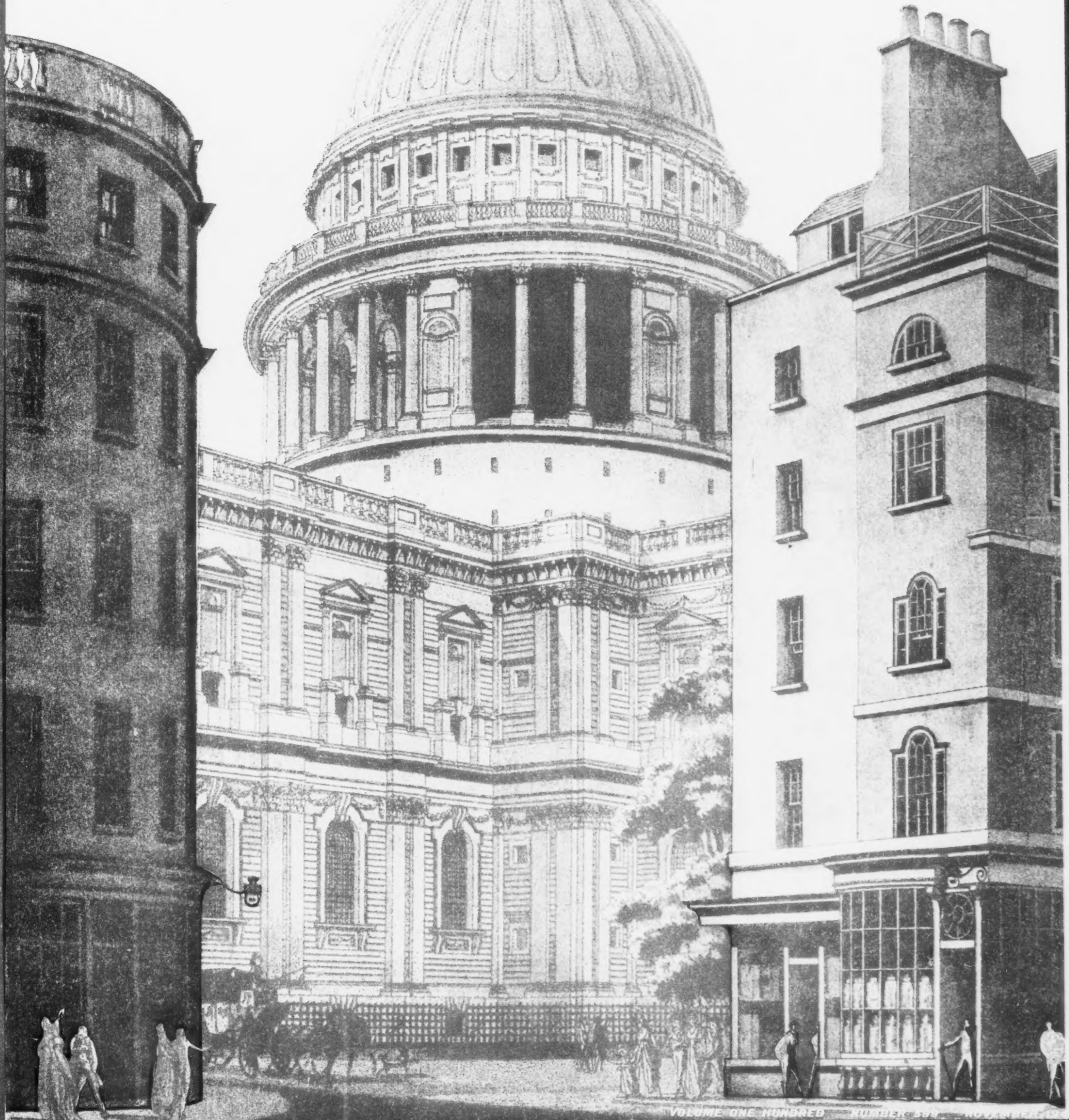


The Architectural Review



The Building Uses of Cast Iron

TECHNICAL FACTS AVAILABLE FOR ARCHITECTS AND BUILDERS

The use of cast iron in modern building technique and equipment has been specially studied by a department opened for that purpose by the British Cast Iron Research Association. Known as the Building Uses Department, it is available for dealing with enquiries from architects and builders about the various uses of cast iron.

Mr. Derek L. Bridgwater, B.Arch., F.R.I.B.A., is architectural consultant to the department.

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THE BUILDING USES DEPARTMENT

THE BRITISH CAST IRON RESEARCH ASSOCIATION

Alvechurch, Birmingham

Plan for the St. Paul's Area

Special Number of the Architectural Review

The symbolic importance in the reconstruction of this country of the area around St. Paul's is due to something more than its position as the centre of the capital, to more even than its possession of one of our greatest architectural masterpieces. It is due most particularly to the fact that it is the centre of the City of London itself. For here is distilled the essence of the English city which, in the informality of its public places, sometimes planned and sometimes accidental, and in the grandeur of its public monuments, carefully but so differently planned from the monuments of the European or New World city, mirrors the very character of our society and its history. It is of the utmost importance that the genius and traditions of the City of London should be studied and understood because in their re-interpretation is to be found the answer to the main functional needs of the City, as far as we can estimate them to-day, through a topographical genius which is still fundamentally unchanged, and a traditional City structure which is still vital. It is as a contribution to this understanding and as a stimulus to further work along these lines that the proposals★ for the St. Paul's area in this special number are put forward.

★The proposals for the St. Paul's area are as follows: 1. To alleviate congestion at the Bank, traffic is diverted from Queen Victoria Street, Cheapside and Cannon Street to the south of the Mansion House precinct along the bank of the river. 2. Cheapside is partly re-routed north of its present position, to enable a roundabout, of such a shape that traffic is encouraged southwards instead of eastwards, to be formed at its junction with Queen Street. 3. Improved junctions are provided at the west end of St. Paul's and at the intersection of Cannon Street and Queen Victoria Street. 4. Existing minor roads are included in an access-road system, which is linked to a series of new parking spaces. 5. A complete network of pedestrian ways covers the area, allowing access to all parts without directly crossing a main road. 6. Old Cheapside is transformed into a pedestrians' shopping street. 7. A park-strip is formed without a road intersection, from the east end of St. Paul's to St. Mary-le-Bow. 8. A circular restaurant sited at what is, visually, one of the key points in the area, is linked to Cheapside by a raised causeway and to the park-strip by staircases. 9. Provision for retail and wholesale trade and commerce is made by a system of use-zoning, based on the traditional characteristics of the site which are still relevant to-day, and forming a series of closes, quadrangles and courts, free from through traffic and other outside interference.

VOLUME C. NUMBER 599. THREE SHILLINGS AND SIXPENCE. SUBSCRIPTION RATE: £2 per annum, post free. An index is issued every six months, covering the period January to June and July to December, and can be obtained without charge on application to the publishers.

THE COVER. This view of St. Paul's from Cheapside is based on a drawing of 1797 by T. H. Malton. It shows the cathedral as seen through

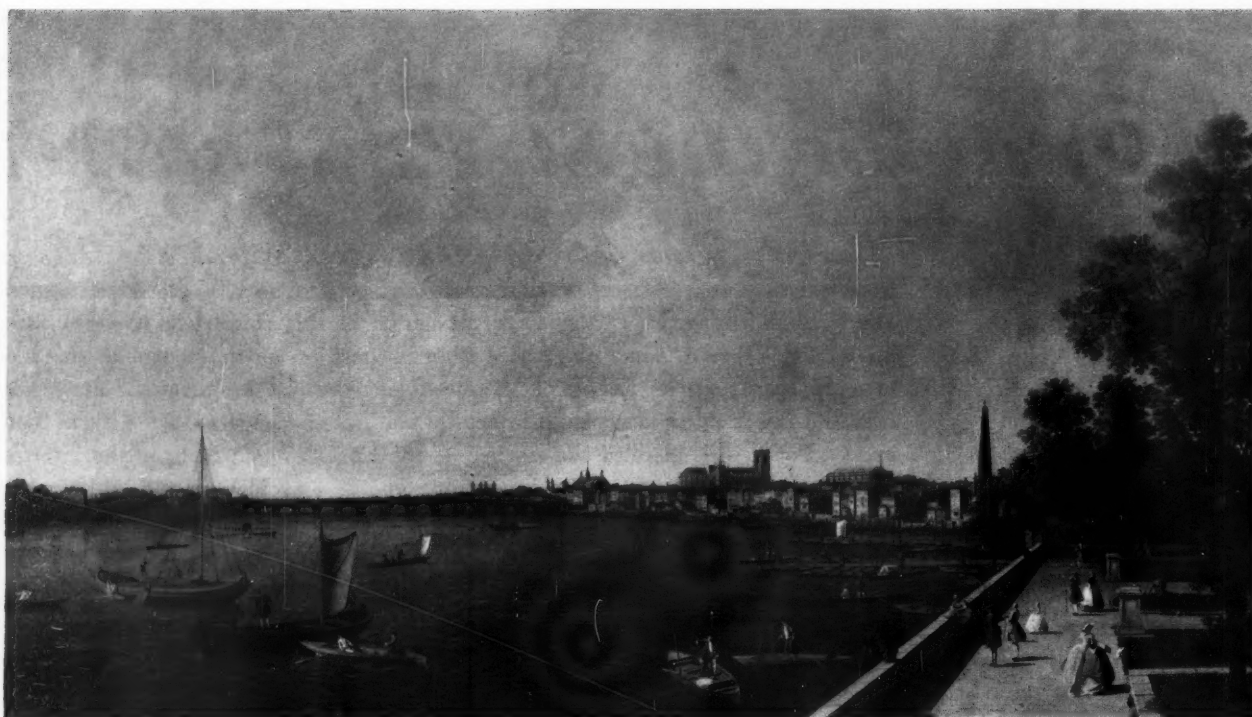


the narrow north-east entry to the Church Yard (where the North Gate of the precinct once stood). A photograph taken from virtually the same spot as that chosen by Malton will be found on page 139. The intervening century-and-a-half has increased the height of the subsidiary buildings and planted a flourishing plane tree. But the similarities are greater than the differences and comparison of the two views underlines one of the main points made in this issue—that this kind of approach to a public monument, which might be described as kaleidoscopic in contrast to the more uniform approach of the classical kind, has been a permanent constituent of the London scene and should play a part in any plan for reconstruction.

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In this painting by Canaletto of the view upstream from the gardens of Somerset House (reproduced by gracious permission of His Majesty the King) Westminster Bridge spans the Thames in middle distance, the towers of St. John's Church are visible over the northern end of the bridge, and the roof of St. Stephen's Hall is seen dead centre. The Abbey and the roof of the Banqueting Hall are seen towards the right, while further to the right is Montagu House, screened by trees. The tall obelisk-shaped structure is a Shot Tower.

This picture, together with its companion piece reproduced on page 141, was painted by Canaletto, probably in Venice in 1750-1, after his return to Italy from England. Both became the property of Joseph Smith, British Consul in Venice from 1740 onwards, and were acquired for the Royal Collection by George III with the remainder of the Smith Collection. Smith for a number of years was a close friend of Canaletto, and used to advise the young English tourists in Venice to buy

his pictures. He also appears to have been instrumental in getting Canaletto invited (in 1746) to England, where the artist mentally transformed the Thames into a rather chilly version of the Grand Canal.

The selection of a view of Westminster as frontispiece to an issue devoted to the City of London is not so capricious as might at first appear. For the City and Westminster, contiguous entities each having its own special function and visual qualities, exemplify on a larger scale the kind of cellular, or precinctual, pattern which in the pages that follow is shown to be the traditional pattern of the City of the past and is advanced as the most proper pattern for the City of the future. And so this view of Westminster is a reminder that such a pattern is desirable not merely in limited areas in the centre of the metropolis—where it still exists—but just as much in the outlying parts—where it has either been overlaid by the amorphous developments of recent times or has never existed at all.

Structural Trends in City Planning

The following article describes the development of organic, or cellular, structure in towns, and the modern town planning theories to which it has given rise. The relation of this kind of structure to the solution of replanning problems in the City of London, in view of both traditional and contemporary demands, was considered at length in the special issue, *A Programme for the City of London*, in June, 1945. Some of its implications are illustrated in this issue by a more detailed study of one area of the City, that around St. Paul's. In an article on page 129 Major Brett-James and Miss Honeybourne trace the history of the precinct in the City of London, as an introduction to the new plan, which reinterprets this element of the urban structure in the light of the latest developments in town planning theory and the needs of the St. Paul's area in particular.

G. M. Kallmann

cultural character and city character

CITY design is closely bound up with the prevailing cultural situation. The idea that it can be considered out of this context, in limited terms of logistics, of social survey, traffic charts, light angles, mechanical contraptions and the like, is a piece of nonsense peculiar to the scientific era. That it could, on the other hand, be regarded exclusively as a matter of aesthetics, is a view held no longer by any but a few diehards.

The great ages of city building generally pursued an idea of the city, which, valid inasmuch as it derived from the social and cultural condition, gave to the city that air of conviction, which is the hallmark of the masterpiece. To-day, when social and cultural form is disintegrated, the energies of the time have to be enshrined in new visions of the city, with their own new design forms.

What are the form-giving agents of the times, and what kind of city form are they likely to engender? This may be difficult to establish, yet herein lies the answer as to the legitimacy of the city form which is suggested in the reconstruction plans of the cities. Firstly they vary in different countries, depending on the form and content of the society they have adopted. In state-dominated countries, a rigid visual order generally goes hand in hand with the mechanistic order of the body politic. City form here follows mostly in the tradition of geometric monumentality. The recent plans of the U.S.S.R., for instance the new Stalingrad project, planned as a monument to the patriotic war, is an example of the kind. In liberal societies, with which we are concerned, a much less easily discernible ordering principle is employed. Two main trends appear here to affect design. One is a feeling for organic, rather than imposed order. The other is a tendency towards crystallisation around focal points in the social and cultural medium. One has a bearing on form, the other on structure. An examination of recent city design shows in fact that organic form and nuclear structure are commonly accepted features of the contemporary approach. The resultant city type represents a new and important stage in the evolutionary spiral of city development.

two archetypes

Amongst the great cities of the past two archetypes have recurred, born of visions belonging to two divergent cultural streams. One, the geometric type, appears as the kindred city form of the nomads, the non-rooted, the colonisers, the autocratic societies, of those who impose their will on the land, or the rule of their class on the social body. It is repeated, with variations, by the soldiers of Rome, the representatives of seventeenth and eighteenth century *raison*, nineteenth century natural science, and the twentieth century managerial system alike. Their city constitutes an act of assertion over the material forces by means of a superior man-made scheme of things.

Antithetical to this is the non-geometrical, or, as it has been called, the organic city type. This belongs to the rooted peasant, to those who believe that the life process is guided by forces outside the material world,* and to the societies which see their destiny in the free development of social forces. This type of city is reproduced by peoples as remote from each other in time and space as the peasant tribes of antiquity, the mediæval burghers, and the citizens of the contemporary democracies. Their cities are planted like plants, with knowledge of the soil, with an eye to contours and other geographic peculiarities, with respect for landscape character and tradition, whether innate or cultivated.

Both methods of shaping environment exist within their own rights. They arise out of a polarity in the attitude towards life, which in politics leads them to the choice between autocratic or democratic forms of government, and in the arts to the predominance of either form or content. Concurrently with the prevalence of the one aspect or the other, and allowing for a time-lag, city form changes. Accordingly geometrical or organic form matches contemporary feeling and appears as more truly appropriate. Thus, formal city planning of the Beaux Arts kind, the guise in which the classical design tradition has survived into this century, notwithstanding the visual splendours it offers to the eye, is to-day regarded as incongruous, whilst the informal, organic city emerges as the truly significant archetype.

