

THE ARCHITECTS' JOURNAL



standard contents

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

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★ A glossary of abbreviations of Government Departments and Societies and Committees of all kinds, together with their full address and telephone numbers. The glossary is published in two parts—A to Ie one week, Ig to Z the next. In all cases where the town is not mentioned the word LONDON is implicit in the address.

IGE	Institution of Gas Engineers. 17, Grosvenor Crescent, S.W.1.	Sloane 8266
IHVE	Institution of Heating and Ventilating Engineers. 75, Eaton Place, S.W.1.	Sloane 3158/1601
IIBD	Incorporated Institute of British Decorators. Drayton House, Gordon Street, W.C.1.	Euston 2450
ILA	Institute of Landscape Architects. 12, Gower Street, W.C.1.	Museum 1783
I of Arb.	Institute of Arbitrators. 35/37, Hastings House, 10, Norfolk Street, Strand, W.C.2.	Temple Bar 4071
IOB	Institute of Builders. 48, Bedford Square, W.C.1.	Museum 7197/5176
IR	Institute of Refrigeration. Dalmeny House, Monument Street, E.C.3.	Avenue 6851
IRA	Institute of Registered Architects. 47, Victoria Street, S.W.1.	Abbey 6172
ISE	Institution of Structural Engineers. 11, Upper Belgrave Street, S.W.1.	Sloane 7128
IWA	Inland Waterways Association. 11, Gower Street, W.C.1.	Museum 9200
LIDC	Lead Industries Development Council. Eagle House, Jermyn Street, S.W.1.	Whitehall 7264/4175
LMBA	London Master Builders' Association. 47, Bedford Square, W.C.1.	Museum 3891
MARS	MARS Group (English Branch of CIAM). Secretary: Gontran Goulden, Building Centre, 26, Store Street, W.C.1.	Museum 5400
MOA	Ministry of Agriculture and Fisheries. 55, Whitehall, S.W.1.	Whitehall 3400
MOE	Ministry of Education. Curzon Street House, Curzon Street, W.1.	Mayfair 9400
MOH	Ministry of Health. 23, Saville Row, W.1.	Regent 8411
MOHLG	Ministry of Housing and Local Government. Whitehall, S.W.1.	Whitehall 4300
MOLNS	Ministry of Labour and National Service, 8, St. James' Square, S.W.1.	Whitehall 6200
MOS	Ministry of Supply. Shell Mex House, Victoria Embankment, W.C.	Gerrard 6933
MOT	Ministry of Transport. Berkeley Square House, Berkeley Square, W.1.	Mayfair 9494
MOW	Ministry of Works. Lambeth Bridge House, S.E.1.	Reliance 7611
NAMMC	Natural Asphalte Mine-Owners and Manufacturers Council. 94-98, Petty France, S.W.1.	Abbey 1010
NAS	National Association of Shopfitters. 9, Victoria Street, S.W.1.	Abbey 4813
NBR	National Buildings Record. 37, Onslow Gardens, S.W.7.	Kensington 8161
NCBMP	National Council of Building Material Producers, 10, Princes Street, S.W.1.	Abbey 5111
NFBTE	National Federation of Building Trades Employers. 82, New Cavendish Street, W.1.	Langham 4041/4054
NFBTO	National Federation of Building Trades Operatives, Federal House, Cedars Road, Clapham, S.W.4.	Macaulay 4451
NFHS	National Federation of Housing Societies. 13, Suffolk St., S.W.1.	Whitehall 1693
NHBRC	National House Builders Registration Council. 82, New Cavendish Street, W.1.	Langham 4341
NPL	National Physical Laboratory. Head Office, Teddington.	Molesey 1380
NSA	National Sawmilling Association. 14, New Bridge Street, E.C.4.	City 1476
NSAS	National Smoke Abatement Society. Chandos House, Buckingham Gate, S.W.1.	Abbey 1359
NT	National Trust for Places of Historic Interest or Natural Beauty. 42, Queen Anne's Gate, S.W.1.	Whitehall 0211
PEP	Political and Economic Planning. 16, Queen Anne's Gate, S.W.1.	Whitehall 7245
RCA	Reinforced Concrete Association. 94, Petty France, S.W.1.	Whitehall 9936
RIAS	Royal Incorporation of Architects in Scotland. 15, Rutland Square, Edinburgh.	Edinburgh 20396
RIBA	Royal Institute of British Architects. 66, Portland Place, W.1.	Langham 5721
RICS	Royal Institution of Chartered Surveyors. 12, Great George St., S.W.1.	Whitehall 5322/9242
RFAC	Royal Fine Art Commission. 22A, Queen Anne's Gate, S.W.1.	Whitehall 3935
RS	Royal Society. Burlington House, Piccadilly, W.1.	Regent 3335
RSA	Royal Society of Arts. 6, John Adam Street, W.C.2.	Trafalgar 2366
RSI	Royal Sanitary Institute. 90, Buckingham Palace Road, S.W.1.	Sloane 5134
RIB	Rural Industries Bureau. 35, Camp Road, Wimbledon, S.W.19.	Wimbledon 5101
SBPM	Society of British Paint Manufacturers. Grosvenor Gardens House, Grosvenor Gardens, S.W.1.	Victoria 2186
SCR	Society for Cultural Relations with the USSR. 14, Kensington Square, London, W.8.	Western 1571
SE	Society of Engineers. 17, Victoria Street, Westminster, S.W.1.	Abbey 7244
SFMA	School Furniture Manufacturers' Association. 30, Cornhill, London, E.C.3.	Mansion House, 3921
SIA	Structural Insulation Association. 14, Moorgate, London, E.C.2.	Central 4444
SIA	Society of Industrial Artists. 7, Woburn Square, W.C.1.	Langham 1984
SNHTPC	Scottish National Housing. Town Planning Council. Hon. Sec., Robert Pollock, Town Clerk, Rutherglen.	Holborn 2646
SPAB	Society for the Protection of Ancient Buildings. 55, Great Ormond Street, W.C.1.	Temple Bar 5006
TCPA	Town and Country Planning Association. 28, King Street, Covent Garden, W.C.2.	City 4771
TDA	Timber Development Association. 21, College Hill, E.C.4.	Sloane 4554
TGC	The Gas Council. 1, Grosvenor Place, S.W.1.	Victoria 8815
TPI	Town Planning Institute. 18, Ashley Place, S.W.1.	City 4444
TTF	Timber Trades Federation. 69, Cannon Street, E.C.4.	Mayfair 8866
WDC	War Damage Commission. Devonshire House, Mayfair Place, Piccadilly, W.1.	Victoria 5783
WEDA	Welfare Equipment Development Association. 74, Victoria St., S.W.1.	Oxford 47988
ZDA	Zinc Development Association. Lincoln House, Turl Street, Oxford.	

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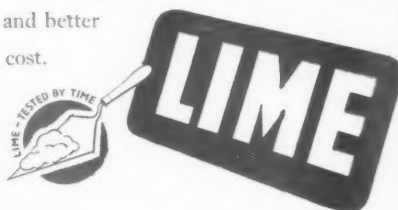
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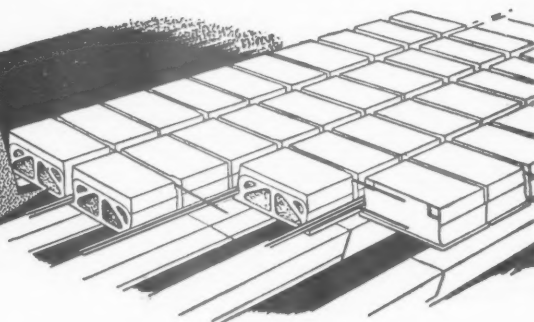
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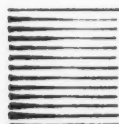


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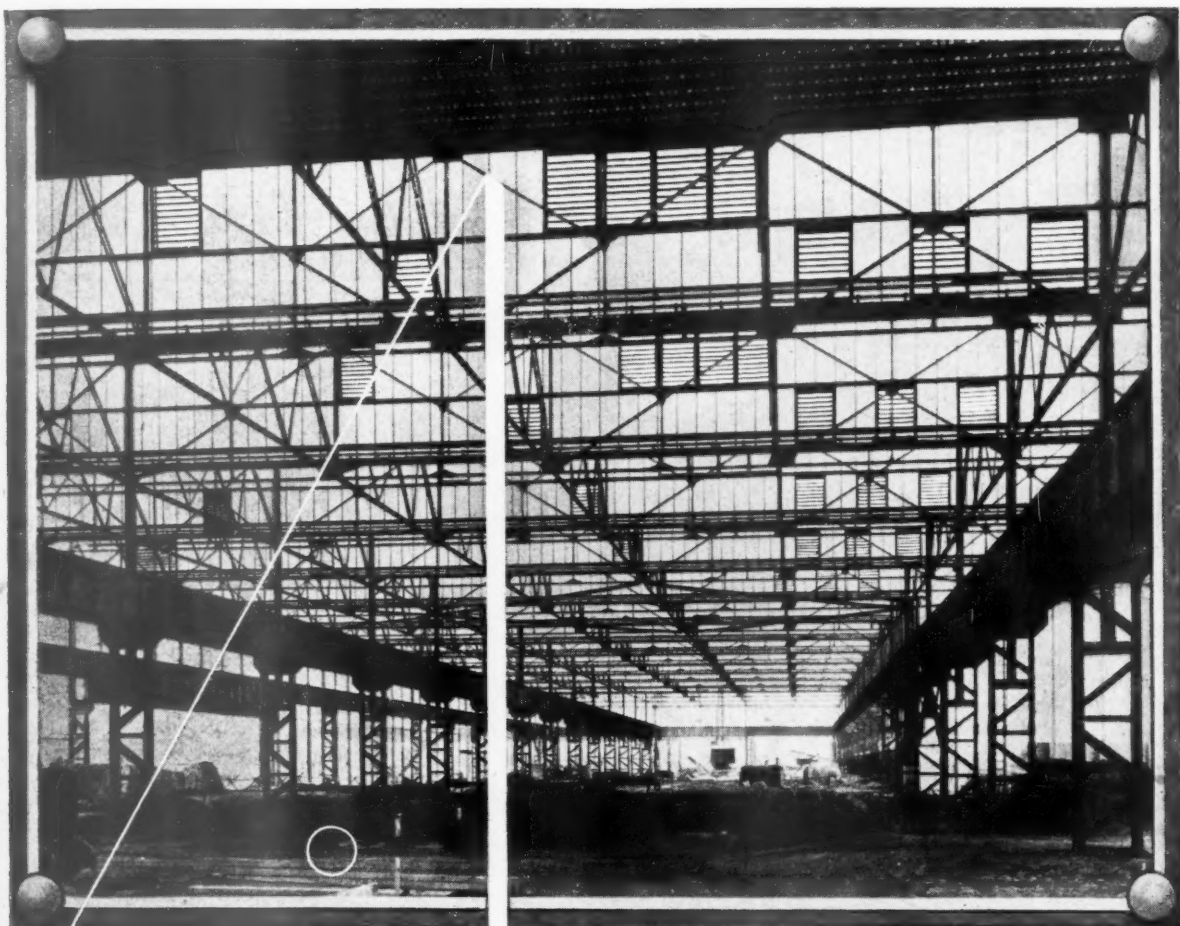
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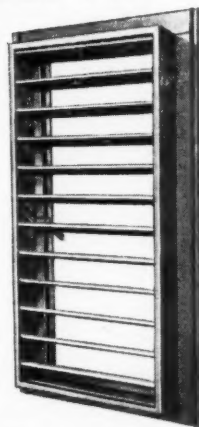
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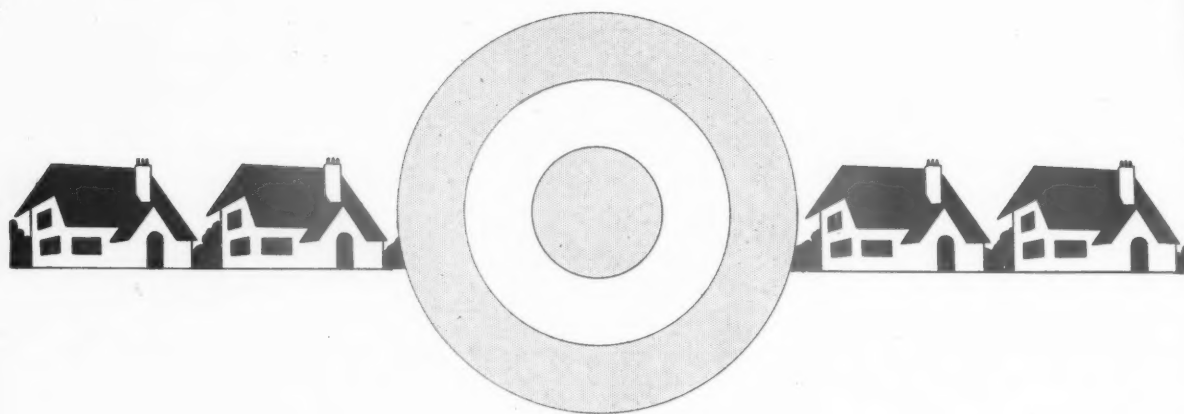


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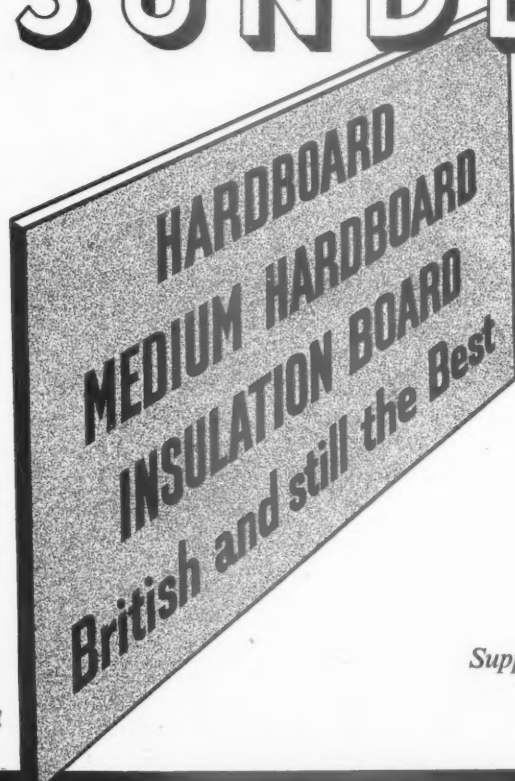
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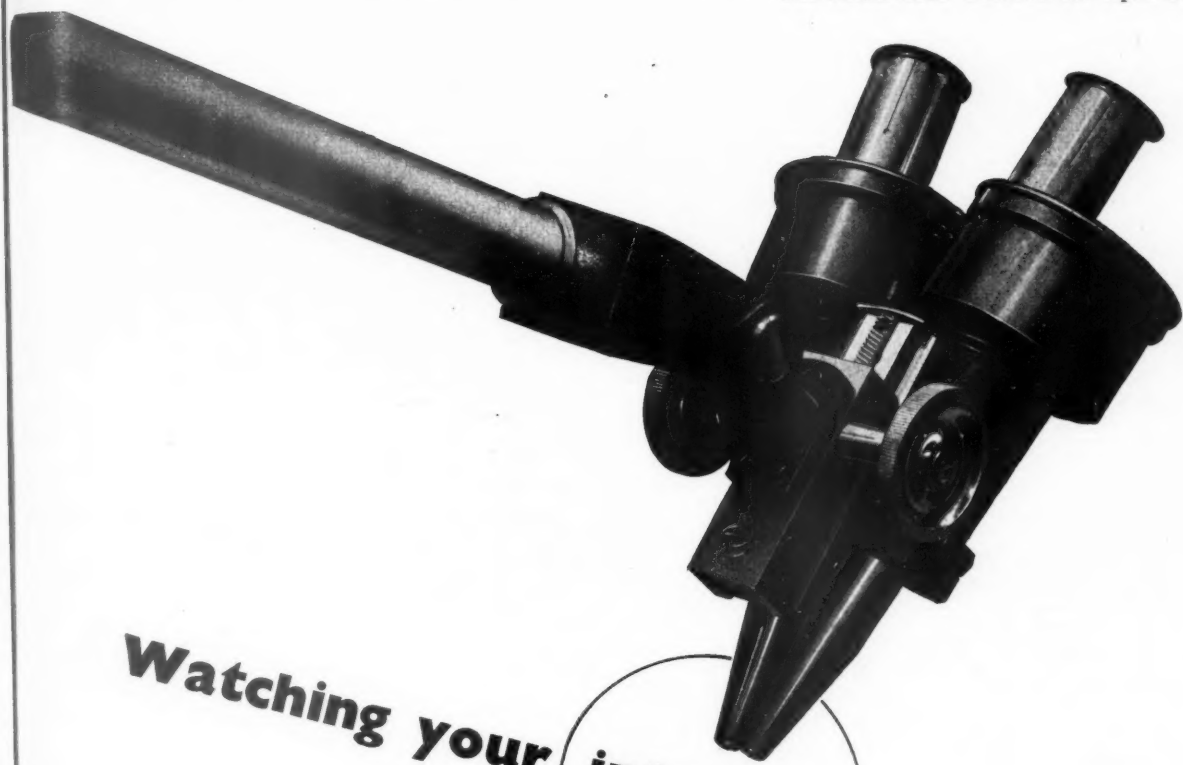
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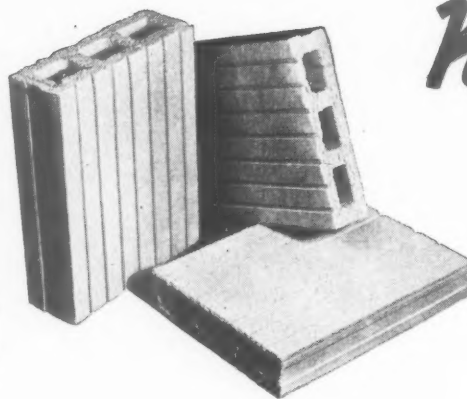
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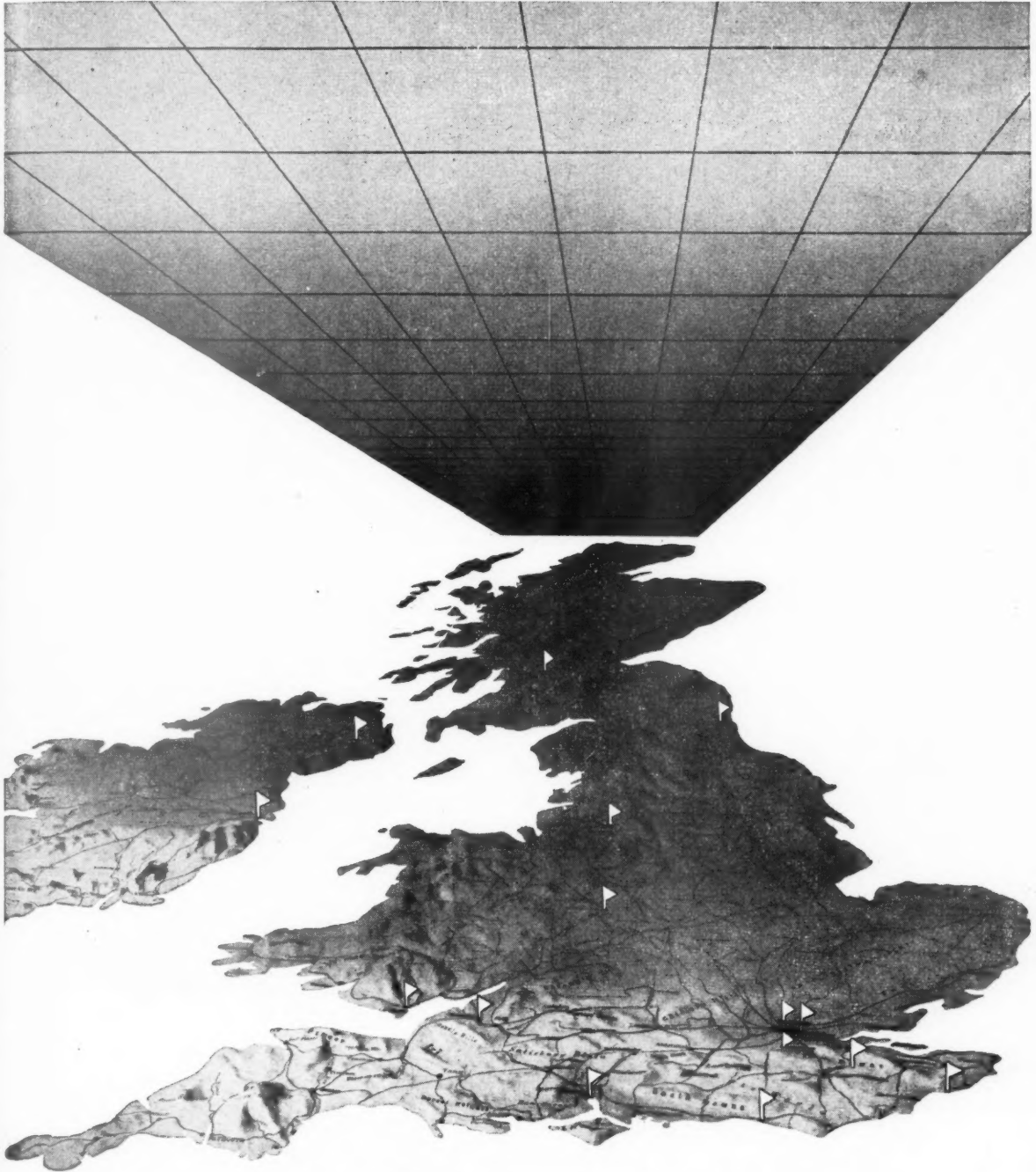
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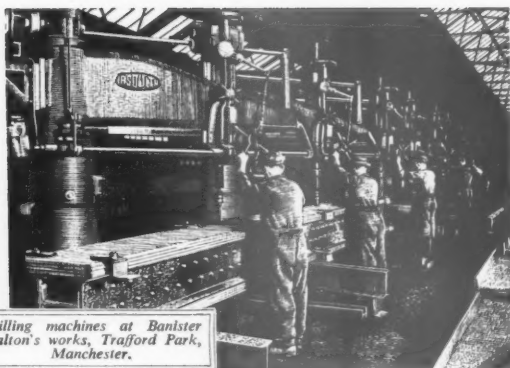
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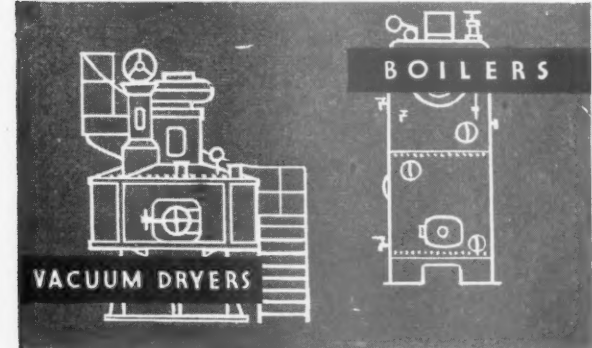
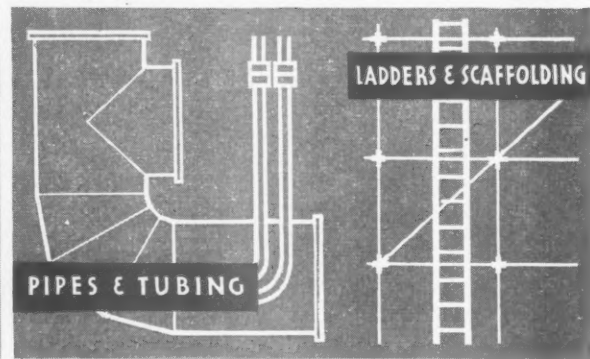
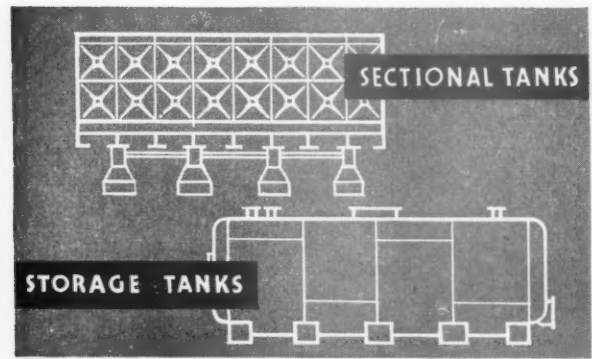
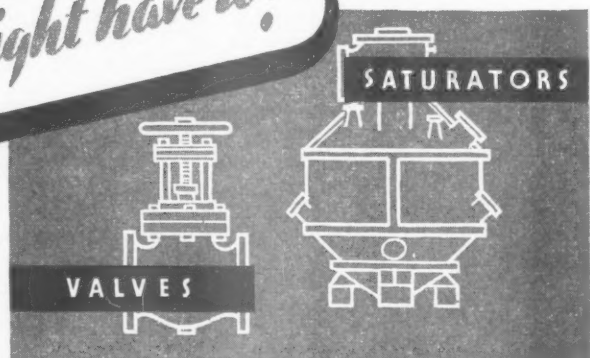
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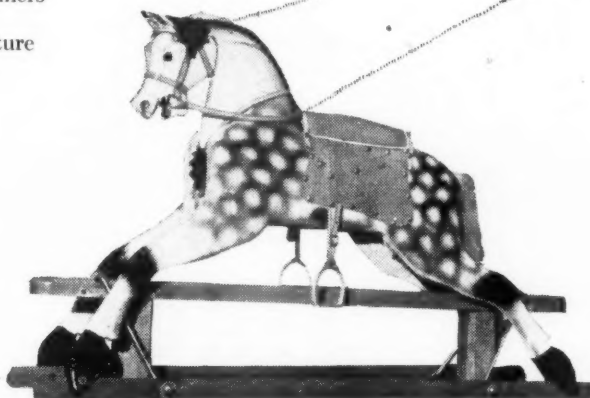


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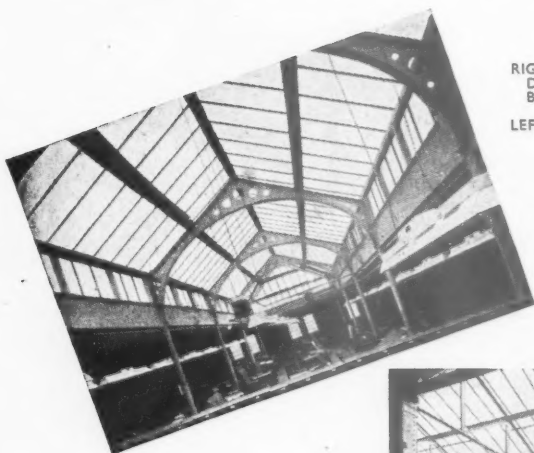
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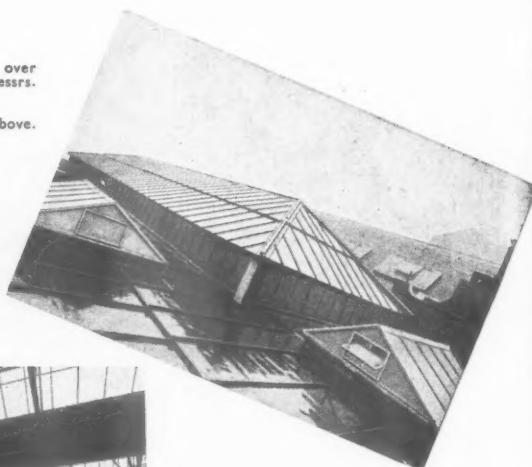
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LEFT: Interior view of above.

