to one of the tributary streams of the River Ouse.

encouraged and street planting might be more indigenous to the countryside than at Wolverton. The housing could, in fact, complete the cycle of design; at New Bradwell the terrace could be experimental, at Wolverton up to date, and at Stony Stratford conservative. The accommodation of all three towns would, of course, be identical.

(iii) *Recreation Areas.* It is suggested that the site east of the town should be developed not only as playing fields, but as model allotments. It would appear inadvisable to study this area in detail until the course of the by-pass is known. The greatest recreation asset is naturally the river, where it passes west of the town. Detailed plans have been shown for the development of the Mill Race and Calverton Road riverside site for river bathing; both of these areas of river may be treated as one landscape picture.

(iv) *Architectural Character.* The charm of Stony Stratford lies in the fact that buildings of considerable character and variety lie closely along the High Street and are altogether harmonious. The plans show the area which has been defined as good street architecture, and the Council should give special attention to any alterations that take place within this zone.

Generally speaking, the principles that should be followed in the design of the new street buildings should be as follows:—

- (a) Present day design should be encouraged, but it should be neighbourly and not vulgarly aggressive.
- (b) The scale of a new building should not exceed the scale of others in the High Street. For instance, the Council should resist the pulling down of three or more shops to make room for a multiple store with one-face board extending over the area. On the other hand, there is no harm in a multiple store, provided only the character of three shops as compared with one shop is maintained.
- (c) A list has been prepared of buildings and details of particular merit and interest, and these should, if possible, be undisturbed; measures should also be taken for their maintenance in the future.
- (d) Obsolete areas. The question of obsolete housing must be considered and each new problem considered individually on its merits.

GROWTH AND MAINTENANCE

The proposals contained in these Plans will be executed over a period of years. I recommend that your Planning Consultant be called upon at varying intervals to express an opinion on progress and give advice on more important items. I recommend also that wherever the Council has power to insist that a qualified architect is employed on new buildings, whether of

its own or private enterprise, it should exercise this power; under this general plan a diversity of architects is desirable.

The Council will be faced with the problem of maintenance, especially of those open spaces, trees, and shrubs, which form such an essential part of the planning proposals. They will almost certainly be disappointed in their early endeavours, but in time the public and especially the children will come to appreciate their partnership. In many places school children have been invited to help plant the trees around their homes, and thus to take a personal interest in their welfare. It would be agreeable if the whole of the planting shown on the Landscape Plan could be carried out in a like manner.

The following have taken part in the preparation of this Plan and Report:—

Miss Diana Baxter.
Capt. R. J. Cole, L.R.I.B.A.
Miss Dent.
Miss Eleanor Godfrey.
Miss I. Griessmann.
Mrs. S. M. Haywood, A.R.I.B.A.
Mrs. M. R. Taylor, A.R.I.B.A.
Mr. W. Taylor, A.R.I.B.A.

To this list must be added Mr. and Mrs. Pendlebury, of 89, Church Street, Wolverton, who provided hospitality at all hours and times and the production of whose garden remains a source of wonder.

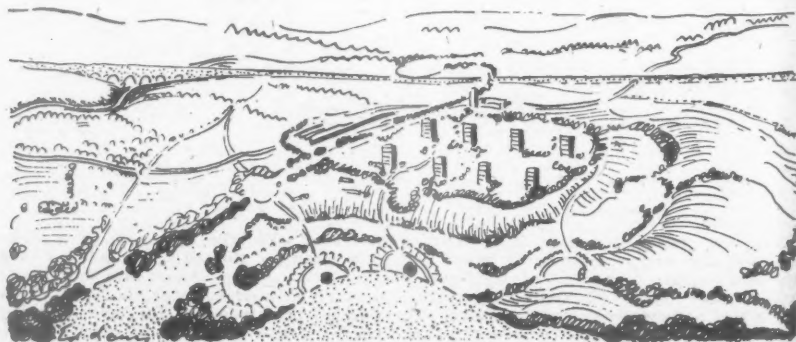
REGIONAL RELATIONSHIPS

The London Regional Plan, on which an article will shortly be appearing in these pages and from which the following extract is taken, would seem with Mr. Jellicoe to suggest that the kind of planning adjustment which would be appropriate for Wolverton is that which is essential to round off the needs of the human picture.

No expansion of Wolverton, Stony Stratford or Newport Pagnell is recommended. Newport Pagnell and Stony Stratford are essentially agricultural communities which must depend primarily upon agriculture for their prosperity; Wolverton has important railway coach building works and a printing works; assuming a prosperous and agriculture and the continuance of railway carriage manufacture and printing, the area has nothing to fear. There is no labour surplus (workers are actually drawn here from Bletchley), and the introduction of a number of new factories would still leave the main problem unsolved, i.e., what would happen to the L.M. & S.R. employees if the carriage works were discontinued. Great difficulty would probably be experienced in getting new labour into the area for new factories, and it would be a rather costly business to replan the existing settlements here for a bigger and more sophisticated town population; the only exception might be the introduction of a clothing factory to employ female labour which during the war has entered the labour market in the carriage works.

The Future

Right, an interpretation by Edward Lewis, of the distant future. The old town has gone, tall buildings separated by gay and spacious gardens have taken its place, and the trees, new dwellings and public buildings of Wolverton, the Warren Farm Housing Estate and elsewhere, have grown up into a freshened and organised landscape.

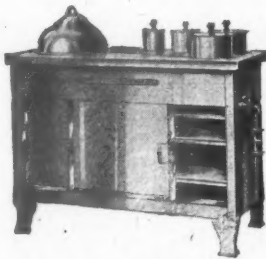


CATERING EQUIPMENT

RESTAURANTS · SNACK BARS



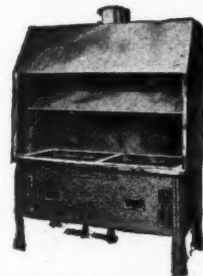
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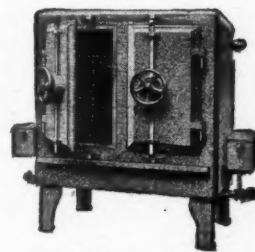
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INFORMATION CENTRE

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.

STRUCTURE

2156

Roads

PNEUMATIC CONCRETE-COMPACTING MACHINE FOR ROAD CONSTRUCTION. (*Engineering*, September 14, 1945, pp. 206-7.) New type of road-making machine compacting dry concrete by hammering. 12 ft. machine with two hammers gives full compaction up to 12 in. depth.

2157

Production Analyses

PRODUCTION IN BUILDING AND CIVIL ENGINEERING. *Ministry of Works.* (HMSO, 6d.) Valuable statistics and analyses on labour and man/hours on measurable and non-productive work.