This means a new and important departure in city design. With the exception, perhaps, of the revival of mediæval informalism by Camillo Sitte and his followers at the end of the last century,† which is the counterpart in city

design of the Morris movement in architecture and industrial design, the recognition of the non-geometric city as a more than picturesque occurrence belongs to only very recent thought. Hitherto the informal city was regarded as unplanned, formally insignificant, at best an occasionally successful freak. It is recognised, however, to-day that this type of city possesses characteristics which establish it as a valid species of its own.

solar and cellular urban structures

Apart from the obvious difference between geometric and non-geometric form in the two archetypes, it has been found that their whole structural build shows remarkable divergencies. This is particularly noticeable if the two types are compared in their heyday, before both crumbled, for different reasons, under the pressure of the machine age. In the geometric city of the baroque, at Karlsruhe for instance (to choose a well-known example) or in Wren's City of London, or later still in Haussmann's Paris, unity of design derived from a solar radiating structure, of a one or multi-focal kind. The visual order established created long linear wedges and linked distant parts, often as far as the open country with focal points inside the city (1). The living areas in between the wedges more often than not remained unordered and were not integrated into the city picture. In contrast to this, in cities such as Bath, Oxford and Cambridge, or in the Georgian parts of other towns, the living space itself was made formally significant without the discipline of an overall system. Planning and design were moulded by the unity of purpose inherent in the living area. A pattern of a cellular nature resulted from this, in which the particular activity of each area could flourish autonomously and determine visual character (2). This ordering principle has produced design forms with aesthetic qualities of its own and very different from the *avenue-cum-vista* effects of the solar systems. Admittedly this kind of development remained fragmentary wherever it was attempted. It was not pursued with the same singleness



1, Above, Karlsruhe, a geometrical-axial city. (From L. Hilberseimer: *The New City*. Paul Theobald, Chicago, 1944). 2, The contrast of English urban planning; Oxford, an example of cellular structure.

* For the connection between mystical and magical cultures and respective city forms, see L. Hilberseimer, *The New City*, P. Theobald, Chicago, 1944.

† C. Sitte's *Der Städte-Bau*, critical of nineteenth century academic formalism, appeared in 1889.

of mind as the classical tradition. The coherent and sustained development of a cellular city has not yet been realised though it appears as if this may be the particular contribution the twentieth century has to make in the field of civic design.

a functional thesis

Once the general cultural background and its effect on formal expression is appreciated it becomes possible to distinguish a number of functional theses in accordance with which cities have been designed. Cities were built as camps, as fortresses, markets and shrines, as the residences of princes or the domiciles of burghers. If one is to define such a thesis for the contemporary city in general terms, one could say that the democratic society attempts to develop its city as a home for the community. This is the aim of most modern city plans to-day. The attitude of mind, which sees city design mainly as a question of social planning, is as much of our time as that which saw in it an opportunity for the glorification of autocracy. It is to be expected that the spirit of democracy will mould its city form as decisively as absolutism did in its own time. How significant the results will be in the formal sense can only be guessed at. The fear that with the passing of privilege civic splendour also is gone for ever, appears unfounded in view of the fact that in England there exists a tradition of civic design which produced, as early as the eighteenth century, a fine example of a planned emancipated town, Bath (1727-62), in which design coherence of an important order was achieved without the formal discipline normally exerted by the authority of either court or church.

the social planning aspect

The stress on social planning influences city design at all stages. It steers research into specific channels and suggests ways of solution in particular planning patterns. It determines in what light the needs of the city dweller are assessed and met. In the contemporary, democratic city he figures as the citizen rather than the individual. New planning units resulting from this particular approach, such as the neighbourhood, for instance, express his condition within the community, and his bindings to others. This is a far cry from the garden suburb or garden city concept which is essentially of the nineteenth century and the pursuit of individualism. The preoccupation with the social aspects of the city is therefore not just a fashion. The failure of the last century to integrate the life of the individual with that of the community is a major aspect of the present social and cultural crisis, and one which consequently is reflected in modern city planning.

It is only too apparent that the self-defence measures of society, the Health and Housing Acts passed since the middle of the last century, which no doubt improved individual living conditions, were in themselves incapable of producing a city suitable for social life. The individual unit of flat, house, or workplace may by now be of tolerable standard, but there is no lounge or living-room which would make the contemporary city a genuine "home for the community." Perhaps the most blatant single fact in this respect is the shrinkage to the point of disappearance of social space (3). The streets and squares, once meeting-places for concourse and pageantry, now, with the exception of special occasions like a Coronation or the Victory days of 1945 and 1946, when they revert to their original function, are taken up by vehicles and the machinery of transport to a degree which leaves the city user stranded on what are no more than islands in the traffic. The city, far from being a place of joyous living, is something to escape from, and real life is attempted in isolation at the desirable residence in the country or the suburban villa. In the town centres there are not sufficient places for people to meet and talk to one another, to inform themselves on matters of common interest, to entertain each other, to trade with each other, or to pursue with ease any of the activities for which the city was to be the suitable background.

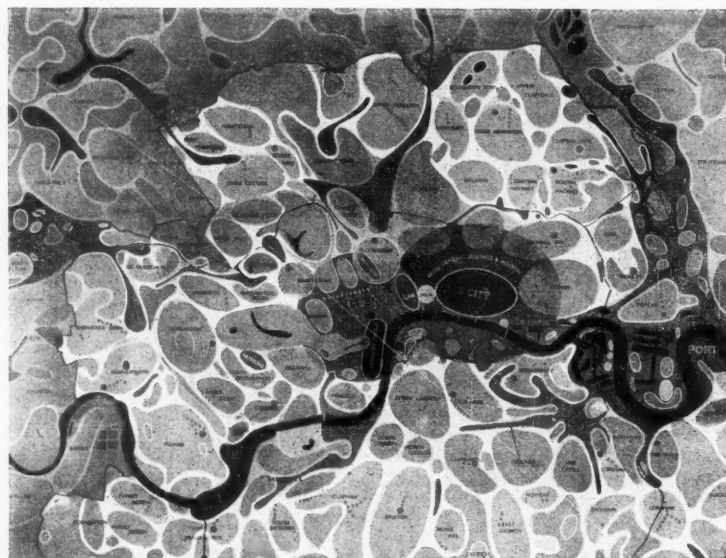
a co-operative city pattern

To regain social space for the community is only a preliminary, necessary objective of city planning; it has to be achieved in terms of land policy and finance. The task for the civic designer lies in the organisation of this space, whether built over or open to the sky, in a three-dimensional pattern which can satisfy the demands of city life. The first step towards a liveable city is for the break-up of the city area into recognisable and manageable units of a size determined by the various activities. This is a psychological as much as an organisational need. For the loss of scale in the modern metropolis of swelling size and intensified building development has resulted in cities which seemed to care as little about the inhabitant as the inhabitant

does about them and their fate under the stress of increasing mechanisation and commercial exploitation.

Needless to say, this break-up is more than a matter of mechanical division. The new city units, if they are not to remain stillborn, have to

be imagined and created out of grouping trends that come into being wherever people live together. By speeding up and intensifying the natural process and by clearly defining living or working units, a new city structure can be developed, which expresses, in the formal sense, the concentration of energies, that arises out of the contact at close quarters of many individuals. Building on a historic site such as, for instance, the City of London, has the advantage that the new city structure need not be wholly invented. Particularly in English cities, which generally have had little experience of unorganic, i.e., classical planning, the bits and pieces of a self-zoned grouping can often still be traced. This has come about through the spontaneous gathering of trades and professions, which have sought partnership in age-old communal activity. Mostly inefficient, and threatened with destruction by ruthless traffic development under the pressure planning of modern business, this shadowy pattern is still of importance to present-day civic design. The city planner, employing a technique of functional grouping, will find by sympathetic study of the city area where social entities which can be successfully developed exist. Usually they exist around a central feature of a geographic or historic nature, such as landmarks of buildings or landscape, community buildings, etc., which are potential crystallisation points for urban units. Old village High Streets, for instance, now situated in the thick of the town centre, can be revitalised and made to serve as nuclei for redeveloped units. In cases where such focal points have disappeared, new amenities, around which the units can grow like seed pearls around the irritant, may have to be implanted.



4, Social groupings as an element in the cellular structure of a city. (From J. H. Forshaw and Patrick Abercrombie: County of London Plan. Macmillan & Co., London, 1943).

the cellular structure of contemporary plans

The increasing interest in the social group pattern has led to a shift of emphasis in city planning. During the last decades planning thought revolved chiefly around the study of major organisational systems (Le Corbusier, Milyutin, MARS, Hilberseimer), so to say the bones of the city; nowadays it is centred on the tissue of the town body itself. The merit of the County of London Plan (1943) lies in the provision of a socially significant cell structure (4). Similarly, the Reilly Plan for Birkenhead (1945), though for a much smaller community, lets the social group aspect predominate and produce a most explicit pattern of the cellular type. Many other examples of this kind can be found amongst contemporary city plans. The cellular technique is being applied both doctrinally, and liberally, with varying degrees of success. It has its very obvious advantages as well as its dangers. The latter are contained in the fact that the cellular pattern does not in itself produce coherence on the larger scale. It can be misinterpreted and repeat on the group scale the egocentric shutting-off process, which marred the garden city effort.

the methods of cellular planning

The development of city units out of social entities, constitutes a specific planning problem. This is mainly one of functional segregation, and provision of a circulation system, which binds the cells to each other and feeds them with the necessary flow of transport.

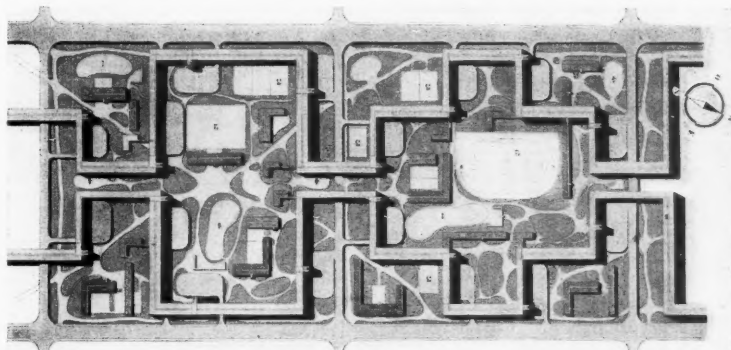
In order that the cells should function properly, they have to be given an efficient internal organisation, and proper relationship to other town parts. They must be given living space of the sort required by their function. It is further desirable that they should be made formally significant, so that they are apprehended as entities, and can become objects of local pride and care for those who inhabit them.

Of the transport planner, social unit planning demands a method of communication, by which through traffic is segregated from the internal network of communication, thus protecting the cells against traffic intrusion. For nothing in past experience has proved so destructive to the existence of self-formed communities, as the indiscriminate impact of traffic on their centres, which occurred in the wake of unplanned city growth. As a corollary of cellular design a special transport system has to be devised, in which the lifelines of transport are laid on at a voltage healthy to the area and in a manner which, by a sieve method, excludes forms of transport



3, The disappearance of social space; a street junction in London. (From J. H. Forshaw and Patrick Abercrombie: County of London Plan. Macmillan & Co., London, 1943).

destructive to the purpose of the area. This is generally achieved by a byepath plus cul-de-sac method. A further cushioning off is sometimes attempted by complete separation of the internal from the external communication network. Perhaps the most logical, and certainly the most effective way of doing this, is suggested in Le Corbusier's *La Ville Radieuse* (1934) (5). Here the vehicular through and access traffic is carried on an



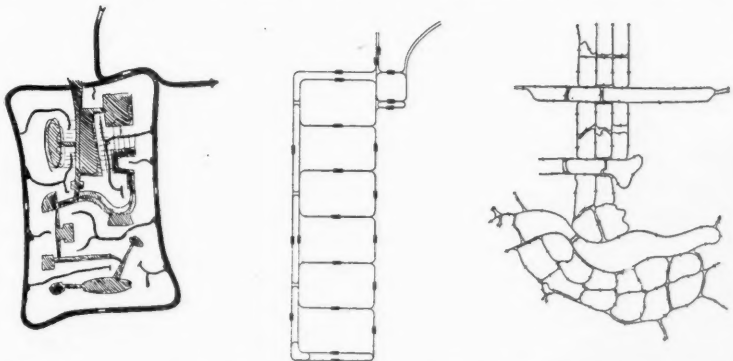
5, Separation of traffic on two planes in La Ville Verte. (From Le Corbusier: *La Ville Radieuse*. Editions de l'Architecture d'Aujourd'hui, Boulogne, Seine, 1934).

elevated 400 sq. metre grid, from which the local area is fed by means of cul-de-sacs and car-ports. The interior network can consequently be shaped as closely as possible to local and largely pedestrian needs. Based on this principle of segregation are schemes which attempt to disentangle the circulation systems in one plane. This led to the adoption of a circumferential loop with cul-de-sac feeders stretching inwards from it (6). A whole network for a cellular city can thus be developed on this basis (7, 8). The drawback to this scheme lies in the barrier which the circuit sets up against expansion of a cell unit, unless by growth of a new cell. By elevating parts of the circuit, or by sinking it into the ground, wherever necessary, a compromise solution can be arrived at.

Less thoroughgoing than the dual transport organisation, though working towards similar objectives, are the plans for the transformation of the old road pattern in our historic towns, as suggested for instance in the County of London Plan 1943. A degree of separation is here arrived at by substituting for the present multi-purpose roads a variety of single-purpose roads, each of them invested with properties suited to their function. A similar classification method is suggested by Scotland Yard's traffic expert, Sir Herbert Alker Tripp. These schemes, with their mixture of pedestrian and vehicular use, must be regarded as interim stages in the evolution of a still further segregated and specific network of communications.

urban cell units: the neighbourhood and the precinct

Whereas official town planning concentrated on, and still stresses, the traffic aspect of city planning, sociologists, planners and architects have, during the last years, investigated the problem of the living space and its arrangement in units. A planning unit was developed for residential purposes, which became known by the name of "the neighbourhood." An optimum size for this unit, at which a full range of communal facilities could be economically afforded, and which would still be of a size that would read as



6, 7, 8, Segregation of traffic by loop and cul-de-sac. (From Herrman and E. M. Herrey: *Traffic Design: Part I. Pencil Points*, April, 1944).

an entity, was defined at between 5-10,000 inhabitants. An even smaller number is now recommended by some planners. This unit is perhaps the most important planning contribution of our generation. It can be assumed that it is familiar to those interested in the subject. For the purpose of this article a more detailed description is unnecessary, save of the aspects that are applicable to other cellular entities, such as occur in the mainly non-residential central areas of the city. Here a different type of cell unit has been developed. It has become known as "the precinct." This unit has so far not been defined with any accuracy, though the term is now widely used in city planning.