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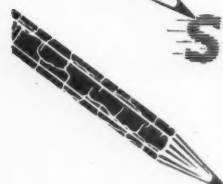
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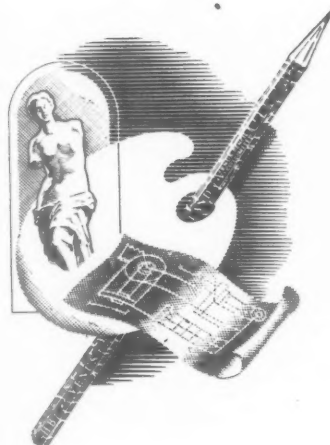
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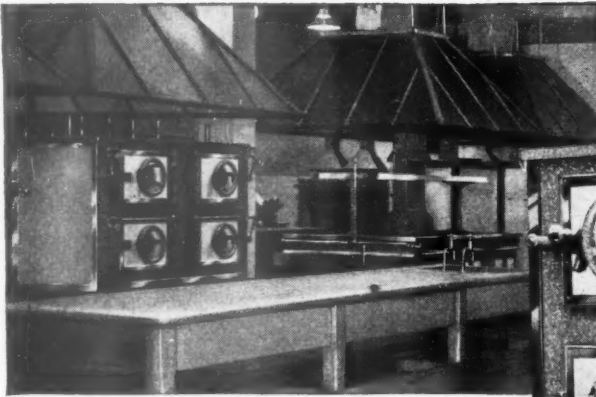
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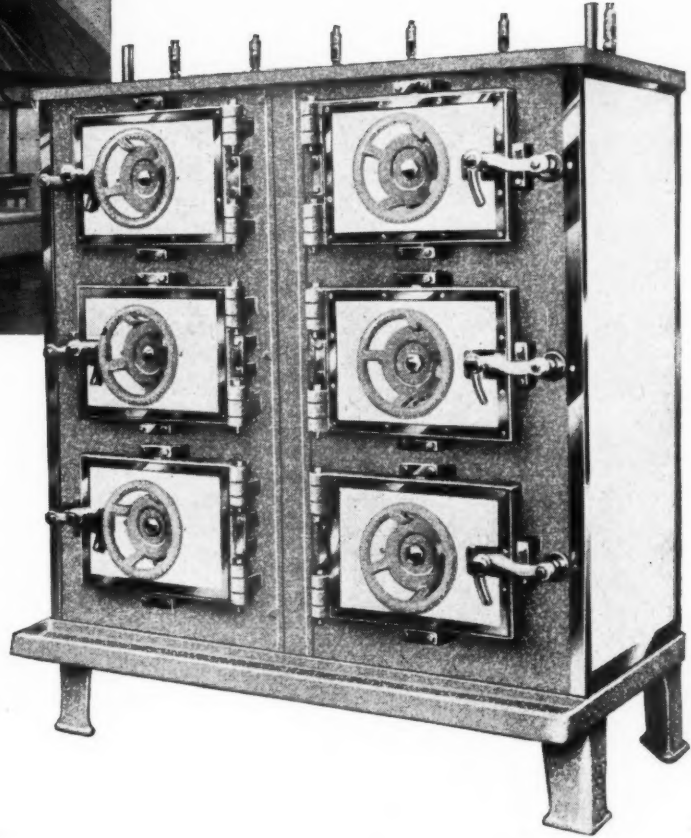
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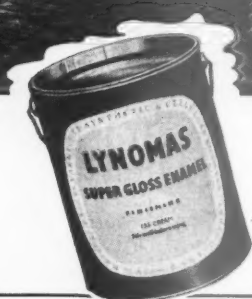
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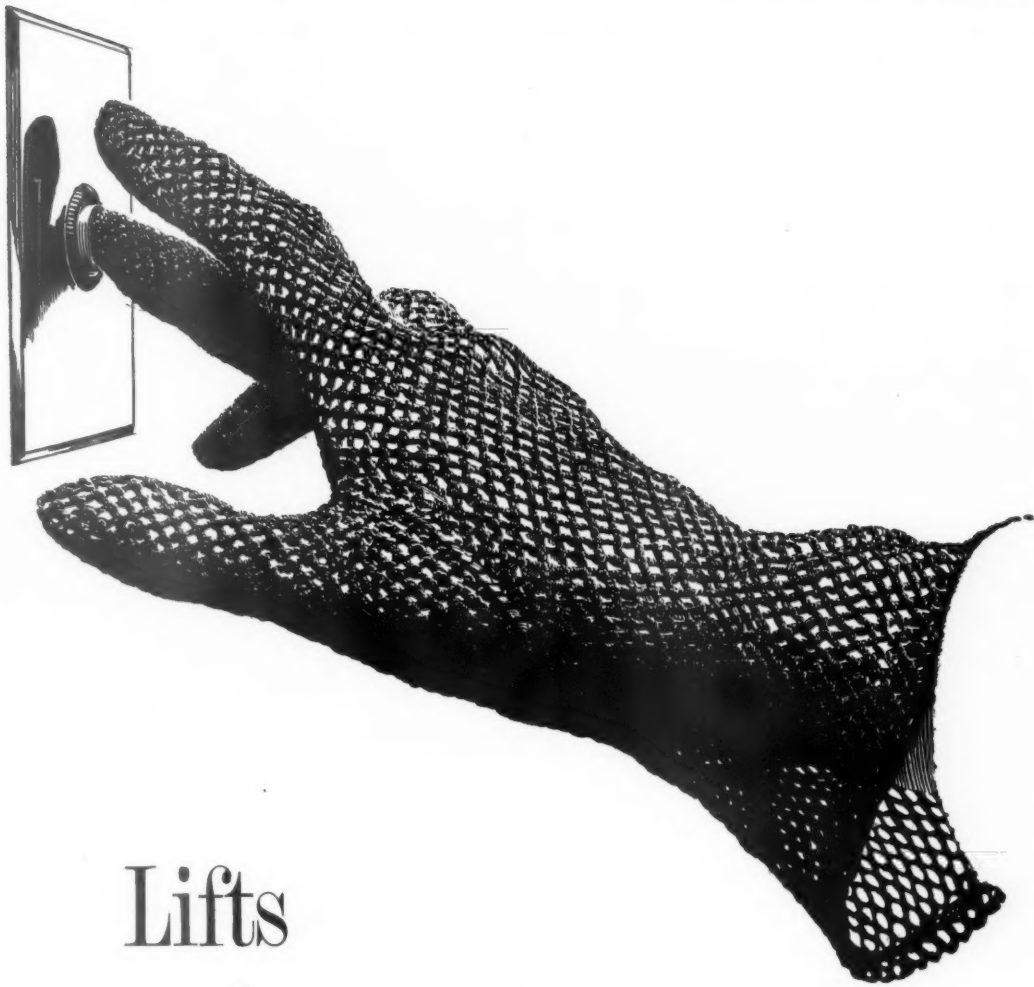
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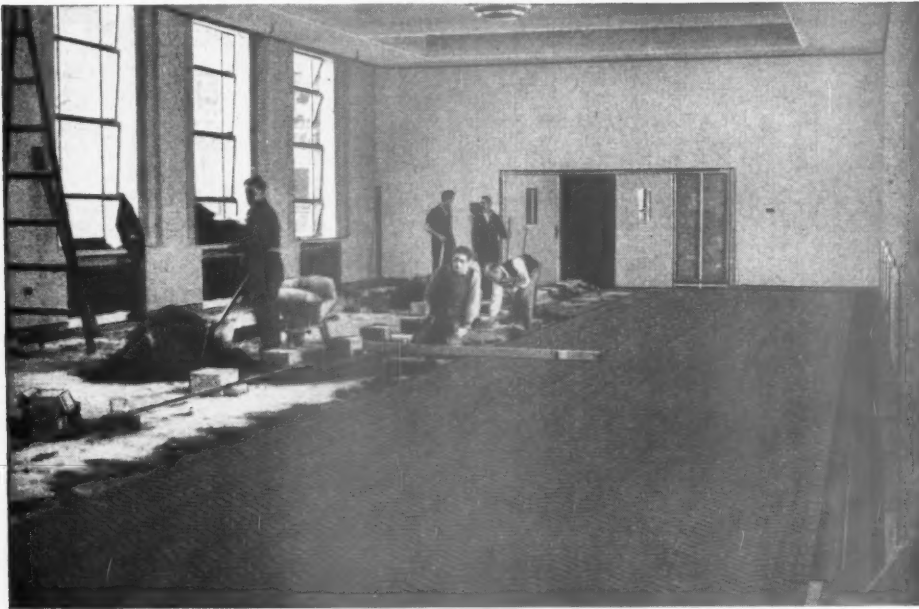
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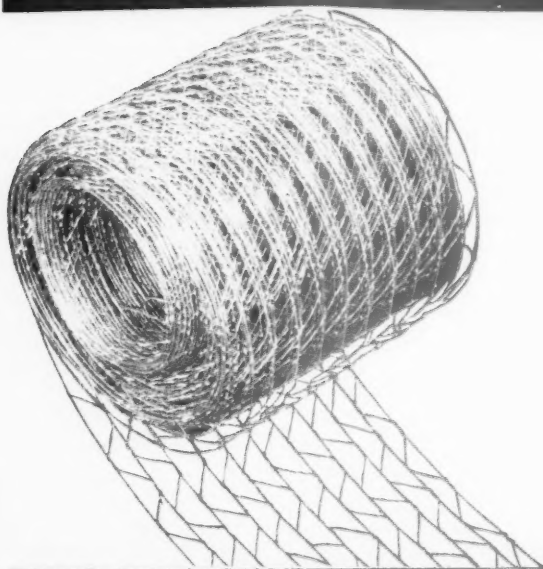
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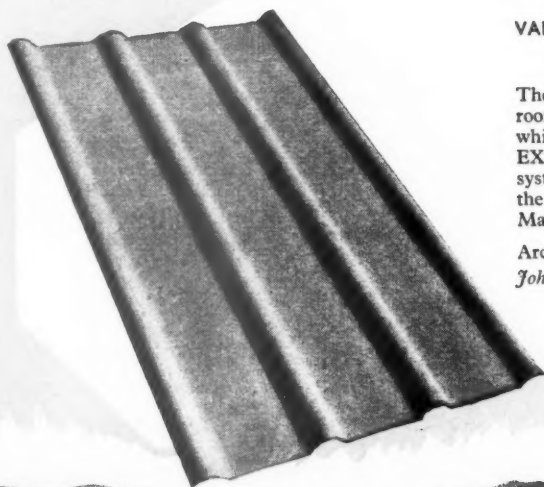
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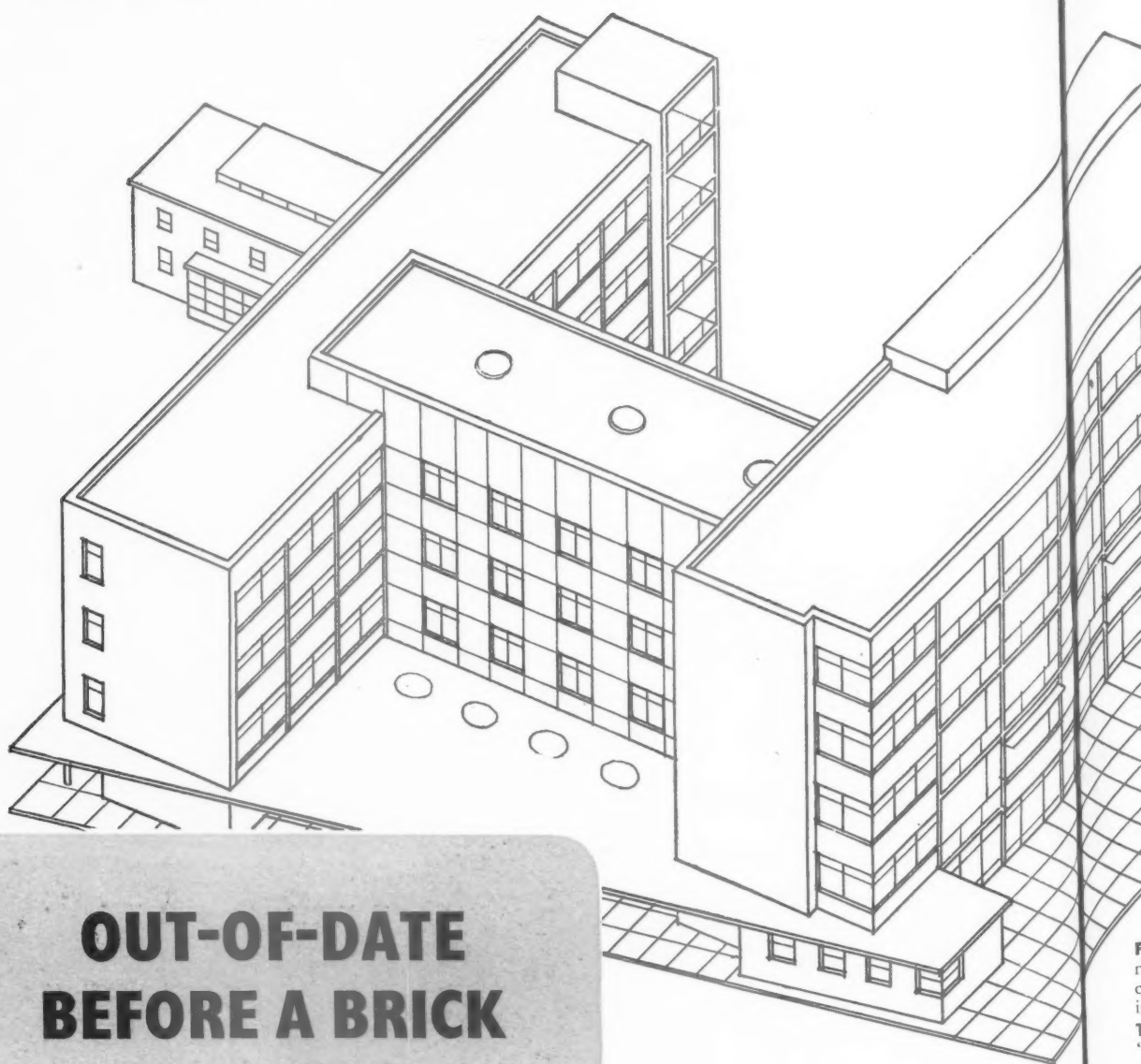


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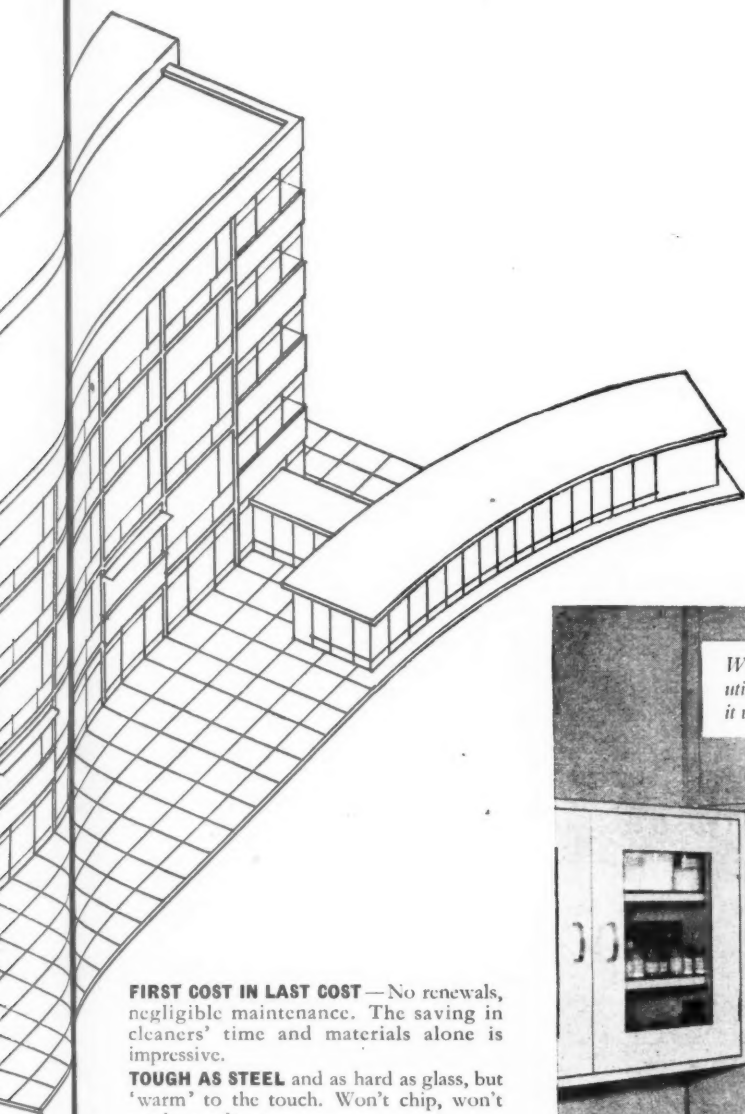


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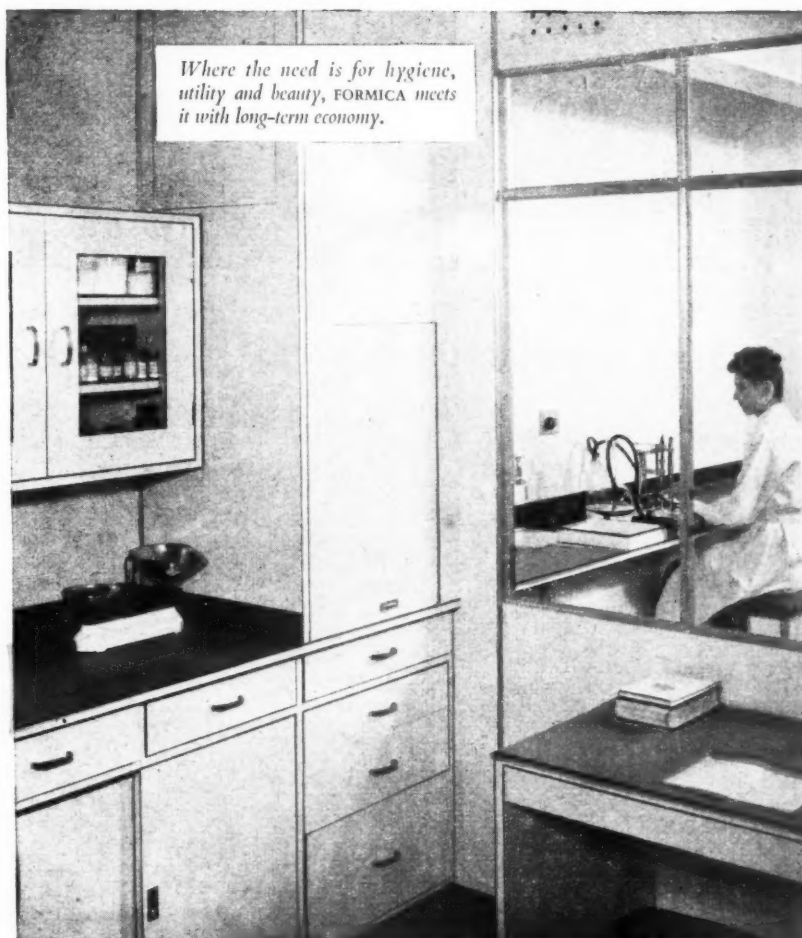
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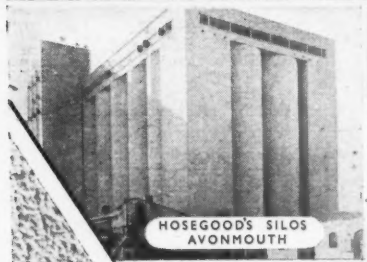
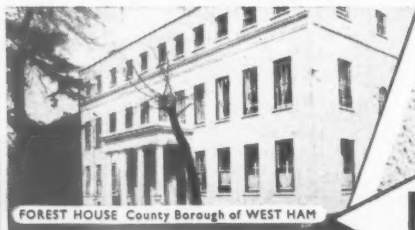
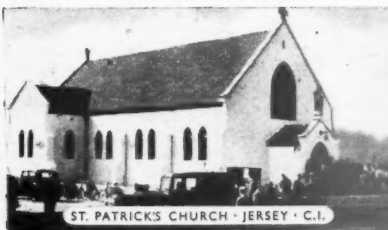
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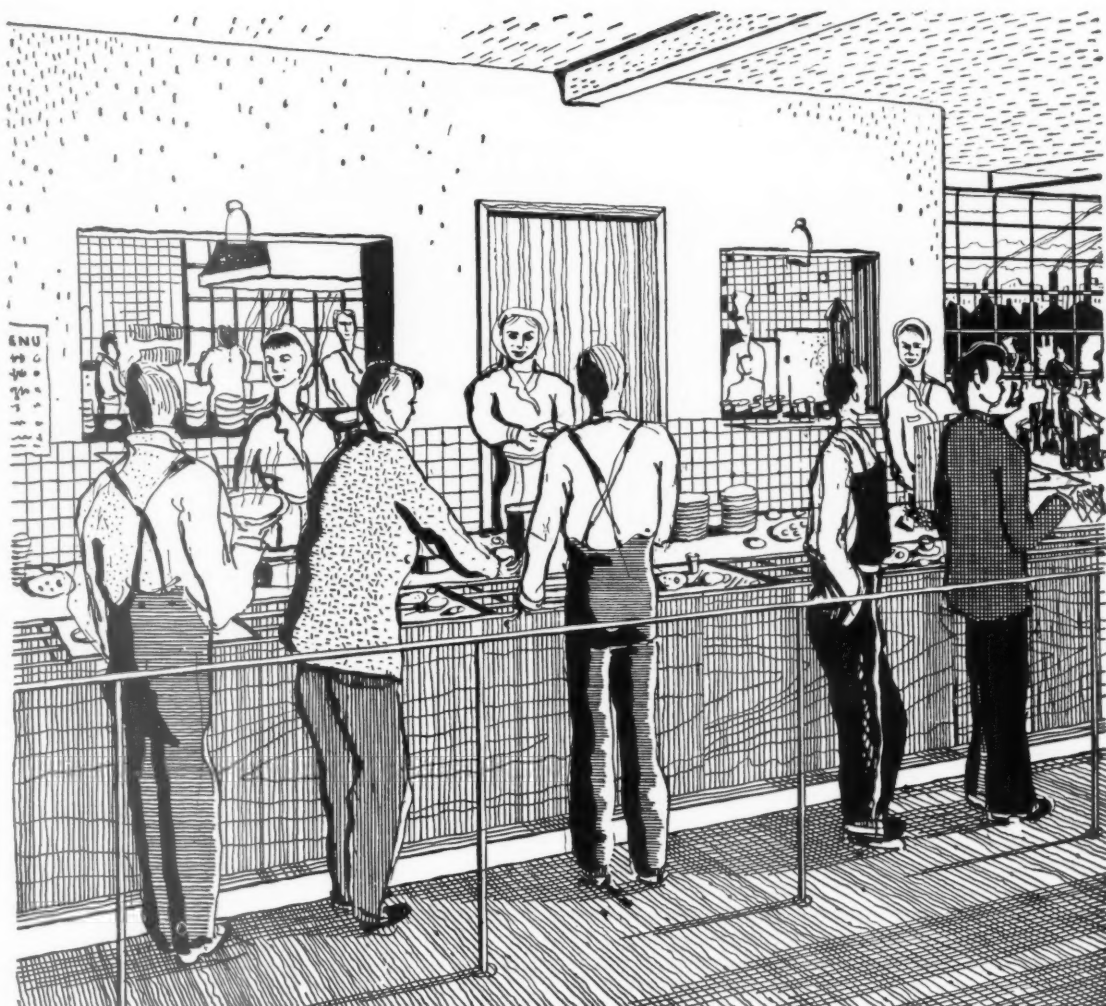
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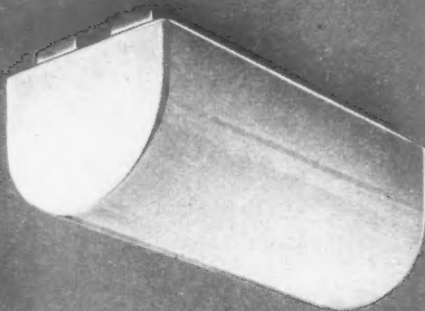
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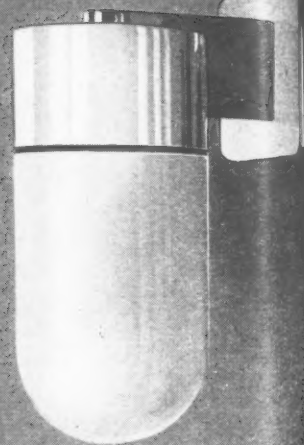
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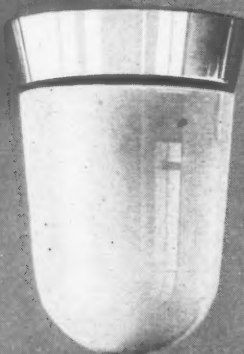
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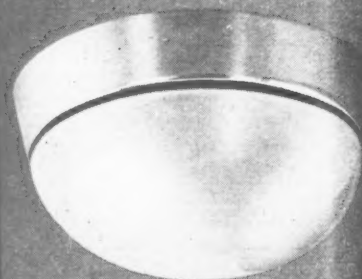
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SUMMARY

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2. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

3. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

4. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

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6. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

7. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

8. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

9. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

10. The strength of the blocks was 10 lb. per sq. in. and 120 lb. per sq. ft. respectively.

Single leaf walls of story height and 4 ft. 6 in. in length were constructed with each thickness of block and tested under an axial load as recommended in Clause 80 of the British Standard Code of Practice CP 111 (1949).

The cavity walls, each 8 ft. 3 in. high and 4 ft. 6 in. long, were built with three leaves for one leaf and cellular blocks for the other leaf, and were tested under axial load. In each case an arbitrary maximum load was applied to the wall, and the masonry was such that during the test the wall was in compression. The arrangement simulated the conditions due to floor loading in normal building.

The four walls were built with a 1 : 1 : 6 (by volume) concrete. The vertical compressive and tensile strengths of the mortar were 255 lb. per sq. in. and 115 lb. per sq. in. respectively at 28 days—the age at which each wall was tested.

METHOD OF TEST

The single leaf walls were tested under a load applied uniformly along the length of the wall, and measurements were made of the vertical compression of the wall (Fig. 2 and 3).

The cavity walls were tested under an eccentric load applied through a 1 in. wide steel bar to the top-capped 4 ft. 6 in. length of the wall (Fig. 4 and 5). The vertical compression of the wall thickness in each case was 1 in. on the 3 in. block, i.e. the direction of the vertical compression being away from the leaf. The walls were in compression in the neighbourhood of the wall top.

RESULTS

The relationship between load and overall compression for each wall is indicated in Fig. 6. In the case of the cavity walls, the lateral displacement of the wall at various values of applied load are given in Fig. 7.

4) in. Wall. In loading the 4 in. wall up to a load of 30 tons the maximum compressive stress was of the order of 11 tons per sq. in. The maximum tensile stress based on the gross vertical area of the block was 550 lb. per sq. in. of the wall before and after failure is shown in Fig. 1.

10) in. Cavity Wall. The maximum load attained by the cavity wall was 30 tons. In the early stage of the test the maximum compressive stress was of the order of 11 tons per sq. in. and a falling stress of 10 tons per sq. in. was based on the gross vertical area of the cellular block leaf of the wall. The wall was tested from Fig. 7 that the lateral displacement of each leaf was 1 in. 5. The average compressive stress was 120 lb. per sq. in. for the 1 : 1 : 6 concrete, and also covered the 1 : 1 : 6 concrete CP 111. The average compressive stress was 120 lb. per sq. in. for the 1 : 1 : 6 concrete, and also covered the 1 : 1 : 6 concrete CP 111.

3) in. Wall. The loading of the 3 in. thick block wall was similar to that of the 4 in. wall, and the maximum overall compressive stress was 11 tons per sq. in. The maximum load attained was 47 tons, which corresponded to a load of 8.6 tons per sq. ft. run and a falling stress of 8.6 tons per sq. ft. run. The average compressive stress was 120 lb. per sq. in. for the 1 : 1 : 6 concrete, and also covered the 1 : 1 : 6 concrete CP 111.

4) in. Cavity Wall. The measured compression of the cavity wall was similar to that of the 3 in. thick block wall, and the maximum overall compressive stress was 11 tons per sq. in. The maximum load attained was 47 tons, which corresponded to a load of 8.6 tons per sq. ft. run and a falling stress of 8.6 tons per sq. ft. run. The average compressive stress was 120 lb. per sq. in. for the 1 : 1 : 6 concrete, and also covered the 1 : 1 : 6 concrete CP 111.

The brick leaf crushed through the horizontal mortar joint in the corner of the wall. The loading mortar of the brick leaf was broken by a lateral movement of the wall. The wall was tested from Fig. 7 that the lateral displacement of each leaf was 1 in. 5. The average compressive stress was 120 lb. per sq. in. for the 1 : 1 : 6 concrete, and also covered the 1 : 1 : 6 concrete CP 111.

CONCLUSIONS

(1) The mean compressive stress was 120 lb. per sq. in. and 120 lb. per sq. ft. run.

(2) The 3 in. thick single leaf wall was loaded to 30 tons (8.6 tons per sq. ft. run) and the 4 in. wall was 47 tons (12 tons per sq. ft. run).

(3) Under an eccentric load applied with an eccentricity of one-sixth of the cavity wall with the 3 in. thick block leaf and the 4 in. block leaf 30 tons (12 tons per sq. ft. run).

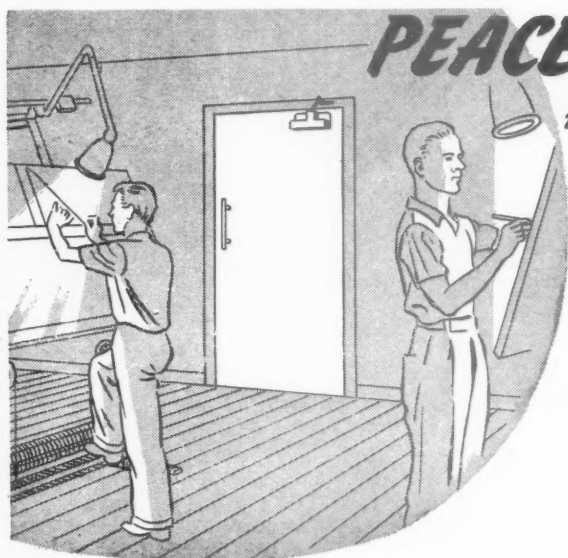
(4) Under loads concentrated over a 4 in. wide bearing under axial load and lateral crushing of the horizontal web at load and of about one-half of that value when applied.