The introduction of Payment by Results, during the war, gave us a special insight into the man/hours and machine/hours expended on measurable work, but little data has been available in connection with the ancillary items, which are not directly productive but which form a considerable portion of any Building or Civil Engineering Contract. Absence of such data makes estimating difficult, and hinders the preparation of a reliable programme and progress chart.

Valuable statistics on this subject have been compiled by MOW over a considerable period, and are now made available. To appreciate the importance of the ancillary items, it is only necessary to turn to the table showing the averages recorded on a number of contracts, where it will be seen that the man/hours expended on measurable work only represent from 50 per cent. to 66 per cent. of the total man/hours, depending on the type of contract.

Further tables show typical labour analyses for particular types of contracts, the statistics in each case being based upon a considerable number of contracts of the same type.

In each example the statistics show the analysis of the labour strength, i.e., the number of labourers, bricklayers, etc., expressed as a percentage of the whole. Against each of them is shown the percentage of man/hours expended on measurable and non-measurable work, and in a further column appears "Factor F"—the factor by which the man/hours expended on measurable work have to be multiplied in order to arrive at the total man/hours required for all work, including non-productive items.

Apart from general interest to estimators and labour organizers, the pamphlet stresses the importance of the "non-productive" factor, as it is here that economies are most likely to be made by good management.

To some of those who have inveighed against the targets laid down in Payment by Results, it may come as a bit of a shock to realize that the man/hours ex-

pendent on bonusable operations may have to be doubled in order to account for the total man/hours expended on the job—particularly if it is remembered that the prices we were accustomed to see for Measured Work, in Bills of Quantities before the war, included everything but the modest allowances normally made in the Preliminaries.

2158

Progress Charts

PROGRESS CHARTS FOR HOUSING CONTRACTS. *Ministry of Works.* (HMSO, 9d.) Type charts for organizing programme and progress in preparation of sites and building of small houses.

This is a sequel to the pamphlet dealing with the Preparation of Charts for Civil Engineering and Building Contracts, and deals further with charts for the preparation of sites and the construction of small houses.

There is no doubt that time spent on initial planning is worth while, and that the resulting programme can best be set out in a simple chart which all can understand. Time spent in this way should ensure that operations are planned in a logical sequence and so as to effect the greatest economy of Plant and Labour, and it should be possible to assess from the chart what Plant, Labour, Materials and Drawings are required at any particular time.

Setting out the programme is only half the battle, and the more difficult job is to see that the programme is adhered to or modified on carefully considered lines, if necessary, and it is essential that the Progressing should be kept up to date, and the position reviewed at frequent intervals.

The normal chart is merely concerned with time—the time which any one operation will take being indicated by a horizontal line. It is suggested that for simple operations, such as site works for housing estates, the chart can be augmented to show quantity as well as time; the estimated quantity of work to be done in each week (e.g., cubic yards of excavation or concrete) being shown in figures above the horizontal line.

If such a chart is progressed in the same way, a much clearer picture is obtained. If the work is getting behind schedule, output can be compared with the labour strength and the plant upon the site, and some inefficiency may be brought to light; similarly the additional men or machines required to bring the programme up to date can be readily calculated.

In the case of foundations and super-structures, where the volume of work cannot be so easily indicated, there must be a different approach, and the main object of the programme is to plan the work in a series of operations, each carried out by a definite gang, so that a rhythm is set up, and operation can follow operation without the necessity for discharging and taking on labour at intervals during the contract.

One chart shows an actual example of a job carried out before the war. The estate was split up into groups of 36 houses, and

the programme so arranged that once the first group was built, the remainder were completed at the rate of 36 houses in 36 days.

It is impossible to avoid reflecting that it is now much more difficult to estimate output and to secure the requisite labour in order to comply with the programme, but the Ministry has done a good job in pointing the way ahead.

MATERIALS

2159

Impregnated Timber Floors

PRESSURE IMPREGNATED TIMBER FLOORS. *F. R. S. Yorke (Specially written for Information Centre).* Financial loss from dry rot serious. Timber impregnated with fluoride, chromate and phenol mixture would give immunity at lower building cost than usual floor construction. Comparative costs given.

Each year there is so much dry rot attack on timber floors that it is surprising that so little attention has been given to the development of some system of floor that makes full use of the special properties of pressure impregnated timber.

The Journal of the Royal Sanitary Institute No. 2, April, 1945, printed a paper on dry rot and its prevention read at a sessional meeting of the Institute by Dr. W. P. K. Findlay, D.Sc., of the Forest Products Research Station, and the following sentences are quoted: "Shortly before the present war we attempted to assess the annual financial loss occasioned by dry rot, and came to the conclusion that it could not be less than about one million pounds a year. Since the war it has become increasingly prevalent, and in some districts now presents a major problem."

To quote an actual example, the LCC was forced to spend £39,056 in replacing timber damage by dry rot at its Watling Estate in 1933 (*The Times*, April 5, 1933).

The general adoption of pressure impregnated timber for ground floor construction, as soon as sufficient plant is available, would appear possible in the light of the above information. If we assume that 200,000 houses annually are built with timber floors, and that the ground floor timber content will average $\frac{1}{3}$ of a standard per house, the cost of treatment would only amount to some £433,000, or less than one half the estimated annual loss due to fungus attack.

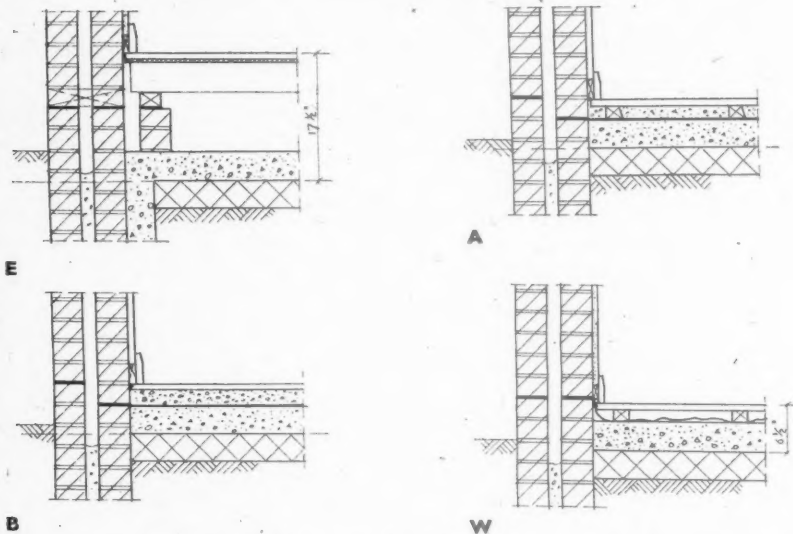
In addition to securing immunity from fungus attack, it seems that a reduction in building costs is made possible by the simplified constructional methods that are based on the special qualities of pressure impregnated timber.