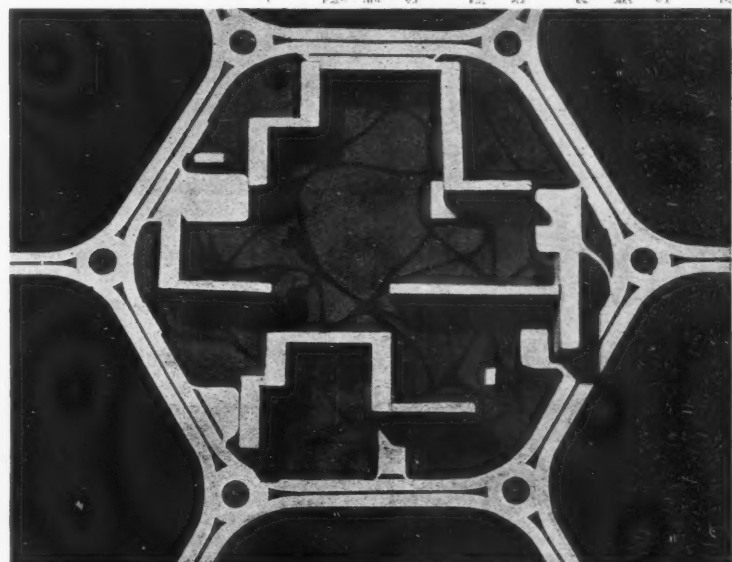
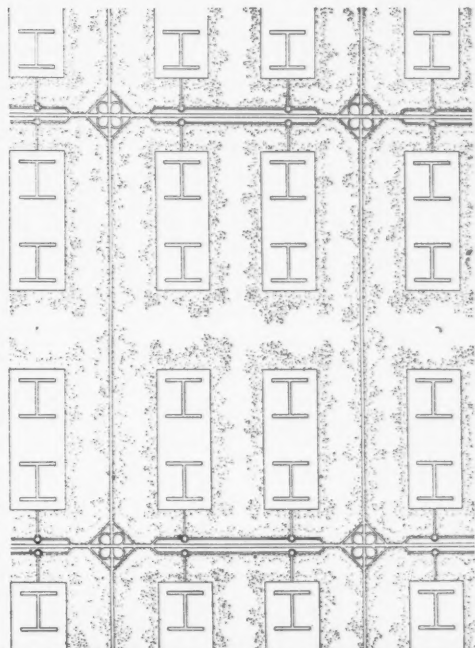
The precinct, or the area that possesses precinct tendencies, is one in which a predominant use has produced unique character and a sense of entity. Such areas, which occur in the matrix of building development of mixed use in the centres, are in the nature of special cells, which may combine with others in larger combinations. Thus a number of trade

precincts together form the larger organism known as "the city," and shopping, government, and entertainment precincts can combine to form the "West-end." Yet, it should be observed, that they do not mechanically build up to these larger formations in a logical structure. Rather do they constitute the ingredients, which under special circumstances assume the shape of larger organisms. In this respect they differ from the neighbourhood units which can build up to a potential unit structure (MARS system). A schematic precinctual structure of this kind does not as yet exist.

the structural requirements of the central areas

The legitimacy of a precinct pattern for the central areas can be established if one examines the functional needs of city life, and the type of organisation they demand. City centres show a fluctuating pattern of life, due to the movements of a non-resident population, which works in the city, but withdraws at night to residential districts. In the centre the individual acts as partner in many teams, which form themselves and dissolve again once their purpose is achieved. For this difficult social relationship a planning structure has to be provided, which must satisfy two outstanding needs. It must be far more easily accessible than the residential groups, and it must provide the conditions, which will allow for uninterrupted concentration on the common tasks which have to be undertaken in the city. This is impossible in the present city centres where buildings of many different uses are lumped together and traffic is bogged as well as obnoxious to the area. In order to achieve a good functioning of the central area it has to be divided into functional units. Various suggestions have been made, as to what constitutes a suitable size for a city unit. L. Hilberseimer, for instance, in *The New City*, Chicago, 1944, suggests a super block covering an area of two square miles, which is built up of four smaller block units (9). The four boundary roads in this case could economically be constructed as highways with clover leaf crossings at the intersections, and thus provide good conditions of access to the area. An interesting unit of different shape is proposed by Humbert in *The Hexagonal City* (10).

Important as these theoretical units are, a less mechanical technique of grouping is adopted by city planners who have to deal with the reconstruction of existing cities. Whereas in theoretical studies for new town projects optimum sizes can be scientifically determined, the city planner dealing with the rehabilitation of historic cities has a different problem to solve. The unit structure he will tend to develop should, wherever possible, be based on existing group tendencies in the town organism. In the London area such entities exist, too strongly marked and functionally sound to be ignored. In the City various trades have given unit character to their localities. In other



9, Above, a super-block covering two square miles. (L. Hilberseimer: *The New City*, Paul Theobald, Chicago, 1944). 10, A cell unit of hexagonal shape. (Ricardo C. Humbert: *Le Ciudad Hexagonal*. Editorial Vasca Ekin, Buenos Aires, 1944).

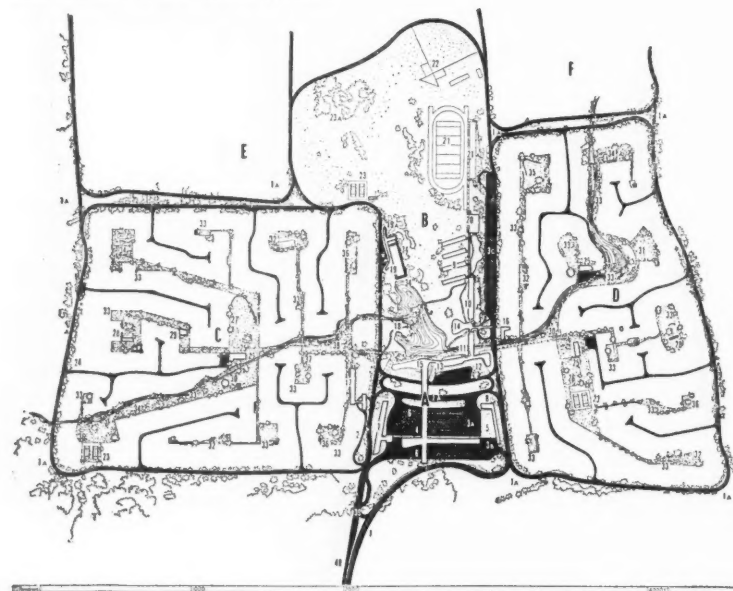
London areas well-known cases of a predominant use establishing individuality of character exist in Whitehall (government), the Exhibition Road area, and Bloomsbury (education), the Leicester Square-Shaftesbury Avenue area (entertainment), Soho (restaurants), the Portland and de Walden Estates north of Oxford Street (professional), etc., etc. Only in a few instances this unity of purpose has been expressed deliberately in architectural form, as in the precincts of Lincoln's Inn, Gray's Inn, the Temple, and outside London in the collegiate groups of the universities.

precinct organisation

For a unit of such complex nature as the precinct no hard and fast rules as to optimum size or shape can be laid down. All that can be done is to give a general indication of its organisation. Some planners, in particular those who approach city planning from the transport side, have defined the precinct as the area which lies in between the sub-arterial roads. This may be so at times, but should not be regarded as conclusive or even desirable. Sub-arterial roads, which usually connect up places outside the precinct, do not necessarily provide suitable boundaries for the precinct. The shape and size of the precinct should be determined by the innate vitality and the character of the area. Furthermore, expansion and contraction of a unit should be possible, which in effect means that the precinct boundaries should be emancipated from the sub-arterial grid. This is a point in favour of the scheme suggested in *La Ville Radieuse*, in which planning on two superimposed planes allows the area to develop independently from the traffic grid (5).

independence of social space and traffic grid

The failure of the contemporary city to provide adequately for the exigencies of city life is due to the fact that accessibility and enclosure, two almost contradictory conditions, cannot be accommodated within the same system. City planners have come to the conclusion that a dual organisation should be aimed at, in which continuous social space is provided independent of the traffic system.



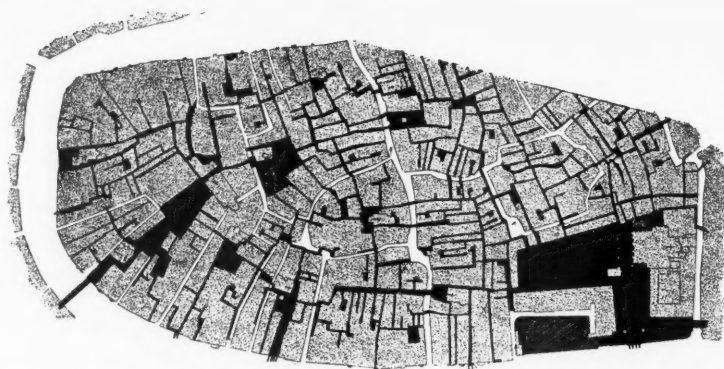
11, A development of Hersey system showing integrated but independent social space and transport systems for a residential area; a method also applicable to central areas. (From Herrman and E. M. Hersey: *An Organic Theory of City Planning*. The Architectural Forum, April, 1944).

This leads to the adoption of two separate circulatory systems. One, the vehicular system, has to contain the pulsating access traffic (branching off from the by-pass roads), and injects and withdraws at peak hours practically the entire working population of the precinct. The other, the pedestrian network, connects the buildings and the outdoor social space and provides the closely woven interior lines of communications needed by the use of the precinct. The two systems should ideally not meet in one plane (11).

In his book, *La Ville Radieuse*, Le Corbusier points to the case of Venice as an example of the two circulatory systems. Here the vehicular traffic is carried on the canals, with their inlets and anchorages, whilst the interior lines of communications are carried on a mesh of lanes and bridged crossings. As a result of the enforced separation of the two systems, an adequate social space is gained for the community, with streets as lively markets, and the piazzas undisturbed meeting places. If the concrete highways of the modern city are substituted for the waterways of Venice, and car ports for the anchorages, a good picture of a desirable city environment can be obtained (12).

the vehicular and pedestrian network

The vehicular network for access and service traffic very much resembles a waterway and its tributaries. The high pressure access traffic is whittled down by a system of loops that branch off from the sub-arterial grid and serve each precinctual area with cul-de-sac feeders and harbourages in the form of car parks and turning circles. Herrman Hersey and E. M. Hersey (*The Architectural Forum*, April, 1944) suggest a series of one-way loops of a maximum circumference of five minutes' travelling time, and cul-de-sac feeders of 900 feet maximum length. These sizes vary according to circumstance. In this transport scheme the loops are arranged in rows along the



12, Venice: an example of enforced separation of two types of traffic. (From Le Corbusier: *La Ville Radieuse*. Editions de l'Architecture d'Aujourd'hui, Boulogne, Seine).

sub-arterial ring roads, and are interconnected by weaving ways excluding all intersection. The Herseys claim that in such a system forty per cent. of the existing street systems would become superfluous (13).

The purpose of the pedestrian network, designed for the inner lines of communications, is to link the buildings and outdoor social space in a convenient manner. Movement at pedestrian speed will permit a free pattern of pathways with acute turnings, gradients, steps, ramps—in fact it will restore all the intricacy of environment found in old cities where the pedestrian character has not yet been ironed out by the advent of motorised traffic. There will be visual aids to help distinguish the various purposes of the roads. A standardised floor pattern could be employed which determines the priorities of use. Tarmac for fast traffic, cobbles for pedestrian and slow vehicular equality (car parks and access to them) and pavements for pedestrian precedence.

design emphasis on precinct entity

Perhaps the most exemplary feature about the historic precincts, like the Inns of Court, or the university quadrangles, is the unity achieved in the design of the precinct. From it derives the sense of enclosure, which is conducive to mental concentration, now almost impossible in the distracting city environment. This unity is not derived from uniformity of style—often buildings of many periods are joined in such a preserve—or dependent on formal layout. It relies rather on a subtle interrelationship between building groups and open space, and a permeating colouring of architectural character which derives from the functional idea of the precinct, even if this is expressed in terms of different periods.

The strong cohesion of building groups in the city precinct tends to make indoors and outdoors one in the design conception. The exteriors of the buildings are treated as the inside walls of the outdoor space which they enclose. The building facades therefore not only express the organisation of their interiors, but are equally, or sometimes predominantly, determined by their even more important visual function in the precinct whole. Contemporary designers still tend to think in terms of individual buildings, and neglect this communal aspect of their buildings. A further sense of building coherence derives from the fact that the interior circulation of the buildings will be linked with the exterior pedestrian network, of which it forms an integral part.

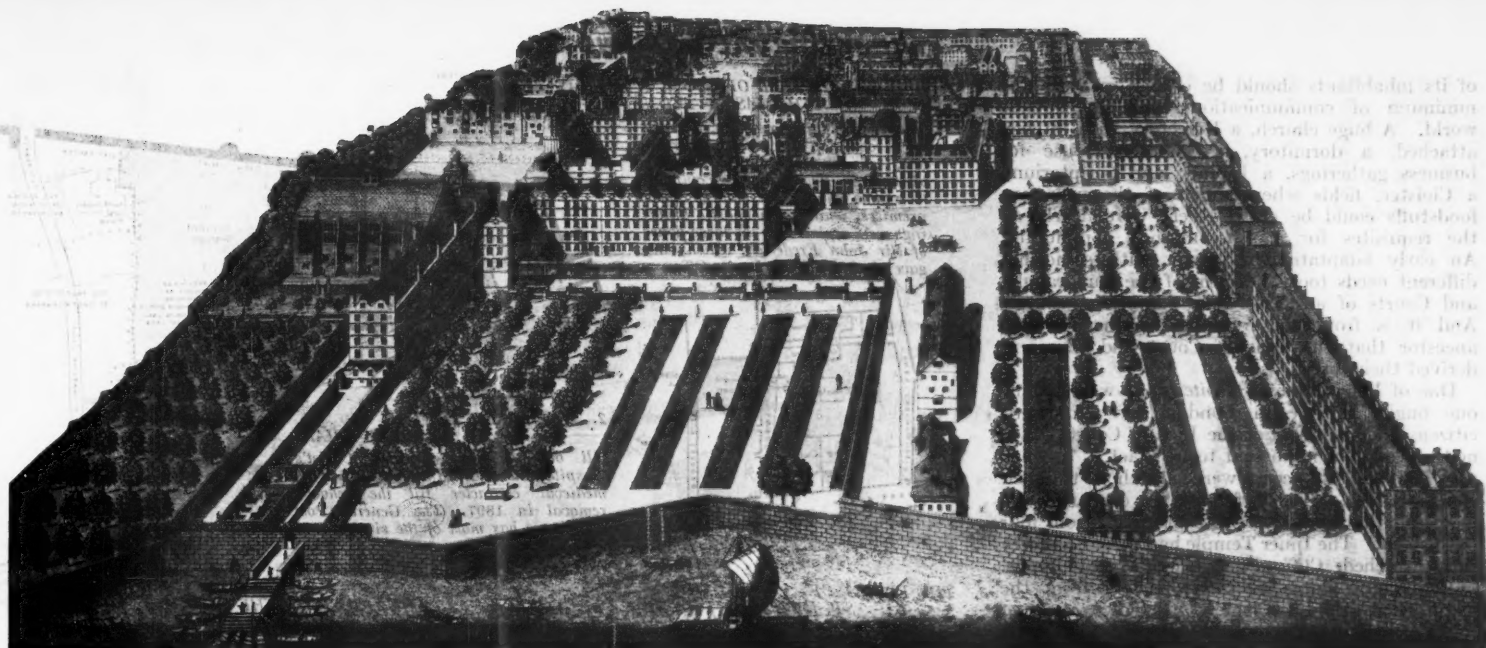
The predominant use of a particular precinct will colour every detail feature of the precinct with its own characteristics, and the difference of character resulting from the different uses that prevail in the various precincts will result in a highly varied city picture. In organic design visual unity derives from the degree to which this character moulds each part, and makes it indispensable to the total picture. This has to some degree been achieved without conscious effort in some of the self-formed city units, where a special local flavour impregnates all building items—down to the street furniture—with its own character.

super-precinctual design influences

However much the individual character of the precinct can and should be developed, there will remain outside influences affecting design. The precinct does not live entirely autonomously. It is intimately linked with others in larger organisations. The elements of the outside world are introduced into the locality not only by the access traffic network and its buildings. Features like landmarks outside the precinct boundaries may claim their share in the precinct picture. An obvious example of this occurs in cathedral cities, where the cathedral dominates the local picture far beyond its immediate surroundings. Thus, in the City of London, the dome of St. Paul's will affect building development even in the remoter parts of the City. This overlapping of the precinct's visual boundaries should not be resented. Though it makes for a still greater intricacy of the visual problem involved, it also gives the opportunity for richness in the visual scene.