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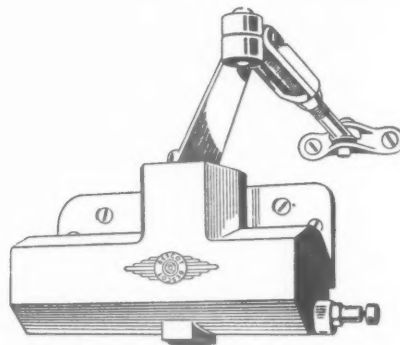
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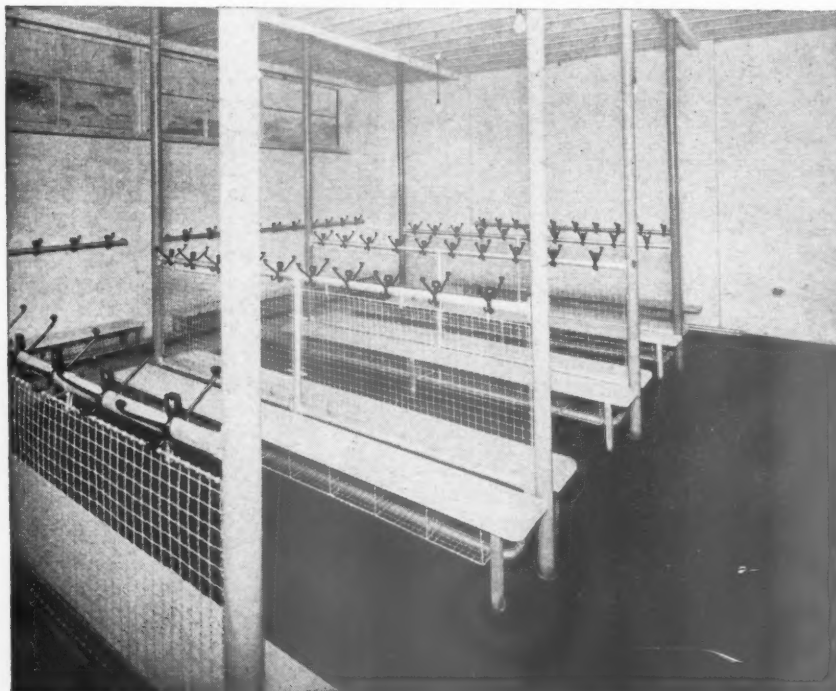
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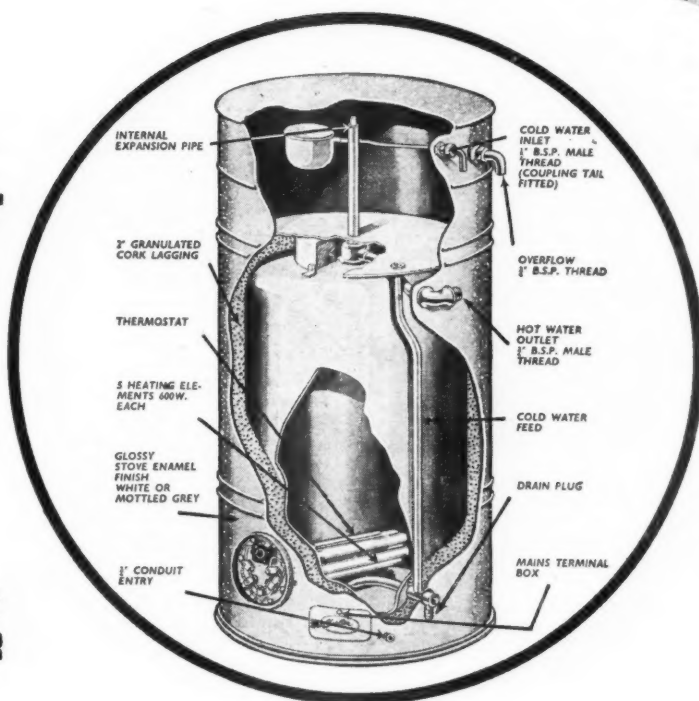
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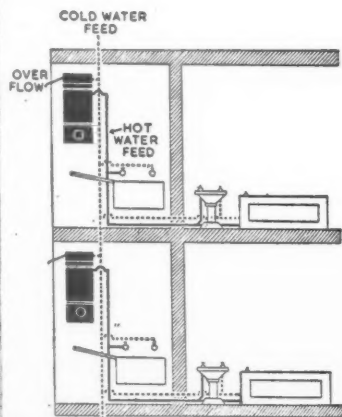
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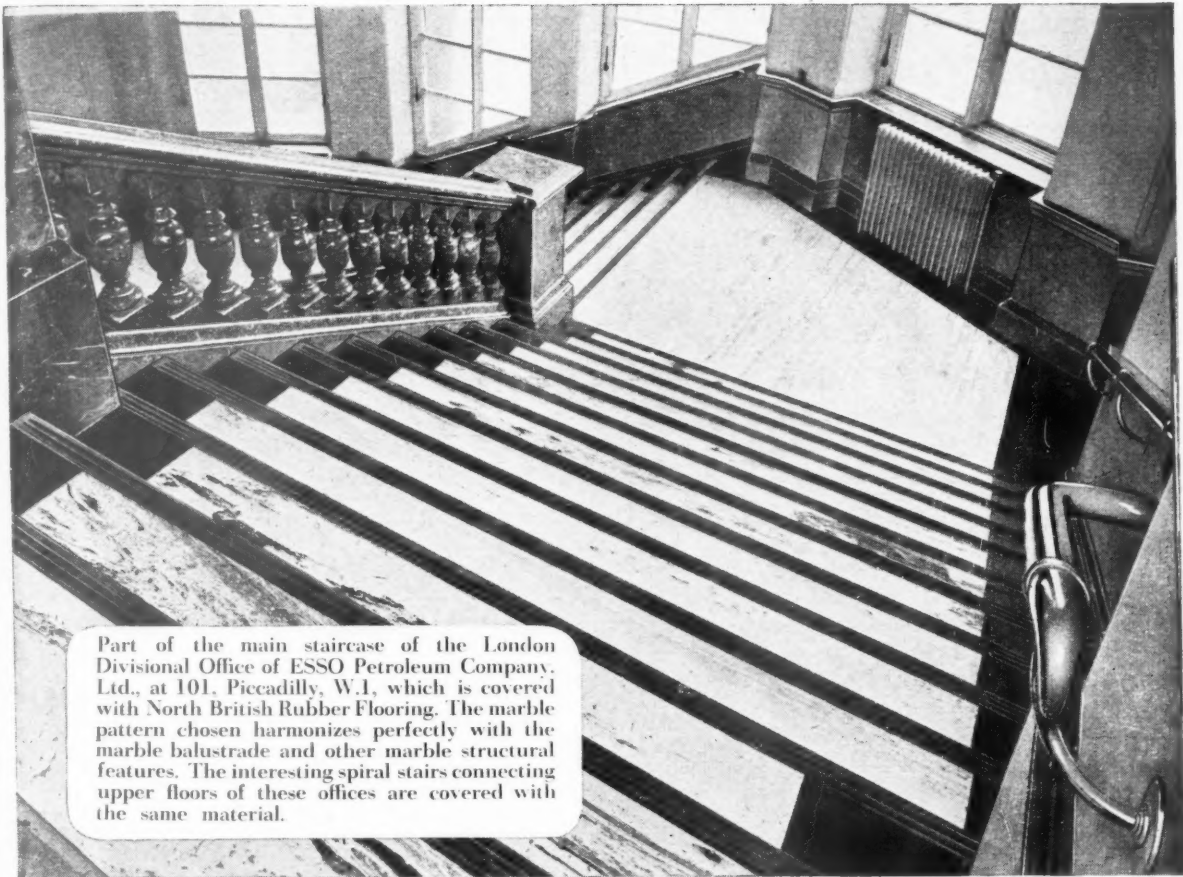
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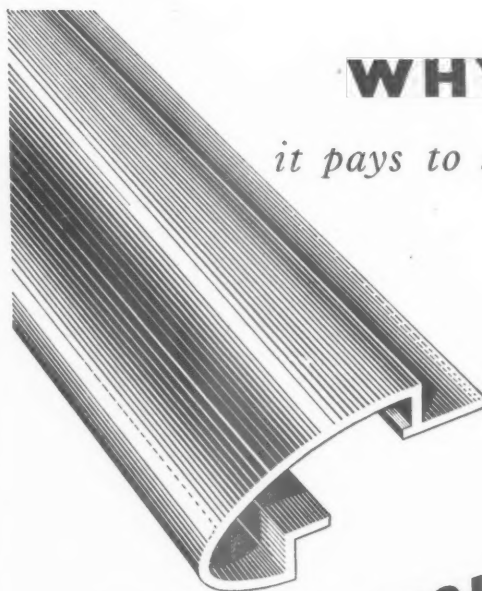
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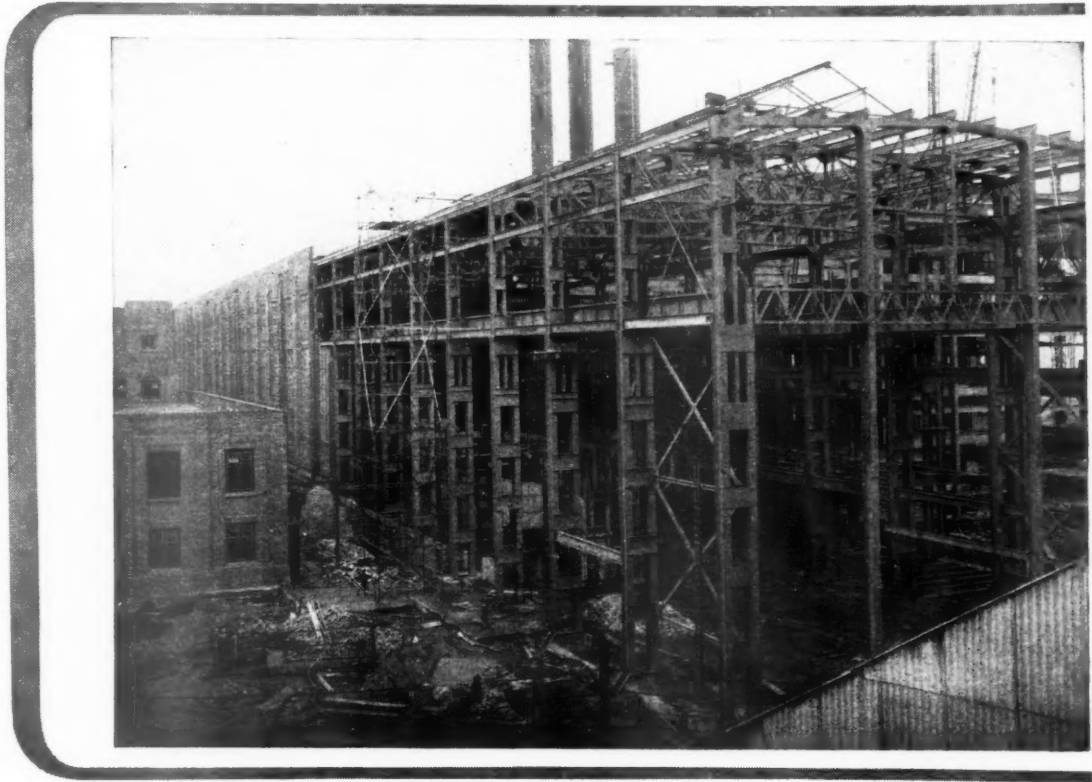
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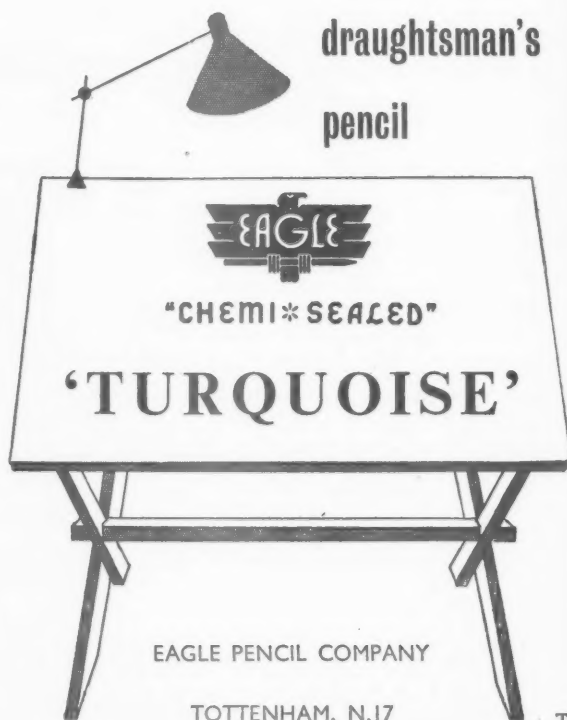
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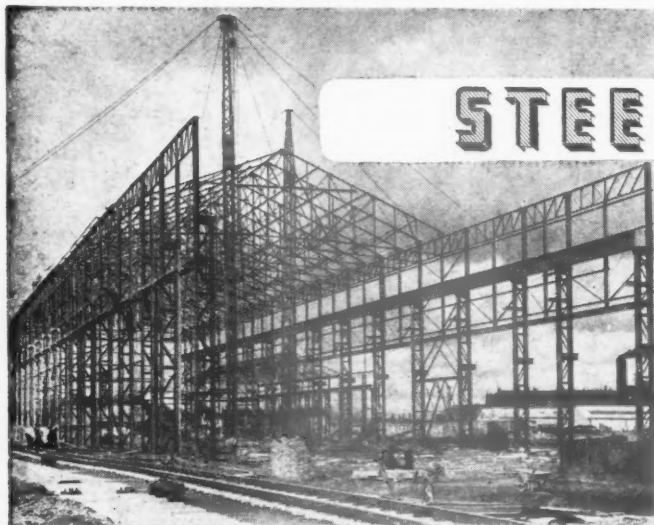
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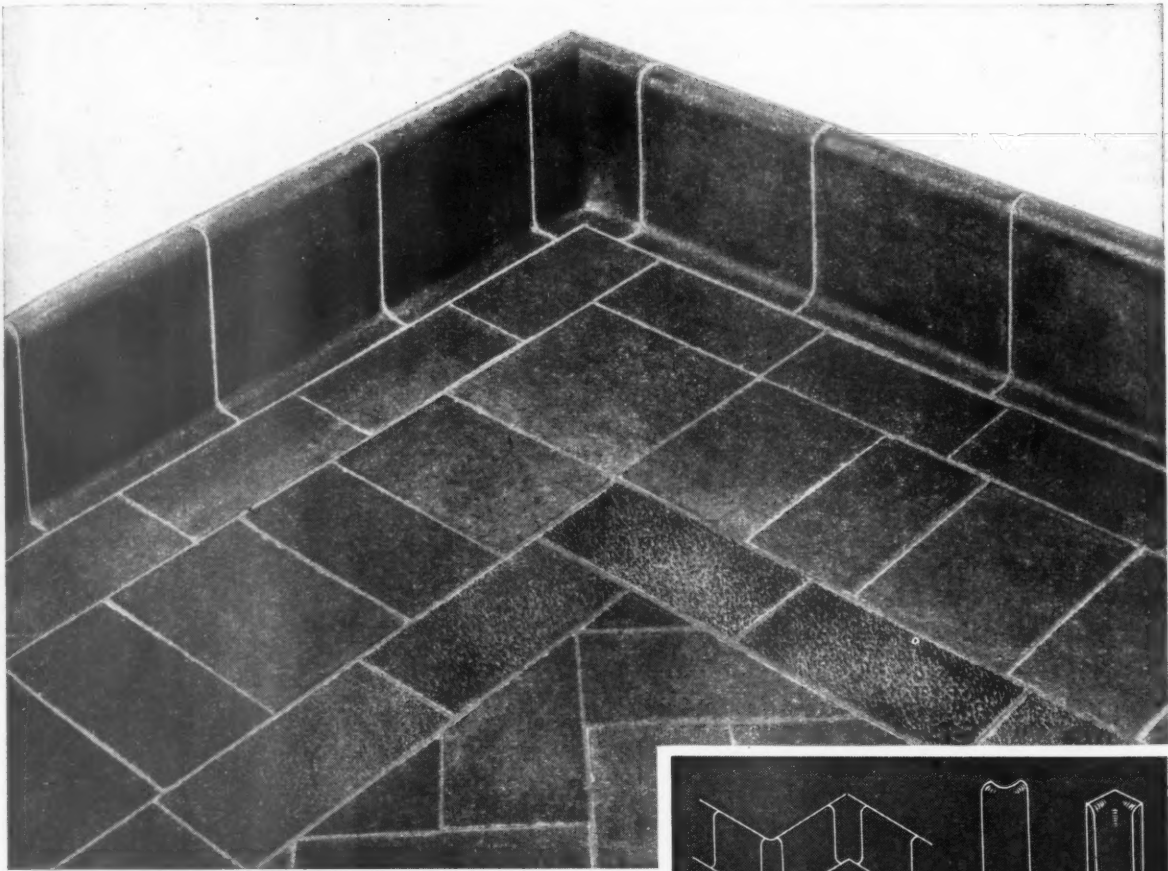
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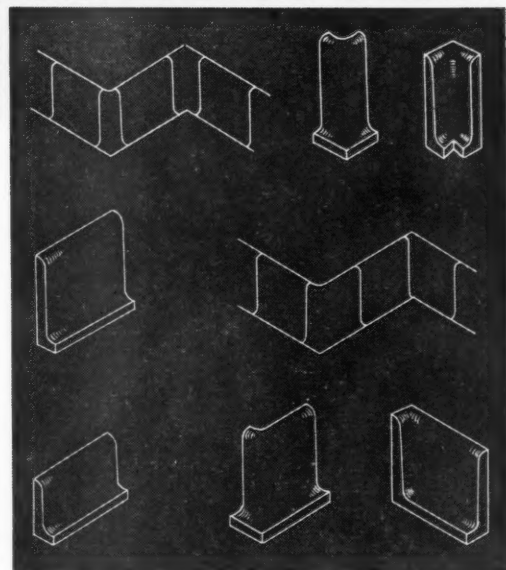


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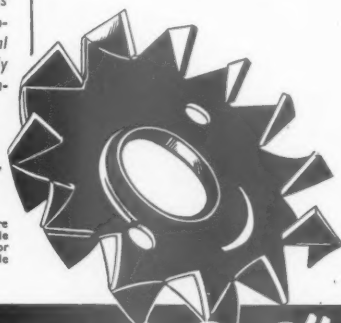
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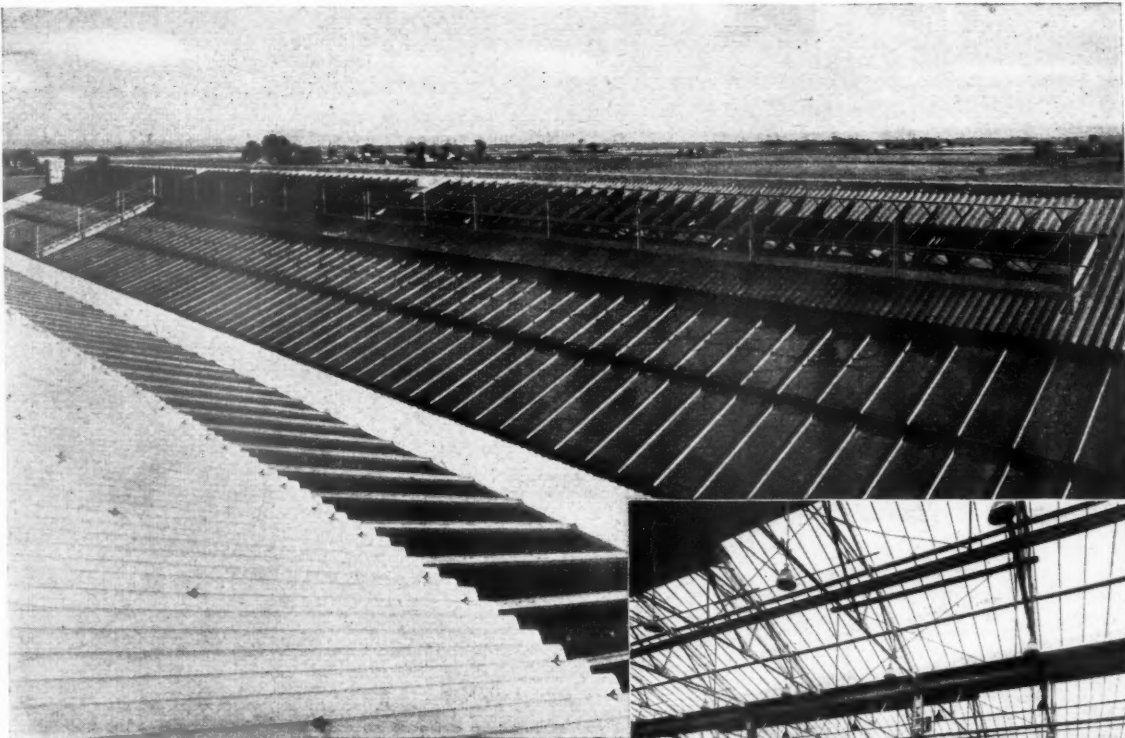
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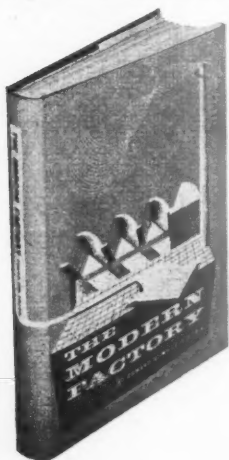
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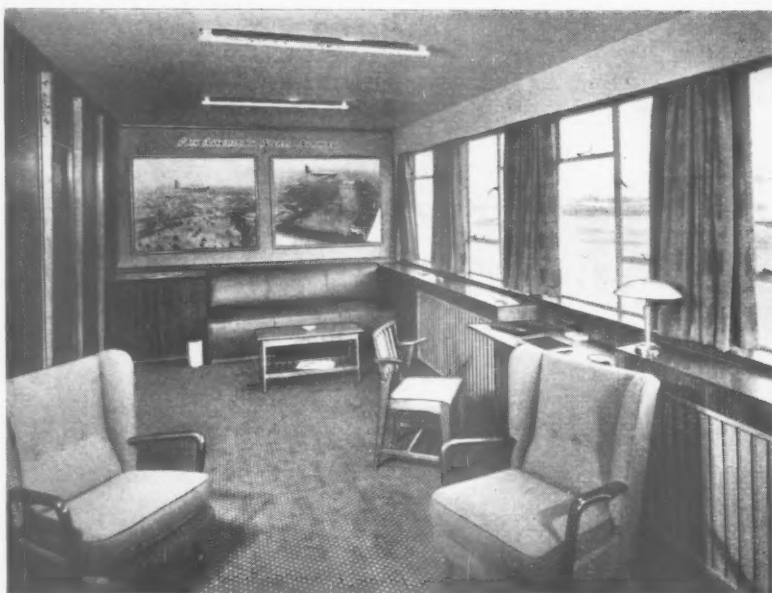
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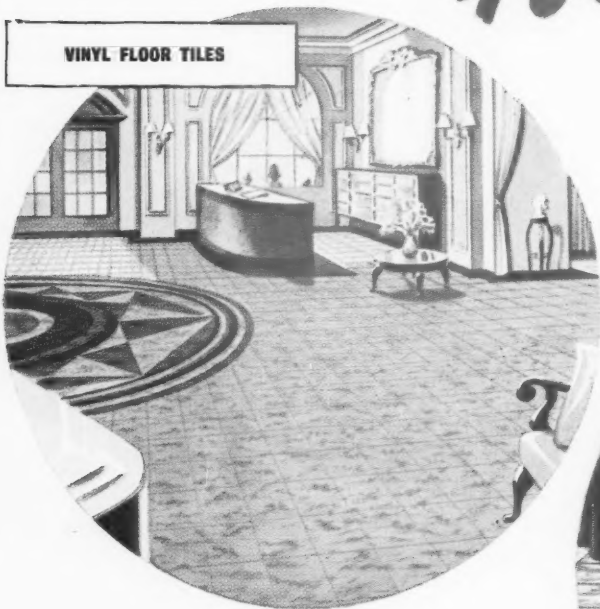


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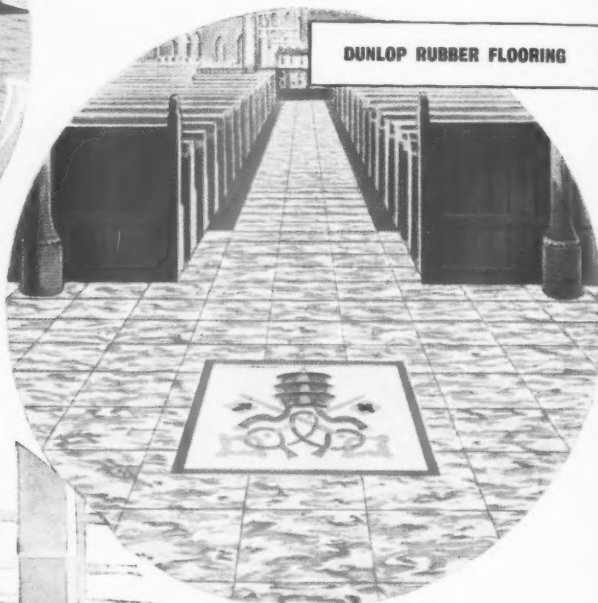
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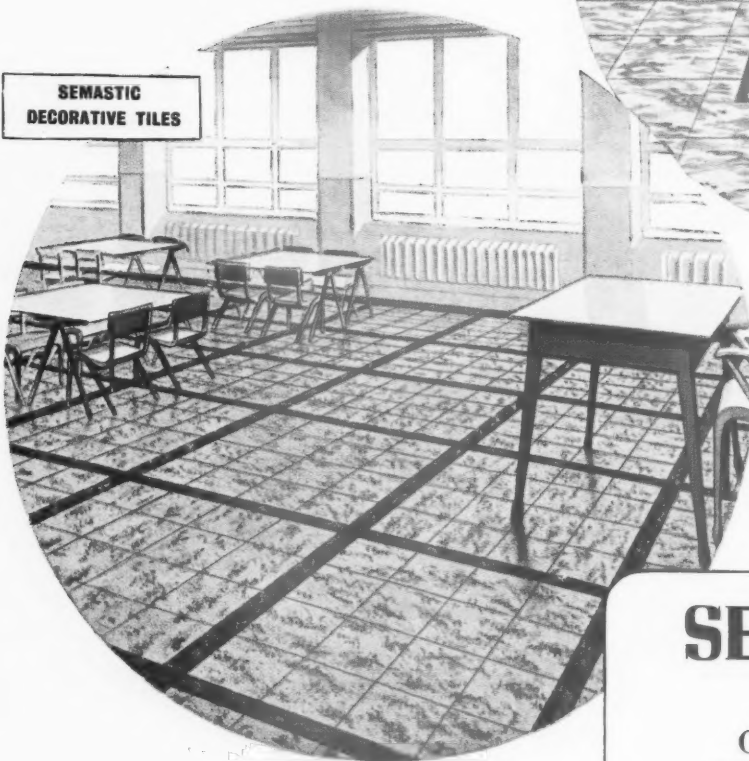
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No. 2982 April 24, 1952 VOL 115

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ALDEBURGH PRE-VISITED

ASTRAGAL was not, like several thousand other people, scorching in the south on Bank Holiday. He was leaning alone on the wind on the East Coast, marvelling again at the way Suffolk's small towns and villages are spared most of the amenities of a civilized age. Why do so few people descend on this spray-swept country? Is it just because no one likes to face Liverpool Street Station, or is Suffolk's best defence against the tourist and the tripper the fact that it has to be *looked for*? It can so easily be missed. No one has ever approached it with arterial motives. The Average Holidaymaker ("let's-close-all-the-windows-and-read-the-papers") who discovers it by accident is likely to be put off by the savage winds that hurl the North Sea into the

constantly crumbling coast-line. And even the most ardent hiker is likely to be driven into a frenzy by the impassable dykes that are flung down before him every time he takes a short cut.

*

Small wonder, then, that ASTRAGAL had the place practically to himself last week when he set out on a pre-festival pilgrimage to Aldeburgh. First, a typical packet of Suffolk postcards—Southwold, Walberswick, Yoxford. . . And then, slipped in suddenly, like a dirty picture in full Technicolor—Leiston; a slice of the Potteries and a hot-bed, they say, of Communism. After Leiston the straight, four-mile road bumps its gorse-lined way towards Aldeburgh. And if, like ASTRAGAL, you are visiting this historic village for the first time, you'll begin to wonder whether the setting for the much-publicized music festival, which you never seem to get time to go to, is all it is said to be. But don't turn back; no Suffolk lover would want to see Leiston twice in ten minutes. Just keep on, passing the bungle-built bungalows ("The Haven," "By-ways," "The Rest"), wincing beneath the cables that slash and swoop through the keen air, and occasionally glimpsing a Pontiac perching on a distant pine-crested hill.

*

Here and there a small holding sends up an elaborate sky-pattern of mast and stays from which two arms stretch upwards in desperate prayer for culture mid agriculture. Then, after a hideous pre-war housing estate and a gently belching laundry comes the first sign of Aldeburgh's charm—its railway station, almost unnoticeable unless there's a train hanging uncomfortably out of one end. Birds sing in the roof, a tree grows over the buffers, which are

merely a gesture and wouldn't stop anything, and—alas!—the garden, influenced this year one suspects by crystal structures, has won a certificate from the British Railways for being the best of its kind in the country.

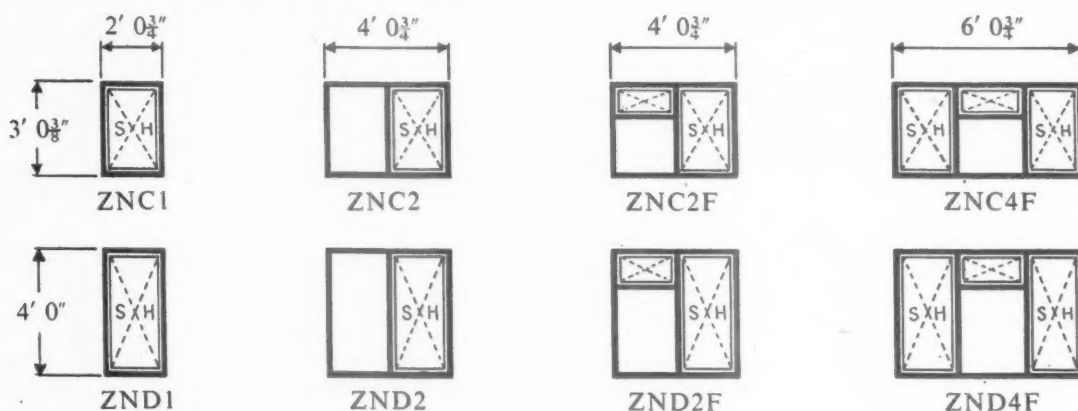
*

The approach to the sea-front from the station is almost as depressing as anything that has gone before, except for the 16th century parish church beyond which a "concealed turning" thrusts one suddenly upon the restored Elizabethan Moot Hall, so familiar from illustrations that it is almost startling to find that it really exists. And from the Moot Hall you can see, at a glance, that Aldeburgh is nearly all that you hoped it might be.

*

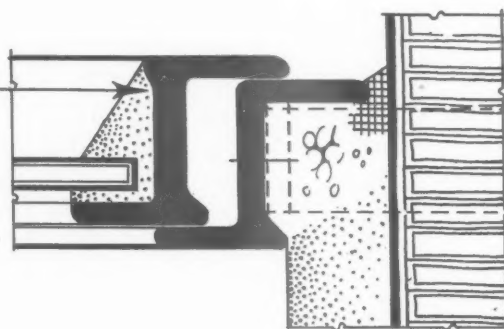
But in spite of the charm of this glorious piece of non-planning, ASTRAGAL felt a little uncomfortable—as though he had wandered into a theatre several hours before the show was due to begin. And that, perhaps, is near the truth. It is hardly fair to judge after so brief a visit, but it seemed that Aldeburgh, though having visual charm, lacks a living character. Perhaps, like other Festival centres, it comes to life once a year with no hint of artificiality. Certainly it is clear that the music festival is imposed on the village and does not grow from a local appreciation of the Arts. ASTRAGAL, turning away from the beach, where the equipment of a fishing community was ranged with the studied nonchalance one expects at an exhibition, and heading reluctantly for the gorse, the bungalows and the wirescape, was overtaken by a south-west wind bearing the descending arpeggios of "The Warsaw Concerto." Obviously Mr. Britten was not in residence.

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SOUTH BANK PIROPEO

Readers will not need reminding that the last word in the above title is South American for "to say kind words to ladies while walking" (see this page in the November 1 issue of last year). In our own insular way we seem to have acquired the first shy beginnings of such a walk on the newly-opened and temporary South Bank promenade. Choose a sunny spring day between the hours of noon and three o'clock and you may see the piropeo in full swing.

It really seems true that Londoners have come to accept and delight in the South Bank. A visit last week to the embankment walk showed a continuous stream of promenaders and nearly all the seats occupied—and certainly not more than half were LCC employees having sandwich lunches in the sun. Behind flimsy chestnut paling a small group of navvies showed off their muscles by attempting to hammer hell out of Manasseh's amazingly resilient '51 Bar—otherwise the exhibition—that was seemed strangely quiet—like the morning after a not very heavy air raid. Basil Spence's Sea and Ships pavilion is more skeleton-like than ever. The Dome, however, is looking its best (this is not facetious) with the aluminium skirt removed so that both the dim mysterious interior and the contrasting sharply-defined exterior can be appreciated at a glance.

The walk itself is a fairly straightforward affair—presumably carried out on a stringent economy basis. No cause for complaint really, because the real interest is not in the walk at all but in the river and the exhibition remains. Nevertheless, one can't help wondering why the walk was not opened last year.

There is an intriguing notice for the demolition boys painted on the end wall of the Thames-side Restaurant. "All canopy over," it reads, "Not this wall."

"WELKOM" NEWS

My reference last week to the current building boom in South Africa has brought me in the post a copy of the March *Optima*, a quarterly review published by the Anglo-American Corporation, in which is described the town of Welkom in the new Orange Free State Goldfields. Five years ago Welkom, "a peculiarly happy choice of name," says the authors, "meaning



The southern aspect of the proposed town centre at Welkom, Orange Free State Goldfields, South Africa, showing the shopping centre. Astragal comments on this scheme below.

welcome in English," was a huddle of farms on a particularly barren and bleak veldt. Today it has about 20,000 inhabitants, roughly half white and half black (all right, the joke is yours) and is expected to double in size within the next few years.