In order to assess the saving that could be made in ordinary housing work, quantities have been taken for four types of floor (see below), assuming a typical Northolt type of house with a ground floor area of 450 sq. ft.

The accompanying diagram (W) shows the method suggested as an alternative to the approved methods A, B, and E illustrated in the *Housing Manual, 1944*. Technical Appendices, page 13, figure 104. (HMSO, 2s. 0d.)

In working out comparative costs, the system of impregnation assumed is the British Standard Water Soluble preservative type, consisting essentially of a fluoride, chromate, and phenol mixture—a homogeneous mixture of soluble salts—which can be carried out at a bulk price of £6 10s. 0d. per standard for ordinary European Redwood.

Quantities for the four methods of construction illustrated were taken out by Messrs. Davis, Belfield and Everest, and the



Four systems of flooring. E: timber joisted and boarded floor carried on sleeper walls built off surface concrete; the boarding is tongued and grooved and thermal insulation provided between boarding and joists. A: Solid concrete floor with boarding nailed to fillets in a screed of weak concrete; a continuous horizontal damp-proof membrane is laid between screed and concrete. B: Solid concrete floor with boarding on a layer of nailable concrete; a continuous horizontal damp-proof membrane is laid between nailable concrete and base concrete. W: Unventilated floor on principle of solid concrete floor; pressure impregnated tongued and grooved boarding and battens on surface concrete; a continuous layer of two-ply bituminous felt is laid under fillets. E, A and B are from the Housing Manual, Fig. 104. Relative costs are E : A : B : W :: £69 14s. 5d. : £51 11s. 1d. : £46 10s. £43 5s. 4d. See No. 2159.

results arrived at show the lowest cost is reached in the case of alternative W. The constructional costs, taking into account walling heights, timber and bitumen quantities, waste, etc., are:

Type W	£43 5s. 4d.
Type B	£46 10s. 0d.
Type A	£51 11s. 1d.
Type E	£69 14s. 5d.

The unventilated and solid floor construction types W, A, and B show a considerable saving in initial cost over the orthodox type of floor construction E. In addition, unventilated and solid floors laid direct on the ground provide more than the standard thermal insulation recommended in the Housing Manual effectively and economically. Only on sloping sites can type E be justified from the cost point of view.

Dry rot in floors of the solid construction types A and B is so often caused by the laying of linoleum over the floor boards before the screed is completely dry, and it is recommended that where this type of construction is used the damp-proof membrane be moved to a position immediately under the floor boards, which, incidentally, provides a more secure fixing for the boarding.

2160 Wallpapers

WALLPAPERS. B.S. 1248:1945. (British Standards Institution, 2s. 0d.) Definitions, sizes, tests.

It is pointed out in the specification that wallpapers complying with it can only be supplied by manufacturers if a supply of raw materials for the manufacture of the paper similar to that supplied in 1939 is made available to the trade.

The specification has been divided into two sections, dealing with base papers and finished wallpapers respectively. Section One, dealing with base papers, includes minimum requirements as to loading, sizing strength, and thickness. It has been found impracticable to include similar requirements in Section Two, dealing with finished wallpapers, because of the effect of the

subsequent treatment to which the base paper is subjected in the finishing process.

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.

2161 Timber Fungus

Q I am considering buying a house for a client, but I suspect fungus in the timber. Can you put me in touch with someone who specialises in this sort of thing?

A We suggest that you consult a chartered surveyor who would be able to diagnose the various types of fungus attack likely to be met in an old building. Alternatively, you could send samples of pieces of timber which you suspect to be attacked for analysis to the Forest Products Research Laboratory, Princes Risborough, who would be able to tell you the type of fungus found and prescribe methods of treating it. We believe that this service is carried out free of charge.

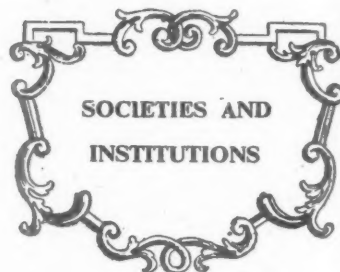
2162 Addresses

Q What are the addresses of the following:—

- (a) London Council of Social Service;
- (b) Dartington Hall Trustees;

(c) The House Building Industries' Standing Committee?

- A The addresses are as follow:—
 (a) 7, Bayley Street, W.C.1.
 (b) Dartington Hall, Totnes, Devon.
 (c) 167, Bickenhall Mansions, Baker Street, W.1.



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.

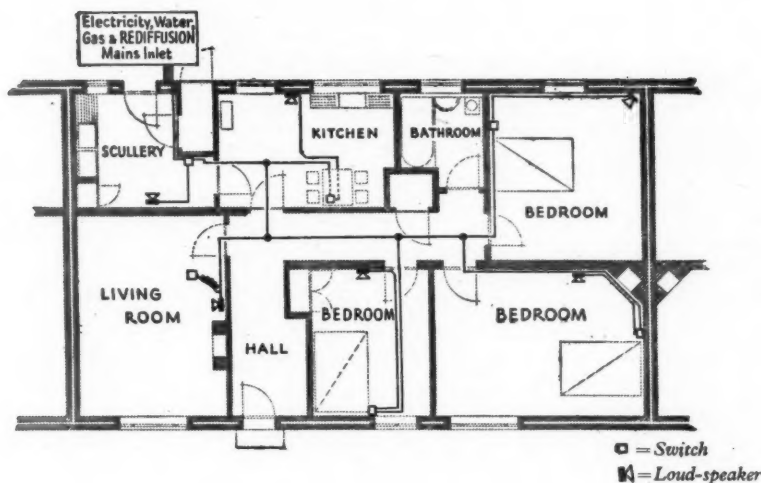
TCPA

C. Williams-Ellis

October 6-8, at the Winter Gardens Pavilion, Ventnor. Conference on The Planning Problems of Holiday Areas. Talk on PHYSICAL PLANNING OF RESORTS, by Major Clough Williams-Ellis, F.R.I.B.A. Chairman: Sir Arthur Allen-Williams, K.B.E., C.M.G., J.P.

C. Williams-Ellis: Some holiday resorts are still so benighted that they have consulted no town planner or landscape architect, have no orchestra, no camera obscura, and have never tasted nor even smelt, good coffee, and such places are now, of course, as doomed to well-deserved extinction as were Sodom and Gomorrah.