13, A comparison between the loop and cul-de-sac and the existing street systems. (From Herrman and E. M. Hersey: *An Organic Theory of City Planning*. The Architectural Forum, April, 1944).



PRECINCTS AND TRADE QUARTERS

a history of use-zones in the City of London

The term precinct is one that has become popular in the modern town planning vocabulary, although the planning principle to which it now refers gives it a very much broader meaning than it originally possessed. The earliest form of precinctual organization was that of the medieval monastery, an almost completely self-contained community; from there the genealogy of the word can be traced through from its application to the quadrangles and courts of the Oxford and Cambridge colleges, the professional preserves of the Inns of Court and Chancery, to trade quarters such as Booksellers' Row and the Minorities. Finally in the modern sense it has come to define an area of either single or varied function, from which through-traffic is purposely debarred. Inside the area service traffic and pedestrian ways are carefully segregated and all necessary local services are provided to ensure that the interrelation of precincts is only such as is necessary for production, consumption or distribution on the higher levels of organization. The one common factor in all these definitions of the precinct is the visual factor. Here the hall-mark of the precinct is first of all the sense of enclosure, and then the varied contrasts it provides within a relatively small area. Both the enclosure and the contrasts are the result of the abolition of through-traffic. Where this has not occurred the places of work and the corners for rest or recreation are depersonalized by the constant distraction of the (to them) meaningless movement and noise. But where this foreign traffic is debarred, each street, yard and green expresses its purpose or personality, in the noise or silence, the bustle or the inactivity which is characteristic of it. This is the aim of contemporary precinctual planning—that each place shall appear and function in a manner true to its purpose. No urban area provides so many examples of precinctual growth and planning as the City of London; the following article and the accompanying maps by Miss Honeybourne trace the historical development of these precincts and also that of the trade quarters, many of which have attributes of the precinct, and will become precincts under the form of replanning proposed in this number.

by **N. G. Brett-James** with maps and captions by **Marjorie B. Honeybourne**

THE City of London covers one square mile. That is to say, its area is not much greater than that of Roman London, fresh glimpses of whose wall were so conveniently revealed by the blitz. From earliest medieval times the City had jurisdiction over the lands just outside the walls (Bishopsgate without, Cripplegate without, Aldersgate without), while the Portsoken was a separate extra-mural ward. Then in 1393-4 Farringdon without also became a separate ward, and in the sixteenth century the Borough of Southwark became a twenty-sixth ward. But after the addition of Southwark nothing would induce the London authorities to extend their frontiers. It so happened that the Dissolution of the Monasteries provided room for expansion just when the City needed it. Some monastic churches became parish churches, some monasteries were altered to suit their new lay owners, many houses and shops were established in the homes of monks and nuns, and a certain amount of advantage was taken of the existing monastic areas of open space. But an amazing amount of wilful destruction was permitted, and the opportunity of developing London on predetermined lines was lost.

Although London has grown since then outside the City, it has been without systematic planning on a large scale, and, until 1888, without central control except from Parliament itself. Efforts were made from time to time to regulate its growth and even to extend the dominion of the City Corporation and Companies, but all the plans put forward by Crown or citizens failed to

materialize. Queen Elizabeth's order in 1580 that no fresh houses were to be erected within three miles of the City gates, if obeyed, would have given London a green belt. A later Act forbidding the erection of cottages close to London without four acres of garden allotted to each, and another enclosing for preservation all commons and waste ground within three miles of the City, promised a planned development. But these regulations, though salutary, were not strictly kept, and the development of a fashionable court suburb in Westminster and the building of docks eastwards from the Tower down the River seem to have gone on almost unchecked. It is clear, however, that the problem of overcrowding in Westminster was more present to the minds of the Court than similar problems, say, in Whitechapel. James I's boast that he found London built of sticks and left it built of bricks would more truthfully apply to his grandson, Charles II. For thirty years under the first two Stuarts London building was extremely spasmodic and haphazard. Then in 1636 the City Corporation was offered the chance of adding four huge extra-mural wards to the existing twenty-six. But it declined the offer, and the King established an Incorporation of the Suburbs which hardly had time to get into working order before the outbreak of the Civil War.

In 1660 Charles II asked the City Corporation whether it wished the incorporation of the suburbs to continue, and, at its request, he abolished it completely. Evelyn and Petty at once put forward schemes for a green belt and an extended

and organized city to include within its boundaries the commercial capital of London and the governmental capital of Westminster. Neither of these schemes, nor the too hurried plans of Wren, Evelyn, and Newcourt for rebuilding London after the Fire satisfied either the Court or the citizens; and we hear little of any attempt to create an organized Greater London until the middle of the nineteenth century, with the formation of the Metropolitan Board of Sewers in 1848 and its supersession by the Metropolitan Board of Works in 1855.

This article is concerned with the history of the precincts and trade quarters of London. The distinction suggested by its title can be illustrated by reference to the bookselling trade. At one time Paternoster Row as a booksellers' quarter had its counterpart in Holywell Street or Booksellers' Row, between the two Strand churches. The sudden decision to demolish Booksellers' Row drove the occupants helter-skelter to the recently built but as yet unoccupied shops in Charing Cross Road. Here are two or three examples of trade quarters, but only Booksellers' Row had the freedom from through traffic which is an integral feature of a precinct in the fuller meaning of the word. Slow essential traffic alone was allowed there and the pedestrian claimed and certainly was accorded priority.

CLOSE, QUADRANGLE AND COURT

The earliest form of precinctual organization is that exemplified by the medieval monastery, whose function demanded that all the activities

THE MEDIEVAL PRECINCTS

of its inhabitants should be carried on with the minimum of communication with the outside world. A huge church, a Refectory with kitchen attached, a dormitory, a Chapter House for business gatherings, a Library and Scriptorium, a Cloister, fields where much of the necessary foodstuffs could be grown—here were nearly all the requisites for a self-contained community. An early adaptation to fit in with somewhat different needs took the form of the Quadrangles and Courts of an Oxford or Cambridge college. And it is from these or from some common ancestor that the Inns of Court and Chancery derived their form.

One of King James I's *obiter dicta* was that no one ought to live in London save Courtiers, citizens and members of the Inns of Court. It is neither easy nor important to be exact as to when the Inns of Chancery were attached to their superiors, but it lasted for several centuries and increased the number of legal precincts from four to thirteen. The Inner Temple had three Chancery Inns attached, Clifford's, Clement's and Lyons. Clifford's Inn dates as a law school from the reign of Edward III, Clement's Inn owes its chief claim to distinction to its association with Falstaff's friend, Justice Shallow. Lyons Inn was in Newcastle Street, Strand, and had been used by the lawyers since Henry VIII's time.

Attached to the Middle Temple were two Inns, New Inn in Wych Street, dating from Edward IV and the home of Sir Thomas More before he moved to Lincoln's Inn, and Strand Inn which was one of the many precincts, ecclesiastical or legal, pulled down by the Protector Somerset in building his palace in the Strand.

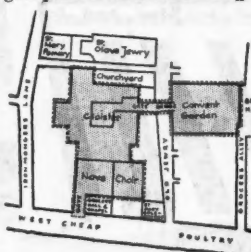
Gray's Inn possessed extensive gardens, planned and planted perhaps by Bacon and used by Pepys and many of his contemporaries. "I hold your walks to be the pleasantest place about London, and there you have the choicest society." Sir Roger de Coverly loved "to clear his pipes" in the good air of Gray's Inn. Attached to Gray's Inn were Barnard's Inn, now the home of the Mercers Company School, and Staple Inn, still standing, though seriously damaged in the blitz. It was once the home of the Merchants of the Staple, and with its Hall, two courts, half-timbered front and garden was styled by Sir George Buc in 1631 as "the fayrest Inne of Chauncery." Furnival's Inn, though the nearest to Gray's, belonged to Lincoln's Inn. It was built under Richard II, rebuilt in Charles I's reign and again in 1818. It has now been rebuilt once again for the Prudential Society, but still retains the aspect of a precinct. Thavie's Inn was rented from its owner in the reign of Edward III by legal professors, and then under Henry VII was transferred to Lincoln's Inn.

FLEET STREET

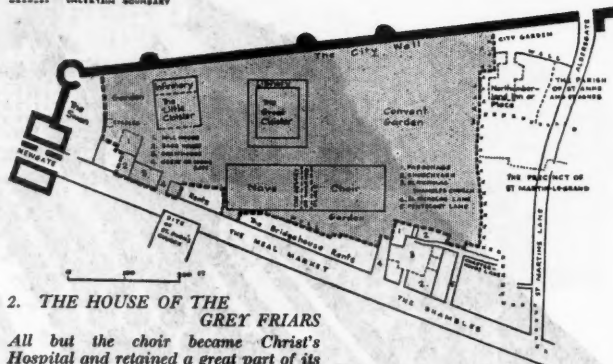
Fleet Street had three ecclesiastical precincts, those of the Bishop of Salisbury's Inn, the Carmelite Priory of the White Friars, and the New Temple (leased to the lawyers). These all abutted on the Thames and their privileges survived the Dissolution. So did the privileges attached to the Dominican Priory of the Black Friars, south of Ludgate, which therefore became a thorn in the side of the City authorities. Three generations of Burbages held a playhouse inside the Blackfriars area, free from City jurisdiction and able to snap their fingers at the Lord Mayor's threat. Shakespeare himself was a partner with Richard Burbage, and royal and noble patronage helped to make the players free from civic control. The theatre was pulled down in 1655 but the special privileges attached to the area survived till 1735, with the result that houses built on the site of the theatre commanded exceptionally high rents.

1. THE HOSPITAL OF ST. THOMAS OF ACON

The choir of this monastery, founded by Archbishop Becket's brother-in-law, was on the site of Becket's birthplace. The Mercers' Company took the chapel to enlarge their premises, while the monastic buildings were replaced by the large house of Sir John Frederick, which later gave place to the Old Excise Office.



WALLS EXTENT OF MONASTERY
--- WARD BOUNDARY
--- PARISH BOUNDARY
--- UNCERTAIN BOUNDARY

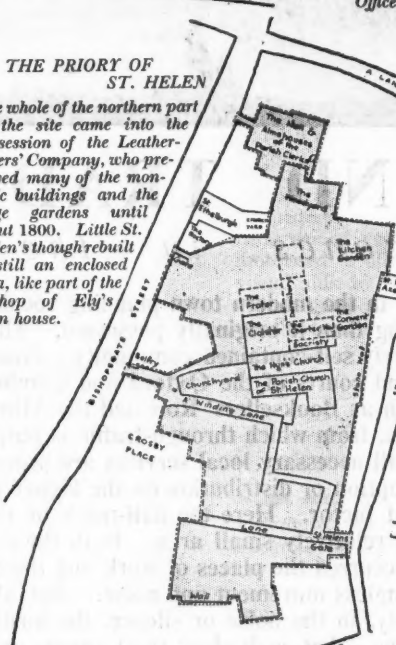


2. THE HOUSE OF THE GREY FRIARS

All but the choir became Christ's Hospital and retained a great part of its medieval character till the school's removal in 1897. The General Post Office now has most of the site.

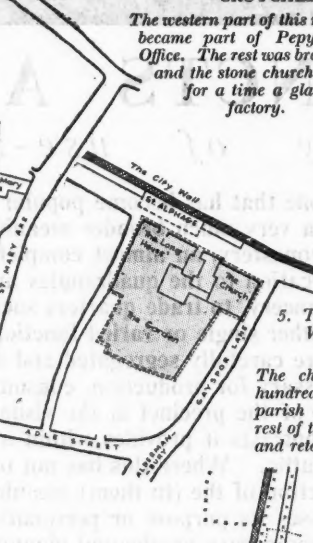
3. THE PRIORY OF ST. HELEN

The whole of the northern part of the site came into the possession of the Leather-sellers' Company, who preserved many of the monastic buildings and the large gardens until about 1800. Little St. Helen's though rebuilt is still an enclosed area, like part of the Bishop of Ely's town house.



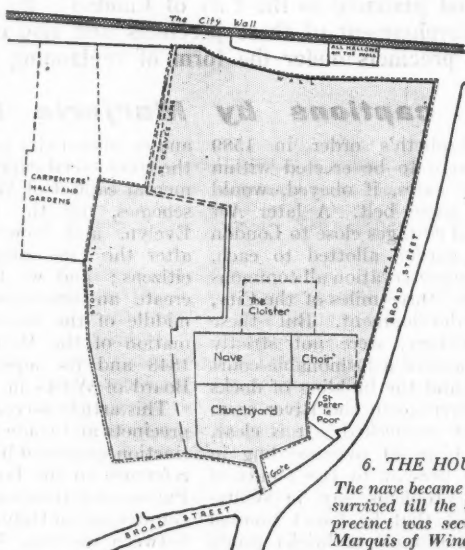
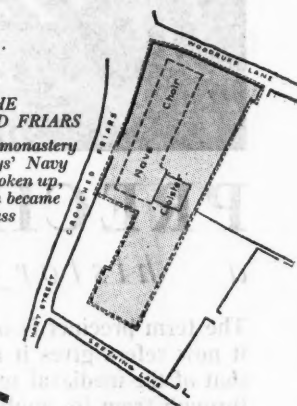
4. THE HOUSE OF THE CRUTCHED FRIARS

The western part of this monastery became part of Pepys' Navy Office. The rest was broken up, and the stone church became for a time a glass factory.



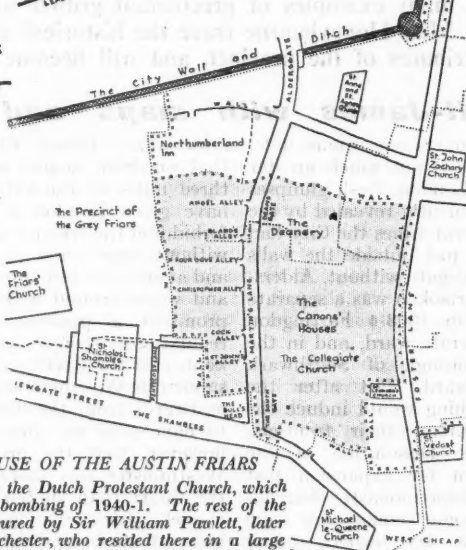
5. THE HOSPITAL OF ST. MARY WITHIN CRIPPLEGATE, OR ELSING SPITAL

The church of this hospital for one hundred blind persons became the new parish church of St. Alphage. On the rest of the site Sion College was founded, and retained the large monastic garden.



6. THE HOUSE OF THE AUSTIN FRIARS

The nave became the Dutch Protestant Church, which survived till the bombing of 1940-1. The rest of the precinct was secured by Sir William Pawlett, later Marquis of Winchester, who resided there in a large house with a walled garden. His successors laid out the site in streets and squares which bear his name.