The master plan seems to be based on the current principles—or shibboleths?—of neighbourhood units, green wedges, community centres and the like—but the position of the mines and their associated areas and the policy of building separate native locations has rendered the pattern a little unfamiliar to an eye accustomed to the London satellites. "The vast expanse of flat open country," say the authors, "offers a wonderful opportunity for town planning in the central area . . . as there are no natural obstacles to the laying out of a town of any shape or design." Brave, hopeful and deceitful words. No wonder the Town Centre (see photograph above), bereft of limitation, naked of obstacles, unhaunted by "Genius loci" appears in the coloured perspectives as a planner's doyley of geometric shapes surrounded by a 100 ft. wide arterial road. How could it be otherwise. Where do you start? Where need you finish?

No, these architects and planners need sympathy as well as good wishes on their assignment. There may be gold below them that level featureless plains and some of it may chink comfortably in an architect's pocket during the coming years. But, maybe, they'd sacri-

fice a bit of it to get the visual gold that a few hills would have provided to make their task easier.

The same issue of *Optima* contains an article on the present and potential ability and intelligence of African labour—fascinating and highly topical. It is the opinion of the author—a scientist—that there is no proof either for the view held by some that the black is hopelessly backward both mentally and physically, or for the view held by others (including the social scientists of UNESCO) that he is potentially equivalent to the European and is only retarded by environmental circumstances. He admits that the effective intelligence of Africans is at present below European standards but is confident that this could be remedied by improving their standard of living. As to manual skill—since for a black child there are no clothes to be buttoned, no shoes to be tied, no door-knobs to turn nor paper to fold—this is obviously only slowly acquired, but again seems capable of reaching European standards. Add to this a depressive climate, constant under-nourishment, the African's preference for slow rhythm rather than for high-speed hustle, the lack of a code of conduct to replace his tribal laws, and you can see under what handicaps he lives.

But it seems likely that South Africa, with its present desperate shortage of skilled professional and technical men, will not be able to maintain, much less improve, its rate of development unless



Canterbury's Credit and Loss

To the right of Burgate, the street acting as a centre line in the lower half of the photograph, is Canterbury's credit in her town planning account: the magnificent and well-preserved Cathedral and precinct. To the left is the obliterated city centre—Canterbury's loss from the "Baedaecker" raid of June 1, 1942. Beyond is the casual jumble—part picturesque, part slum, part dreary Victorianism—of what is, all in all, a charming country town. Diagonally through the jumble runs the High Street,

ending at the Westgate, top, a street too narrow for modern traffic conditions and therefore a major problem to the planner. In this issue of the JOURNAL is recorded the progress which has been made in rebuilding the city centre, in providing houses and schools and last, and even more important, in drawing up a plan for rebuilding and development. This plan, while preserving all that is good of the past, should encourage the creation of a city adequate to fulfil the functions of present and future days.

the African is brought in to take a proper share—and particularly is this so in the building industry where, owing to union regulations, it is apparently not uncommon to see an African doing a craftsman's job (of which technically and legally he is not capable and for which he is not paid a craftsman's wages) while the European sits by and watches him do it. Obviously this does not occur all the time, but to let it occur at all is as degrading to the European as it is to the African. And in case South Africa feels that this is merely another crack against their Government—as repetitious, ignorant and boring as the *Daily Express* weekly broadside against the British Council—let it be added that no doubt conditions are just as bad (and probably worse) in a great many other countries as well, and the whole problem remains for any government about as prickly and difficult as any problem could possibly be.

KIDDER-SMITH BILLED

Those of you who heard Kidder-Smith's talk on North Africa at the AA last year will be flocking to the RIBA on Monday to hear him talk again and see more of his magnificent pictures. The Institute has had to be sly—who says the RIBA is motionless?—to catch him for an evening between his arrival from America today and his departure for Sweden on Tuesday.

*

This time he is talking about Italian architecture and you could have no better guide as he spent a great part of last year touring all over Italy collecting material for his new book, *Italy Builds*, which is to follow its successful predecessors, *Sweden Builds* and *Switzerland Builds*. He hopes to have it completed in the autumn. Here's a chance for those of you in despair over the £25 allowance to have a vicarious vacation in Portland Place.

FLEET STREET TO (A. G.) STREETLAND

Belated but warm congratulations to Hon. ARIBA Sir Gerald Barry and ex-AA student Antony Hippisley-Cox upon their appointments as Public Relations Advisor and Publicity Officer respectively to the National Farmers' Union. All members of the profession will welcome sympathizers in such key positions and wish them well in their sudden transition from circuses to bread.

ASTRAGAL

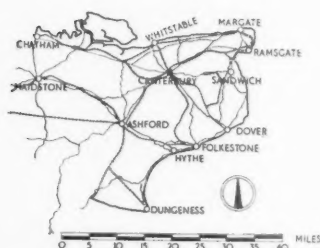


No. 19: Chief Assistant Editor

THE PLANNER'S WAY TO CANTERBURY

ABOVE is the view which may one day confront the traveller to Canterbury as he leaves Roman Watling Street and takes the proposed new road into the city from the west. For a third of a mile the road will run on the axis of the great cathedral before turning south and crossing the river Stour to join the proposed ring road round the city walls. Thus does the modern architect-town planner propose presenting, or introducing, his city to the visitor. The same viewpoint serves to introduce readers to this week's issue of the JOURNAL. It is devoted entirely to a report on the planning and rebuilding which has taken place in this most ancient, war-scarred city following the air-raid of 1942. This is the first of a series of articles which will report in turn on the progress which has been made in rebuilding the nation's blitzed cities since the end of the war. Articles on Plymouth, Exeter and Bristol are now in preparation, and it is hoped that, before the end of the year, the surveys will have included Liverpool, Hull, Coventry, Norwich and Portsmouth.

The present moment would seem as apposite as any on which to choose to make such a report. Development plans are, or should be, ready and in the hands of the Minister. More significant still, the first really serious economic crisis which the country has suffered since the war is limiting capital expenditure. The first fine flush of carefree spending is therefore at a close. These surveys will therefore show what can be achieved—starting virtually from scratch, as far as town planning is concerned—when conditions are favourable. In beginning with Canterbury, the smallest county borough in the country, we have selected a city in which the town planning aspect—surveys, programme, development plans—can be shown to greater detail than will be possible in any other city. However, while the article is largely concerned with planning, it is not exclusively so. The attempt has also been made to include everything which has been built, and most of what is under construction, both by the official and private architects in and without the city. A study of these buildings is salutary.



The City of Canterbury, the post-war reconstruction and planning of which are surveyed in this issue of the JOURNAL, has three special features: it is the smallest county borough in the country, it is one of only eight towns which combine the roles of city architect and planner in one pair of hands—in this instance those of L. Hugh Wilson—and over and above all, it is the setting for the Mother Church of the English Faith. For information on the city, excerpts from the official survey, and planning history, see footnote.

CANTERBURY

A SURVEY BY D. RIGBY CHILDS AND D.A.C.A. BOYNE.

CANTERBURY, at first glance, is so typically the perfect English market town and cathedral city as almost to arouse suspicion. It has got just about everything. A cathedral—that goes without saying—world-renowned for its magnificence. But it has most of the architectural trimmings which go with it as well. Smooth lawns, cloisters, courts, and a large public school surround the cathedral, and are in turn surrounded by a maze of narrow crooked lanes and streets flanked by narrow crooked houses. Add to these some churches, an abbey, a friary or two, a castle, and some fine city walls, and the resulting period piece just begs for an all-enveloping protective glass case.

A second glance, however, reveals the crude fakes, the sub-standard dwellings, the dreary Victorian villas, and the commercial banalities which lie amongst the mediaeval and cottage-Georgian charms. A second glance also reveals how ill-suited for modern road transport are mediaeval road layouts.

The 1942 air-raid served at least to hasten the day when the authorities decided to undertake some positive planning control over their city and to appoint a city architect and town planner.

Even though this county borough is so small it will not be possible to show what has been built, or what is proposed, in much detail in this survey. But it should be possible to give a rough impression of post-war achievements in architecture and planning, and to indicate those problems which, in addition to being of vital concern to Canterbury, may be generally applicable elsewhere.

What are the architect-planner's problems in Canterbury?

First, of course, the cathedral and precinct, to ensure that they remain unspoiled and that the cathedral's physical dominance over the city remains unchallenged. Second, the traffic problem inherent in a narrow mediaeval street structure which has to be used by modern motor vehicles. Third, the preservation of the old buildings. Fourth, to refurbish the decaying properties, the neglected corners, and the unfilled sites which are everywhere in the city. Fifth, to ensure that new buildings are related in scale and mass to the old as far as economically possible. Sixth, to obtain control over the large amount of land, running almost to the centre, which is sterilized by being in the hands of the War Office, in order to prevent the further dispersal of population (and of factors closely tied up with the bustling life of the city, such as the market), away from the

GENERAL HISTORY.—Early settlement here because first fordable point on River Stour. Roman town in about 200 A.D. on site of present city wall. Sixth century, St. Augustine consecrated as first Archbishop and two Benedictine monasteries formed. Ninth century, Canterbury trading centre for East Kent. Twelfth century, Archbishop Becket murdered and city becomes a place of pilgrimage. By fourteenth century, Dominican, Franciscan and Austin Friars settled in city. Later additions and extensions have not materially altered city's functions as a nodal point in the communications system of east Kent (see plan above), the seat of the Primacy of all England, a prosperous market town in a rich agricultural area, the centre for Government departments and commercial concerns in east Kent, a shopping centre for the nearby prosperous coal miners, an educational centre for secondary, technical and art schools, and the regimental depot of the third oldest foot regiment in Britain, the Royal East Kent Regiment, The Buffs.

SURVEY.—Canterbury's population is about 28,000. It is the smallest county borough in the country. In recent years, it has not spread in an unwieldy fashion. The additional land which has been brought into use has been mainly devoted to housing. The chief planning problems are to be found in the area within the line of the former city walls, a considerable stretch of which is still standing. Just outside the walls an area bounded by Broad Street, Northgate, the Barracks and Military Road also calls for attention.

The Central Area, with the exception of three areas comprising the cathedral precincts, Dane John Gardens, and an open space along the river bank, consists of various commercial uses intermixed with sub-standard housing. The buildings are crowded together on irregular shaped plots with poor conditions of light and air, and few loading facilities and car parks.

The chief facts which have to be considered in the planning of Canterbury can be summarised as follows:

1. There is only a comparatively small amount of suitable land available for development within the city's boundaries.
 2. There is a deficiency of public open space, especially playing fields.
 3. The residential areas of Castle Street, Stour Street, St. Peter's Place, St. Peter's Grove and Military Road, and Northgate, together with some smaller groups are becoming obsolete and require early redevelopment.
 4. The city possesses a very large number of buildings of architectural and historic interest.
 5. Some industrial buildings are badly sited and there is not enough suitable industry in Canterbury.
 6. The main road system results in chaotic traffic conditions in the central area.
 7. The majority of schools in the city are sub-standard and will have to be closed.
 8. A large portion of the central area suffered severe war damage in 1942.
- A most serious problem is the comparatively small amount of suitable land available for development. Fruit and hop growing, general farming and market gardening, are practised on a

very large scale all round the city, land on the south side is of notably high agricultural value and the Ministry of Agriculture strongly objects to the diversion of any of the land from farming. To the north some of the land is unsuitable for building owing to fairly steep gradients and to the fact that the London clay strata outcrops there. In the valley the land adjoining the river Stour is marshy and generally unsuitable for building.

The city is rich in old buildings, there are eleven sites scheduled as Ancient Monuments, 163 buildings are registered under the TCP Act of 1947 as worthy of preservation, and a further 300 are listed as meriting retention if possible. 400-500 houses in the Stour Street and Military Road area are sub-standard, but the highest residential density over an area of four acres is only 106 to the acre.

In industry, a tannery and the gas works are badly sited to the south-west of the city. The city is regarded as industrially neutral: existing industry balances existing labour.

Traffic conditions are very congested at peak periods particularly where east to west and west to east traffic meet in the bottleneck of High Street and West Gate.

PLANNING HISTORY.—These notes are concerned only with recent events in the planning world. Before the war, a planning scheme was being prepared under the 1932 Town and Country Planning Act, but comparatively little progress had been made. The "Baedeker" raid on the City on June 1, 1942, which destroyed nearly one-third of the

main shopping centre concentrated attention on the problems of reconstruction and planning.

At the suggestion of the MOTCP, and with the advice of the RIBA and TPI, Dr. Holden was appointed in 1943 as Consultant to prepare a scheme with the City Surveyor. Their Report was presented to the City Council in the autumn of 1945. Their main proposals are indicated on the map on page 512. This scheme was accepted in principle by the Council and in order to implement the Central Area proposals it was decided to make a Declaratory Order under the 1944 Act covering approximately 75 acres.

Before any practical steps could be taken, however, the 1945 municipal elections intervened. These elections were important as being the first since the beginning of the war. Twelve seats were vacant out of 18. The plan came under severe criticism from certain sections of the population, who declared that it was too extravagant and involved the unnecessary compulsory acquisition of land. It was contended that any reconstruction should be carried out on a basis of freehold ownership of land. This opposition was centred in a body known as the Citizen's Defence Association, which was formed to fight the plan. The Association put up candidates to contest all the vacancies and at the 1945 election they won every seat and thus secured control of the Council.

There have been many claims and counterclaims in Canterbury regarding the election. One side argues that the citizens gave a clear mandate to the Council to amend the plan drastically

city centre. Seventh, and not least, to ensure that the majority of the citizens understand and appreciate the planner's aims. That, at any rate, is enough to go on with.

the cathedral

Is the cathedral's dominance being challenged? Not seriously, as yet. The cathedral's dominance is an elusive quality. Viewed from outside the town it stands supreme. From within the walls the narrow shut-in streets preclude the easily obtained view, and its impressive qualities are felt by the unexpected glimpse through narrow street openings and from upper floor windows. This peek-a-boo effect is being consciously striven for in the city's central area development plan.

traffic

Like other mediæval, and therefore small-scale cities, the planning of Canterbury is strikingly affected by the inflexible requirements of the Ministry of Transport. This is because there is an arrangement by which the local authorities receive grants of money, of seventy-five per cent. of the total cost, towards the building of roads. It is reasonable for the Ministry to attach a condition to this grant, a condition which usually takes the form of a demand that the city's roads should be a certain definite width. The disadvantage, however, of this condition is its inflexibility. It encourages a ruthlessness of attitude towards those old buildings which infringe the rules by one or two feet, and, for traffic convenience, it stultifies the chances of providing an interesting variety of widths to enliven the roadscape. To relieve the traffic congestion of Canterbury, two principal changes in the existing road system are proposed:

First, the completion of a ring road, and second, the creation of a relief road running parallel with the High Street, but sufficiently far away from it to avoid the large buildings and expensive properties which line it, by running instead through the poor and neglected properties which are immediately to the rear of the High Street development.

For both these streets, a minimum width of 68 ft. is insisted upon by the Ministry of Transport. This width is made up from the following elements: Two dual carriageways each of 22 ft., a central verge of 4 ft., and two pavements, including verges of 10 ft.

A road of this size is a considerable one, particularly if it runs through a built-up area consisting of houses largely mediæval in character, and only 20 and 30 ft. high, facing on to lanes no wider than the houses are tall.

There is no dispute about the need for the ring road.

and not to have recourse to compulsory purchase of land. The other side contends that the Citizen's Defence Association carried out an election campaign supported by the local Press which tended to mislead the voters, while their opponents consisted only of candidates of the Labour Party, who have never been successful in Canterbury, and one or two independent members of the old Council. Nevertheless a new Council were in power and at once got down to reconsidering the plan and its implementation. Objection was concentrated on the parallel road, the civic way and the use of compulsory purchase. Various alternative proposals were suggested to deal with traffic congestion and negotiations were carried on with the Citizen's Defence Association and the Chamber of Trade with a view to carrying out the modified proposals on a freehold basis. Great difficulties were encountered in carrying out this policy and the Council were unable to reach agreement with the Ministries of Planning and Transport. Canterbury was, in fact, the only blitzed City not to have a Declaratory Order under the 1944 Act. Several interviews took place between representatives of the City Council and Mr. Silkin, the Minister of Town and Country Planning. At the final meeting with Mr. Silkin at the end of 1947 a modified scheme was presented omitting the parallel road. The Minister stated that he would have the proposals studied. This was followed in March, 1948, by a conference in Canterbury with officers of the Ministries of Planning

and Transport. The need for the planning of a relief road to the main shopping street was recognised and the City Architect, who had now been appointed Planning Officer was instructed to prepare a scheme in consultation with the technical officers of the Ministries. A central area road plan incorporating a modified inner ring road and relief road was approved by the Council in October, 1948. This plan, part of the present Development Plan, formed a basis for the redevelopment of the blitzed area in the centre of the City. Proposals were drawn up for the new shopping area with service roads and car parks. It was now necessary to consider the means of carrying out this plan. Compulsory purchase seemed to be the only method. A public meeting was held in March, 1949, at which the scheme was explained. A resolution was moved from the audience approving the proposals, including the purchase of the land. One month was given for any alternative scheme to be submitted. In June a Compulsory Purchase Order was made by the Council for 10 acres of land so that reconstruction could commence before the preparation of the Development Plan. This Order was approved by the Minister in June, 1950, after a Public Inquiry. The Development Plan which is now before the Minister includes a Designation Area covering some 33 acres in the centre of the City. The land designated includes the 10 acres mentioned above and covers the areas to be redeveloped as a result of war damage.



A whole issue of the JOURNAL could be devoted to Canterbury's old buildings, so each small photograph here must represent many. Left, Black Friars on the edge of the river Stour. Right, West Gate, the one remaining gate to the city.



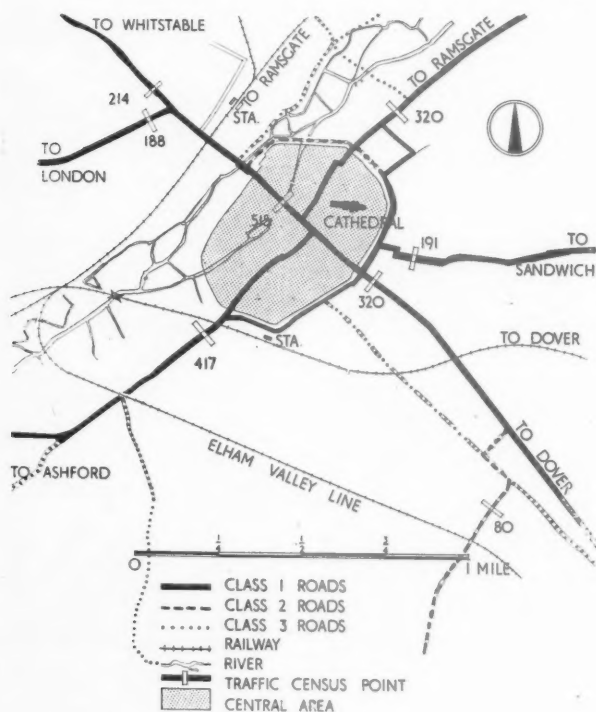
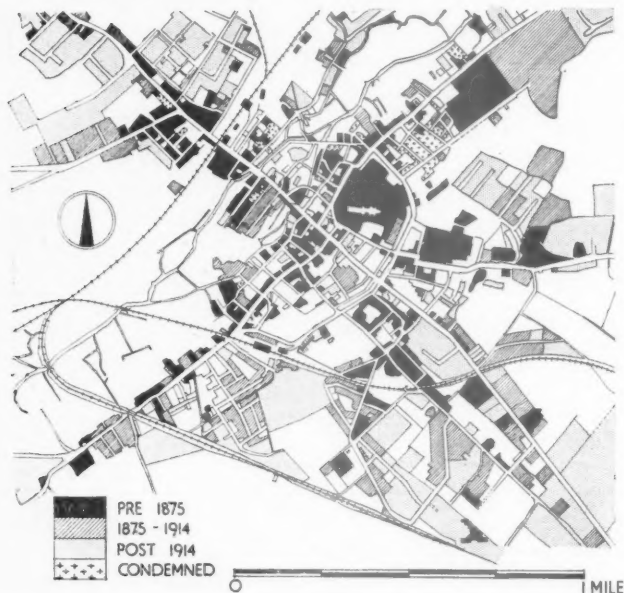
A typical shop front in St. Peter's Street.



Left, Westgate gardens by the river. Right, the north side of Best Lane, which may be widened in the future.

Hawks Lane forms part of a parallel relief road to the narrow High Street. The houses on the right of the lane and a large block on the left will remain, the rest will be demolished. At the end can be seen the fake-Tudor of the Marlow Theatre.





Broad Street, above, merits the name where it has already been widened and the city walls exposed (foreground, left) but the houses on the left will have to come down so that the MOT's road widths can be obtained for the proposed ring road.

LAND USE

This plan (opposite page) shows that the existing plan pattern of the city consists of a closely developed central area with further areas of development stretching out, star-like, along the radial roads. Facilities such as churches, shops, public houses and schools are concentrated mainly in and around the centre. As can be seen from Communications plan, lateral communications outside the walls are generally poor. North and south of the river valley the development of the city has been forced to follow rather different lines. South of the Ashford and Ramsgate roads city development has been almost entirely concentrated into an area approximately a mile square by the presence of the wedge of 600 acres of land owned by the War Department, on one side, and by many orchards and other land of high farming value on the other. This area is mainly residential in character.

North of the Ashford and Ramsgate roads development is extremely fragmentary in location and form. Contributory factors are the two branches of the river, hilly sites, lands liable to flood, the railway, and nursery gardens. On the whole the development is very mixed in character. Outside the city one of the chief villages is Harbledown which has been much enlarged by the city council building a large post-war housing estate there. On the other side of the city Sturry and Fordwich were rapidly being suburbanised.

AGE OF BUILDINGS

The diagram, above, left, shows only the central area and its immediate environs. The notation used on this diagram includes both the building and its site. The groups of buildings which date from before 1875 are mainly in the central area and along the main roads close to the centre. Some of these buildings have been renovated and still have a useful life; many are of architectural or historic interest and should be maintained as long as possible. During the 1875-1914 period, the development was mainly residential in character. Since 1914 the city has expanded in all directions, mainly as ribbon development along the main roads.

COMMUNICATIONS

In the diagram, left, the numbers indicate the average number of motor vehicles which pass the census point in both directions at the peak hour of a normal day.

The central area of Canterbury still retains the road pattern of the old medieval city with narrow winding streets. The only road crossing this area is the main shopping street which runs north-west to south-east from Westgate to St. George's Gate. The carriageway and pavements are generally very narrow; at one point where the River Stour is crossed at King's Bridge, the carriageway is only 15 ft. wide and the pavements 5 ft. 5 in. and 4 ft. 4 in. This road forms part of the trunk route A 2 (London-Dover) which follows the line of Watling Street and extensive traffic blocks are often formed by merely one van loading or unloading goods at a shop.

The only other route which is continuous for any distance is the road running outside the city wall from Wincheap to Northgate and which carries a great amount of traffic travelling from London to Thanet via Maidstone. Even with this road the junction with Northgate is so congested that traffic has to use a by-pass through a residential area involving three right-angled turns.

Indeed, carefully treated in its relation to the city walls, well detailed as regards surfaces, colour, street furniture, planting, and so on, it might agreeably emphasise the effect of the mediaeval-city-within-its-walls, while the more modern work is beyond the pale.

Much controversy has occurred, however, over the need for the relief road. The Holden-Enderby plan of 1945 proposed that a narrow relief road should be provided, and that traffic on this and the main street should be one way. From the traffic angle the Ministry of Transport would not listen to this argument. The development plan allows for two-way traffic on both the existing and proposed roads.

The argument against the relief road is that the building of the road will create undue disturbance and that the need for it will not be proven until it is seen how traffic behaves after the ring road has been built. This argument overlooks the fact that improved facilities are wanted inside the central area for the circulation of buses and for the



There is also an unofficial supplementary list of grade-three buildings. These are buildings which are not of sufficient merit to be included in the statutory list. But the buildings have some merit, and the owner or local authority will be asked to think twice before any such building is demolished.

It should be noted, however, that there are no powers by which the owner even of a statutory listed building can be compelled to maintain it in good condition, nor are there powers by which he can be financially assisted in the task of preservation. The real measure of the Canterbury citizens' interest in these old buildings will therefore be shown by the steps which they are prepared to take to solve this problem. On page 518 is shown a project by Canterbury architectural students to make use of what are virtually slum properties by the river Stour. If reconditioned, these Georgian cottages might be made sufficiently pleasant to attract the suburb-dweller back to town. There are many similar examples which, if not soon repaired and re-occupied, will mean the virtual disappearance of the urban residential street in the centre.

There are 300 grade-three buildings in Canterbury. The development plan will involve the removal of only 11 of these, 6 of which are no earlier than the nineteenth century. In the long term, however, it seems clear that a larger number than this will be involved in any scheme of road widening. It is the intention of the city council to keep

(Continued on page 512)

provision of rear access to shops. The ring road alone will provide none of these. The city planning officer is adamant about the need for a relief road. While the full width has to be shown on the plan, the building of one carriageway only in the early stages should suffice. The construction of the full width may not be required for a very long time.

The building of the relief road is the "major surgical operation" which should be done in the central area. Visually, to make a success of this grafting operation will call for much touching up of existing property.

ancient buildings

The detailed planning of the city will be very considerably affected by the presence of its ancient monuments and buildings.

The plan affects only one listed building; that is No. 35, Watling Street, which will be removed, at the request of the Ministry of Works, to clear the site for a government building.







PLANNER'S TARGET

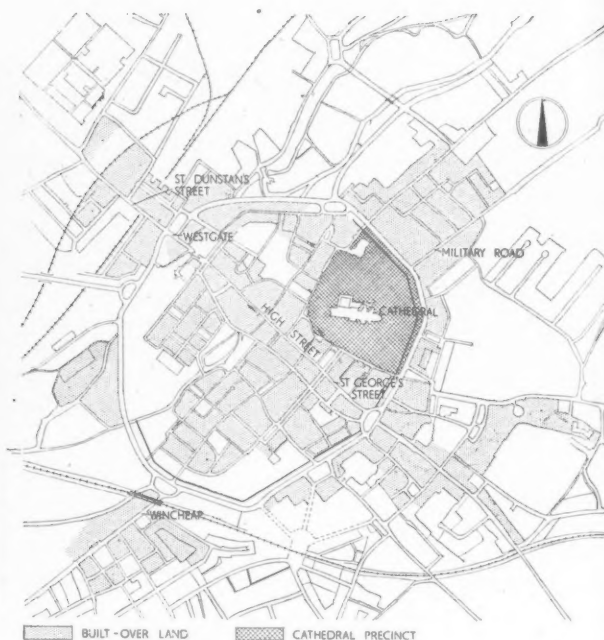
When architecture and planning are so much in the news every town would do well to have a balloon tethered over it or a helicopter to hand, so that planners and citizens, conscious of their civic duties, can have the opportunity of seeing from above the pattern which provides the visual delights and tortures of their town at ground level. Failing the flying machine the aerial photograph must act as a substitute. A study of townscapes from above in three dimensions kills slowly but surely the planning tricks which result from designing on paper and with a straight edge. To stay too long in the air is as dangerous, of course, 'literally, for planning, as it is metaphorically, but that danger is still far ahead. The aerial view gives a glimpse behind the facade, behind the polite front, into the uneconomic, unhealthy untidinesses of the backyard, the awkward plot, the neglected corner. All this, and more, is to be seen from this aerial view of Canterbury, the city of contradictory citizens, who want to rebuild without renewing, replan without destroying, and revolutionize without revolting. This two years' old photograph, showing all the centre and at least a third of the outskirts of the city illustrates more vividly than a dozen maps Canterbury's features and failings. Just off centre is the enormous bulk of the cathedral standing amongst the lawns and ancient buildings of its precincts. Below it crowds the maze of streets of mediæval Canterbury, with the line of the High Street cutting straight across it. In the foreground of the photograph can be seen the products of nineteenth-century enterprise, the tannery and the gasworks, beside the castle and lying unfortunately and unplannedly to the windward of the city. On the right is the garden below the city walls which flanks the street of Rhodanus Town, part of which will be levelled to provide the proposed inner ring road which passes outside the photograph in the foreground and swings over the allotments on the left to join St. Peter's Place, a road which runs between a third set of terraced bye-law houses to the left of the two just visible in the centre left of the photograph. Above these can be seen the bulk of a cinema and the course of the Stour through an area carefully preserved and developed in a student's project on page 518. Above the cathedral tower, running vertically, is Military Road, with the three barracks on the left of it. To the right is the army's training ground which extends almost to the houses (army married quarters) in the top right-hand corner and sterilizes a large section of the city's land. Top left can be seen the road to Sturry, with, on either side, the post-war pre-fab estates which are over a mile from the city centre.



The nursery garden in the city centre which it is proposed to turn into a public open space. Spanning the water is the thirteenth-century Grey Friars. The proposed relief road for the High Street will cross the foreground of this picture.

demolition to the minimum by carefully siting roads and other developments. There will be no widespread opening up of sites which would only have the effect of destroying the mediæval character of the city.