The problem of holiday resort planning is quite a different problem and needs quite a different approach from that of ordinary planning and housing. This is a difference that needs to be imaginatively understood, emphasised and exploited. In ordinary housing, one of the aims is that you should be near or handily placed for your work. In a holiday resort, everything should be contrived to make you forget it—forget the shop, the office, the bench and the desk, and the 8.15. Forget too, the shopping queue, the stewpot and the mangle. Forget, for a fortnight, your accustomed and perhaps not very exciting street and neighbours, your prudent domestic budgeting, and for one short, glorious, extravagant fortnight at least, live recklessly above your income and have a high old time.



A PLAN for radio of the future

JUST as the social services—water, gas, and electricity—are brought to your home, distributed within it, and are always ready for use, so, it has been predicted by experts, will broadcast entertainment be “laid on” in homes of the future.

Not only will this radio service be part of the normal wiring circuit of the house, and therefore safe from damage and failure in the home itself, but it will come all the way from either the studio, or, in the case of foreign programmes, from special receiving stations, entirely by wire.

Programmes direct from the studio will be indistinguishable from the actual studio performance, as there can be no distortion

or fading, and all electrical interference will be carefully eliminated. Foreign programmes will be received over aërials designed to cut out fading and distortion, and beamed on all the best programmes that the world can offer.

This service is already in action in many towns in Britain, as well as in Malta and Trinidad. Subscribers to Rediffusion have, for many years now, been able to switch to the best entertainment that the world of radio can offer, just as easily as they turn on their bathroom taps.

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It is the planner's job to set the stage appropriately for the efficient and acceptable performance of this most important national drama—this PLAY, the vital importance of which we have at last come to recognise as essential to productive work—as necessary as vitamins in our diet if we want a happy, healthy, successful, worthwhile social life.

With so many places already established, we shall mostly have to make the best of what is already in existence—which in some cases will mean trying to make silk purses out of sows ears. Here and there one may have the advantage of a fresh start and a clean slate more or less, as at Farringford, Freshwater, where I have the privilege of planning an entirely new holiday set-up for Thomas Cook and Sons and the Southern Railway—something between a normal hotel and a rather special sort of holiday camp—what we are provisionally calling an Hotel Colony.

I would hazard that there are many dull and stagnant places where say, £1,000 imaginatively laid out would add £10,000 a year to its total receipts and much enjoyment to its patrons, which at 1000 per cent. would seem to be quite a sensible investment for any community to make, and it isn't always the most expensive things that are needed and lacking. Some attractive trimmings are, however, admittedly expensive, a Planetarium, a good Concert Hall, a pier that is something more than an ironmonger's exhibition and so on. The things that skilled and imaginative planning can give you for next to nothing are the most important things of all—intimacy without sacrifice of ample light and air, variety without discord and with everything fitting into a carefully composed pattern and picture, both for convenience of use and elegance of looks. Trees, lots of them, of the right sort in the right places—not merely

properly planted, but properly tended thereafter. More grass and less asphalt; no railings; no "shrubs"; plenty of flowers—both private and public—no silly, snobbish little "alpines" interned in dusty "rockeries," but gay and lusty, colourful, common flowers, that will ramp and thrive and enjoy themselves with a minimum of attention according to your soil and climate and aspect. And plenty of colourwash on your buildings in a variety of light, soft, pastel shades. A full and joyous palette, giving you a chance to camouflage or pep-up your more dreary and banal façades and to compose an attractive picture, full of synthetic sunlight.

But that's merely making the best of a bad job, an old job based on mistaken ideas—or on none at all. What of the New Deals, where you can start off right away with a properly thought out scheme of treatment, based on a thorough diagnosing of what you have to work with and an accurate knowledge of the final results required? Conditions and ideas are always changing, so that a rigid plan and programme looking too far ahead, is impracticable. You must keep things fluid and flexible. Be ready to modify the year-to-year carrying out of your scheme whilst keeping your first imagined master plan and objective always steadily in view.

One gets rather tired of the sort of manly beauty described as Barber's Block or Tailor's Dummy, as well as of too exquisite chocolate box ladies. The same with buildings—most certainly with streets. It is not a civic defect we are likely to suffer from in England—far otherwise. But you do occasionally find individual buildings that smell too much of the office—that simply drip drawing board.

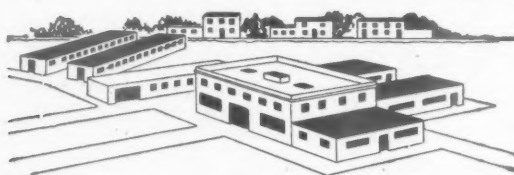
Beware of too much T-square, of committing yourselves to plans simply because they make a neat and snappy pattern on

paper. Paper can be a snare. Back to the land. The actual ground itself, with all its little folds and accidents and incidents of every sort, that is what you have to use, to make the uttermost use of, if you are worth anything at all.

Announcements

Mr. Jack Pritchard, who resigned last June from the Ministry of Fuel and Power, where he was concerned with post-war domestic heating questions, has taken an appointment with Messrs. Bratt Colbran, Ltd., where he is responsible for the development and sales of fuel-burning appliances for gas, electricity and solid fuel. While at the Ministry he led what the late Minister of Fuel and Power called a "working party" to the United States to study the American experience of heating small houses for the lower income groups of the population. For ten years he was associated with Messrs. Venesta, Ltd., makers of plywood and Plymax. There he was concerned with the application of the company's new products to developments in the building, furniture and allied trades. During this period he did much to raise the standard of exhibition design. In this connection the company employed such internationally famous architects as Le Corbusier, and later ran architectural competitions for the design of their exhibition stands. Mr. Pritchard was also responsible for the building of the Isokon Flats and for Isokon furniture being designed by first-rate progressive designers. He has taken an active part in the work of the Design and Industries Association, and served as chairman for one year.

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in the covering of flat roofs and who better than F. McNEILL & CO. LTD. with many years of experience and hundreds of important contracts to their credit.