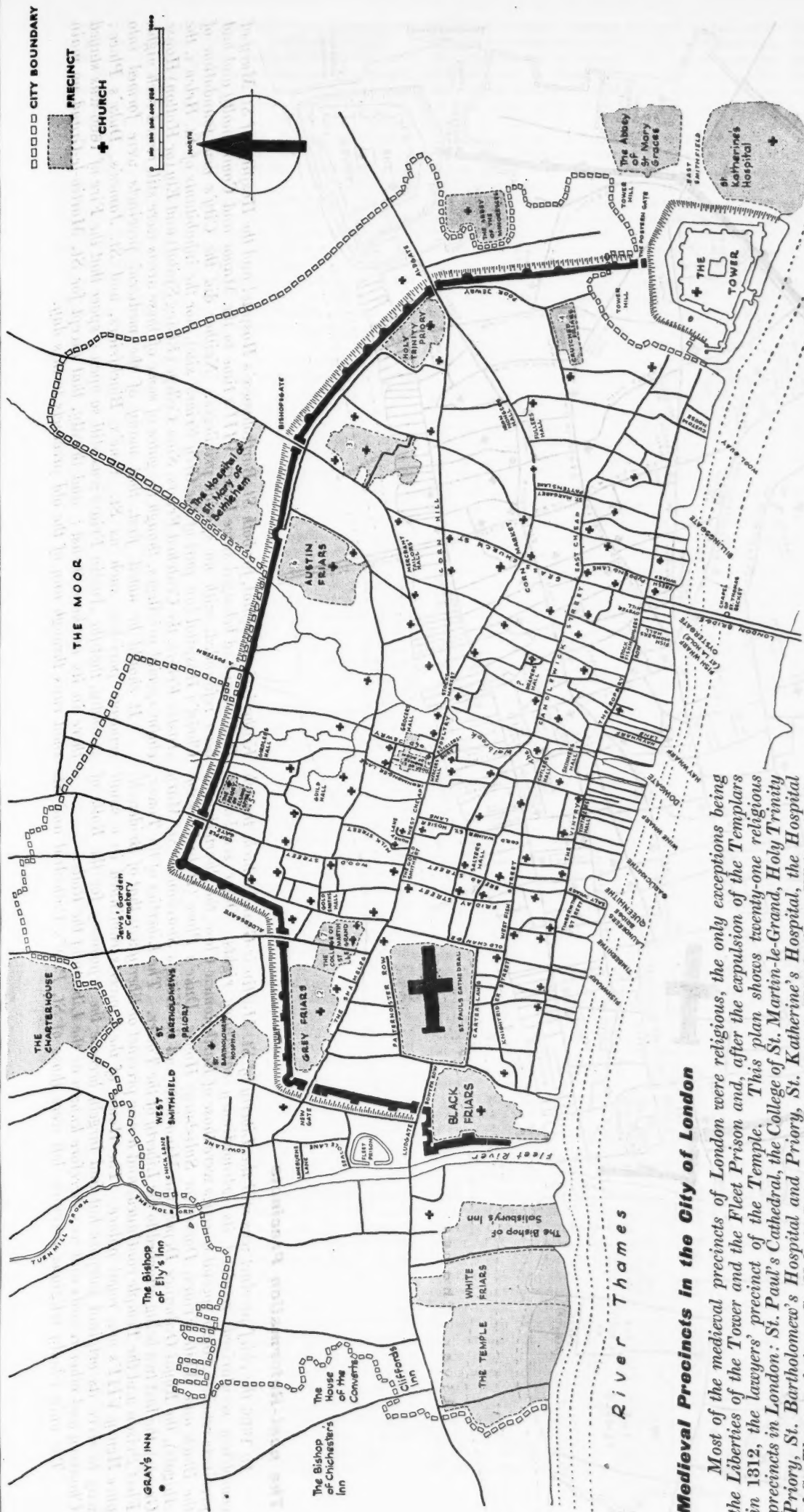
7. THE COLLEGE OF ST. MARTIN-LE-GRAND

This was the most important medieval precinct, for it alone in London possessed extraordinary sanctuary, which meant that if a man could gain access there he was safe not for a mere forty days but for life. This special sanctuary persisted until the General Post Office was built on the eastern part of the site in 1815, and resulted in the precinct becoming very thickly populated, even in monastic days, with thieves and other undesirables, who paid very high rents. The same result was to be seen at White Friars, which became the notorious *Alsatia*.

In Elizabethan and Jacobean times this precinct of Blackfriars attracted the fashionable world because of its seclusion. The popularity of the precinct diminished with the westward trend of theatre and fashion, and its privileges had declined in importance by 1720, when Strype published his extended version of Stow's Survey, and completely at an end by 1735.

Whitefriars on the west of the Fleet also kept its rights of sanctuary, which were confirmed in 1608; and, after it had been a fashionable resort with "many faire houses as lodgings for noblemen," it was enlarged and changed its population for

"fraudulent debtors, gamblers, prostitutes and other outcasts of society." They became a community of their own and adopted the language and customs of pickpockets. "They openly resisted the execution of every legal process, and, extending their cant terms to the place they lived in, new-named their precinct by the well-known appellation of *Alsatia*." This name dates from 1623; some soldier returning from the wars must have brought it, and Otway and Shadwell introduced it into their plays. Public opinion became so indignant, and the neighbouring lawyers had such influence, that in 1696 Parliament "put



Medieval Precincts in the City of London

Most of the medieval precincts of London were religious, the only exceptions being the Liberties of the Tower and the Fleet Prison and, after the expulsion of the Templars in 1312, the lawyers' precinct of the Temple. This plan shows twenty-one religious precincts in London: St. Paul's Cathedral, the College of St. Martin-le-Grand, Holy Trinity Priory, St. Bartholomew's Hospital and Priory, St. Katherine's Hospital, the Hospital of St. Thomas of Acon, St. Helen's Priory, the Houses of the Black, Grey, White, Austin and Crutched Friars and the Minorenses, the Hospital of St. Mary of Bethlehem, Elsing Spital, the Abbey of St. Mary Graces, the House of the Converts, and the Charterhouse. The town houses or "inns" of the Bishops of Ely and Salisbury also had special liberties which survived the Reformation.

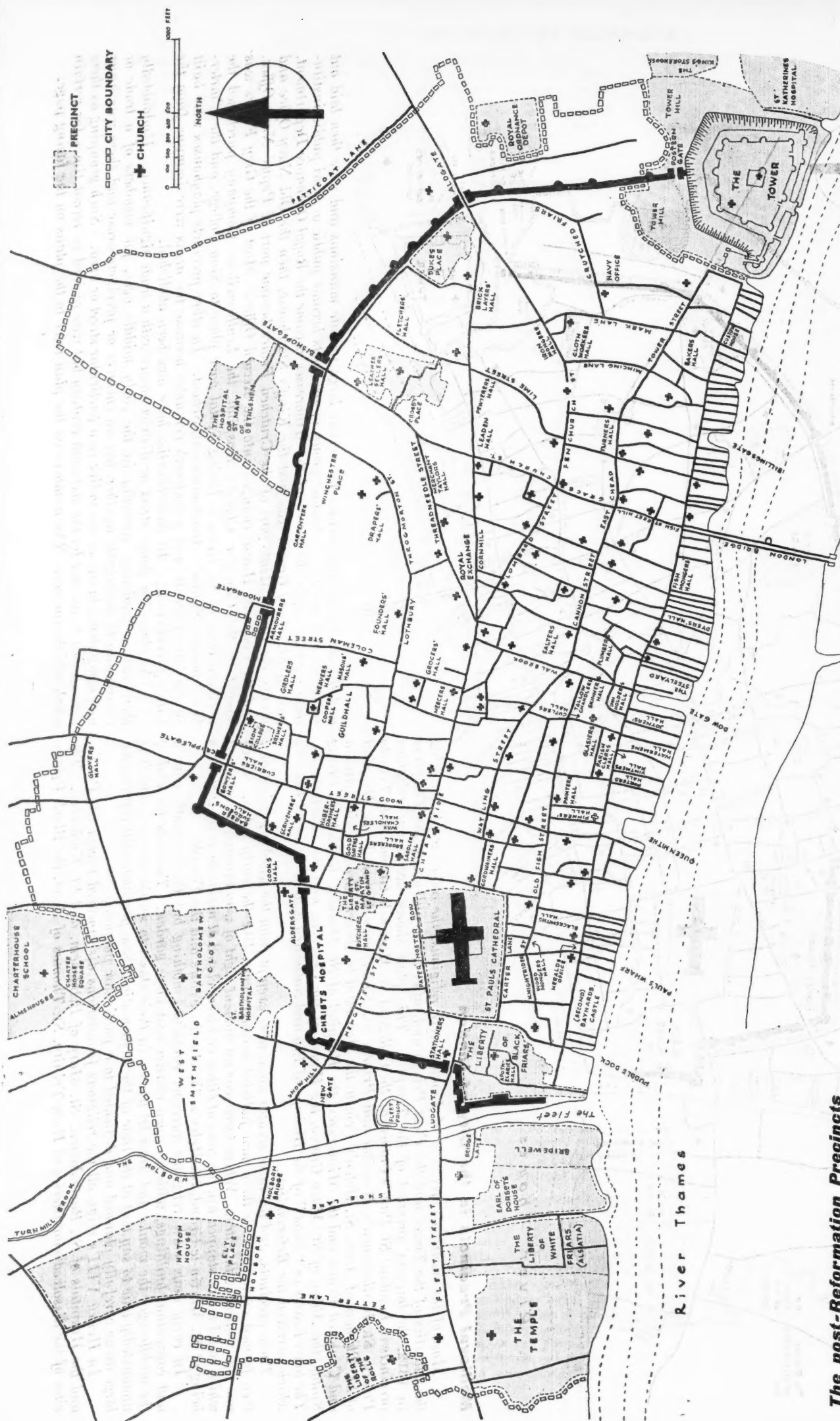
These precincts, and the three secular ones, were exempt from the ward organization: they formed enclaves with their own judicial arrangements, like the early sokes. Each one was walled, with gates. Where there was an ancient right of way through the precinct which could not be stopped up, the gates at either end were closed at night, the chief instances being at St. Martin-le-Grand, St. Helen's, the Austin Friars and the Temple.

In early days each religious precinct contained nothing but the monastic church and conventual buildings, with an open cloister and large garden. Towards the end of the middle ages the monks and nuns let houses in their closes to secular tenants, but it is undoubtedly true to say that at the time of the Reformation these precincts still represented large areas carefully planned and dedicated to a particular purpose.

In Henry VIII's reign all the religious foundations disappeared except St. Paul's, and the Hospitals of St. Bartholomew, St. Mary of Bethlehem, and St. Katherine. The sites of the dissolved monasteries of Holy Trinity, St. Thomas of Acon, the Black Friars,

and the Austin Friars became for a time large private mansions and were then laid out in streets and squares. Another group of precincts became public or semi-public institutions: for example, the House of the Minorenses became the Royal Ordnance Department, part of St. Mary Graces was first the King's Storehouse, then the Old Navy Office and finally the Royal Mint, part of the Crutched Friars became part of Pepys' Navy Office, and the Converts' House changed into the Record Office. Most of the Grey Friars was bought by the City for Christ's Hospital, the Leathersellers' Company purchased the northern close of St. Helen's, Elsing Spital gave place to Sion College, and the Charterhouse became Sutton's Almshouses and School. In other precincts playhouses were built in the late sixteenth and seventeenth centuries because the areas were immune from the City's jurisdiction. All these liberties have now been abolished.

The plan also shows street or district names with a trade significance. Undoubtedly there was a tendency, specially in the early middle ages, for members of a trade or community to congregate together, but no enclaves or precincts arose and there was never any compulsion to live or not to live in a particular street or area. Such grouping as there was seemed to die out by the sixteenth century but was revived in recent times for certain wholesale businesses. The numbers on the plan refer to the plans on the facing page.



The post-Reformation Precincts

In 1666 the chief precinct was still the Liberty of St. Martin-le-Grand which, though completely secularised, retained its extraordinary sanctuary rights. Other secularised precincts retaining their special liberties were those of Bartholomew Close, the Charterhouse, the Black and White Friars, Dorset (or Salisbury) House, Duke's Place (Holy Trinity, Aldgate), the Royal Ordnance Depot (the Minorities), and the King's Storehouse (St. Mary Grace), the last two being attached to the Liberty of the Tower. The Liberties of the Tower, Fleet Prison and the Temple continued, and a new precinct or liberty was that of Bridewell, once Henry VIII's new royal palace. The House of the Converts continued in a small way to serve its original purpose but had largely become the repository for the Rolls of Chancery and other records and was therefore known as the Liberty of the Rolls.

The only wholly religious precincts left were those of St. Paul's Cathedral and St.

Katherine's Hospital, for both St. Bartholomew's Hospital and the Hospital of St. Mary of Bethlehem had belonged since Henry VIII's time to the Mayor and Commonalty and had been re-founded, with no special privileges. Neither did the City's new foundation of Christ's Hospital (on part of the Grey Friars' site), nor the inhabitants of St. Helen's, the Austin Friars, the Crutched Friars, Sion College (Elsing Spital) and Ely (or Hatton) House claim special privileges, though the gates of some of these areas were still closed each night.

It should be noted, first, that many of the medieval precincts were formed into separate parishes, such as St. Anne's, Blackfriars, and St. James's, Duke's Place; secondly, that the Austin Friars was still so open a space that the Fire of 1666 was stayed there in its northern thrust; and thirdly, that except for St. Martin-le-Grand, no main road runs through any of the old precincts to this day.

down all such pretended privileged places upon penalties," and in 1709 the *Tatler* describes it as being in ruin. Besides its criminals, Whitefriars and the Bishop of Salisbury's Inn also had playhouses, three in number, which made it as much a theatrical precinct as Bankside, just across the river. These theatres were known as Whitefriars, Dorset Gardens and Salisbury Court. Whitefriars Theatre was one of the earliest, and was constructed in the Old Hall or Refectory of the Friary soon after the City's attack on stage plays in 1575. For thirty years plays were performed by the Children of Her Majesty, but later we read that "the raine hath made its way in, and if it be not repaired it must soon be plucked down or it will fall." It was rebuilt in 1613 by Sir George Buc, Master of the Revels. Dorset House, which adjoined this area, was sold by Bishop Jewel of Salisbury to the Sackvilles. The Dorset Garden theatre was let out to acrobats and wrestlers in 1682, and was finally taken down in 1720.

The third theatre in this area was that of Salisbury Court, where in 1629 Richard Gunnell and William Blagrove built "a new faire Playhouse, near the White-Fryers. And this is the seaventeenth stage or common Playhouse which hath been new made within the space of three score yeres within London and the suburbs." Thus Howes wrote in 1631. Salisbury Court theatre had a very short life, for in 1649, on May 24, it was pulled down "by a company of soldiers set on by the sectaries of these sad times."

Fleet Street's tradition as a centre for printers and publishers (especially of newspapers) can be traced back to Falcon Court, "at the signe of the Sonne," where lived Wynkyn de Worde, successor to Caxton; and, about a century later, we find that the earliest English tragedy *Gorboduc*, by Sackville, was "imprynted at London in Fletestreet, at the signe of Falcon, by William Griffith, and to be sold at his shop in Saincte Dunstone's Churchyarde in the West of London, 1565."

In Salisbury Court and Whitefriars various literary projects were set on foot long before the newspapers invaded these precincts; Shadwell dated his *Squire of Alsatia* from here; John Ogilby published his pre-fire and post-fire maps of London from here; Goldsmith corrected proofs for a scanty living; Richardson wrote *Pamela* and published his own and other folk's novels; and Maitland's famous folio *History of London*, second only in importance to Stow and Strype, was published here in 1739. These important literary ventures were undertaken in some of the small alleys and courts on the south of Fleet Street. The taverns and Coffee Houses became resorts where literary men could discuss problems of books and news-sheets. Milton, Walton, Jonson, Lintot, Curll, Dryden, Pope, followed by Johnson and his many friends, appreciated the cheerfulness of Fleet Street, its animated appearance, and its reputation as the Mecca of all men of letters. The newspapers came here, the *Daily Courant*, one of the earliest, in 1708. John Murray established his publishing firm where George Phillips now sells his maps; George Bell followed suit, and with the turn of the nineteenth century Fleet Street became almost entirely devoted to a single trade.