The implication of the plan is that it will not be possible to preserve in perpetuity a large part of the mediæval centre as it exists today. There is no justification for making the centre a "fossilized" show place. The centre is the focus of a busy and prosperous community. In time, as has happened down the centuries, individual buildings, even if



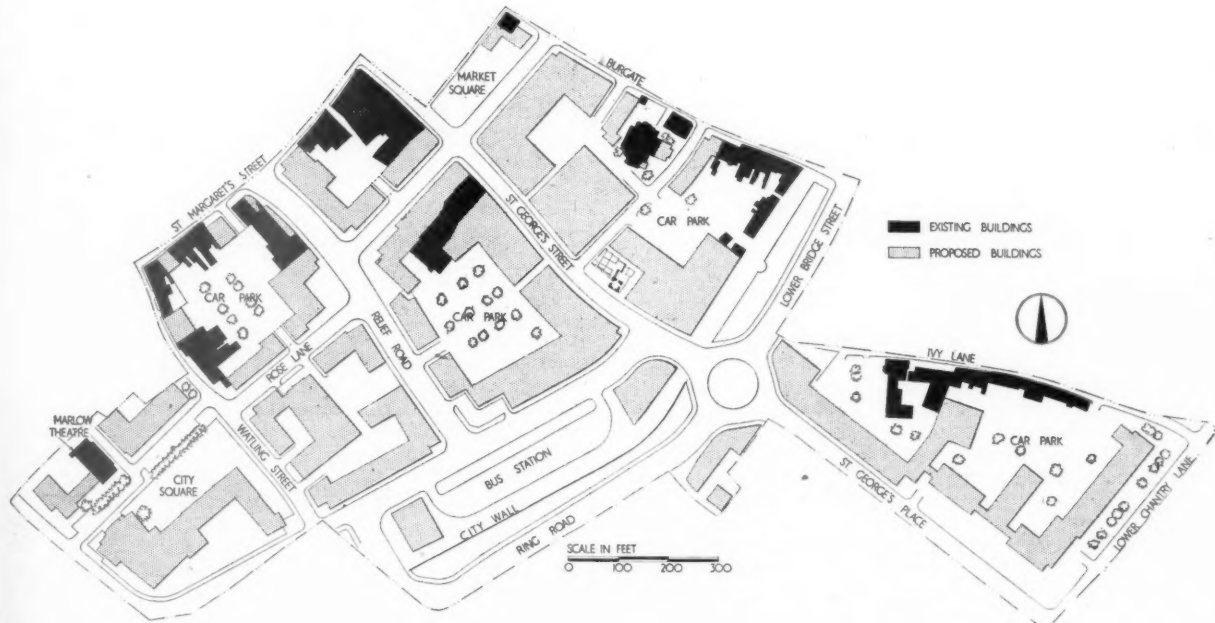
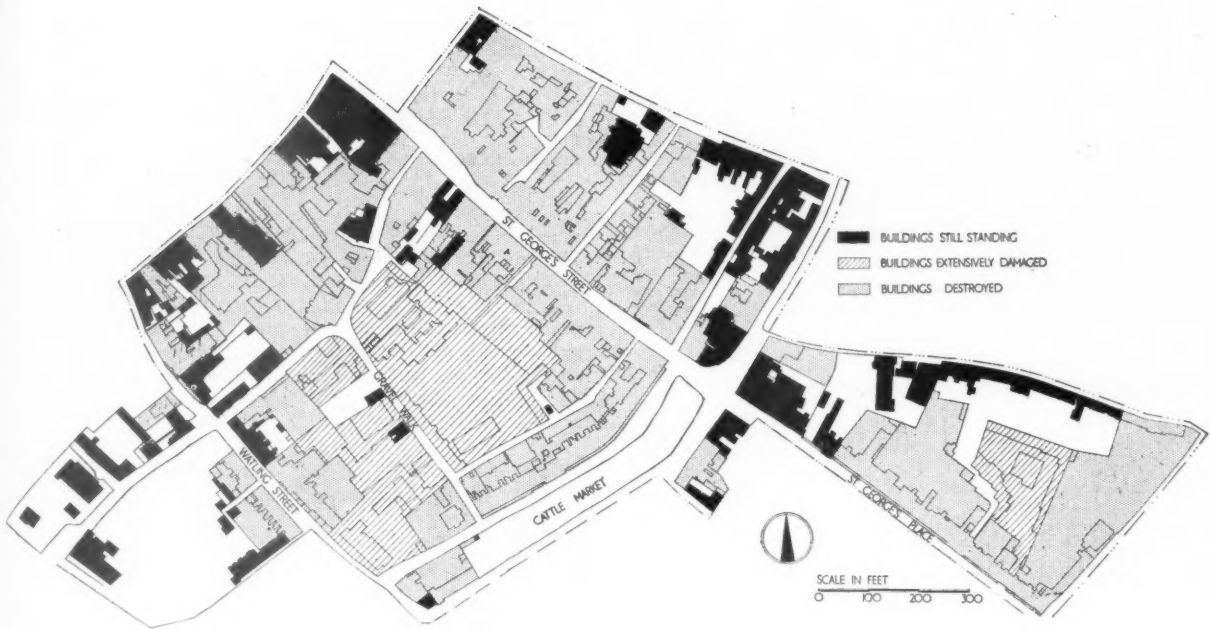
THE HOLDEN AND ENDERBY PLAN

In 1943 Dr. Holden was appointed consultant town planner to prepare a scheme with the City Surveyor. In this plan, which is considerably more extravagant than that now being put into operation, the inner ring road follows a line outside the city wall, and outside Westgate. On the west side is a roundabout where the new roads from London Road and Whitstable Road join the ring road. At the south end can be seen a road leading from the new roundabout at the Riding Gate to a proposed new site for the East Railway Station. A new road parallel to the existing main street runs south-west of the latter and is connected by four wide crossways. A proposed avenue on the approximate line of Marlow Avenue and Rose Lane runs from a new Civic Centre in Dane John across the main street to Burgate (River only partly shown).



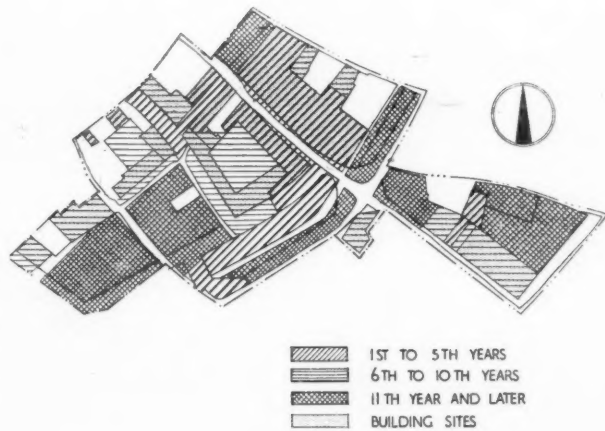
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COMPREHENSIVE DEVELOPMENT AREA

Opposite page, this view from the cathedral's Bell Harry tower shows part of the first area in Canterbury to be planned as an entity (see plan above). In the left foreground is the rear elevation of the first block of shops and flats to be built (see also page 514), beyond is the Woolworth store under construction. On the right are the temporary shops on the site of the proposed market square. Beyond Woolworth's is the tower of the blitzed St. George Church and the site of the bus station. Background, centre, is the out-of-date school which will have to be partly demolished to make room for the relief road. This page, top, the comprehensive development area, showing the few prewar buildings remaining. Enemy bombs demolished 111 houses, 78 shops—many of them the city's largest—5 churches and 48 other buildings. Above, the proposed layout for the comprehensive development area, showing: a widened St. George's Street, the new bus station, the first section of the relief road, a city square and civic way from it, leading to Burgate, car parks for 450 cars. Right, a programme map showing how the plan is timed in three phases.





SHOPS AND FLATS

in BURGATE

designed by DENMAN AND SON

These shops, with flats above, back on to the cathedral precincts. They are the first shops to be completed in the central area

periodically restored, will reach the natural end of their life. They will be replaced by new buildings, probably planned very differently, or the sites used for some other purpose.

What the plan seeks to do is to provide a basis for the rebuilding of the main fabric of the centre while permitting the old buildings of charm and interest to have as long a life as Nature will permit. If the plan is thus interpreted, some of the street widenings, shown on the unofficial Central Area Redevelopment Plan and which at first sight seem to be excessive, become reasonable propositions.

It has been said that the principal aim of the plan must be to preserve the charm of Canterbury. The importance of preserving the old has been adequately stressed. In the long run, however, the influence of the character of the new work will be the decisive element.

infilling

Not far removed from the task of preservation is that of instilling new life into derelict and waste areas in and around the centre. It is the very essence of planning and townscape. Canterbury, as a result of bombs and neglect, has a considerable number of small sites which, though an uneconomic proposition for use in the main post-war housing schemes, should be used to level out the population density over the city as a whole. There may be places where judicious demolition and opening up is as essential as building in order to "fill in" so as to achieve reasonable conditions. It is the task of the *sharrawag*, and of the townscapist, when awkwardly shaped and badly placed sites have to be handled, corners turned, levels preserved, focal points introduced. Because such a policy of infilling does

not necessarily give excitingly high figures for housing returns, and because of its inherently difficult nature, this aspect of architecture and town planning is being neglected. Canterbury, whose need for it is as high as any other mediæval city, might well be the first to develop it.

changes in scale

Technically, the most difficult aspect of the plan is the grafting of a modern layout on ancient forms. The difficulty arises through the changes in scale which have taken place in several different fields. There has been the change in standards of space required for the operation of the motor vehicle compared to the horse-cart. There has also been the change in the space standards required for buildings, and the change from private and small-scale enterprise to corporate enterprise and public enterprise, such as, for instance, the combine shops and government offices. All



The difficulty of reconciling modern planning, byelaws, economy, construction and design with old properties so as to form an attractive and continuous street scene is exemplified by the above redevelopment in Military Road.

these changes have a profound influence upon the layout and appearance of new development in a central area. In addition, there has also been the development of the architectural control of elevations, which may lead, unless great care is taken, to an undue standardization of elevations. The effect of these changes is liable to be particularly noticeable in Canterbury.

Until recent years Canterbury has been mainly a city of relatively small shops. It has, nevertheless, flourished because it is the market town and the main shopping centre for a wide area round about. These small shops have been able to fit themselves, with some inconvenience, but sufficient efficiency, into the small-scale houses and shops of the old city, and it is the exception when such proud shop-owners have built themselves individual shops.



The chain store man has been given the opportunity of entering the city to an unprecedented extent and, having much larger resources at his command than most of the existing traders, he can compete on very favourable terms with them, and can afford to build very much more imposing shops. It is, of course, attractive to the city authorities to have such high rent and rate-paying premises within the city, and, whatever harm they may or may not do to local traders, they certainly will harm the mediæval character of the city, unless they are strictly controlled.

If one looks down on to the town from the hills outside the city, one might still be looking at largely a mediæval city; the crude lumps of Telephone House and the local theatre and cinema arise lumpishly above the small houses; but the bulk of the building has been designed within the limits of the timber frame and timber joist.

The photograph on page 512 of the Woolworth building under construction illustrates vividly, as do the elevations of the proposed High Street on these pages, the change of scale of modern structural techniques as compared with the old. The height of the new building may not be as great as the houses in the foreground; the change of scale is caused by the long spans and the therefore unbroken roof line. There may well be a case, in a city such as Canterbury, for



STAGE BLOCK

for MARLOW THEATRE
by L. HUGH WILSON,
CITY ARCHITECT

The only other permanent building to be constructed since the war in the city centre, apart from the shops on the opposite page, is the addition of a stage block to the Marlow Theatre. Part of the interior of the fake-Tudor theatre has also been altered: right, the new bar.



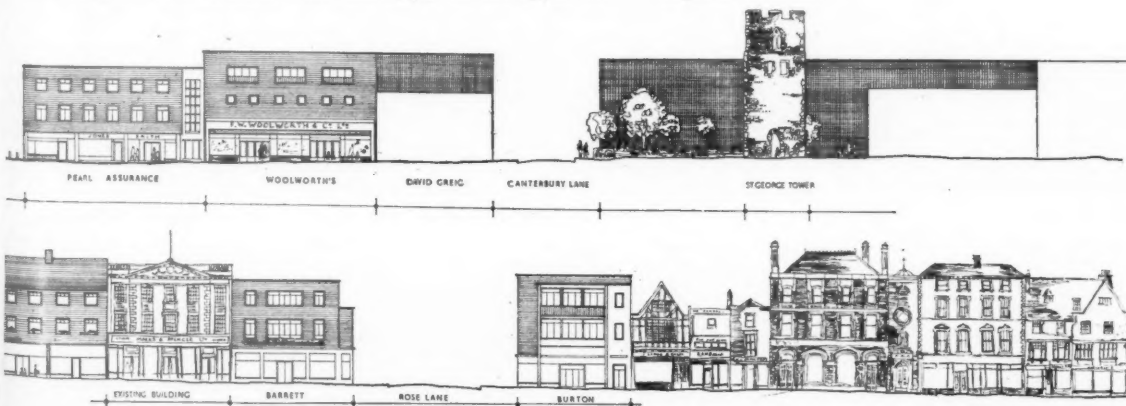
Lack of land suitable for building large housing estates has forced the local authority to build some distance from the centre of this very small city. This photograph shows the house nearest to the cathedral in the Spring Lane Estate.

asking architects to build to relatively small spans and to ensure that this span is expressed on the elevations, for limiting unbroken lengths of fascias and shop fronts, and for encouraging other than flat roof construction.

It is a commonplace today for modern architects to use local materials, or materials which are sympathetic to local materials in colour and texture in their buildings. It is a pity that similar consideration does not apply to the types of

construction used. Canterbury is a mass of broken, saw-toothed roof lines. The new shops and offices would be the better for a more varied skyline, and modern structural techniques (such as shell concrete-space frames and stressed skin construction) are sufficiently far advanced to provide it.

On this and the opposite page are the proposed elevations for the new St. George's Street—a continuation of the east end of the High Street. There is only the work of one local private architect in this street—the shop for Barrett on the south side by Dore and Anderson. The remaining designs are largely by staff architects of the firms concerned.



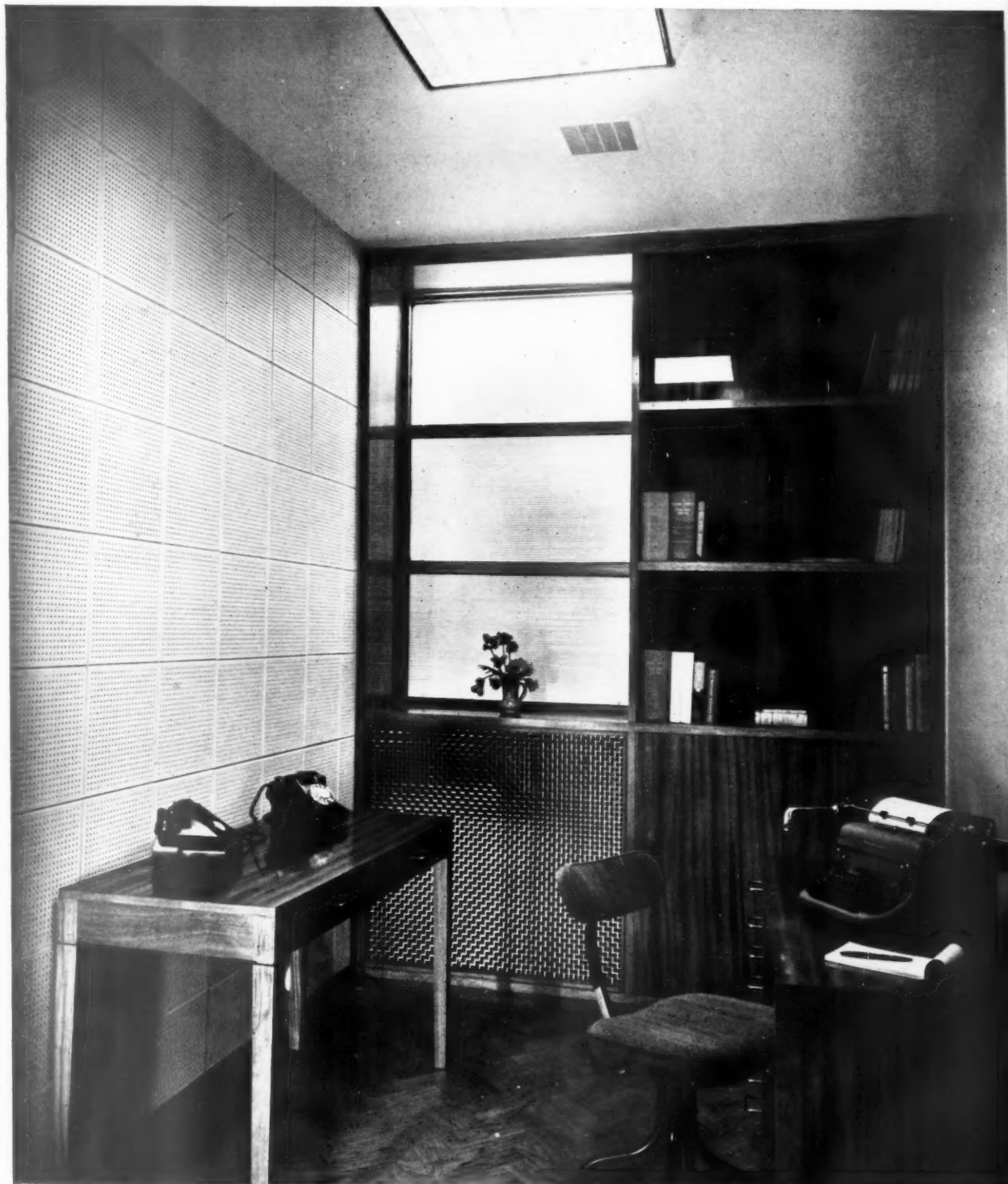
B Bus Stations
C Cemetery
P Car Parks
PB Public Buildings
PS Educational Zone
WW Warehouses

This drawing shows the long-term proposals for the redevelopment of the central area. The plan upon which the drawing has been based has been prepared in support of the official development plan, although it is not part of the official submission to the Minister of Housing and Local Government. The ring road will be the main artery within the city and access to the road will be strictly limited. The overall width of the road may eventually be as much as 68 feet. The complete circuit of the road will be about one and two-thirds miles in length. The south and west route of the road is determined by the lines of the existing streets—Pin Hill (1), Rhodasa Town (2), Upper Bridge Street (3), Lower Bridge Street (4), and Broad Street (5). To the north and east the route will follow Wincheap Grove (6), then across some undeveloped land to St. Peter's Place (7), Pound Lane (8), and St. Radigund's Street (9); all these streets will have to be widened. It is hoped to ease the flow of traffic within the central area by the construction of a new road to serve as a relief road to the High Street. A route has been chosen which will not attract through traffic from the ring road. Starting from the ring road at St. Peter's Place near West Gate the new road will run across

Housing in the past, outside the centre, has inevitably tended to crawl in the usual ribbon development style along the four roads which radiate from the city. This ribbon development is as bad as any in the country. There are, of course, certain limiting factors to a more concentric development. The river Stour and the water meadows alongside it, which cut the city in half, the valuable agricultural land to the south, the hills and clay outcrops to the north, and, lastly, the enormous wedge

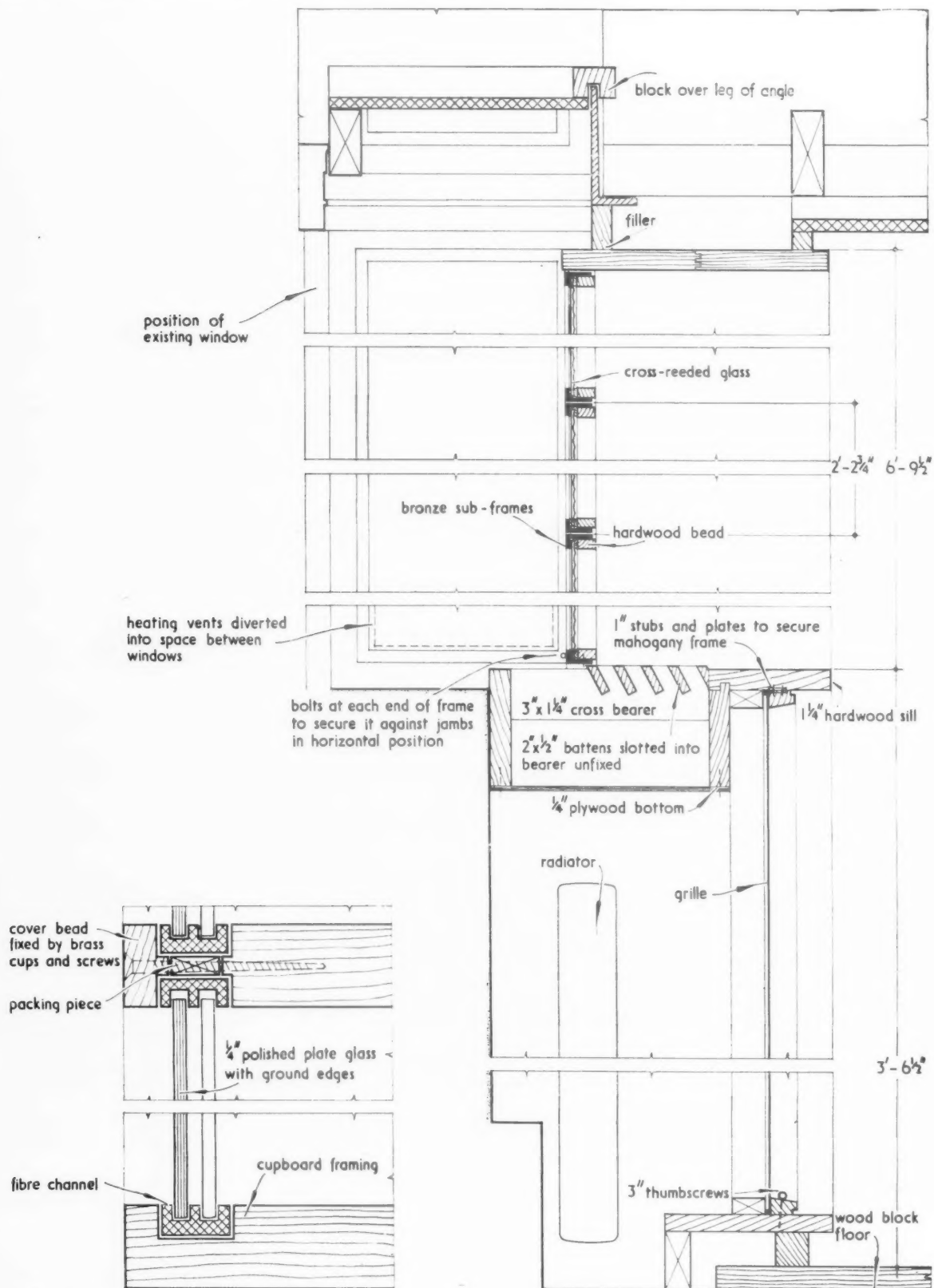
of property to the east which lies, inviolable, in the hands of the War Office. Inevitably, then, in the urgency of post-war house building the largest and most easily handled areas became housing sites. Inevitably, too, the sites have been a mile or so from the centre. This, in a city of only 28,000 inhabitants, is quite a long way. The answer, as far as future housing is concerned, lies in a policy of infilling houses on small sites, to which we have already referred, and in obtaining housing sites from the land under War Office control.

WALL FITMENT: BANK IN LONDON E.C.3

Westwood, Sons and Harrison, architects ; James A. Crabtree, assistant architect-in-charge.

A bookcase with sliding glass doors has been built across part of an existing window; the remainder is covered by a reeded glass screen with an enclosed radiator beneath.

WALL FITMENT: BANK IN LONDON E.C.3

Westwood, Sons and Harrison, architects; James A. Crabtree, assistant architect-in-charge.SECTION THRO' SLIDING GLASS PANELS
OF BOOKCASE. scale $\frac{1}{2}$ full sizeSECTION THRO' GLASS SCREEN
scale $1\frac{1}{2}'' = 1'-0''$

TYPIST'S DESK : RESEARCH LABORATORY, UNIVERSITY OF LIVERPOOL

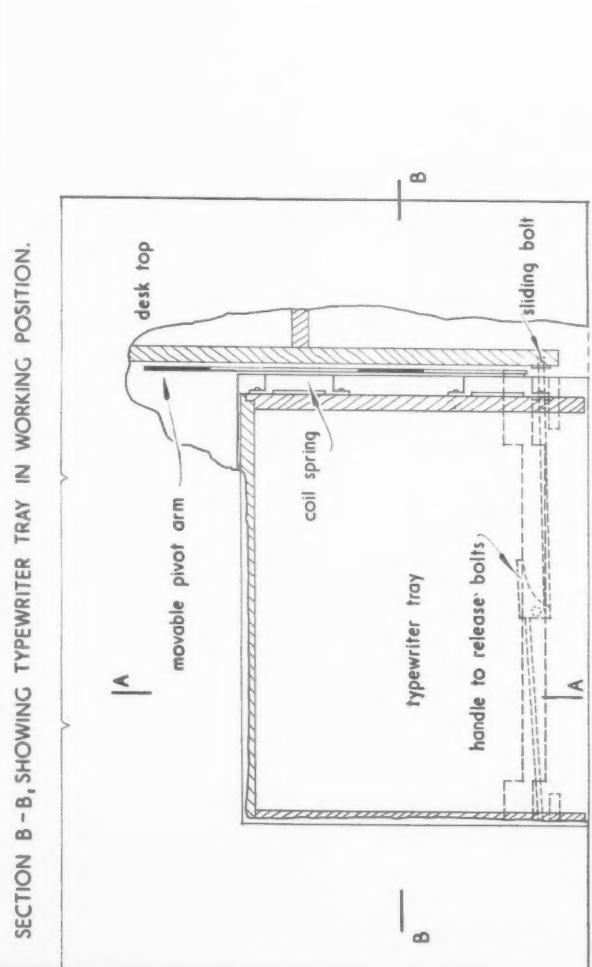
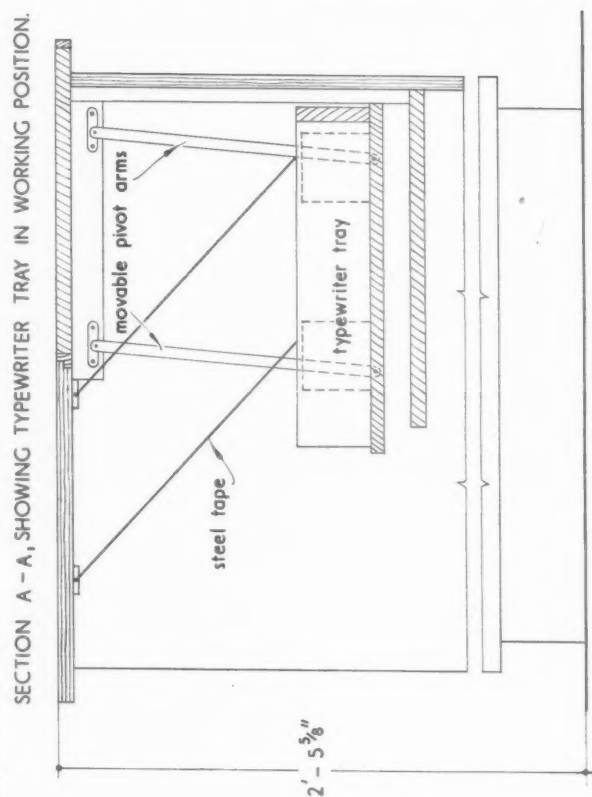
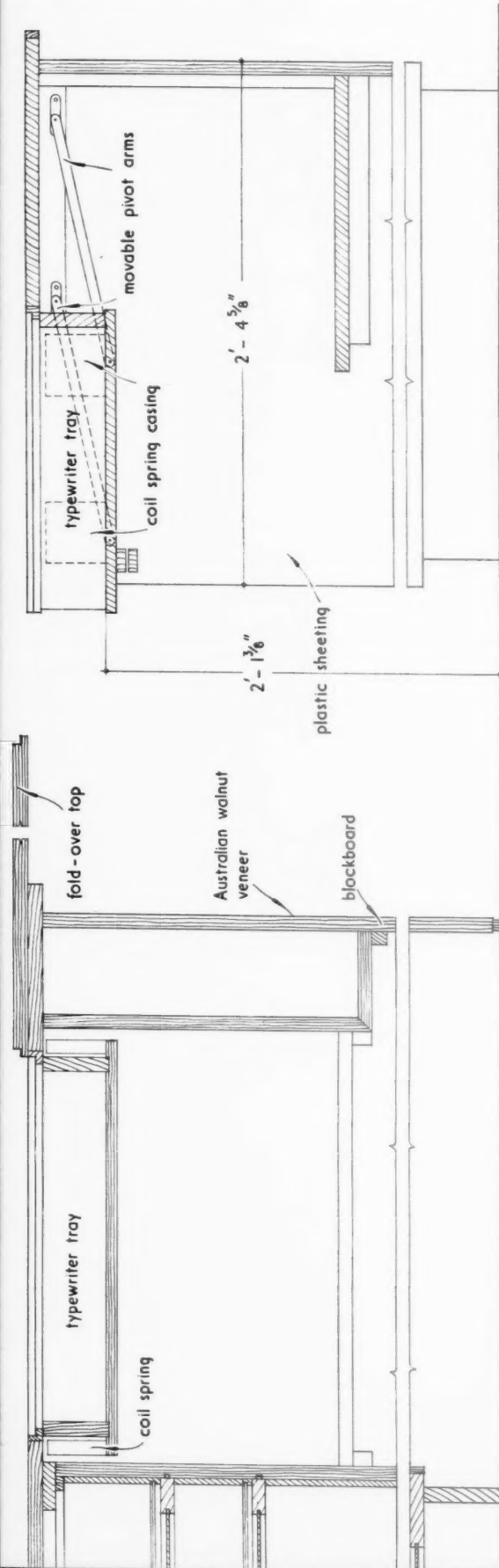
G. C. Gardiner, designer; William Holford and W. M. Shennan, architects for the University building



When the typewriter is not in use, the tray on which it rests may be moved downwards and backwards into the body of the desk and the hinged flap closed down over it.

TYPIST'S DESK : RESEARCH LABORATORY, UNIVERSITY OF LIVERPOOL

G. C. Gardiner, designer; William Holford and W. M. Shennan, architects for the University building.



PLAN SHOWING TYPEWRITER TRAY IN WORKING POSITION.
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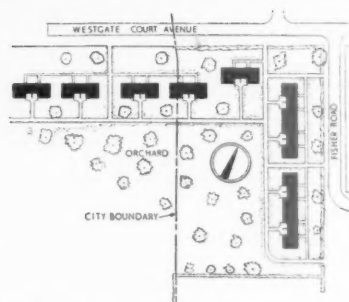
some existing property and Greyfriars (10), which is to be laid out as public open space, and then across the river to Stour Street at the existing junction with Jewry Lane. At this point there will be a small roundabout (11), which will swing the road over to the line of Hawks Lane which it will follow to St. Margaret's Street (12). There it will link with the section which has already been traced in the description of the comprehensive development area (13). At first only one carriageway will be provided. This will entail the demolition of two sub-standard schools, one shop, one workshop, one warehouse and 15 houses. It is also intended to improve a limited number of roads which lead to the principal parts of the central area (see plan, right). A widened Rosemary Lane (14) and Stour Street (15) will give improved access between Castle Street (16) and the relief road at the roundabout (11). St. Mary's Street (17) will be widened and have a new link across to Watling Street (18). North of the relief road there will be a link to High Street by a widened White Horse Lane (19). St. Peter's Lane (20), Best Lane (21), and King's Street (22) are also scheduled for widening. The City Architect states that widenings are shown in principle, and diagrammatically, only, and will only be carried out if the need arises.

war office control

This area occupied by the army is, with the exception of some quite pleasant early nineteenth century barracks, largely a mass of tumbledown huts and shacks, which are a disgrace to the city. A new barracks was built before the war at the top of the hill, south-east of the city, and since the war a married quarters has been added nearby. The army plays an honoured part in the life of Canterbury; if the army were to leave the city altogether the ensuing loss in prestige and trade would be regretted on all sides. The army, however, could contribute to the redevelopment of Canterbury by moving away from its inefficiently used area in the centre of the city to a more outlying position. The land thus freed could be used for housing and for the provision of an improved road linkage in the south-east sector of the city. It is worth noting that the War Office apparently agrees with this policy and proposes leaving the area within fifteen years, by which time, of course, the damage caused by the army's presence so close to the centre may be irreparable.

The model shows the central area redevelopment three-dimensionally. From proposed civic centre above the Dane John, in the foreground, can be seen the resited road leading to the cathedral.



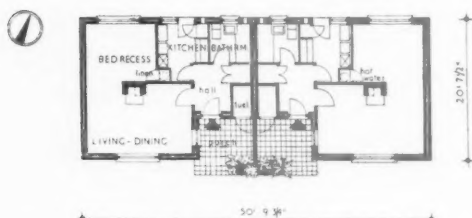


OLD PEOPLES HOMES

designed by HUGH WILSON, CITY ARCHITECT

These eighteen bungalows form an estate for old people together with a converted Victorian house on the outskirts of Canterbury. The construction is mainly traditional.