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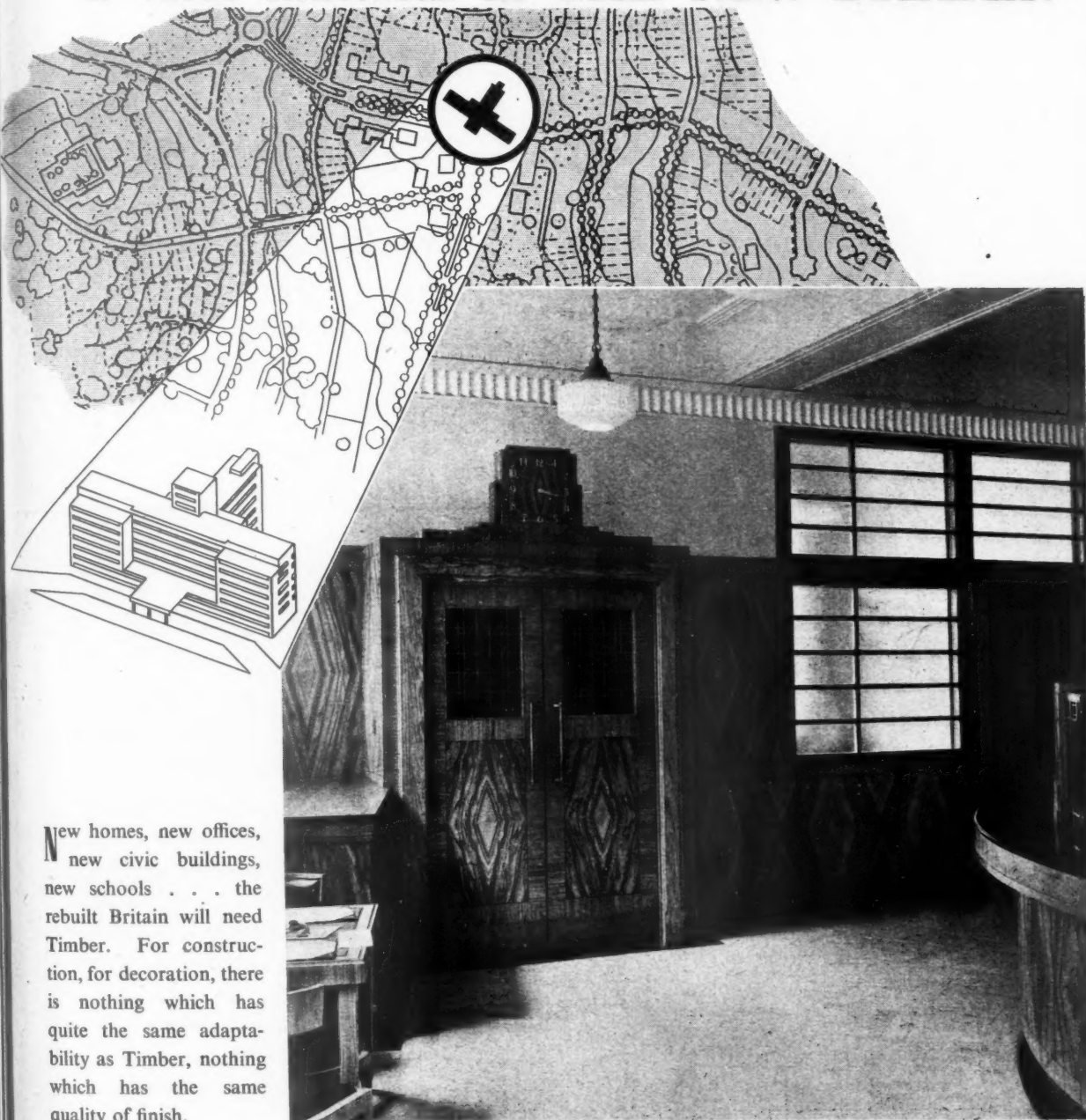
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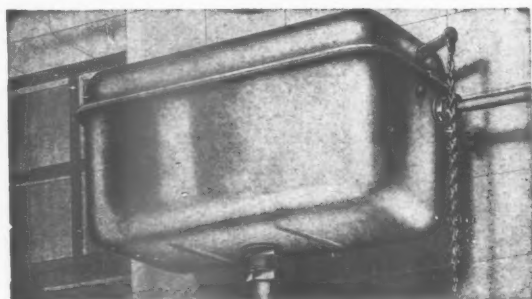
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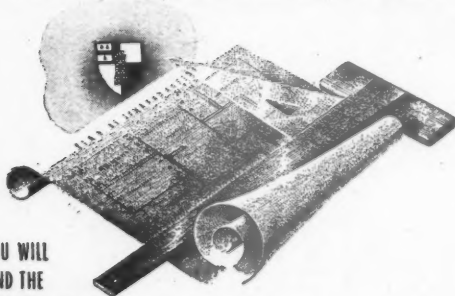
**NOV.
10**

**POPPY
DAY**

We must not fail the men who gave us Final Victory. THEIR time of need comes AFTER Service. Please give more generously than ever this year. Sell Poppies too, or send a gift by post. On your sympathy depends the British Legion's work for ex-Service men and women of ALL ranks, ALL Services and ALL Wars, their families, and the widows and children of the fallen.

Please send offers of help, or gifts,
to the local Committee or
HAIG'S FUND, RICHMOND, SURREY.

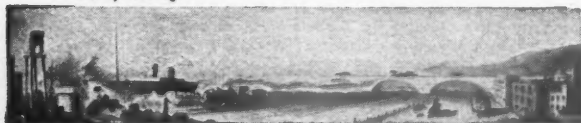
TODAY on every Airplane, Motor Vehicle, Ship and Rail Coach



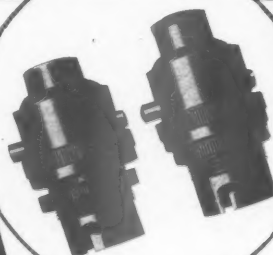
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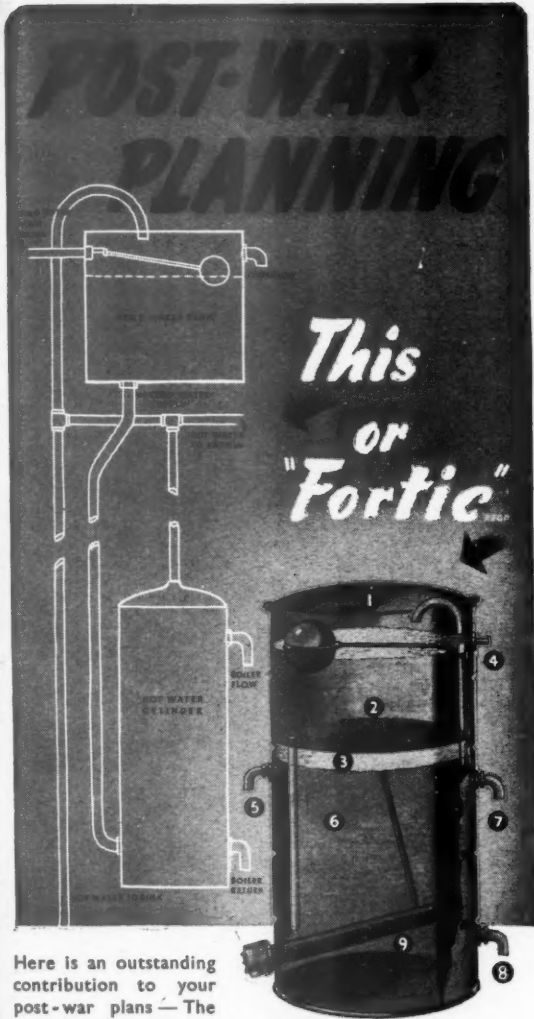
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Advertisements should be addressed to the Advt. Manager, "The Architects' Journal," War Address: 45 The Avenue, Cheam, Surrey, and should reach there by first post on Friday morning for inclusion in the following Thursday's paper.