THE PRECINCT OF ST. PAUL'S

The most important of the semi-independent jurisdictions of London was the collegiate Church of St. Paul. In 1282 the Dean and Chapter made an agreement with the Mayor and citizens with regard to this walled enclosure or precinct inside the City, and "certayne shoppes builded aboute walles of the greate church yearde of the saide church of St. Paule." The Mayor and citizens "with good faythe doe promise that from henceforth the wittingly we shall doe or procure to be donne nothinge uniuste against the rights and liberties spirituall or temporall of the same our Mother church of St. Paule." They also promised that they would "make or cause to be made all manner of drops of water of the said shoppes to be tourned away towards the Kinges hieway, leaste any doe distille into the church yearde or upon the walls of the same . . . and that we shall nott permite butchers, poticaries, goldsmiths,

cookes or common women to dwell in the same shoppes by whose noyse or tumulte or dishonestie the quietness and devotion of the ministers of the church may be troubled, nor also shall suffer those which shall dwell in the said shoppes to burne any seacoales in the same, or such other thinges which doe strike."

The Mayor and citizens also promised to have a number of coffins lately buried "in the tombes or hollow places of the outer part of the walle" put into three honest graves. A further concession said that "it may be graunted unto the said Dean and Chapter that they may shutt all the gaets of the south church yearde of the Church of St. Paule every night after courpew is ronge, so that they shall be opened early every day againe; that we shall not sett, procure, or cause to be sett any more shoppes without or beyonde the boundes conteyned in the charter or deadde of our Lorde the Kinge for the buildinge of the same shoppes made, viz beyonde the gate againste Ivey Laine towards the west."

A further encroachment on the rights and privileges of this religious precinct occurred and was remedied only a few years later. In 1285 the Bishop of London and the Dean and Chapter sent the Archdeacon and some of the canons to complain to the Mayor and Aldermen at the Guildhall, that Henry le Galeys, when Mayor, had built some houses near the wall of the churchyard of St. Paul, and that "their height exceeded the height of the wall, and the tenants threw dirt out of the windows and doors into the churchyard, and walked to and fro the churchyard and their houses . . . and that the houses stood so near the wall that their rain water dropped on to the wall . . . it is so adjudged in our court that the houses be pulled down so far as they are prejudicial to the said Dean and Chapter." The City of London was ordered "to see the judgment executed without delay," and it would seem that the ecclesiastical precinct of St. Paul had secured a notable victory.

In its general aspect to-day St. Paul's is much more like the continental type of cathedral than its western rival the Abbey. The precincts are not nearly as obvious, and the houses of the Dean and Chapter do not now play as important a part in the layout as they do at Westminster. St. Paul's Churchyard is an irregular kind of circle of houses and shops enclosing the Cathedral with its disused graveyard, straight on the south side and therefore called the *String* but curved to the north, and styled the *Bow*. In medieval times there were many more church buildings than there are to-day and the word "precinct" had a very real meaning. On the north-west stood the Bishop's Palace, faintly remembered to-day in the name London House Yard, and further eastwards was a churchyard with Gilbert Becket's chapel, called Paul's Pardon. A little further east still was the College of the Minor Canons founded by Richard II and still to-day providing precentor, succentor, sacrist, librarian and headmaster of the Choir School. About the north-east corner of the precincts was a cemetery with a belfry, called "Jesus stepulle," whose bells called men to Paul's Cross where "proclamations and warnings, confessions and sentences of punishment, streams of eloquence and abuse, or argument and counter-argument; all the questions of everyday life of the nation and the individual were discussed in a kind of *Times* newspaper, as Carlyle called it." Near at hand was the old Grammar School of St. Paul's refounded in Tudor time by John Colet. In the crypt of St. Paul's was the parish church of St. Faith, and at the Ludgate end of the cathedral close was St. Gregory's; hence Fuller's description of St. Paul's as "the mother church indeed, having one babe in her body and another in her arms." On the north side was the Chapter House with two storeys, one for the Upper House of Convocation and one for the Lower House, while near at hand were Brewery Bakehouse on the site of Godliman's Street, where we still find Paul's Bakehouse Yard.

Before the Great Fire this precinct had been invaded by a number of booksellers, and here in business houses distinguished by such signs as the Fleur de Lys, the Green Dragon, Spread Eagle, White Greyhound, Red Bull, Fox and Angel, there

were published the first edition of Shakespeare's Poems, and many quartos of his plays. After the fire many of the booksellers and stationers found their way to Paternoster Row, where there were several booksellers already established.

HOLY TRINITY, THE MINORIES, & THE TOWER

Just inside Aldgate was the Priory of Holy Trinity, founded by Queen Matilda. Its prior, till the Dissolution, was an Alderman of the City, because the Priory from 1115 onwards held the ward of Portsoken. At the Dissolution, the Priory was granted to Sir Thomas Audley, "whilst as yet all other abbeyes flourished in their height as safely and securely as before." Quite close to the Priory was the precinct known as the Minories, belonging to the order of St. Clare, and founded by Edmund, Earl of Lancaster, and Blanche, his wife, who lie buried in Westminster Abbey. The Minories was supported by privileges granted by Kings and Popes, and by donations from well-wishers; but, after almost exactly three centuries and a half, it surrendered, and twenty-five nuns, varying in age from 24 to 76 years of age, were pensioned. It was then granted to the Bishop of Bath and Wells, in exchange for a house near Temple Bar. For ten years it was a precinct, called Bath Place; it then reverted to the Crown under Edward VI, was sold to the Marquis of Winchester, and from 1563 to 1649 was used as storehouses and workshops for the Ordnance Department. Here was a specialized governmental precinct, under the control of the Lieutenant-General of Ordnance, who lived there.

When Parliament took over the Tower and the Minories in 1651, they turned the latter into a workhouse and a corporation for the care and education of the Poor. On his Restoration, Charles abolished the workhouse and school, but did not re-establish the ordnance department. Dryden and Congreve both write contemptuously of the gunsmiths and mulcibers, who had evidently lost some of their earlier reputation. So this naval and military precinct came officially to an end in 1673; but the traditions of the place were too strong, and 70 years later there were flourishing gunsmiths' businesses manufacturing small arms. In fact as late as 1816 the Spaffelds Rioters secured their arms from some gunsmiths' shops there. The gateways, which could be closed to shut it off, remained even after a disastrous fire; and subsequent owners were the East India Company, and the St. Katharine Dock Company, which both used the precinct for warehouses.

Not far away was Houndsditch, with a fair field adjoining, belonging to Holy Trinity Priory. After the Dissolution came brokers and sellers of clothing, charging prices constantly condemned in plays and diaries. Poor houses were erected and were taken up by "brickers, joiners, braziers, and such as deal in old clothes, linen and upholstery, for which place it is at present a place of considerable trade."

The precinct of the Tower was clearly defined for constitutional purposes in the reign of Richard II, 1381: "The Franchise of the Tower stretcheth from the waterside unto the end of Pety Wales to the end of Tower Streets, and so straight North unto a mud wall; and from thence straight East unto the wall of the Citie; and from thence to the Posterne South; from thence straight to a great Elme, before the Abbot of Tower Hill's rent, and from thence to an other Elme standing upon the Tower ditch, and from that Elme alonge by a mud wall straight forth into Thamys." Thus this precinct was exceptionally well defined—and so it remains. It has served as royal fortress, prison, and palace; no private persons have ever invaded it. Today it is mainly a barracks, and the Liberty is still outside the City's jurisdiction, as it always has been.

CITY AND COURT

Up to the time of the Fire nearly all classes lived in London; it was mainly the Plague and the Fire in consecutive years, following on the Civil War and the obvious separation between Court and City, that drove the fashionable folk away from the old walled City. Even in Tudor

times there was a tendency for the officials of the Court to congregate near Westminster, thus making it a civil service precinct. The urge westwards had been partly checked by the opportunity for commodious houses for the well-to-do, and more crowded tenements for the poor which the Dissolution of the Monasteries afforded. Dekker in his *Jests to make you Merry*, says "Conjecturing that at that time our worthiest citizens are from home, they goe into Milk Street, Bread Street, Lime Street, St. Mary Axe, or the most priviest places where they keep their residence." Clearly Milk Street and Bread Street were no longer precincts for the sale of special commodities.

Five years before the end of the sixteenth century there was a list made of all "suche gentlemen of accompte as were residing within ye Citie of London, the Liberties and Suburbs thereof," which shows there were over 120 families living in substantial comfort in London, and possessing, in addition, seats in the country. The list indicates the move westward even inside the City, and Cripplegate reports eleven, Aldersgate eleven, and Farringdon Without twenty-five, so that there were more than a third in three westerly wards. Bishopsgate, Portsoken and Aldgate report twenty-nine between them and not unexpectedly Billingsgate returns a nil report.

FOREIGNERS' QUARTERS

The special trading opportunities afforded by London in the Middle Ages encouraged large numbers of foreign merchants to settle in its wards. Reference has already been made to the Jews and Lombards, who helped the Plantagenet Kings financially in their foreign wars, but were regarded with jealousy by native merchants, and needed royal favour and sometimes the safety of a precinct to safeguard their interests. The area between Candlewick Street and the Thames was appointed "a place for merchants of Almaine, that used to bring hither as well wheat, rice, and other graine as cables, ropes, masts, pitch, tar, flaxe, hemp, linnin cloth, wainscots, waxe, stede, and other profitable merchandises," and became known as the steelyard. This was a precinct for a special type of alien, and here the Hanseatic League and the *Gildehalda Teutonicorum* had reasonable safety in the heyday of its prosperity. But, after a long period of wealth, their rivals, the Merchant Venturers, complained to Edward VI who gave sentence through his ministers that "they had forfeited their liberties, and were in like case with other strangers." This was the end of this precinct as such, and Queen Elizabeth went further and expelled the merchants of the Steelyard from London altogether in 1598, using the "precinct," as so often, for a national purpose by handing it over to the Navy for the "better bestowing and safe custody of divers provisions."

Whether the foreigners were safeguarded in precincts or not, the citizens were still jealous of their presence, and 1517 was not the only occasion of serious attacks by the London 'prentices. However, when involuntary waves of immigration took place, the Londoners were usually ready to show some hospitality to distressed religious or political refugees.

After the loss of Calais in Mary's reign, the inhabitants of the neighbouring hamlets of Hammes and Guines took refuge in "Hangman's Gains" in the precinct of St. Katherine's Hospital; and in 1572 the Spanish Fury at Antwerp and the Massacre in Paris on St. Bartholomew's Eve brought over a considerable number of refugees, who were accommodated, according to Strype, "in St. Martins-le-Grand, Blackfriars, Clerkenwell,

St. John's Street, St. Giles's Hospital, the Duchy of Lancaster without Temple Bar, St. Katherine's, Holywell, Norton Folgate, Shoreditch, Hoxton, Whitechapel, Wapping and Southgate," several of them former ecclesiastical precincts. Into these areas, which were mainly filled by foreigners, the Custom House officials came for purposes of collecting revenue, and under Elizabeth they declared that thousands of pounds worth of foreign goods were imported by foreign merchants, and brought but little employment to native-born Englishmen. Sir Walter Raleigh vehemently opposed aliens in support of a Bill to exclude them, but Sir John Wolley, Latin secretary to the Queen, said that "such a restraint upon strangers would be ill for London itself; for the riches and renown of the City came by entertaining of strangers and giving liberty unto them. That Antwerp and Venice could never have been so rich and famous but by entertaining of strangers; and by that means had gained all the intercourse of the world."

TRADE AND FINANCE

The Bank Tube station may to-day be regarded as the centre of business London, with the Mansion House, the Royal Exchange and the Bank of England all abutting on to the open space above the station. But it is by no means certain that this precise spot has always been quite so central as it is to-day. There are to-day eight streets that converge on this place (three of them modern), and of these eight Cornhill, which according to Stow is "so called of a cornmarket time out of mind there holden, and is a part of the principal High Street," is perhaps the oldest.

Lombard Street has been a resort for Bankers ever since under Edward II it was confirmed to the merchants of Florence, the "Langbards and other merchants, strangers of divers nations, assembling there twice every day." These meetings of Bankers and foreign merchants continued from 1320 to 1568, "on which day the said merchants began to make their meetings at the Royal Exchange." King William Street is obviously of recent date as the centuries go in London's story, but the next, on the west of the Mansion House, is Walbrook, a curving street built along the east side of the old course of the stream of that name. "This water-course, having divers bridges, was afterwards vaulted over with brick, and paved level with the streets and lanes where through it passed; and since that, also houses have been built thereon, so that the course of Walbrook is now hidden under ground, and thereby hardly known."

Cheapside was originally called Westcheap in contrast to Eastcheap, to the east of Fish Street Hill and the Monument, and the name occurs as early as the year after the Conquest. The street was far wider in its early history and pageants and joustings took place in the market place from time to time. It was evidently a very important business centre and on either side of it were smaller streets, each dedicated to a particular industry. Wood Street, Milk Street, Bread Street, Honey Lane, Goldsmith Lane, Ironmonger's Lane need no explanation—and the first dates at least from 1154. Old Jewry is an excellent example of a special quarter of an entirely different kind, dating from A.D. 1181, and forming a safe home for the Jews till their expulsion by Edward I. It was subsequently called Colechurch Street and Sakfrerelane after the Frates de Penitentia or Friars of the Sac. All round the Cheapside area are to be found Companies' Halls—Grocers, Mercers, Wax Chandlers, Saddlers, Goldsmiths, Haberdashers, Salters, Cordwainers, so that the essential business quality of the neighbourhood

was thoroughly maintained.

The whole area between Lothbury and Cornhill is given up to finance. It contains the Royal Exchange (so called by Queen Elizabeth when she opened it for Sir Thomas Gresham in 1571), the Bank of England (founded by William Paterson in 1694, moved from Grocers Hall in 1734 and enlarged on several occasions since), and the Stock Exchange, between Old Broad Street and Throgmorton Avenue (erected in 1801). All stockbrokers find it essential to have their offices within a stone's throw of the Stock Exchange.

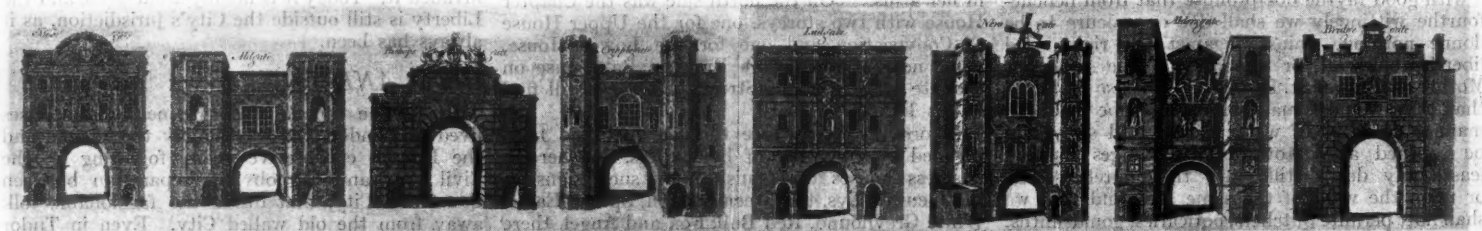
Billingsgate and Bucklersbury remain to be mentioned. In the first year of Elizabeth's reign, Billingsgate was "an open place for the landing and bringing in of any fish, corn, salt stores, victuals, and fruit (grocery wares excepted), and to be a place of carrying forth of the same or the like, and for no other merchandise." John Stow gave a fantastic interpretation of the name, but he describes it faithfully as "a large water-gate, port or harborough, for ships and boats commonly arriving there with fish, both fresh and salt, shell-fishes, salt, oranges, onions, and other fruits and roots, wheat, rye, and grains of divers sorts for the service of the city and the parts of the realm adjoining." "The gate is now more frequented than of old time," he adds.