Site plan



Plan and elevation (Scale: 1/4" = 1' 0")

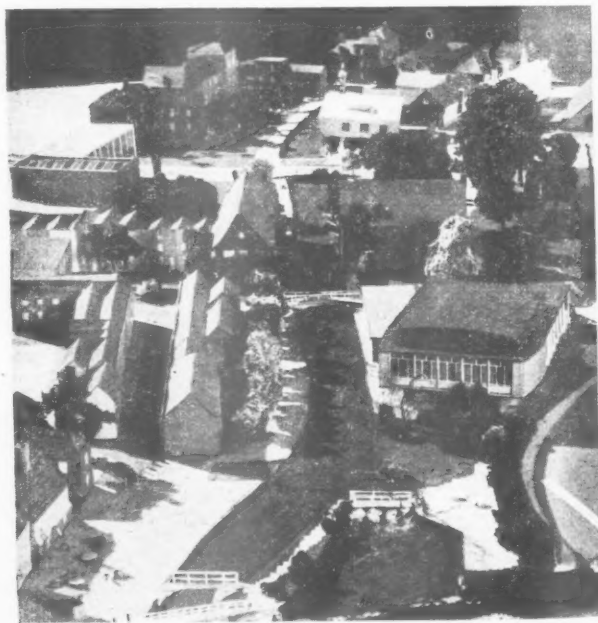


BISF houses have been well sited by the City Architect on the new housing estates, as in this example at Becket Avenue.

For instance, to make room for the ring road it is proposed to move the site of the Cattle Market to a point north of the city, where an abattoir is under construction by the Ministry of Works. It is now, presumably, too late to make a change, but an opportunity seems to have been missed here. Market day, a twice-weekly event, is part and parcel of the life of Canterbury, and has been so for centuries. It takes place on the wide area that has been cleared immediately outside the city walls, and, of course, the shop-keepers and the pub-keepers have profited by this proximity, as on market days the town fills with farmers and their wives and families, coming in from outlying districts. It might have been better if the market place had been kept nearer to the centre of the city and placed either in the present Infantry Barracks area or near the tumbledown houses to the west of the barracks.



Above is a view up the Stour with the gable wall of Black Friars in the distance. The central area redevelopment plan proposes removing the derelict properties on the left and turning the river banks into a public open space. Enterprising students of the Canterbury School of Architecture have put forward an alternative suggestion, below.



the basic plan

The outline of the Canterbury plan is straightforward. The population during the period of the plan, which, it will be remembered, officially covers the next twenty years, is likely to be more or less a constant one; it is expected to rise slightly through natural causes and by a small inflow of new population from the 1949 figure of 26,220 to 29,500 by 1971. Industrially, the City Council

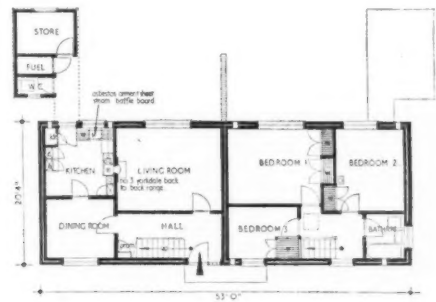


Site plan of Martyr's Field

HOUSING

at MARTYR'S FIELD
designed by L. HUGH WILSON

This housing estate was the first site to be developed by the corporation with traditional type houses. It is in close proximity to the city centre, and bounded on three sides by residential areas. The development so far completed, provides 162 houses, a block of four shops, with flats over, and a three-storey block of 18 flats. Space is reserved for a group of lock-up garages. A further section remains to be built up at a later date of approximately 25 houses. The house plan types are similar to those erected on the Spring Lane Housing Site. Above are typical views of houses and flats.



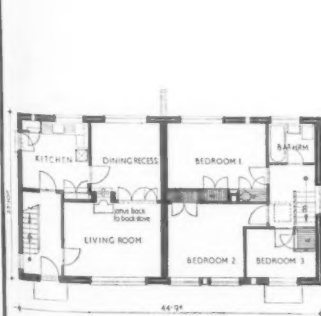
Ground and first floor plan



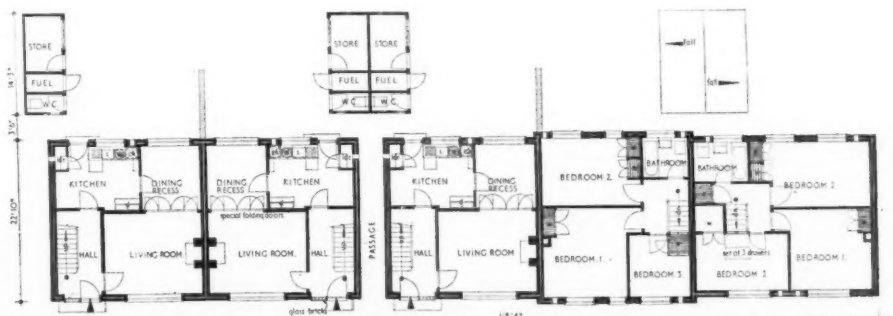
Ground and first floor plan of terrace houses



Ground and first floor plan



Ground and first floor plan



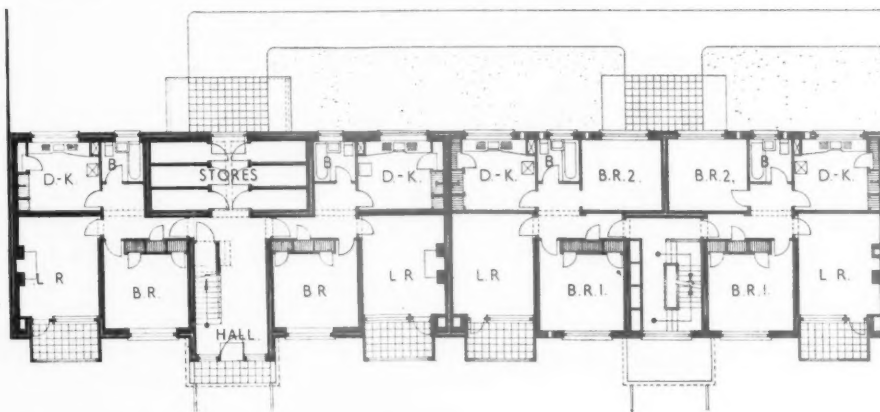
Ground and first floor plan of terrace houses [Scale: 1/4" = 1' 0"]



HOUSING

at SPRING LANE

designed by L. HUGH WILSON, CITY ARCHITECT



Ground and first floor plan of three storey flats [Scale: $\frac{1}{4}$ " = 1' 0"]



Site plan of Spring Lane

The layout of the site (this page and opposite page) has been evolved after giving due consideration to the existing contours; the distant view points which are so attractive from the elevated portion of the site; the existence of a wide, deep ditch and foul sewer parallel thereto, which run across the site from east to west, and the preservation of several fine trees. The scheme comprises 308 houses in pairs (above, left) and terrace blocks of four. In addition, at the centre of the scheme are grouped four shops with flats over (centre, opposite page); six one-storey houses for old people with a detached house for a health visitor, and two blocks of three-storey flats, extreme left, above. A church, vicarage, village hall, public house and nursery school will also be incorporated, and plans are being prepared for a hostel comprising 24 single-room flats for single persons.

The houses are mostly three-bedroom type with working kitchen, living room and dining recess, but a few four-bedroom houses have been built with a small sitting room as well. All the houses have brick outbuildings consisting of a garden store, fuel store and outside W.C. which, with screen walls, are planned to link the houses together.

Construction: traditional, with load-bearing cavity brick walls, wood joist floors and timber truss roofs covered with double Roman tiles at 33° pitch. Windows: standard. Continuous-burning open fires heat domestic hot water by means of a back boiler.



Spring Lane housing estate from the west. Below, the shops.

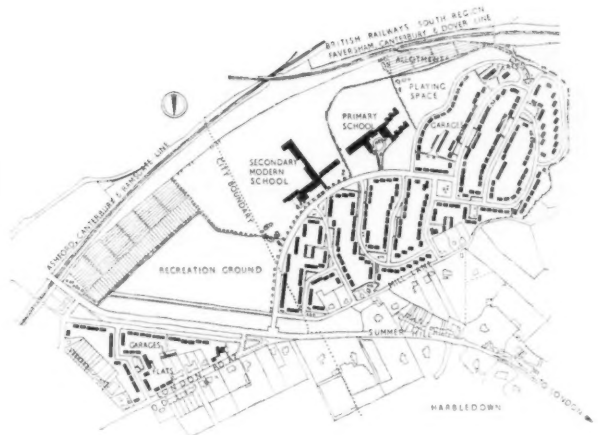


HOUSING

at the LONDON ROAD ESTATE

designed by L. HUGH WILSON, City Architect

The site, above right, including recreation ground and allotments is of 119 acres. There are 650 dwellings provided. The site is level at the London Road end, but rises to the north-west. Sites have been provided for a primary school, modern school, six shops, a community hall and a public house. Below, a view along the main access road.



Ground and first floor plans of terrace houses
[Scale: $\frac{1}{4}$ " = 1'0"]



Ground and first floor plans

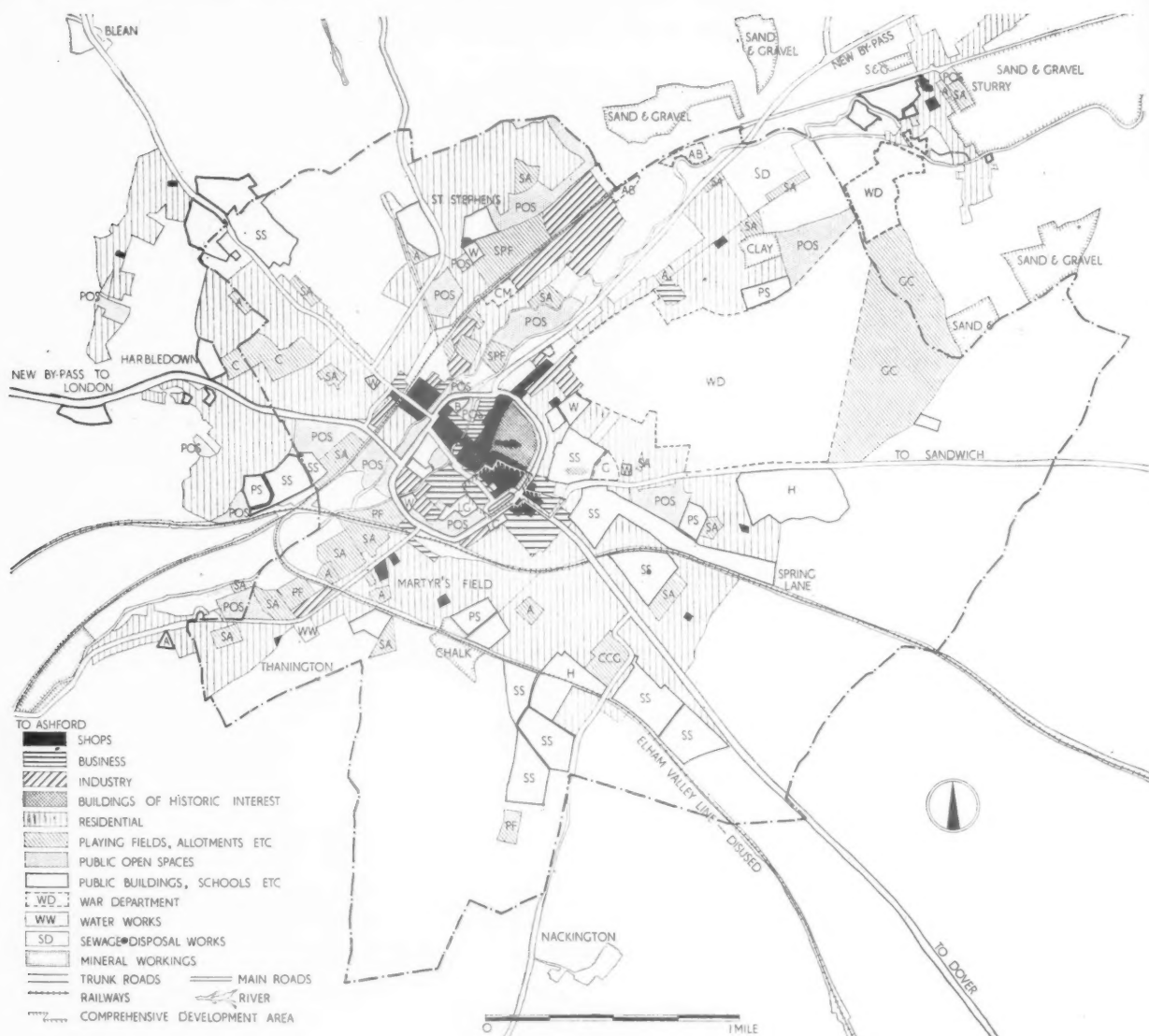
maintain that there is a case for increasing the amount of industry in the town. Although there is very little unemployment in the area, the choice of employment for school leavers is very limited, particularly for certain groups.

The plan defines a series of zones in which the major activities of the community at large should ultimately be separately carried on. In the circumstances, the zoning pattern which is formed is logical.

At the centre, within the line of the proposed ring road, an area about half by two-thirds of a mile will contain the

cathedral precincts, and the main precincts for civic and commercial activities. On the periphery of the central area some redevelopment of outworn property will be entailed for housing commercial and industrial purposes. Development on the southern area of the city will be strictly limited and will be reserved mainly for housing—some infilling will take place—and for the layout of new schools.

The northern area will be more mixed in character, as it will contain, in addition to housing and schools, a spur over a mile long for industry, a new cattle market and



BASIC PLAN KEY

A Allotments
AB Abattoir
AS Assembly Hall
B Bus Station
C Cemetery
CD Municipal Depot
CG Cricket Ground

CM Cattle Market
G Government
GC Golf Course
H Hospitals
LG Local Government
P Car Park

PF Private Playing Fields
PS Primary Schools
SA Statutory Allotments
SPF School Playing Fields, etc.
SS Other Schools, etc.
W Churches

BASIC PLAN

The changes which are proposed in the scene in relation to the present city are shown on the basic plan, whereas the details of the changes themselves are more clearly shown on the programme map on the opposite page. Apart from the proposals concerning the central area, the most important changes planned concern the north side of the city, more especially on the high ground at St. Stephen's. A new road adjoining the River Stour and linking the county area with the proposed Sturry by-pass will provide improved facilities for travellers to Thanet.

The existing small industrial estate between the railway and Broad Oak Road is to be extended to a total of about 55 acres. The new cattle market (63 acres) will be at the west end of the estate adjoining St. Stephen's Road and the abattoir will be at the east end in Broad Oak Road. A wedge of public open space will separate the industrial estate from a new residential estate for about 2,000 people which it is planned to build in the estate of St. Stephen's. Another major road proposal is the building of a new link road from the proposed relief road to the London Road at Harbledown where a junction will be made in the county area with the proposed Harbledown by-pass to the north of the village. To the south of the city (with the exception of housing for about 1,000, north of the new Dover Road) the projected development is practically exclusively new schools.

the Ministry of Food abattoir. The policy of building housing estates near the city boundary will continue.

Looking at the city as a whole there does not seem to be any outstanding physical problem which is likely to cause trouble in carrying through any of the new roads and buildings schemes projected.

There are two notable features about the zoning plan.

One is the impracticability of attempting an orthodox neighbourhood pattern in Canterbury with each unit having its primary school and other facilities. As far as possible, however, sites for primary schools have been planned to be within reasonable walking distance for the majority of the younger children in the residential areas.

The second feature is the sterilization of the relatively



PROGRAMME MAP KEY

AB	Abattoir	P	Car Park
B	Bus Station	POS	Public Open Space
Ba	Business	PS	Primary Schools
CM	Cattle Market	Ra	Residential
G	Government Buildings	Sa	Statutory Allotments
H	Hospital	Sh	Shops
In	Industry	SS	Other Schools etc.
LG	Local Government Buildings		

(Note: Industrial area west of AB should be phased for 20th year.)

PROGRAMME MAP In the early phase, industry, housing, and schools take first place. On the right is the list of major building works (exclusive of road works, etc.) which are expected to be completed in the programme laid down.

Work	Labour Man-years	Cost £
700 houses	1,000	854,000
Hackington County Primary School	52	52,000
Modern School, London Road	125	125,000
Modern School, St. Stephen's Hill	125	125,000
Reed Avenue County Primary School—completion	43	43,000
Cattle Market, including access road	50	45,000
Health centre	30	25,000
Redevelopment of St. George's Street	700	700,000
Bus station	55	50,000
Abattoir, including access road	120	120,000
Government building works	70	70,000
Hospital extension	55	50,000
Churches (2)	70	60,000
Other major building works	350	300,000

immense area east of the central area through the land being in the permanent control of the War Office.

If the land use map on page 508 is compared with the basic map (page 522), as the map showing the development plan is termed in ministerial jargon, the changes in the zoning pattern of the city, which are planned to occur over the next twenty years, can be

clearly appreciated. The complementary programme map on this page gives an indication of the volume of the work which is expected to be carried out. In a sense the programme map, as presented, is incomplete, as it does not show the housing which is to be built outside the city boundary in the area administered for planning by the Kent County Council. Technically, the onus is on

the latter authority to relate this aspect of City Council's housing, and school, programmes to the general planning of Harbledown and the other villages and suburbs affected. A most important element of the City Council's planning is not, therefore, shown on their official development plan, which covers only the land within the city boundary. This is a weakness in the ministerial planning system which can so easily lead to confusion.

In its own interest the Canterbury planning office has prepared an unofficial map for the projected development outside the city boundary and the information on this has been combined with the basic map in the redrawing of the latter as shown on page 522.

The Report details the different works expected to be carried out. In the years 1-5 covered by the plan the work is estimated to cost £2,950,000 and absorb 3,290 man-years; the comparable figures for the following fifteen years are £8,468,500 and 9,428 man-years.

It is extremely valuable to have these programmes. If they are, necessarily, tentative, they do lend some degree of realism to the plan. They also give an indication to local developers of how their own development can be related to other new development in the city with very possibly consequential advantages to themselves.

will the results be worth while ?

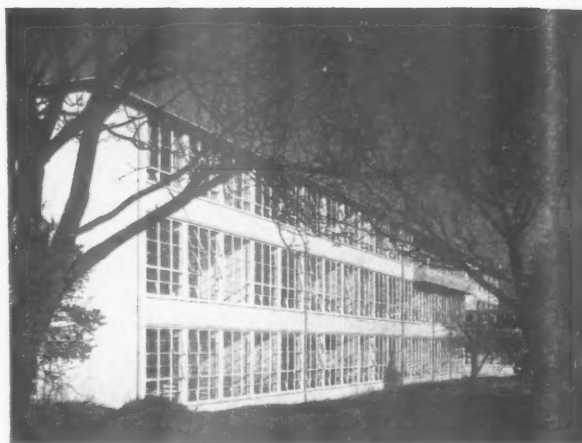
If development in Canterbury over the next twenty years or so takes place on the lines forecast in the plan, what kind of city will emerge?



To the north of Military Road are three groups of simple, unpretentious army barracks. A typical example is the officers' mess, above, of the Infantry Barracks. The south side of the road, however, is a barbed-wire cluttered waste land of tumbledown shacks, see below, and a disgrace to the War Office.



There can be no question that the city will be relatively neat and tidy in its layout. Motor traffic should be able to flow about the city very much more conveniently than today; the city, however, may be less convenient to the pedestrian, at least in terms of distance. The facilities which have become the accepted basis of urban life—adequate housing, an improved balance in the distribution of industry, reasonable work conditions in shops and offices, suffi-



GIRLS' SECONDARY SCHOOL

designed by L. HUGH WILSON, CITY ARCHITECT

This school was fully illustrated in the JOURNAL for March 15, 1951. Above is the wing containing practical and special rooms. Below, the assembly hall. The Simon Langton school is a three-form entry grammar school for 510 girl pupils. It is maintained jointly by the City of Canterbury and the County of Kent.



ciency of playing fields and so forth—will in part have been realized. The city will have been modernized.

There are three questions, at least, which need to be posed in attempting any assessment of whether the results of all the planning activity will have been worth while.

Is it possible to modernize the city without, in the end, Canterbury becoming a duller place to live in by the loss, through redevelopment, of much present individuality and character?

Is it possible to let Canterbury spread even further than it has already outwards and upwards on to the higher ground surrounding the city, without the appearance of the city suffering on the sky line?

Is it possible to retain sufficient of the surviving elements of the historic part of the city to form an integral and unspoilt part of an otherwise redeveloped central area? If so, do the means exist by which the preservation can be ensured?

The answer to the first three questions may well be found in the degree of care which is taken in designing and carrying out all the different building and engineering works.

city its own planning authority

A factor which greatly favours the ultimate success of the plan is that full planning powers are exercised by the City Council. Many, frequently, larger towns which have not county borough status exercise planning powers only at the discretion of the county council. Almost full powers may be enjoyed for development control, but preparation

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G. Philip Bell, B. Arch., A.R.I.B.A., Architect

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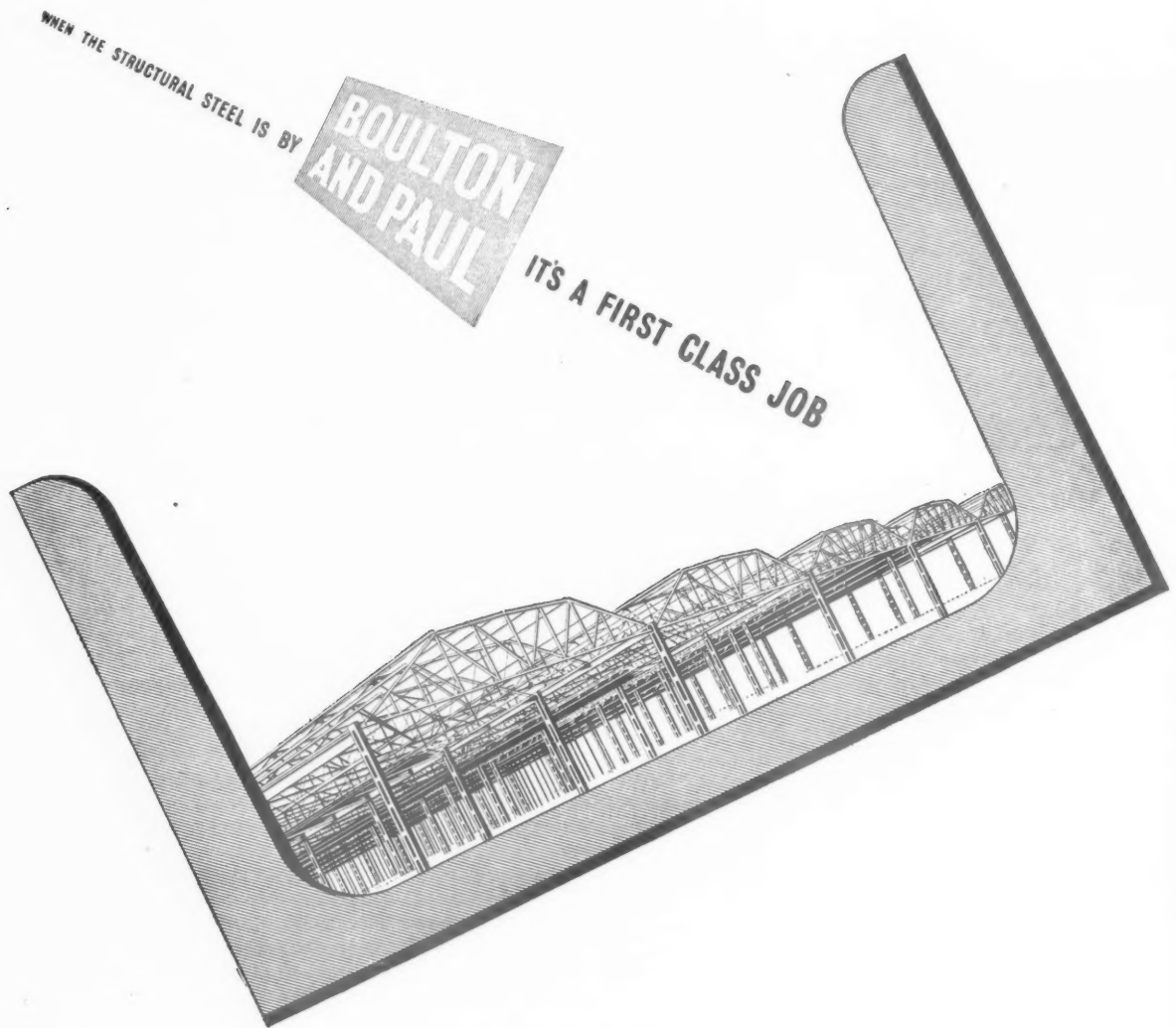
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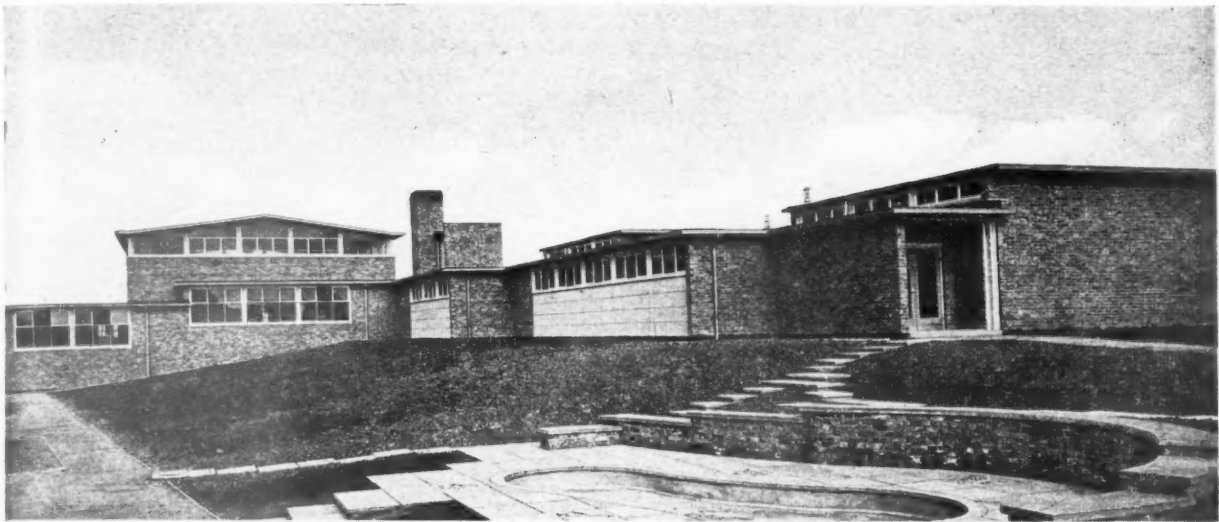
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PRIMARY SCHOOL

designed by L. HUGH WILSON, CITY ARCHITECT

The Reed Avenue County Primary school consists of the Infants' Department only. At a later date a Junior Department will be added, together with a Nursery School and Clinic. The site is on a steep north slope and is adjacent to the Margate Road. The school is designed as five class units, each quite complete in itself. Each unit has a different primary colour for its doors, beams and selected wall surfaces so that pupils can readily distinguish their

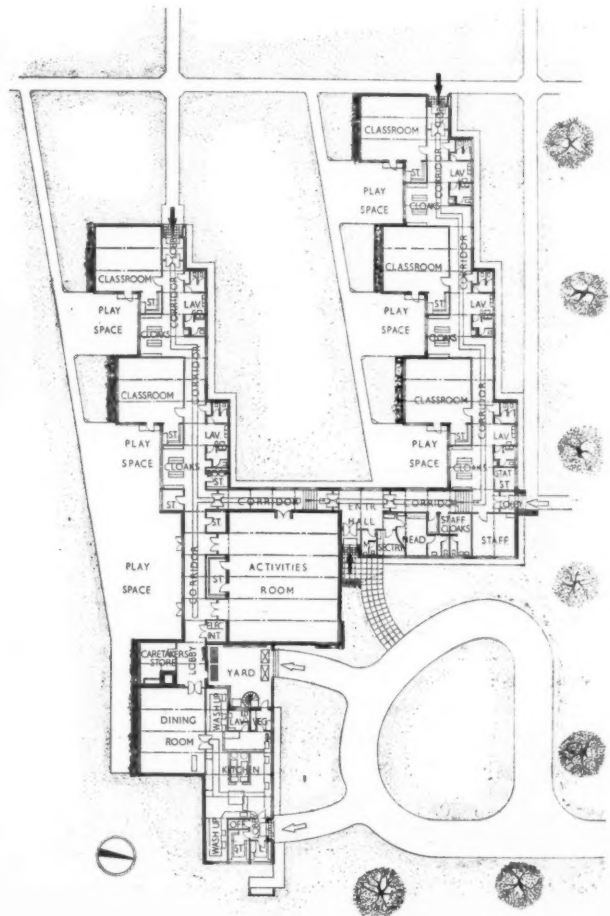
particular class space. The building is on an 8 ft. 3 in. module of light steel framework with 11-in. stock brick cavity walls forming much of the wall surface. The remainder consists of light concrete slabs with spar aggregate. Roofs are covered with built-up bituminous roofing and floors are covered with clay tiles, wood blocks and plastic tiles. Above, from the west. Below left, the assembly hall.



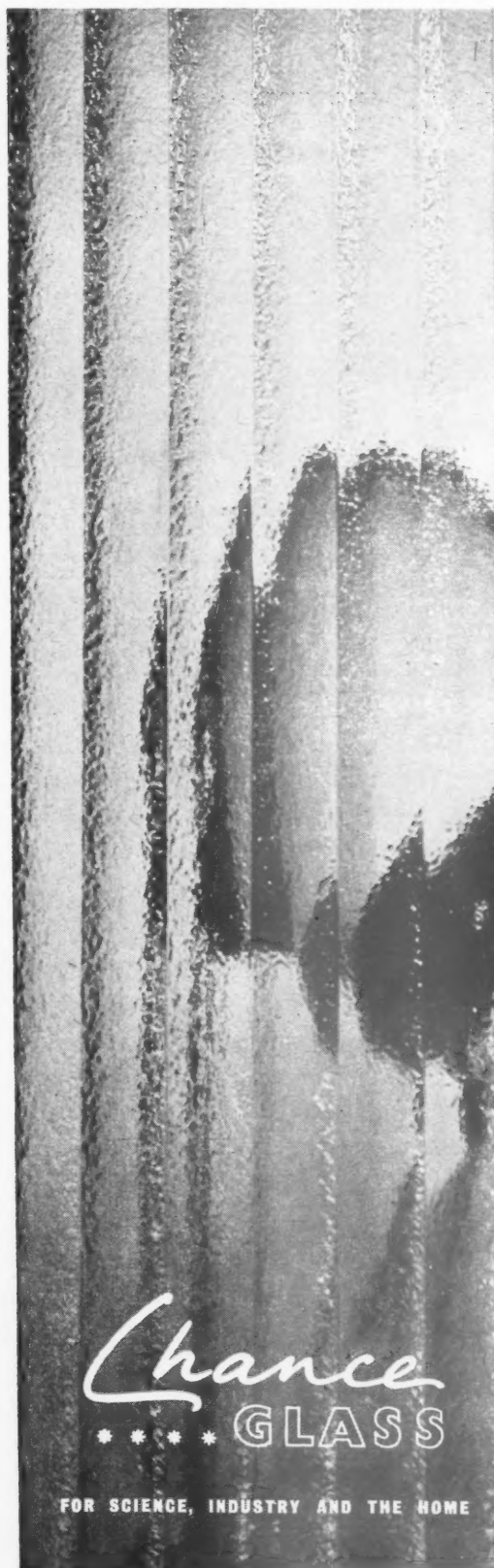
of a development plan is rarely a local responsibility. All too often, the development plan is prepared at the relatively remote county headquarters. This may be an advantage in terms of regional planning; it is certainly not where planning on the small and intimate scale to be found at Canterbury is concerned. Fortunately, the Canterbury City Council have put their City Architect in charge of planning.

public opinion

Amongst other unique qualities, Canterbury can pride itself on having fought a municipal election over town planning issues. The facts are outlined in the planning history given on page 506. There can hardly be another city in the country where feelings are so strongly aroused on planning and architectural matters. Opposition to a bad plan is excellent, but blind opposition—opposition to any form of plan—is worse than useless. The Canterbury plan is a good one—it would be hard to better the broad principles of it—and the City Architect and Town Planner, Hugh Wilson, is a sensitive but downright man, who by talks, articles in the local press and by exhibitions, has



Plan [Scale: $\frac{1}{4}'' = 1'0''$]



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endeavoured to show the citizens what planning means and what he is trying to achieve. Even so, there is still intense and, apparently, unreasonable opposition to the plan.