Replies to Box Numbers should be addressed care of "The Architects' Journal," War Address: 45 The Avenue, Cheam, Surrey.

Public and Official Announcements

Six lines or under, 8s.; each additional line, 1s. THE INCORPORATED ASSOCIATION OF ARCHITECTS AND SURVEYORS maintains a register of qualified architects and surveyors (including assistants) requiring posts, and invites applications from public authorities and private practitioners having staff vacancies. ADDRESS: 75, BAYON PLACE, LONDON, S.W.1. TEL.: SLOANE 5615. 991

COUNTY BOROUGH OF WALLASEY.

BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT.

Applications are invited by the 29th inst. for the following permanent appointments—
(a) SENIOR ARCHITECTURAL ASSISTANT. Salary, £255 per annum. Candidates must be Associates of the Royal Institute of British Architects, with wide experience in large scale housing and general architectural work.

(b) TECHNICAL ASSISTANT (QUANTITY SURVEYOR). Salary, £450 per annum. Preference will be given to candidates who are Professional Associates of the Surveyors' Institution (Quantity Section), and have had considerable experience in the preparation of bills of quantities, estimates, measuring up and adjusting final accounts.

(c) BUILDING WORKS SUPERINTENDENT. Salary, £450 per annum. Candidates must have wide practical experience of the building trade in all branches.

In each case bonus (at present £59 16s. per annum) is payable, and the salary will be reviewed at an early date in connection with a revision of the grading scheme. Further particulars and a form of application will be supplied on receipt of a stamped foolscap envelope.

EMRYS EVANS,

Town Clerk. 766

SURREY COUNTY COUNCIL EDUCATION COMMITTEE.

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DEPARTMENT OF ARCHITECTURE.

Principal: REGINALD BRILL.

PART-TIME STUDIO INSTRUCTORS AND LECTURERS, in the Department of Architecture. Applications are invited for the above appointments from suitably qualified persons, who should apply by letter, giving particulars of qualifications and experience (naming the subjects they are prepared to teach), addressed to THE PRINCIPAL, Kingston School of Art, Kingston-upon-Thames, Surrey. 745

BOROUGH OF WALTHAMSTOW.

ARCHITECTURAL AND PLANNING ASSISTANTS.

Applications are invited for the following permanent appointments in the Borough Architect's Department—

(a) Planning Assistant (Grade C). Salary, £420, by annual increments of £15 to £465 per annum.

(b) Architectural Assistant (Grade A). Salary, £300, by annual increments of £15 to £345 per annum.

A war bonus of £59 19s. 3d. is at present payable, in addition to the above-mentioned salaries.

Applicants should have had experience of Municipal work, and preference will be given to candidates possessing an appropriate Architecture or Planning qualification.

The appointment will be subject (a) to the provisions of the Local Government Superannuation Act, 1937; (b) to the Corporation's conditions of service, and (c) to the successful applicants passing a medical examination.

Applications, stating age, qualifications and experience, accompanied by copies of three recent testimonials, must reach the undersigned, endorsed with the name of the appointment, not later than 12 noon on the third day of November, 1945.

Canvassing in any form will be deemed a disqualification, and applicants must disclose any relationship to any member or official of the Council.

G. A. BLAKELEY,

Town Clerk. 776

Town Hall, Forest Road, E.17.

CITY OF LEEDS.

CITY ENGINEER'S DEPARTMENT.

Applications are invited for the appointment of a PLANNING ASSISTANT, at a commencing salary of £400 per annum, plus cost-of-living bonus (at present £59 16s. per annum). The maximum salary for the post is £450 per annum, and the first increment of £25 will have effect on the 1st April following the completion of twelve months satisfactory service.

Applicants should be Corporate Members of the Town Planning Institute, and have had considerable experience in the preparation and administration of Planning Schemes.

Preference will be given to candidates who also possess an engineering, architectural and/or surveying qualification.

The post is subject to the provisions of the Local Government Officers' Superannuation Act, 1937, and the successful candidate will be required to pass a medical examination.

Applications on the forms provided, which are obtainable from the undersigned, to be delivered not later than 20th November, 1945, accompanied by copies of not more than three testimonials.

Canvassing in any form, either directly or indirectly, will be a disqualification.

W. S. CAMERON, M.Inst.C.E.,

City Engineer.

Civic Hall, Leeds. 774

COUNTY BOROUGH OF SOUTHAMPTON.

APPOINTMENT OF DEPUTY BOROUGH ARCHITECT.

Applications are invited from properly qualified Architects for this appointment, at a salary commencing at £750 per annum, and rising by annual increments of £50 each to £900, plus a car allowance.

The appointment, which will be held during the pleasure of the Council, will be subject to the Local Government Superannuation Act, 1937, and the successful candidate will be required to pass a medical examination.

The person appointed will be required to carry out the whole of the duties normally undertaken by a Deputy Borough Architect, and will be required to devote the whole of his time to the duties of the office, and not to engage in any outside professional work.

Applications, stating age and qualifications, and giving full particulars of experience and of present and all previous appointments, together with the names and addresses of three responsible persons of standing to whom reference may be made, must be delivered in sealed envelopes, endorsed "Deputy Borough Architect," to the undersigned not later than 8th November, 1945.

R. RONALD H. MEGGESON,

Town Clerk's Office, Civic Centre, Southampton.

9th October, 1945. 773

CITY OF ROCHESTER.

TEMPORARY ARCHITECTURAL ASSISTANT.

Applications are invited for the above appointment in the City Surveyor's Department, at a salary up to £400 per annum, according to experience and qualifications.

Candidates should be Registered Architects, and have had considerable experience in the preparation of drawings, specifications and quantities for Housing Schemes.

Applications, stating age, qualifications and experience, accompanied by copies of three recent testimonials, to be delivered to the undersigned not later than Wednesday, 31st October, 1945.

W. LAW,

City Surveyor.

King Edward Road, Rochester.

6th October, 1945. 787

CORPORATION OF THE CITY OF GLASGOW.

HOUSING DEPARTMENT.

Applications are invited for the undernoted positions—

FIRST-CLASS ARCHITECTURAL ASSISTANTS. Applicants should have considerable experience in design and construction, preferably in connection with Housing. Salary, £315 per annum, rising to £395 per annum by annual increments of £20, plus war increase, at present £60 per annum.