As a striking contrast we have Bucklersbury, with its well-deserved reputation for simples and drugs in Shakespeare's day, as we hear from Falstaff in the *Merry Wives*; drugsters and apothecaries and grocers had their shops there, as Stow tells us, while we read in the play *Westward Ho!* that one could purchase there such oddments as preserved melons, dragon-water and spermaceti.

CONCLUSION

It is important to remember the contrast between the day and night population of London in our day and the corresponding numbers a century or more ago. It was the Great Plague, and more especially the Great Fire, that began to drive fashionable folk away from the City. But the business folk still remained. Today hardly anyone beyond the Lord Mayor and the Dean of St. Paul's and a few thousands of caretakers sleep in the City, while half a million men and women crowd into London every day. In the years between the Fire and the Battle of Waterloo—and even later—the City was fully populous both by night and by day. Suburbia has grown with great rapidity in the last century, and today the City is in a sense one huge trade quarter dedicated to money-making. Social life, amusements, theatres and cinemas, sports and pastimes and many other things that one expects in a normal town are almost completely absent from the City of London.

But what is the lesson to be drawn from its earlier history? Surely it is that the precinct has always been a vitally important unit of the London plan. At the same time it must be remembered that the term precinct describes not a specific kind of development, but a principle of development; one medieval precinct might differ from another as much as from a modern precinct. Today, the overriding need for association on the precinctual principle arises from the disintegrating effect of fast vehicular traffic, which is breaking up the historic organic structure. Unlearned urban anatomists have insisted on widening the arteries at the expense of the organs, when the only purpose of the arteries is to feed the organs or relieve them. Town planners now realize that the organs come first; on this realization rests the modern emphasis on precinct rather than traffic artery.



PLAN FOR THE ST. PAUL'S AREA

the site today

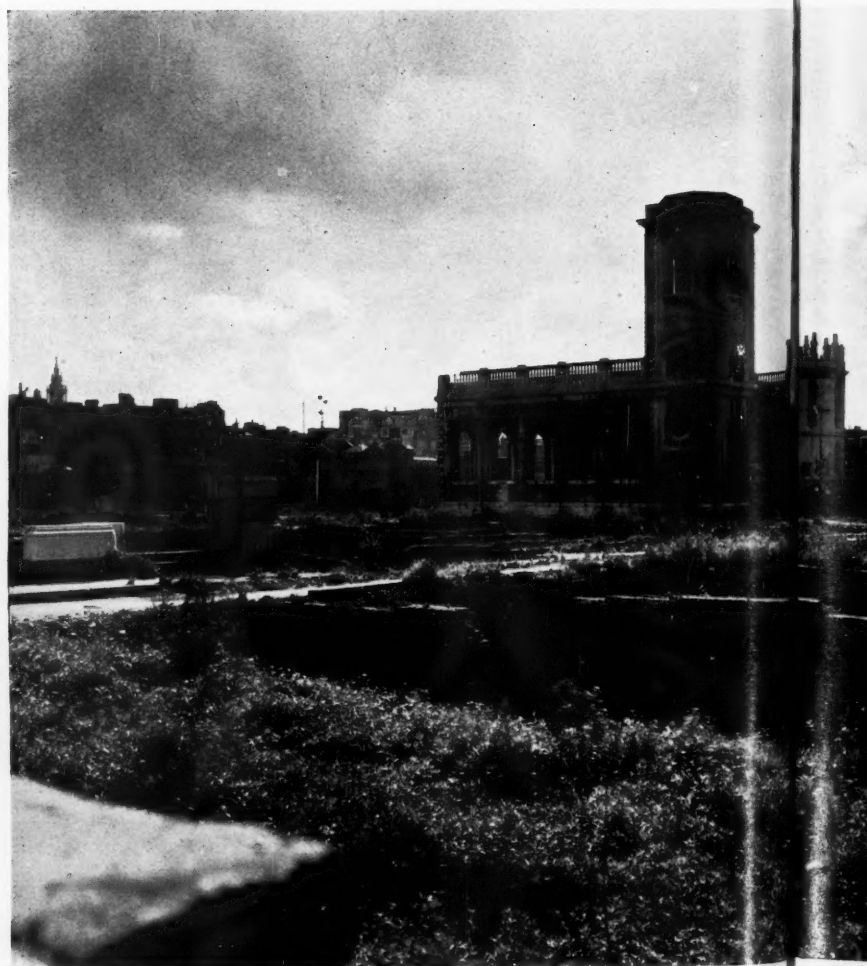


On the following pages, after a visual survey of the site today and yesterday, an ARCHITECTURAL REVIEW plan for the area around St. Paul's is described and illustrated. The crucial importance of these few square yards of London to Britain and the Empire has been proved repeatedly through each phase of the blitz and the early stages of replanning. It is this fact that has prompted the REVIEW to draw up more detailed proposals for part of the plan put forward in the issue for June, 1945. The proposals are based on the same conviction as the plan, that the traditional and existing topographical characteristics of the site, combined with the demands of contemporary use, call for proposals worked out on the precinctual principle, with clear segregation of different kinds of traffic and careful zoning for different uses, and exhibiting that contrast of intimacy with grandeur which is characteristic of the best examples of English cities and towns.

The numbered viewpoints on the photograph above refer to the illustrations on the following four pages.



3 Right, looking south from Carter Lane down to the river, at the very centre of the largest city in the world. The purple loosestrife grows among the ruined seats of Victorian wealth and the rubble of generations of architectural splendour. Such an event places a heavy responsibility on the generation whose opportunity it is to rebuild. Success in the venture will depend almost equally on the measure of understanding of that factor which is so pervasive in the city, its genius loci, and on the degree of confidence felt by contemporary society in its own aspirations, and in its power to give them concrete expression.



the site today



1 Left, looking north from Cardinal's Wharf, Southwark. In spite of the fact that several Wren spires have disappeared, the skyline is not so very unlike the nineteenth century

view shown on page 141, with the one glaring exception of Faraday House. This building stands as if threatening St. Paul's with even greater malefactions to come. In



point of fact, Faraday House was not subject to laws controlling building heights because it was erected by a Government department, so that such a breach of good manners could hardly be repeated indefinitely.

2 Left, the magnificent serrated cliff of warehouses along the north bank seen from the back of Cardinal's Wharf.





the site today

4 North-west from Lambeth Hill, the church in the middle distance is St. Nicholas Cole Abbey.



5 St. Paul's from a point near the junction of Queen Victoria Street and Bread Street Hill.



6 Looking north-west from the junction of Queen Victoria Street and Trinity Lane.



7 The cathedral from due east, from a point near the junction of Bread Street and Cheapside.



8 The photograph on the opposite page, taken in the north-east corner of St. Paul's Church Yard, conveys the sense of enclosure which not only belongs to this particular spot, but is characteristic of the best of traditional London. This sense of enclosure, so necessary in any city designed for the work and habitation of men rather than the quickest possible transit of vehicles, is fostered by the precinctual form of planning as by no other.

9 The nave, south transept and dome of the cathedral seen from Godliman Street — a view opened up by the bombs. This photograph, and the two directly below it, are taken from what one might call "pedestrian's distance"—that is to say, the distance to which a pedestrian must retreat to get an idea of the building as a whole.



10 This view of the dome of the cathedral, from the same position as the sketch on the cover, seen above the trees through the narrow opening on the site of the old North Gate, shows the kind of intimate approach to a public monument which is typical of London. Without it the element of surprise necessary to produce such dramatic close-up effects as that illustrated on the opposite page would be impossible to obtain.



11 The dome and west towers from Amen Corner. Although the buildings screening the lower part of the cathedral have little to recommend them in themselves, their height in relation to the cathedral is just about right, and, if one closes one's eyes to details, the whole scene has the kind of visual quality which should be sought in any reconstruction of this area.





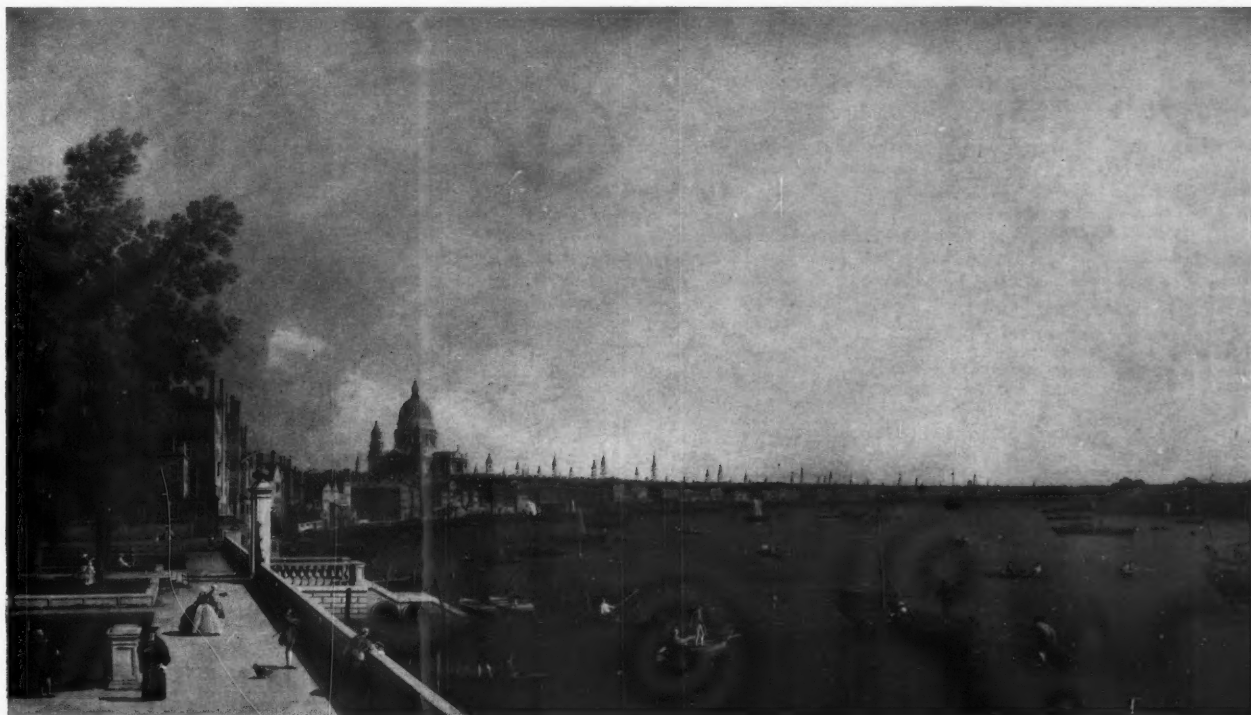
the site yesterday

LONDON BEFORE AND AFTER THE FIRE.

The view of the City above, as it was before the Fire, is from the middle two sections of the Guildhall Library copy of Visscher's panorama of London and Westminster. The exact date of this engraving is uncertain; formerly it was thought to be 1616, on the strength of some letterpress attached to the only other known copy (in the British Museum), but internal evidence suggests that it was based on drawings and information of an earlier date. (The palaces along the Strand, for instance—they are not shown in this section—are given their Elizabethan names). The authorship of the engraving is also in doubt, owing to the obscure genealogy of the Visscher family, but recent scholarship attributes it to Nicholas Johnson Visscher. Architectural and topographical detail would seem to be reasonably accurate (allowing in the latter case for distortion produced by straightening the curves of the river), although, for example, the breakwaters of London Bridge have been regularized and the nearest building on the bridge should end over the third and not the fourth visible pier. The object south-west of St. Paul's surmounted by a windmill is Bulmer's water-tower, built in 1594-5; its presence fixes the earliest possible date for the drawings from which the engraving was made. Below is Wenceslaus Hollar's "Prospect" of the City "as it appeareth now after the sad calamitie and destruction by fire in the year MDCLXVI." The general appearance of the ruins is not unlike that of the ruins after the blitz, except that the destruction of secular buildings has been rather more thorough, while on the other hand the shells of the majority of the churches, and not only their towers, are left standing.



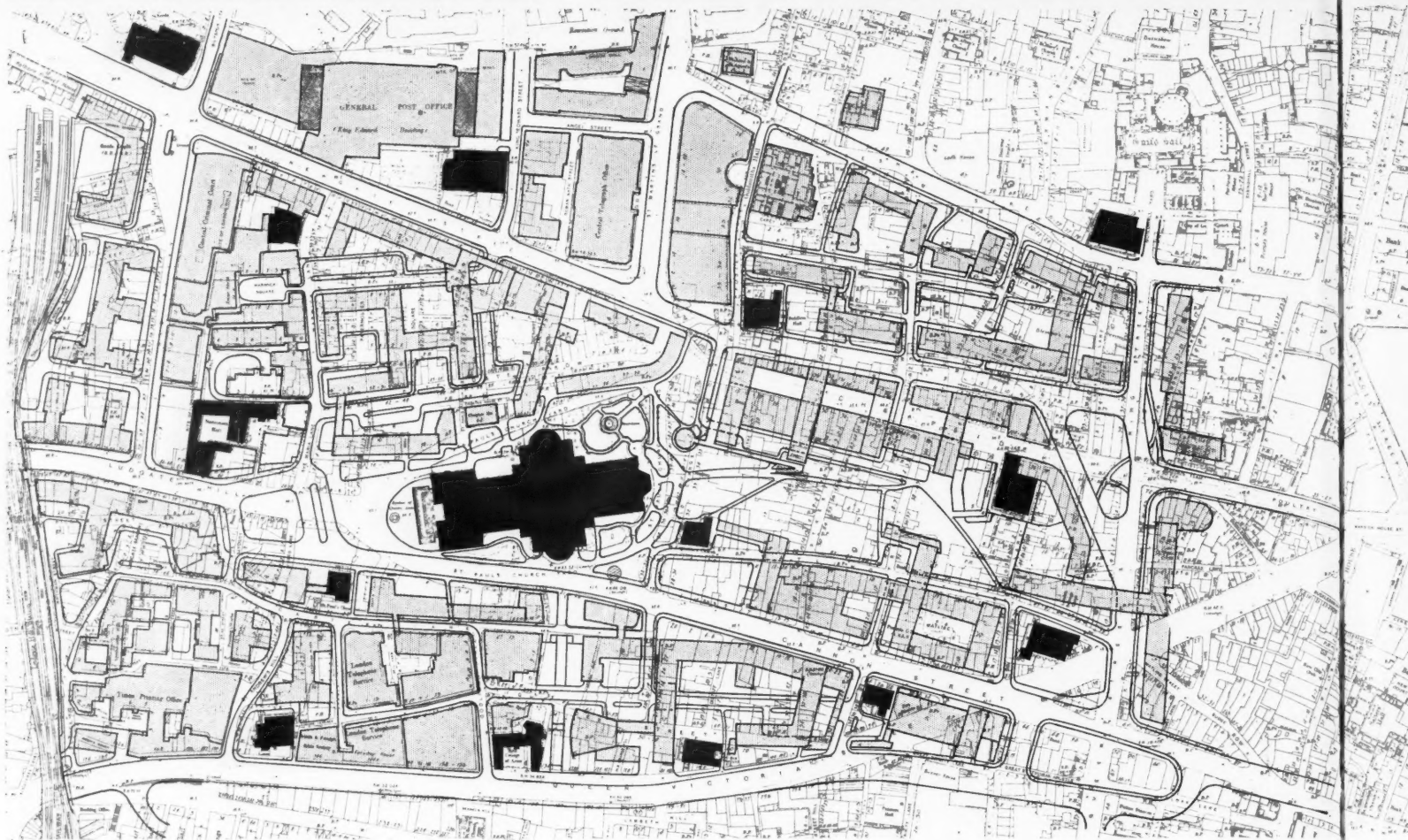
EIGHTEENTH CENTURY. This Canaletto (reproduced by gracious permission of His Majesty the King) was painted from about the same spot on Somerset House Terrace as that reproduced as frontispiece, but shows the scene looking downstream to the City, with London Bridge in the distance. Wren's employment of the double order in St. Paul's, which from time to time has so worried classical purists, is here seen triumphantly vindicated; the upper story, towers and dome appear as a composition complete in itself above the roofs of the houses. More than thirty-six church steeples may be counted.