Indeed, the weakest element in the planning field of Canterbury is, perhaps, the attitude of the Canterbury people themselves towards planning or, more directly, towards the Canterbury Development Plan. As a venerable and historic city Canterbury possesses in the eyes of many of its inhabitants a perfection which, surely, it does not have. As so often to be found in small and ancient cities, the population is strongly conservative in outlook. After the blitz of 1942 there was a keen demand for a reconstruction plan. There has been a demand for new housing, schools, etc.; everyone is conscious of traffic congestion. On the whole, there is still a demand for these separate kinds of improvements.

There is, however, an influential and vocal group (and it is thought that they are in the minority) to whom planning has become an anathema. Business interests may be involved, and understandably, when the issue of compulsory purchase is raised; but there seems to be a strong blend of emotionalism present which is reflected in two fears—vandalism and modernity.

Many people are rightly zealous in their regard for Canterbury, but their fear of the loss of their ancient heritage through the carrying out of civic improvements does seem to be exaggerated. The attitude towards modernity, as far as it can be detected, is a mixture of an aversion towards the gaunt and gross in modern building—Canterbury has its examples—and a prejudice in favour of eclecticism in architectural styles.

The present situation at Canterbury offers a challenge to architects to evolve a local style of building which is functional in its planning and in the use of modern building techniques, but which in its colour, massing and scale and detail is as interesting and charming as any of the former traditions of building to be found in the city.

Canterbury citizens and Canterbury officials have been carrying on a fierce argument. There have been cries of "vandalism" at the very mention of the word "planning," and strong protests against the compulsory acquisition of property. In the stress of argument and faction, the position has been reached when any decision or course proposed by the City Architect and Planner is immediately viewed with suspicion.

This shows that the situation has arisen which negates the value of planning. It is absolutely essential that the city planners should carry with them the sympathy and approval of the majority, and if for a moment they do appear to have lost it, it is vital that they should take every possible step to regain that confidence. This is the *sine qua non* for carrying out the Canterbury development plan, which may well prove to be one of the best development plans submitted to the Minister.

the private architect

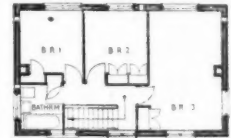
In concluding this brief survey, reference must be made to the rôle of the private architect in Canterbury. He is not taking the part one might suppose he would in the rebuilding of the blitzed areas. Indeed, the designs for only two buildings in the whole blitzed central area are being produced by local architects: the new bus station which is being designed by Ashenden and Clark, and the new shop for Barretts in the High Street by Doré and Anderson. It is now a general practice on the part of chain stores to have their own staff architect responsible for new designs. Local architects in private practice are therefore more than ever dependent on the local individual developer for work. There is only a handful of private architects in the city and the material published on this and subsequent pages shows the larger part of their post-war activities in design.



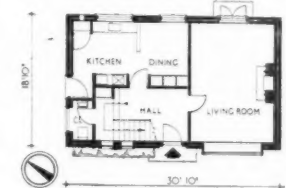
Architect :

L. R. BARLOW

This house in the New Dover Road was designed by a member of the staff of the Canterbury School of Architecture. It is of traditional construction with a solid ground floor and roof of interlocking pantiles on a TDA-type of trussed rafter. Internal finishes : plaster, distempered. External paint : white, except for yellow front door and grey gutters and drainpipes.



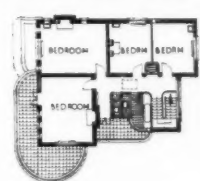
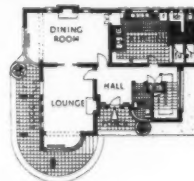
First floor plan [Scale : $\frac{1}{8}$ " = 1'0"]



Ground floor plan



Ground and first floor plans.



Architects :

H. CAMPBELL ASHENDEN & J. CLARK

This house replaces an eight-bedroomed house which was blitzed. The site fronts on to the Whitstable Road. Construction : brick, with solid ground floor and joisted first floor. Roofs : plain dark clay tiles. External walls : silver-grey facings with flush pointing. Balcony tiling : pastel green ; loggia : black.



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ARCHITECTS: H. CAMPBELL ASHENDEN AND J. CLARK

The original house in the New Dover Road was totally destroyed by enemy action, and the reinstatement (right with plans below) was redesigned to meet modern standards. The construction consists of brick walling, solid ground floor and joisted and boarded first floor.

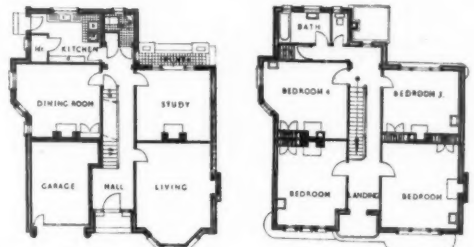
Elevational treatment: plain dark clay tiles to roof, with multi-coloured facings and cream pointing to walls and wood sliding sash windows. The front boundary walling has been carried out to form continuous brick shrub box.

The shop, below left, for a greengrocer in Northgate Street, replaces one partly demolished in the blitz. Construction: precast, hollow beam first floor and roof. Elevation: cream stippled stucco. The shop's bay windows are wood sliding sashes. Other windows are metal. A flat for the owner has been provided on the first floor.

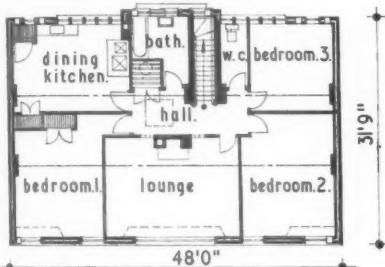
This warehouse in St. Dunstan's Street, below centre, also replaces a blitzed building. It was designed to give storage space for potatoes and general fruit and vegetables in connection with wholesale distribution.

Construction: brick walls with precast hollow beam floors. The front elevation is finished in ivory-coloured stucco, fine stippled, with red brick relief panels.

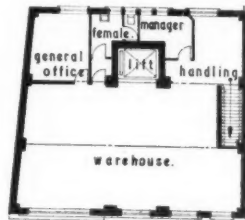
The garage for an omnibus, coach and paint works at Stephen's Road replaces a bombed building. Construction: brick walls, concrete floors, steel lattice roof girders and trusses, and corrugated asbestos sheeting to roof with patent glazing in roof sheeting. The main entrance doors are folding and sliding doors in wood, with top glazing. Heating: wall radiators and oil-fired boilers.



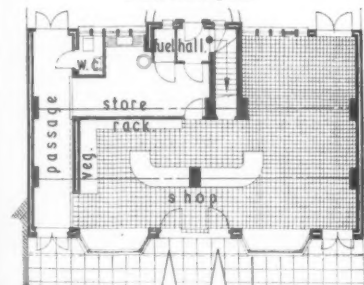
Ground floor and first floor plans [Scale: $\frac{1}{32}'' = 1' 0''$]



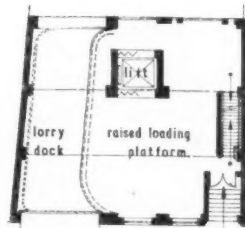
First floor plan



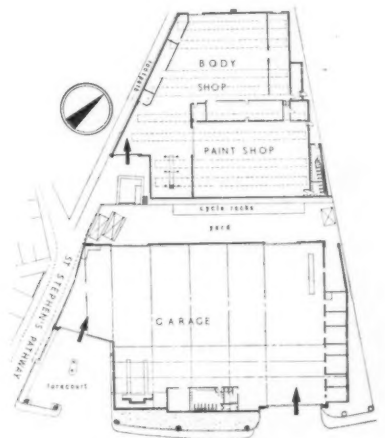
First floor plan



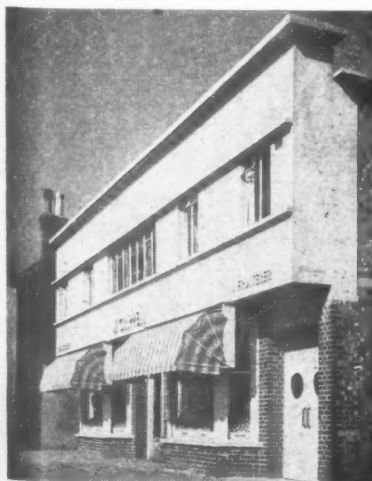
Ground floor plan of shop [Scale: $\frac{1}{32}'' = 1' 0''$]



Ground floor plan of warehouse [Scale: $\frac{1}{32}'' = 1' 0''$]



Plan of garage [Scale: $\frac{1}{32}'' = 1' 0''$]



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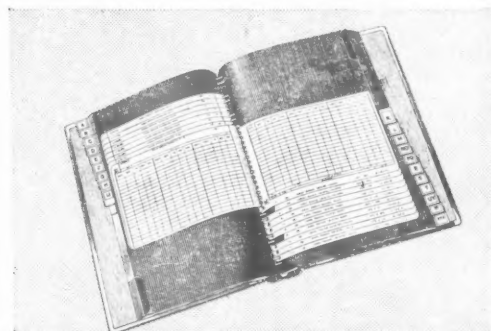
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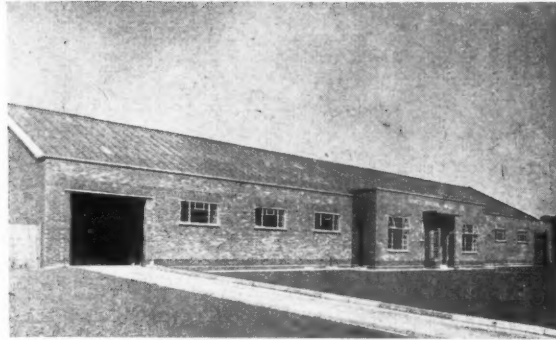
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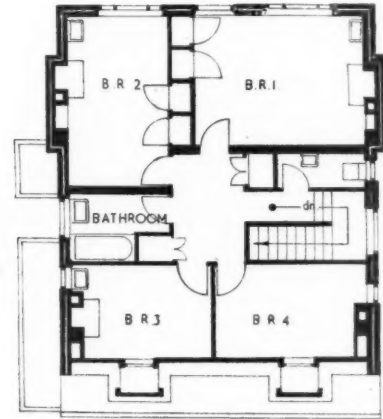
Extreme left, a block of offices under construction in the High Street (in association with T. P. H. and E. Braddock). Left, a mineral water factory at Broad Oak Road.



Architect: **ANTHONY W. SWAINE**

This house in St. Augustine's Road, designed in 1946, was not completed until 1951, and replaces a house built in 1911 and destroyed on June 1, 1942. The site is situated in a heavily-bombed residential area of the city, lying between the main London-Dover railway line and adjacent to the Technical College playing fields, across which is a view of the Cathedral. The cubic content of the original house, which amounted to 38,773 cu. ft., was reduced in the new design to 29,168 cu. ft. Agreement was reached with the War Damage Commission to set the building back, both in order to avoid the bomb crater and to obtain a better view of the adjoining building. All external woodwork is off-white, with the exception of doors which are sage green. All ironwork is a dark blue-grey.

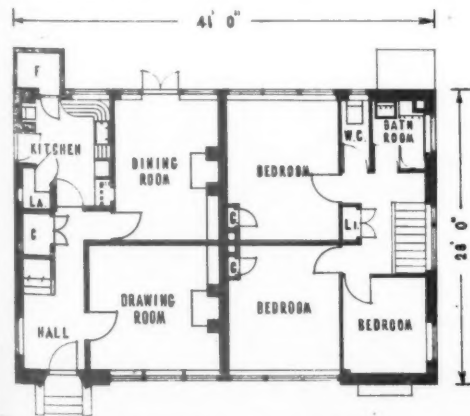
Floors are 1-in. tongued and grooved boarding on 4-in. joists, except in the kitchen and cloakroom, which are of magnesite. Cost : £4,822; cost of works payment.



First floor plan



Ground floor plan [Scale : $\frac{1}{8}$ " = 1'0"]



Ground and first floor plan [Scale : $\frac{1}{8}$ " = 1'0"]

Four houses on the main Canterbury-London road were destroyed in 1941, and were redesigned to be built upon the existing foundations in 1944. Each was a cost of works payment, the War Damage Commission agreeing to the alterations, which were carried out without additional cost to the owners. External walls are 11-in. cavity, with an outer skin of rustic flintons. The roofs are of patent interlocking Roman-type red-brown concrete tiles. Floors are dark-brown magnesite.



Buildings Illustrated

New Building in Canterbury by the City and County Architect's Department. City Architect and Planning Officer: L. Hugh Wilson. Deputy City Architect: C. W. Gummer, A.R.I.B.A. Chief Assistant Architect: D. Chamberlaine, A.R.I.B.A. Staff: T. P. Hall, F. J. Bowering, D. H. Pooley, V. J. Hutchings, R. A. Hunt, Muriel K. Arnold, R. Bailiff, E. C. Browning (all A.R.I.B.A.), H. E. Olle, L.R.I.B.A., E. W. Trimmer, P. Dunster, P. J. Hewett, K. Birley, T. Bambridge. Housing sub-contractors: electrical work, South Eastern Electricity Board, Court & Cooke Ltd., and S. W. Bligh Ltd.; hot and cold water installation, W. G. Flanders & Sons Ltd. and K. Hills.

Houses in Military Road. (Page 514.) General contractor: B. R. Rigden.

Marlowe Theatre, stage and dressing-room block. (Page 515.) General contractors: Operative Builders & Decorators Ltd.

Old People's Home, London Road. (Page 518.) General contractor: K. A. Hawkes Ltd.

Martyrs Field Housing Scheme. (Page 519.) General contractors: H. A. Baynes, G. H. Denne & Son Ltd., Child Bros. Ltd., W. S. Cozens Ltd., L. T. Dadds, Gladwin Glock Ltd., J. E. Wiltshier & Co. Ltd., Stanley Reeves Ltd., Ringmer Building Works Ltd., H. Goodsell, G. Lewis & Sons (Dover) Ltd., K. A. Hawkes Ltd.

Spring Lane Housing Estate. (Pages 520-521.) General contractors: K. A. Hawkes Ltd., Ringmer Building Works Ltd., H. Goodsell, G. Lewis & Sons (Dover) Ltd., G. H. Denne & Son Ltd., Richard Costain Ltd., Cementation Co., Ltd., Teale Bros., Geo. Parker & Sons Ltd., Wraight Ltd., B. R. Rigden.

London Road Housing Estate. (Page 521.) General Contractors: Ringmer Building Works Ltd., G. Lewis & Sons (Dover) Ltd., K. A. Hawkes Ltd., D. C. Heard & Co. Ltd.

Simon Langton School for Girls. (Page 524.) (See A.J., March 15, 1951.)

Reed Avenue County Primary School (Infants Department), Canterbury. (Page 525.) General contractor: Rice & Son Ltd. Sub-contractors: engineering services, G. N. Haden & Sons Ltd.; electrical services, S. W. Bligh Ltd.; reinforced concrete, F. Bradford & Co. Ltd.; steel framework, metal windows and doors, wall slabs and roof slabs, Hills (West Bromwich) Ltd.; joinery fittings, Sotos Ltd.; asphalt, Val de Travers; roofing, D. Anderson & Son Ltd.; wall and floor tiling, Carter & Co. Ltd.; tarmacadam, Chittenden & Simmons (Contractors) Ltd.; flush wood doors, John Sadd & Sons Ltd.; w.c. compartments, Venesta Ltd.; sanitary fittings, Alfred Olby Ltd.; woodblock floors, Horsley Smith & Co. (Hayes) Ltd.; plastic floor tiles, Neuchatel Asphalte Co. Ltd.; concrete window, J. A. King & Co. Ltd.; ironmongery and clothes racks, Comyn Ching & Co. (London) Ltd.; duct covers, H. & C. Davis & Co. Ltd.; drying cabinets, J. Glover & Sons Ltd.; gates, Allen & Greaves Ltd.; pavement lights, Haywards Ltd.; roller shutters, G. Brady & Co. Ltd.; handrails, Gardiner Sons & Co. Ltd.; steel lockers, Binns & Taylor Ltd.; glass bricks, mirrors and splashbacks, James Clark & Eaton Ltd.; fire extinguishers, Pyrene Co. Ltd.; bricks, Eastwood Sales Ltd.; garden work, Parks Department, Canterbury Corporation; fencing, Penfold Fencing & Engineering Ltd.

House in New Dover Road. (Page 526.) Architect: L. R. Barlow, A.R.I.B.A. General Contractor: F. J. Pursey, Whitstable. Sub-contractor: electrical installation, E. Smith.

House in Whitstable Road. (Page 526.) Architects: H. Campbell Ashenden and J. Clark, F./L.R.I.B.A. Quantity Surveyor: Jocelyn R. Douglas, F.I.A.S. Main contractors: G. H. Denne & Son Ltd. Sub-contractors: electrical, S. W. Bligh Ltd.; heating, W. G. Flanders & Son; windows, Williams & Williams Ltd.; oak flooring, Viger Bros.; loggia and balcony tiling, Langley London Ltd.

House in New Dover Road. (Page 527.)

Joint Architects: H. Campbell Ashenden and J. Clark, F./L.R.I.B.A. Quantity Surveyor: Jocelyn R. Douglas, F.I.A.S. Main contractors: Messrs. John E. Wiltshier & Co. Ltd.

Flat and Shop in Northgate Street. (Page 527.) Joint Architects: H. Campbell Ashenden and J. Clark, F./L.R.I.B.A. Quantity Surveyor: Jocelyn R. Douglas, F.I.A.S. Main contractor: H. Goodsell. Sub-contractors: shop floor, Marley Tile Co.; flat floor, Semtex Ltd.; windows, Williams & Williams Ltd.; precast hollow beams, Kent Concrete Products Ltd.; electrical work, Messrs. S. W. Bligh Ltd.

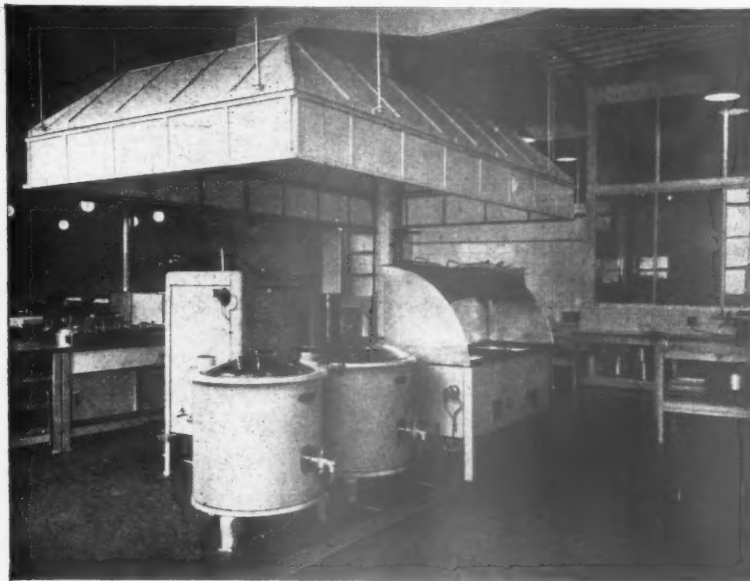
Warehouse at St. Dunstan's Street. (Page 527.) Joint Architects: H. Campbell Ashenden and J. Clark, F./L.R.I.B.A. Quantity Surveyor: Jocelyn R. Douglas, F.I.A.S. Main contractors: Messrs. Geo. Parker & Son. Sub-contractors: Electrical, S. W. Bligh Ltd.; windows, Williams & Williams Ltd.; hollow beams: Kent Concrete Products Ltd.; electric goods lift, Marryat & Scott; rolling shutter, Haskins; flat roof, D. Anderson & Son Ltd.; sliding doors, Esavian Ltd.

Garage at St. Stephen's Road. (Page 527.) Joint Architects: H. Campbell Ashenden and J. Clark, F./L.R.I.B.A. Quantity Surveyors: Dearle & Henderson. Main contractors: G. H. Denne & Son Ltd. Sub-contractors: electrical, East Kent Road Car Co. Ltd.; heating and domestic hot water, G. N. Haden & Son; steelwork, Redpath Brown & Co. Ltd.; roof sheeting, Turners Asbestos Company; garage doors, Esavian Ltd.

House in St. Augustine's Road. (Page 529.) Architect: Anthony W. Swaine, L.R.I.B.A. General Contractor: J. Neaves & Son Ltd. Tiling contractors: Henry J. Greenham (1929) Ltd. Joinery sub-contractors: Channel Woodcraft Ltd.; pantiles, Colthurst Symons & Co. Ltd.

Houses in Thanington Road. (Page 529.) Architect: Anthony W. Swaine, L.R.I.B.A. General contractor: J. Neaves & Son, Ltd. Tiling contractors: C. Bates. Joinery, Channel Woodcraft Ltd.

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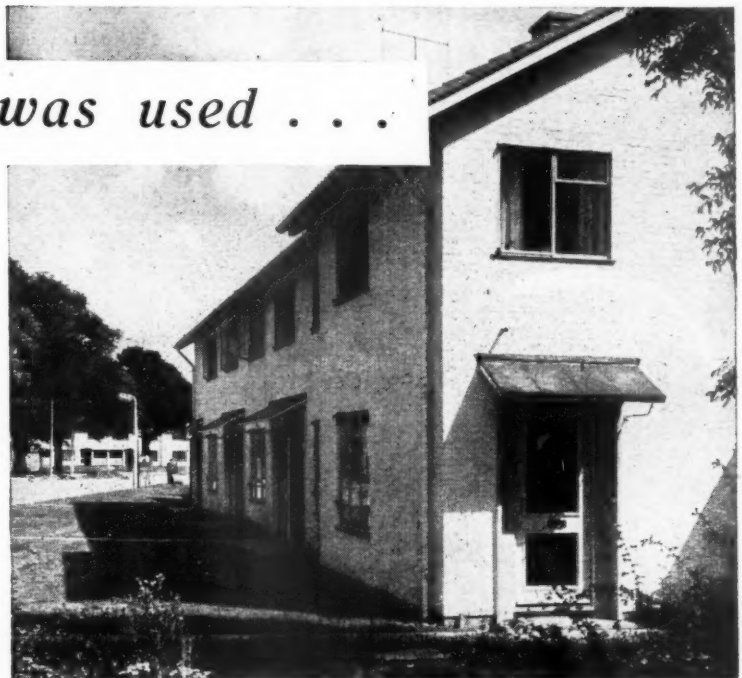
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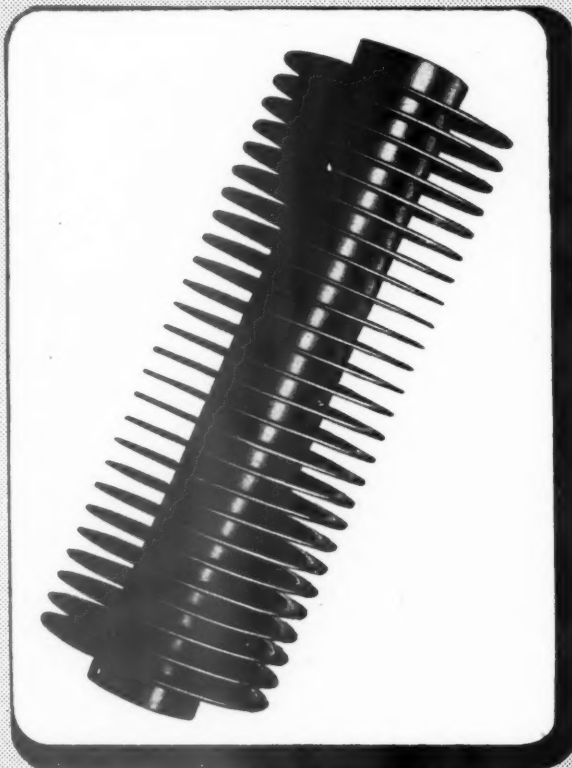
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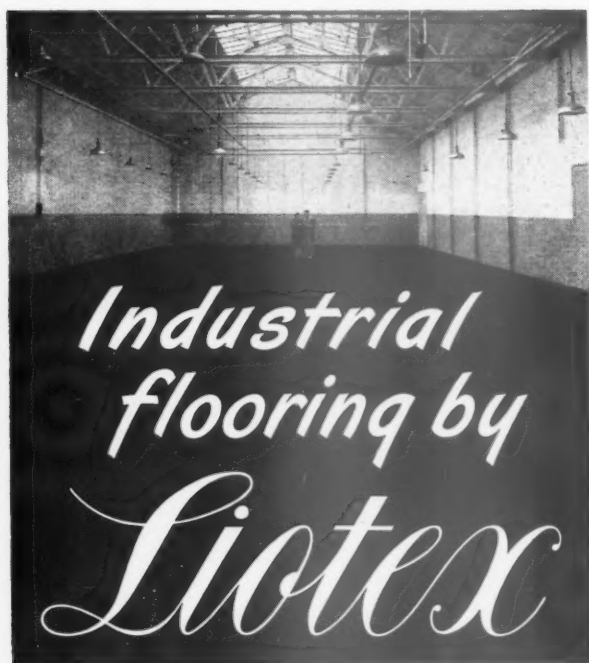
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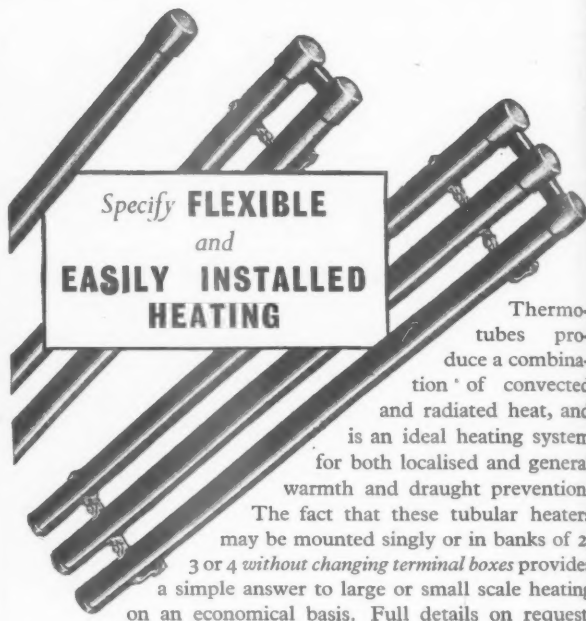


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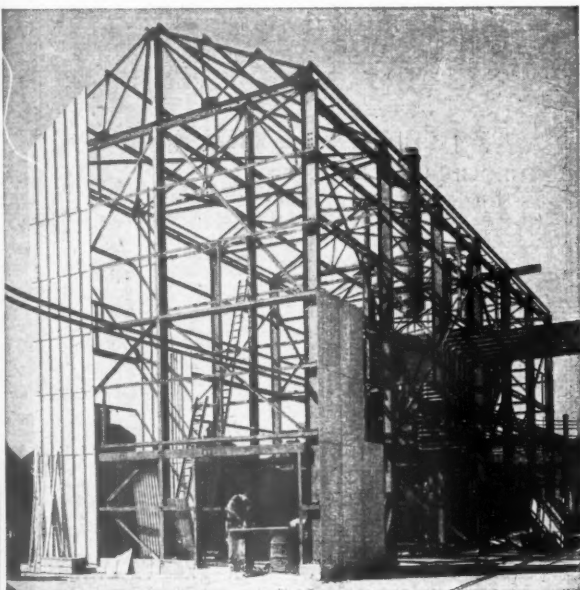
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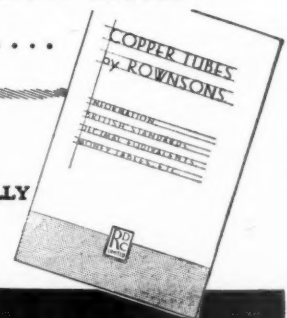
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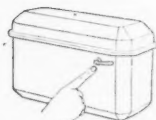


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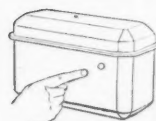
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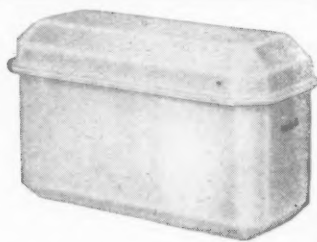
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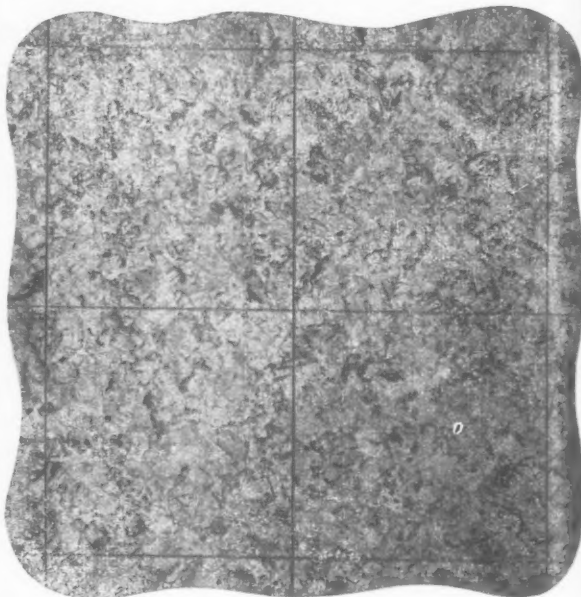
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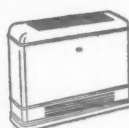
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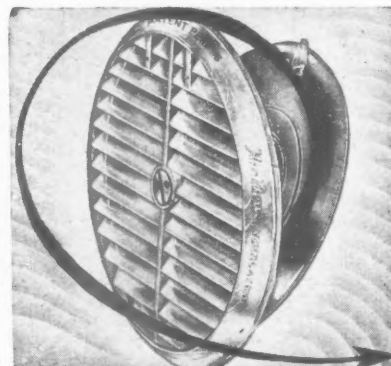