SECOND-CLASS ARCHITECTURAL ASSISTANTS. Applicants should have passed the Intermediate Examination of the Royal Institute of British Architects, or have equivalent qualification, and should have experience in the routine work of an architect's office. Salary, £150 per annum, rising to £235 per annum by annual increments of £20, plus war increase, at present £60 per annum.

The commencing salary within the scale for each appointment will be determined by the qualifications and experience of the person appointed. The positions are permanent, and the successful applicants will be required to pass a medical examination for admission to the Corporation's Superannuation Scheme.

Applications, stating age, training, qualifications and experience, should be addressed to the undersigned in an envelope, indicating on the top left-hand corner the position for which application is made, and should be received not later than 27th October, 1945.

RONALD BRADBURY,

Director of Housing.

20, Trongate, Glasgow, C.1. 771

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The appointment will be subject to the provisions of the Local Government Superannuation Act, 1937.

Applications, stating age, qualifications and experience, accompanied by copies of three testimonials, should be submitted not later than the 5th November, 1945, to The Architect, County Education Offices, Stafford, endorsed "Estimator-Surveyor."

F. A. HUGHES,

Director of Education. 781

CITY OF LEICESTER.

CITY SURVEYOR'S DEPARTMENT.

Applications are invited for the following appointments—

(a) VALUATION AND ESTATE ASSISTANT. Salary £400, rising by annual increments to £500 per annum. Applicants should have passed the final examination Chartered Surveyor's Institute (Valuation Sub Division), and be experienced in the valuation and acquisition of properties by Compulsory Purchase Orders.

(b) TWO ARCHITECTURAL ASSISTANTS, at a salary of £350, rising to £400 per annum.

(c) ONE ARCHITECTURAL ASSISTANT, at a salary of £250, rising to £300.

(d) QUALIFIED DRAUGHTSMAN, at a salary of £250, rising to £300 per annum. Must be a neat and expeditious tracer.

In addition to these salaries, cost-of-living bonus (at present £59 16s.) is payable in each case.

All the appointments are subject to the provisions of the Local Government Superannuation Act, 1937.

Applications, giving age, qualifications, and details of experience, together with copies of three testimonials, must be delivered at my office not later than 16th November, 1945.

JOHN L. BECKETT, M.Inst.C.E.,

City Surveyor.

Town Hall, Leicester.

October, 1945. 78

COUNTY BOROUGH OF BURNLEY.

APPOINTMENT OF CHIEF ARCHITECTURAL ASSISTANT.

Applications are invited for the appointment of Chief Architectural Assistant in the Borough Engineer and Surveyor's Department. Salary £500 per annum, rising to £550 per annum, plus £50 16s. per annum bonus.

The appointment is subject to the provisions of the Local Government Superannuation Act, 1937, and the successful candidate will be required to pass a medical examination.

Forms of application and conditions of appointment may be obtained from the Borough Engineer and Surveyor, Town Hall, Burnley, to whom applications must be returned not later than Monday, the 29th October, 1945.

J. C. NELSON,

Acting Town Clerk.

Town Hall, Burnley.

3rd October, 1945.

765

COUNTY BOROUGH OF CROYDON.

BOROUGH VALUER'S DEPARTMENT.

Applications are invited from qualified persons for the appointment of a TEMPORARY SENIOR ARCHITECTURAL ASSISTANT on the staff of the Borough Valuer, at a salary of £8 8s. per week, plus war bonus (at present £1 3s. per week).

Applicants will be required to prepare schemes and estimates for adaptations and conversions under Ministry of Health circulars 805 and 2845, and to take responsibility for the administration of this work.

Applications, on forms to be obtained from the Borough Valuer, together with copies of three testimonials, to be returned to him not later than 31st October, 1945.

E. TABERNER,

Town Clerk.

Town Hall, Croydon.

October, 1945.

770

Competition

Six lines or under 8s.; each additional line, 1s.

CITY OF WESTMINSTER.

ARCHITECTURAL COMPETITION FOR WORKING CLASS FLATS.

The Mayor, Aldermen and Councillors of the City of Westminster invite Architects to submit designs in Competition for the layout of an area in Westminster of about 31 acres and for the design of flats to be erected thereon.

The Assessor of the Competition is Mr. Stanley C. Ramsey, F.R.I.B.A., of 32, Wigmore Street, London, W.1, and on his award the Promoters will pay premiums of 700 guineas, 500 guineas, 300 guineas and 200 guineas to the authors of the designs placed respectively first, second, third and fourth by the Assessor.

It is the intention of the Promoters to proceed forthwith with the erection of the buildings on one section of the area covering about 8 acres, and subject to the Conditions of the Competition to employ for that purpose the author of the design placed first in the Competition at fees calculated in accordance with the R.I.B.A. Scale of Architects' fees for State-aided multi-storey flats (16th May, 1944).

A copy of the Conditions of Competition, a key plan of the Competition area and a Drawing for use as the lay-out plan, will be supplied on application by Architects to the undersigned. Such applications must be accompanied by a deposit of 3 guineas (payable by cheque drawn in favour of "The Westminster City Council"), which will be refunded on receipt of a bona-fide design, or on return of the Competition documents at least 14 days before the closing date for the submission of designs.

The last day for the receipt of designs is the 31st March, 1946.

PARKER MORRIS,

Town Clerk.

Westminster City Hall, Charing Cross

Road, W.C.2.

12th October, 1945.

758

Partnership

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TOWN PLANNER (A.M.T.P.I.), having held executive positions as Town Planning Officer to Local Authorities for several years, wishes purchase share in established practice, or would consider salaried position, with future prospects. Box 768.

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DRAWING INSTRUMENTS, in mahogany case, including two ruling pens, proportional dividers, large and small compasses with needle and ink points and extension bar, dividers, ink bows; £6 10s. Box 780.

Architectural Appointments Vacant

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ARCHITECT'S ASSISTANTS required; good prospects for suitable applicants, who must be well trained for important large scale work. Write fully, stating experience, qualifications, etc. Box 739.

SENIOR ASSISTANT required for private office; experienced in housing and school buildings; competent draughtsman, with knowledge of quantities; permanent post for suitable man. Apply stating salary required, to Box 764.

ARCHITECT'S ASSISTANT wanted immediately for general practice; salary, £200 to £250 per year, with good prospects for suitable applicant. Apply Kitching & Co., 40, Albert Road, Middlebrough. 772

EXPERIENCED Architectural Draughtsman required by Head Office of Midland Brewing Co.; permanent position; state age, experience, salary required, and qualifications (if any). Box 765.