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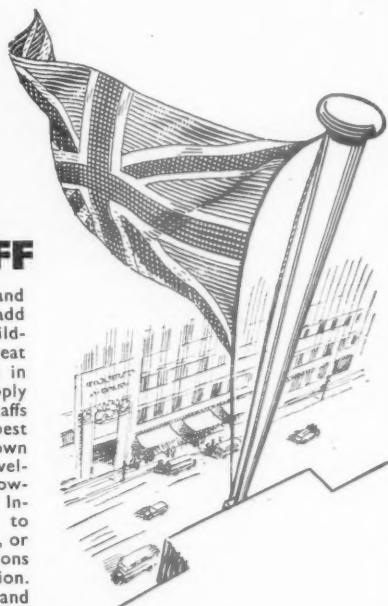
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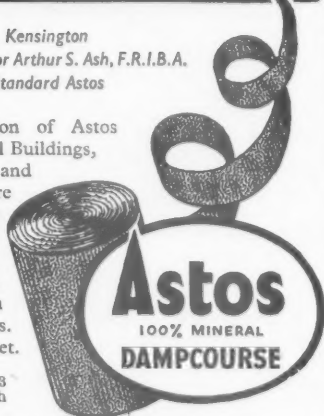
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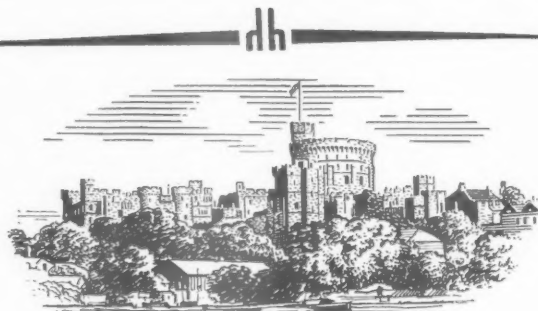
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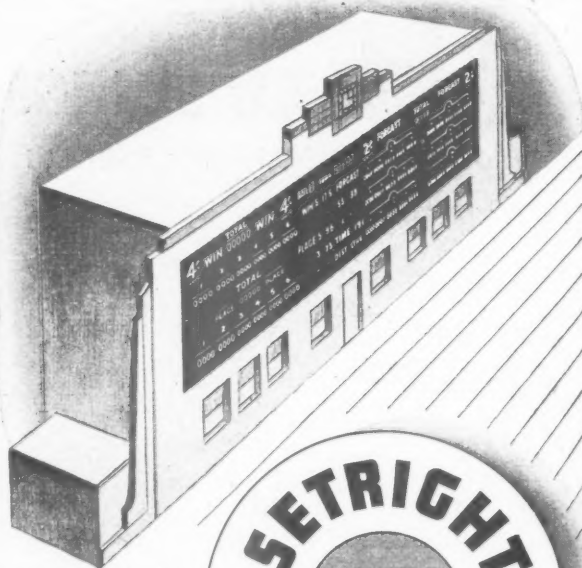
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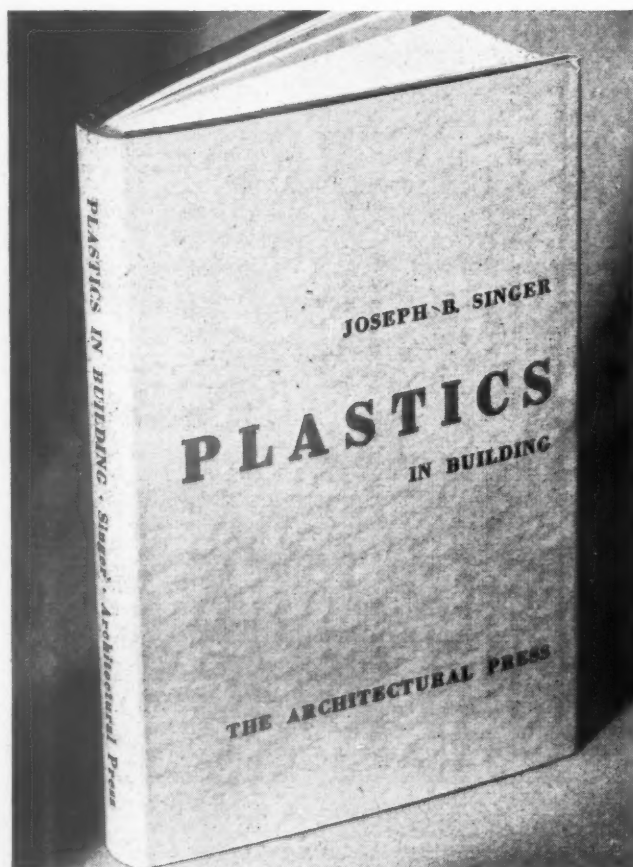
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Applications are invited for the appointment of Architectural Assistant, at a salary in accordance with Grade A.P.T., V, of the National Scales, namely £570 to £620.

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The conditions of service are those formulated by the National Joint Council, and the appointment is subject to the passing of a medical examination and the provisions of the Local Government Superannuation Act, 1937. Housing accommodation will be made available to the successful candidate if required.

Applications, giving full details of training, qualifications, experience, and copies of two recent testimonials, should be sent to me by first post on Tuesday, the 29th April, 1952.

N. C. HARRISON, A.M.I.C.E., M.I.Mun.E.,
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Town Clerk. 6694

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The appointment will be terminable by one month's notice on either side. Applications, stating age, qualifications and experience, accompanied by copies of not more than two recent testimonials must reach the Borough Engineer, 64, West Stockwell Street, Colchester, not later than Monday, 5th May, 1952.

Canvassing will disqualify and candidates must state whether they are related to any member or senior officer of the Council.

N. CATCHPOLE.

Town Clerk. 6704
15th April, 1952.

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(c) ARCHITECTURAL ASSISTANT, A.P.T., II. Applicants for (a) and (b) must be qualified by examination as A.R.I.B.A. or equivalent, and should have had considerable experience of local authority housing work since qualifying.

Applicants for (c) should be qualified as A.R.I.B.A. or equivalent, and should preferably have had experience of housing work.

Conditions of appointment are as laid down in the Joint Industrial Council's Scheme of Conditions of Service for Local Authority Staffs, and the successful applicant will be required to pass a medical examination and contribute to the Superannuation Fund.

Applications, giving full details of experience, together with names of two referees, should be sent to the undersigned not later than Wednesday, 30th April, 1952.

JOHN A. McCREGOR.

Burgh Engineer.
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9th April, 1952. 6693

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The appointment is on the Established Staff and will be subject to the National Scheme of Conditions of Service for Local Authorities Services and to the Local Government Superannuation Act, 1937. The successful candidate will be required to pass a medical examination.

Applications, stating age, qualifications, details of experience, past and present appointments, and the names and addresses of two persons to whom reference may be made, should reach the undersigned not later than the 28th April, 1952.

H. E. H. LAWTON.

Clerk of the Council.
Council Offices, Derby Road,
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Applications, stating age, whether married or single, with details of qualifications and experience, should be accompanied by the names and addresses of two referees, and should reach the undersigned not later than 10 a.m., 28th April, 1952. Canvassing disqualifies.

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Applications, giving present salary and two referees (preferably one should be present employer) to County Planning Officer, East Cliff County Offices, Preston, by 7th May, 1952. 6686

WEST SUFFOLK COUNTY COUNCIL.

JUNIOR QUANTITY SURVEYING ASSISTANT. N.J.C. service conditions, salary £440-£535 (A.P.T. I-II). Post pensionable; medical examination. Must be Student of Royal Institute of Chartered Surveyors studying for Intermediate Examination and with not less than two years' office experience.

Applications, forms, obtainable from Clerk of the County Council, Shire Hall, Bury St. Edmunds, to be returned by 10th May, 1952. 6706

CITY AND ROYAL BURGH OF EDINBURGH.

Applications are invited for the post of SENIOR PLANNING ASSISTANT. Applicants must be Corporate Members of the Town Planning Institute and have experience in the preparation of surveys and development plans.

The salary will be on the scale A.P.T., Grade VII and VIII, viz., £685 rising to £810 per annum, placing according to experience and qualifications.

The post will be subject to the provisions of the Corporation's Superannuation Scheme and an applicant will require to pass medical examination.

Applications, stating age, qualifications and experience, along with copies of not more than two recent testimonials, should be sent to The Town Planning Officer, City Chambers, Edinburgh, 1, within 14 days from the appearance of this advertisement. 6715

CITY OF PLYMOUTH.

Applications are invited for the appointment of a PLANNING ASSISTANT, Grade A.P.T. V (£570-£620) in the City Engineer's Department.

Candidates should be suitably qualified and have had considerable experience in planning administration and a good knowledge of and extensive practical experience in modern planning technique, including the preparation of development plans. Some architectural experience would be an advantage.

Age limit 40 years, or, if serving with another Local Authority, 45 years.

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

Service will be terminated by one month's notice on either side.

The Corporation will make housing accommodation available to the successful applicant, if married.

Applications, on forms to be obtained from the undersigned, together with copies of not more than three testimonials, should be returned by 3rd May, 1952.

J. PATON WATSON.

C.B.E., M.I.C.E.,
City Engineer and Surveyor.
Guildhall, Plymouth. 6717

SURREY COUNTY COUNCIL.

COUNTY ARCHITECT'S DEPARTMENT.

Applications are invited for the following appointments:—

(a) ASSISTANT ARCHITECT, GRADE VII, at a commencing salary of £685 per annum, rising by annual increments of £25 to a maximum of £760 per annum, plus London Allowance of up to £30 per annum according to age.

Applicants must be Associate Members of the Royal Institute of British Architects and should have had a good training and an adequate experience in the design and construction of modern buildings.

(b) ASSISTANT QUANTITY SURVEYOR, GRADE V, at a commencing salary of £570 per annum, rising by annual increments of £15/20 to a maximum of £620 per annum, plus London Allowance of up to £30 per annum according to age.

Preference will be given to applicants who are Members of the Royal Institution of Chartered Surveyors (Quantities Sub-Division) and who have adequate experience in the preparation of Bills of Quantities, site measuring and in settlement of final accounts.

The appointments will be subject to the provisions of the Local Government Act, 1937, and the successful applicants will be required to pass a medical examination.

Applications, stating age, qualifications and experience, and accompanied by copies of three recent testimonials, should be sent to the County Architect, Surrey County Council, County Hall, Kingston-upon-Thames, not later than 2nd May, 1952.

Canvassing, either directly or indirectly, will disqualify a candidate from consideration.

The Council will be unable to provide any housing accommodation and the successful applicants will be expected to make their own arrangements in this direction.

T. W. W. GOODERIDGE.

Clerk of the Council.
County Hall,
Kingston-upon-Thames. 6716

SHEFFIELD REGIONAL HOSPITAL BOARD.
Applications are invited for the following permanent appointments in the Architectural Division of the Headquarter's staff of the Board:—
(a) **SENIOR ASSISTANT ARCHITECT.** Commencing salary £86.0. Applicants must be members of the Royal Institute of British Architects and have had experience in the design and construction of hospitals and be capable of carrying out and advising on large building contracts.

(b) **ASSISTANT ARCHITECT.** Salary £75 (at age 25 or over) × £25—£750 × £30—£940. Applicants must have a good, general experience and ability in design and construction. Preference will be given to Members of the Royal Institute of British Architects.

The salary scales are at present under review. The point of entry in respect of (b) may be fixed above the minimum, having regard to professional experience. Appointments will be subject to the National Health Service Superannuation Regulations and will be terminable by one month's notice.

Applications, stating age, qualifications, present post and past experience, together with the names of three referees should be addressed to the Secretary, Sheffield Regional Hospital Board, Fulwood House, Old Fulwood Road, Sheffield, 10, not later than the 14th May, 1952. 6707

FIFE COUNTY COUNCIL.
COUNTY ARCHITECT'S DEPARTMENT.
Applications are invited for appointments as ARCHITECTURAL DRAUGHTSMEN. Vacancies exist on the following salary grades:—

(a) £375 × £20—£455 per annum.
(b) £405 × £20—£505 per annum.

Candidates must have experience in an Architectural Drawing Office and be quick and accurate draughtsmen. Applications, stating age, experience, etc., and enclosing copies of recent testimonials, to be lodged with the Manager, Ministry of Labour, Preston Lodge, Cupar, not later than 10th May, 1952.

J. M. MITCHELL,
County Clerk.

County Buildings,
Cupar, Fife.
16th April, 1952. 6723

BEESTON AND STAPLEFORD URBAN DISTRICT COUNCIL.
ENGINEER AND SURVEYOR'S DEPARTMENT.

APPOINTMENT OF JUNIOR ARCHITECTURAL ASSISTANT.

Applications are invited for the above appointment at a salary in accordance with Grade II of the A.P.T. Division (£470—£515).

Applicants should have passed the Intermediate Examination of the Royal Institute of British Architects, and have had experience in the preparation of sketch plans, detail drawings, etc.

The appointment is subject to the provisions of the Local Government Superannuation Act, 1937, and will be terminable by one month's notice on either side. The successful candidate will be required to pass a medical examination.

Applications, stating age, qualifications and experience, accompanied by copies of two recent testimonials, should reach the undersigned not later than 12th May, 1952, and should state whether the applicant is related to any member or senior officer of the Council.

Canvassing, directly or indirectly, will disqualify.

H. D. JEFFRIES,
Clerk of the Council.

Town Hall,
Beeston, Nottm. 6722

COUNTY COUNCIL OF DURHAM.
COUNTY PLANNING DEPARTMENT.

Applications are invited for the following permanent appointments, in the County Planning Department:—

(a) One **PLANNING ASSISTANT, GRADE VI, A.P.T.** (£645-£710). (Sound knowledge of Development Plan work essential.)

(b) One **PLANNING ASSISTANT, GRADE II, A.P.T.** (£470-£515).

(c) One **PLANNING ASSISTANT, GRADE III, Miscellaneous** (£355-£415).

Applicants for (a) must have passed the Final Examination of the Town Planning Institute or some other recognised professional institute.

(b) Should have had training or experience in town planning work and technique and must at present be undertaking a course of study to lead to an appropriate town planning qualification.

(c) Must show aptitude for the work by experience and/or training.

The appointments are subject to such conditions of the National Scheme of Conditions of Service as have been adopted by the Council; to the provisions of the Local Government Superannuation Act, 1937, and the successful candidates will be required to pass a medical examination by one of the Council's Medical Officers; to termination by one calendar month's notice in writing on either side. Canvassing, either directly or indirectly, will disqualify, and applicants must disclose in writing whether to their knowledge they are related to any member or senior officer of the Council.

Applications, stating age, whether married or single, and giving full particulars of qualifications, experience, present appointment and salary, and the names of two persons to whom reference may be made, must be delivered to the Employment Exchange, Saddler Street, Durham, by Saturday, 3rd May, 1952.

J. K. HOPE,
Clerk of the County Council.

Shire Hall, Durham.
17th April, 1952. 6721

CITY OF PLYMOUTH.
CITY ARCHITECT'S DEPARTMENT.
Applications are invited for the post of **HEATING AND VENTILATING ENGINEER** at a salary in accordance with A.P.T. Division, Grade VI (£645-£710).

Candidates should be Associate Members of the Institution of Mechanical Engineers and/or Heating and Ventilating Engineers (by examination) or possess equivalent qualifications and should have widespread experience of the design, layout, estimating and supervision of the installation and maintenance of Low Pressure Hot Water Heating Systems; Hot and Cold Water and Gas Services; Ventilation for Schools and other Buildings; experience in Electric Lighting and Power Systems. A knowledge of administrative procedure gained in the office of a Local Authority will be advantageous.

The appointment will be subject to the Local Government Superannuation Act, 1937, the National Joint Council's Scheme of Conditions of Service, the passing of a medical examination and will be terminable by one month's notice on either side. Candidates must not be over 40 years of age but this condition may be relaxed in the case of a person up to 45 years of age employed by another Local Authority.

Applications, on forms obtainable from the undersigned, accompanied by copies of not more than three recent testimonials and/or names of persons to whom reference may be made should be received at my office not later than Saturday the 3rd May, 1952.

The Corporation may make housing accommodation available to the successful married candidate if required.

H. J. W. STIRLING, A.R.I.B.A.,
City Architect.
Seymour Road, Plymouth. 6688

EAST RIDING OF YORKSHIRE

COUNTY COUNCIL.

COUNTY PLANNING DEPARTMENT.

Applications are invited for the appointment of a **PLANNING ASSISTANT, A.P.T., Grade I** (£440-£485 per annum). Candidates should have had practical experience in a planning, architectural or engineering office and be capable draughtsmen and colourists.

The appointment will be to the permanent staff and is subject to the National Joint Council's conditions of service as adopted by the County Council. The appointment will be terminable by one month's notice on either side, and will be subject to the Local Government Superannuation Act, 1937. Selected candidates will be required to pass a medical examination to the satisfaction of the County Medical Officer of Health. Applications, stating age, qualifications and experience should be received by the undersigned not later than Tuesday, the 6th May, 1952, and should be accompanied by copies of two recent testimonials. Canvassing either directly or indirectly will be a disqualification, and relationship to any member or senior officer of the Council must be disclosed.

T. STEPHENSON,
Clerk of the Council.

County Hall, Beverley. 6687

LONDON COUNTY COUNCIL invites applications for position of structural **ENGINEER**, responsible to Architect for Structural Engineering Division of Department. Salary £1,400-£1,700, starting at point consistent with experience. A.M.I.C.E. or A.M.I.Struct.E. essential. Further particulars and application form (returnable by 17th May) from Architect, County Hall, S.E.1, quoting AR/EK/884. (387) 6724

COUNTY BOROUGH OF GATESHEAD.

ARCHITECT'S DEPARTMENT.

Applications are invited for the following appointments:—

(a) **ASSISTANT ARCHITECTS.** Grade A.P.T. VI (£645-£710).

(b) **JUNIOR ARCHITECTURAL ASSISTANTS.** Grade A.P.T. II to IV (£470-£575), according to experience.

Applicants for (a) should be Associates of the R.I.B.A. and should have had experience in the design and construction of Public Buildings, Schools and/or Municipal Housing Schemes.

Applicants for (b) should have had previous experience in an Architect's office, and must have passed the R.I.B.A. Intermediate Examination.

The appointments will be subject to the Local Government Superannuation Act, 1937, and to one month's notice on either side. The successful candidates will be required to pass medical examinations.

Applications, on forms obtainable from the Chief Architect, should be returned together with copies of three recent testimonials, to H. J. Cook, A.R.I.B.A., M.I.Struct.E., Chief Architect, Municipal Buildings, Swinburne Street, Gateshead, 8, not later than Monday, 12th May, 1952.

J. W. PORTER,
Town Clerk.

Town Hall, Gateshead, 8.
18th April, 1952. 6720

Tenders for Contracts

6 lines or under, 12s. 6d.; each additional line, 2s.

COUNTY BOROUGH OF READING.
TO BUILDERS AND CONTRACTORS.

THE Corporation of Reading invite tenders for the erection of Two Pairs of Houses in Briants Avenue, Caversham, Reading.

The General Conditions of Contract and Drawings may be inspected at the office of the Borough Architect, Town Hall, Reading, and Bills of Quantities, Form of Tender and endorsed

envelope, may be obtained on application to him, accompanied by a cheque (made payable to the Reading Corporation) for two guineas, which will be refunded on receipt of a bona fide tender.

Tenders must be delivered to the undersigned not later than Monday, the 5th May, 1952.

No tender will be considered unless enclosed in the endorsed envelope provided and sealed, but not bearing any name or mark indicating the sender.

The Corporation do not bind themselves to accept the lowest or any tender.

G. F. DARLOW,
Town Clerk.

Town Hall, Reading.
April, 1952. 6689

Architectural Appointments Vacant

4 lines or under, 1s. 6d.; each additional line, 2s.

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she, or the employment, is excepted from the provisions of the Notification of Vacancies Order, 1952.

PROMINENT firm of Paint Manufacturers require **ARCHITECTURAL ASSISTANT** in their London office to prepare colour schemes and specifications for decoration of buildings. A high standard of perspective rendering in watercolour is required together with experience in decoration of buildings. Reply, giving details of experience, age, salary required to Box 6658.

THE CO-OPERATIVE WHOLESALE SOCIETY LTD. invite applications for the appointment of an **ASSISTANT QUANTITY SURVEYOR** on the staff of the Manchester Architect's Department, at a commencing salary of £500-£550 per annum, according to experience, ability and qualifications.

Applicants should have experience in the preparation of Bills of Quantities, measuring and adjusting variations and able to undertake work with a minimum of supervision.

The appointment is permanent and the successful candidate will be required to undergo a medical examination for entry into a compulsory Superannuation Scheme.

Application, stating age, experience and qualifications to be addressed to Mr. G. S. Hay, Chief Architect, Co-operative Wholesale Society Ltd., 1, Balloon Street, Manchester, 4. Apply Labour Exchange. 6671

ARCHITECTURAL ASSISTANT required immediately for small but busy Cambs. office. Varied and interesting work. Opportunity to specialise in Grain Storage Buildings and Plant. Commencing salary between £312 and £520, according to age and experience. Excellent long term prospects for conscientious type. Full details to Box 6679.

ARCHITECTURAL ASSISTANTS. — Simon-Carves, Ltd., have several vacancies for Architectural Assistants interested in reinforced concrete industrial structures. The main fields covered are coal preparation plant, coke ovens, chemical plant, and power stations. The work offers excellent experience and good scope. A Pension Fund and D.O. Bonus Scheme are in operation. Ministry of Labour permission will be necessary before engagement. Applications should be sent to Staff and Training Division, Personnel Dept. (Ref. ZB37). Simon-Carves, Ltd., Cheadle Heath, Stockport. 6701

APPLICATIONS invited for post of **SENIOR ARCHITECTURAL ASSISTANT** in office of Architect, Eastern Region, King's Cross Station. Applicants should be registered Architects and Associates of the R.I.B.A. Should be good contemporary designers and able to take responsibility for day to day conduct of major contracts. Salary £600-£700, according to qualifications and experience. Free residential rail travelling facilities within certain limits and other reduced rate rail travelling after qualifying period of service. Five-day week and canteen facilities available. Applications, which should be in writing, should be addressed to Civil Engineer, British Railways, King's Cross Station, London, N.1. 6697

BRITISH Architect, with important new work in Baghdad, requires **RESIDENT ARCHITECT** to supervise (with assistance of Iraqi Clerk of Works). Salary £2,700 per annum, with free passages and generous leave. Two years' contract in first instance. Apply Box 6699, giving full details of qualifications and experience.

ASSISTANT required in Architect's Office of a large departmental store in London. Applicant should have completed National Service and have passed Intermediate Examination of R.I.B.A. Experience in alterations to existing buildings and surveys of same desirable. Prospects of advancement and pension scheme. Reply stating salary required to Box 6709.

SENIOR and ASSISTANT QUALIFIED ARCHITECTS required for three-year contract in Addis Ababa. Salaries 7,500-12,500 Ethiopian Dollars per annum free of tax (£7-£1). Return passages paid; housing allowance and use of car. Box 6708.

SENIOR ASSISTANT required in Romford, Essex, office. Previous office experience and good draughtsmanship essential. Write, giving age, experience, and salary required, to Box 6727.

ASSISTANT required. Neat draughtsman, capable of detailing, preparing specifications essential; for domestic and industrial work. Small general practice, W.C.2 district. State particulars of experience and salary required. Box 6711.

ARCHITECTS require experienced **ASSISTANT**, R.I.B.A. Intermediate standard. Salary not less than £400 per annum. Applications in writing to Philip Skelecher & Partners, 17, Poplar Road, Solihull, Birmingham. 6718

Architectural Appointments Wanted

CHARTERED ARCHITECT (35), keen and energetic, seeks position in London area as **SENIOR ASSISTANT**, 18 years' practical experience. Box 424.

ASSOCIATE (31), school and office trained, 5 years' practical experience in general practice of wide variety, seeks progressive post, with scope for ability and initiative, in country practice, with prospects. Write Box 430.

MALE ARCHITECTURAL ASSISTANT (24), Inter, and Final standard. 5 years' full-time training, seeks post, 15 miles Bath or Bristol area. Box 237.

B. ARCH., A.R.I.B.A., with 3 years' post-graduate office experience, requires temporary post from July to September in Oxford area (alternatively London). Any type of work considered. Box 6573.

ARCHITECT desires responsible position; experienced working drawings, specifications, bills of quantities, general supervision of contracts, housing, licensed premises, factories, hospitals, schools, commercial buildings. Permanent position in Birmingham, Warwickshire preferred, not essential. Box 432.

ARCHITECT, F.R.I.B.A., requires post as Company Architect or Chief Assistant Architect to firm or Authority. Experienced in all classes of work including Town Planning. Partnership or post anywhere in the British Empire or Commonwealth considered. Box 433.

ASSISTANT, Dip.Arch.(Leeds), 2 years' office experience, designing, working drawings, quantities, prestressed and precast concrete. Age 30. Desires responsible position in London area. Box 6685.

ASSISTANT—Polytechnic trained—Final except thesis. 18 months' experience in small practice on general work, requires post with scope for initiative and responsibility. Box 434.

POSITION where mature contemporary design and varied experience is valued, required by qualified Architect. Box 435.

STUDENT, R.I.B.A., keen, nearing Final standard, seeks part-time situation for six months in London or Surrey area. Box 6714.

ARCHITECTURAL ASSISTANT of many years' experience requires post as **CHIEF DRAUGHTSMAN** in London Architect's office. Box 431.

R. I.B.A. TUTOR, school trained, seeks position with London firm. All letters given careful consideration and answered. Box 436.

KEEN young **ASSISTANT**, Inter. R.I.B.A., good draughtsman, 4 years' experience, requires post in small office, Romford to Central London. Salary by arrangement. Box 437.

Other Appointments Vacant

4 lines or under, 7s. 6d.; each additional line, 2s.

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she, or the employment, is excepted from the provisions of the Notification of Vacancies Order, 1952.

STRAMIT BOARDS LIMITED are increasing their London representation, and would welcome applications from active men with a good technical knowledge of building and some experience of selling. Write fully, giving age and complete details of career to date, to: The Manager, Stramit Boards Limited, Packet Boat Dock, Cowley Peachey, Nr. Uxbridge. 6667

SECRETARY / SHORTHAND - TYPIST, part-time, required; also conversant with simple Book-keeping; four half-days. State salary and experience. Box 6712.

Services Offered

4 lines or under, 7s. 6d.; each additional line, 2s.

SURVEYING and Levelling of Building Sites and Measured Drawings undertaken by experienced Surveyor at moderate charges. Box 6585.

FREE LANCE work—full range of architectural and interior design—sought by gifted, experienced man. Box 6710.

EXHIBITIONS—Designer of some little skill seeks appointment or work of this character. Write A. F. Polti, 892, London Road, Thornton Heath, Surrey. 6726

For Sale or Wanted

4 lines or under, 7s. 6d.; each additional line, 2s.

FOR SALE—Mason Secondhand Continuous Blue Print Drying Machine, complete with geared motor, suitable for 240-volt, single phase. Offers to Imperial Typewriter Co., Ltd., East Park Road, Leicester. 6700

MOBILE CONCRETE BREAKER COMPRESSOR for sale. **ARMSTRONG WHITEWORTH 3 TOOL**. Direct coupled to Dorman petrol engine. Dennis Lorry Chassis, with enclosed cab. Photo F. J. Edwards, Ltd., 359, Euston Road, London, N.W.1. EUSTON 4681. 6703

FINMAR furniture, designed by Aalto, comprising: large table, six chairs, desk table, desk chair, nest of drawers, cabinet, bookcases, and small table. Also plan chest. Box 6702.

MEMBER requires Suite of Offices, not less than 600 sq. ft. South-West or West-Central area preferred, agreeable to take over existing fittings. Full information and terms to Box 6713.

NEW M.O.W. Huts, 60 by 24, £120. J. D'Arcy, 48, Forest Drive, Theydon Bois, Essex. 6710 Tel. 3057.

ARCHITECT'S PRIVATE PRACTICE for Sale, in Scottish South-West coast town. Good town and county connections, with general private, farm, and estate work. Well equipped three-roomed office presently held on lease. Small staff, and works in progress, could be taken over by arrangement. Box 6725.

Miscellaneous

4 lines or under, 7s. 6d.; each additional line, 2s.

A. J. BINNS, LTD., Specialists in the supply and fixing of all types of Fencing, Gates and Cloakroom Equipment. Harvest Works, 96/107, St. Paul's Road, N.I. Canonbury 2061.

WINKFIELD MANOR NURSERIES, ASCOT, lay out Rock and Formal Gardens and Labourless "Allweather" Tennis Courts. Eight Chelsea Gold Medals since 1947. Contractors in the Festival of Britain. Winkfield Row 393. 17th

FLAT—Architect (male, age 25) has inexpensive furnished flat at Battersea and would like someone similar to share. Box 6719.

HOTELS

DOUGLAS (I.O.M.)—HOTEL METROPOLE Tel. 2381. Fully licensed. Resident orchestra. Ballroom. Room service. Manx farm produce. Phones all rooms. Moderate tariff. Winter commercial terms. Brochure. I. Barker. 6706

Educational Announcements

4 lines or under, 7s. 6d.; each additional line, 2s.

R. I.B.A. and T.P.I. EXAMS—Stuart Stanley (Tutor Sch. of Arch., Lon. Univ.) and G.A. Crockett, M.A./B.A., F.A.R.I.B.A., M./A.M.T.P.I. (Prof. Sir Patrick Abercrombie in assn.) prepare Students by correspondence tuition. 10, Adelaide Street, Strand, W.C.2. TEM. 1603/4.

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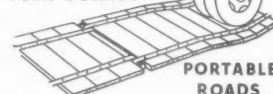
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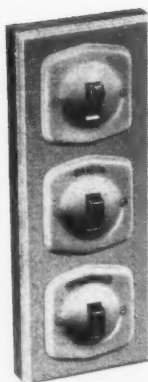
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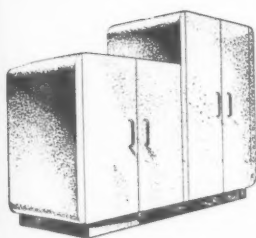
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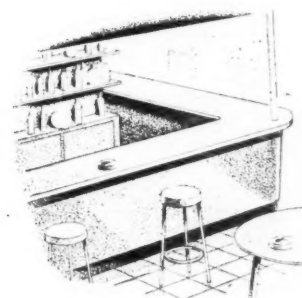
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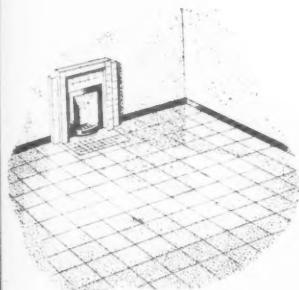
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