ARCHITECT'S ASSISTANT required. Apply, stating age, experience, and salary, to Henry C. Smart & Partners, Architects and Surveyors, 251-5, Finsbury Pavement House, 120, Moorgate, E.C.2. 782

SENIOR ARCHITECTURAL ASSISTANT required immediately in connection with Municipal Housing. Write, giving qualifications, age, experience, salary required, to F.R.I.B.A., 42, Richmond Park Road, S.W.14. 783

Architectural Appointments Wanted

Advertisements from Architectural Assistants and Students seeking positions in Architects' offices will be printed in "The Architects' Journal" free of charge until further notice.

R.A.F. Officer (air crew), with pre-war experience as Architectural Representative, wishes to contact progressive firm with view to engagement on release from H.M. Forces. Box 81.

SENIOR ASSISTANT ARCHITECT (37) (late Admiralty) requires change; 21 years' experience most types of buildings; able to take complete control of jobs; coastal areas only; salary £500 per annum. Box 141.

ARCHITECT, long-standing experience, A.M.T.P.I., seeks responsible position where drive and initiative appreciated; London area; min. salary £2800. Reply Box 140.

ARCHITECTURAL DRAUGHTSMAN, expecting release now from National Service, seeks post with an Architect; experienced with house and cottage design. Box 142.

A.R.I.B.A., A.A. Diploma, just released from R.A.F. (Pilot); nearly 10 years' all round experience, including housing estates for local authorities; salary by arrangement. Box 143.

DRAUGHTSMAN, with 20 years' experience, offers part-time assistance on straight work and perspective; interviews London area. Reply Box 146.

GOOD DRAUGHTSMAN (23), 5 years' technical training interior decoration; 3 years' general building, layouts, plans, details, perspective, personality and initiative, seeks progressive position. Box 144.

ARCHITECT'S ASSISTANT (28) wishes to re-enter, following war period, a private or Local Government architect's office; preparing for R.I.B.A. exams; experience on working drawings, details, survey, and competition drawings; South of England or Midlands preferred. Box 153.

YOUNG DUTCHMAN (25 years), Dipl. School of Architects, Amsterdam, would like to work with Architect with interesting practice. Letters to W. Ojemann, Amsterdam, Holland, Van Baerleshaat 177. 145

EX-SERVICE STUDENT requires position in London Architect's Office; neat and competent draughtsman; 3 years' experience, including design and construction, working details, surveying and levelling, schedules of conditions and dilapidations, etc.; matriculated, taking R.I.B.A. Inter. shortly. Write Box 147.

ARCHITECT (34), L.R.I.B.A., 15 years' experience all types of architecture and surveying, good organiser, used to control of staff and workmen, and lecturing on building subjects, seeks permanent position, preferably administrative; willing to go anywhere; salary £700. Box 148.

A.R.I.B.A. is able to assist Architects and others who can provide interesting work on a free-lance basis. Box 150.

ARCHITECTURAL STUDENT (age 17½), school cert., 2 years' experience in building, evening classes school of architecture, desires position in Birmingham Architect's office. Box 149.

PERSPECTIVE ARTIST; work promptly executed, in any medium; moderate fees; London and West of England. Box 139.

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CLERK-OF-WORKS, Works and Buildings Superintendent, etc., seeks responsible position; over 25 years' practical and theoretical experience, and qualifications in all branches of the building trades and the profession with large Corporations, etc.; experience includes war damage, property management, property repairs, and general maintenance, and new works, and sound knowledge of country estate work; not liable for National Service, etc.; rendered war service during the 1914-18, and A.R.P. services during the 1939-45 war; Midlands, South and West of England preferred. Box 154.

A.R.I.B.A. (31), with 13 years' experience, open to undertake part-time work of all types. Box 155.

SECRETARY-RECEPTIONIST requires post in London; easy hours; no Saturdays; good previous experience in all branches of architectural office work; excellent references. Box 156.

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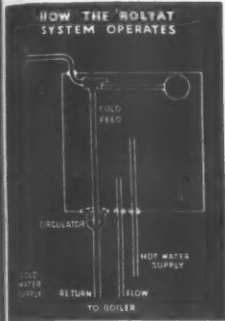
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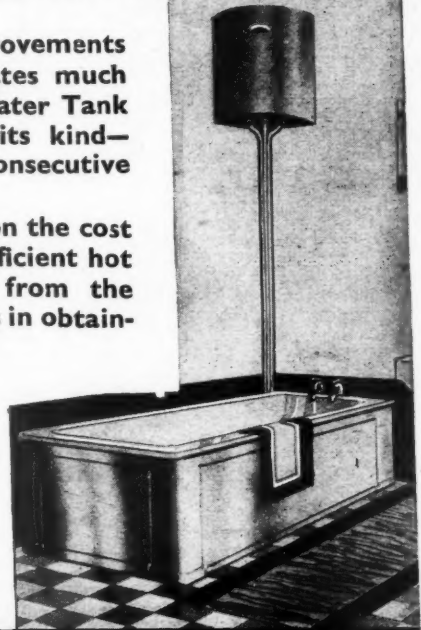
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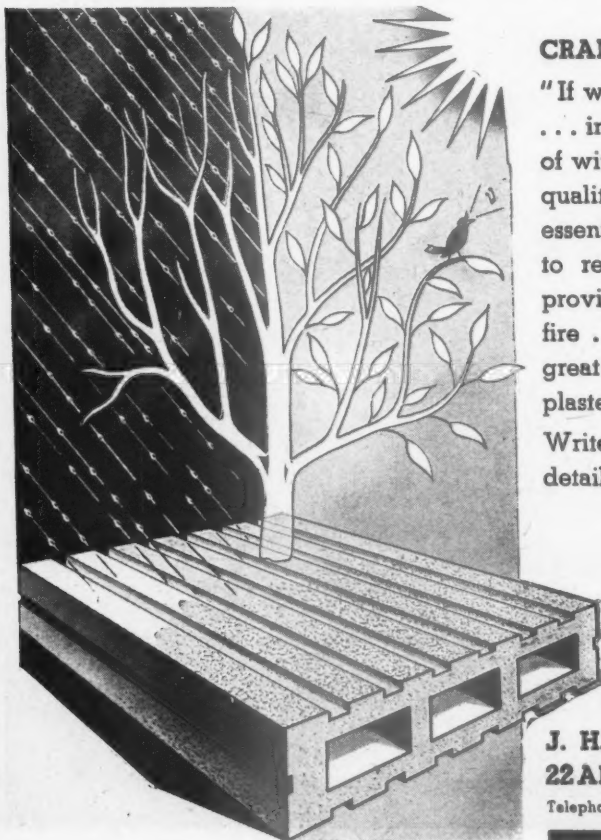
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