NINETEENTH CENTURY. From a photograph taken from Southwark Bridge before 1876. (The steeple immediately behind Bull Wharf, on the right, belongs to St. Michael Queenhythe, which was demolished in that year.) Under the tree in front of Smith's Wharf is a beer-garden. All the warehouses seen in this view have gone.

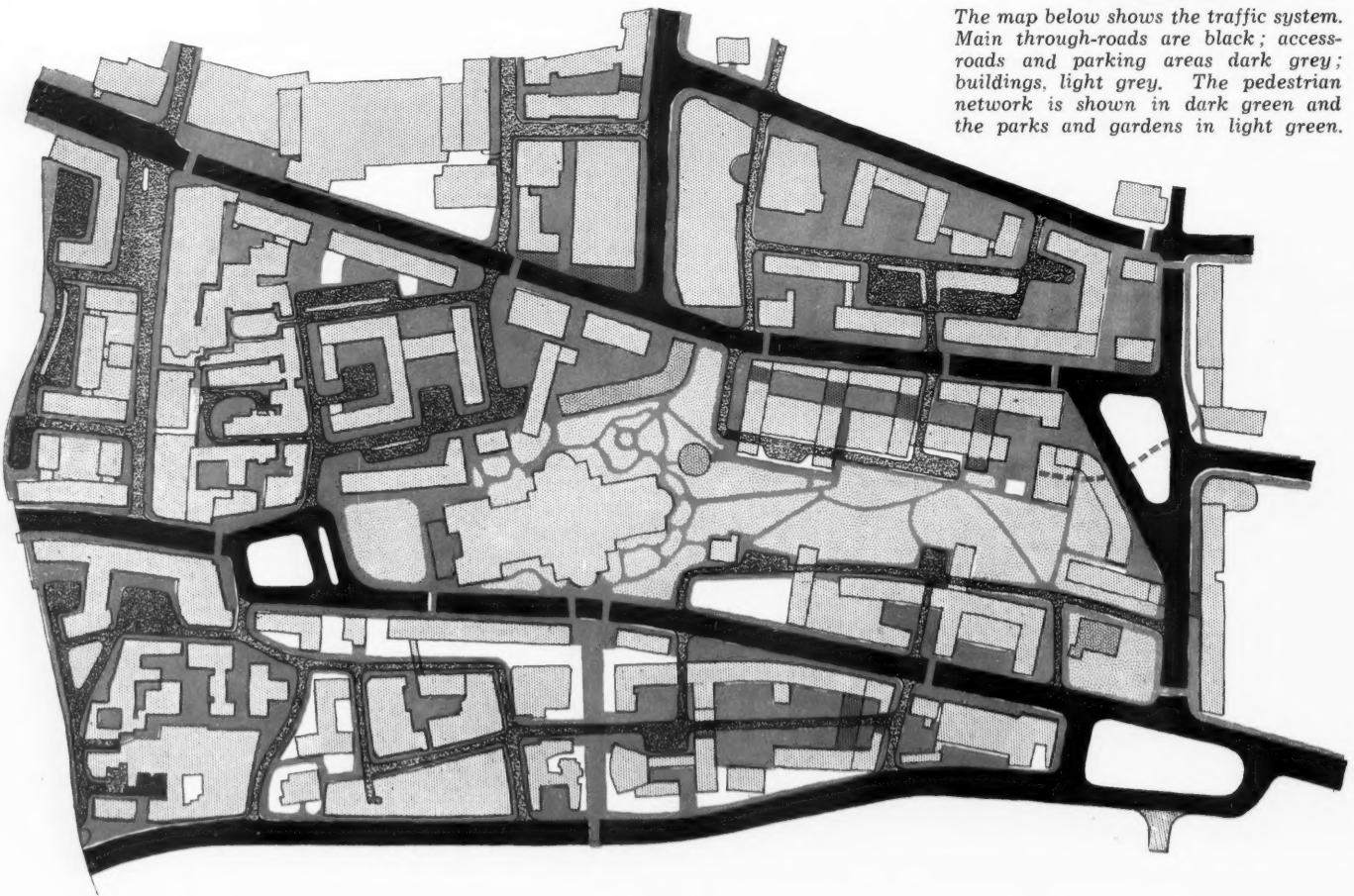


THE ARCHITECTURAL REVIEW PLAN FOR THE ST. PAUL



TRANSPORT

The map below shows the traffic system. Main through-roads are black; access-roads and parking areas dark grey; buildings, light grey. The pedestrian network is shown in dark green and the parks and gardens in light green.



ST. PAUL'S AREA

An Ordnance Survey map of the City is shown in red with the new proposals superimposed in black.

Research and planning carried out for THE ARCHITECTURAL REVIEW by Hugh Gordon-Peter.



THE PLAN This plan is put forward to demonstrate the design theory of the precinct, described on pages 125-8. It bears certain resemblances to the design put forward by THE ARCHITECTURAL REVIEW in 1945, but has been studied in more detail. The plan is realistic; it takes into account the present condition of the area as recorded in the Forty plan, and makes the greatest possible use of existing architectural monuments, streets, changes of level, derelict areas, etc. Its aims are:

- (1) To redevelop the St. Paul's precinct with buildings which provide accommodation similar to or greater than that formerly existing, while conforming to modern standards of daylighting, density and open space.
- (2) To improve the circulation of vehicular traffic in the area and to provide an independent system of pedestrian ways.
- (3) To give St. Paul's and the other City monuments an architectural setting which maintains the traditionally informal character of the City.
- (4) To increase the amount of open space within the area and to link it closely with the system of pedestrian ways.

Its chief features are:

(a) The well-defined areas of specific commercial characteristics which are traditional to the City are maintained in the plan and form sub-precincts within the St. Paul's area. The buildings both high and low are grouped in an informal pattern. Their height depends on function, daylighting and access, but in no case exceeds ten storeys.

(b) The Street system is designed to alleviate the congestion at the Bank by sealing off Queen Victoria Street and by diverting traffic from Cheapside and Cannon Street to the south of the Mansion House

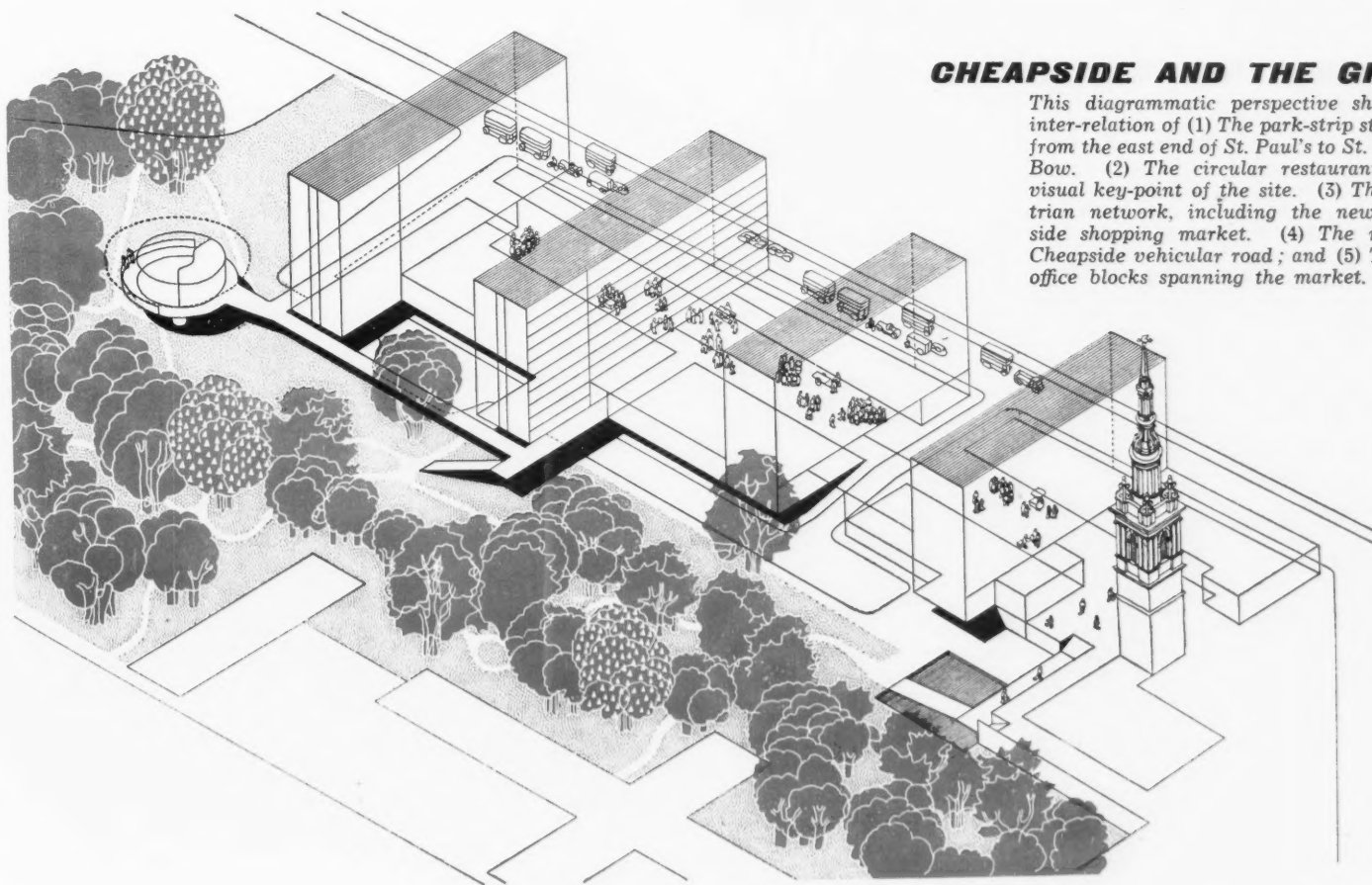
precinct along the bank of the river. Cheapside is partly re-routed north of its present position, to enable a roundabout, of such a shape that traffic is encouraged southwards instead of eastwards, to be formed at its junction with Queen Street. Improved junctions are also provided at the west end of St. Paul's and at the intersection of Cannon Street and Queen Victoria Street. The existing minor roads within the area are included in an access-road system designed to eliminate through traffic by avoiding short cuts and to provide parking areas.

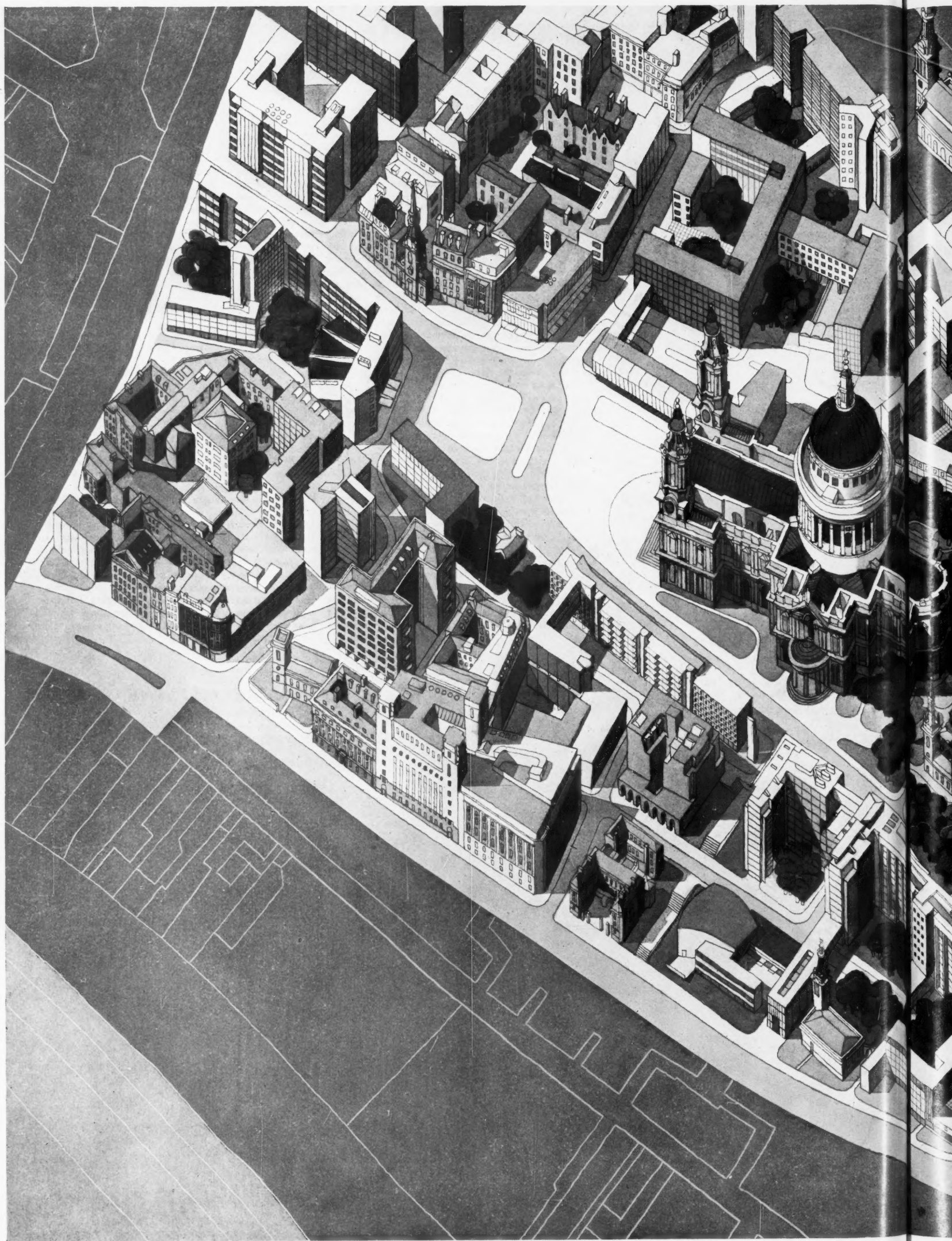
(c) The principal features of the very complete system of pedestrian ways shown in dark green on the plan on the facing page are the informally designed park-strip, largely at present basement level, linking St. Paul's and St. Mary-le-Bow, and, to the north of this, the transformation of Old Cheapside into a pedestrian shopping street.

(d) The building shapes, while they are based on contemporary technical principles and standards, have nevertheless been carefully designed to provide a series of architectural effects. An attempt has been made to build up a pattern of diverse forms which, though contrasting with each other, combine to establish an harmonious composition about the focal point of St. Paul's. An axonometric, by Gordon Cullen, of the proposed redevelopment of the area is reproduced on pages 144-5, and the general character of the architectural approach is illustrated in sketches on pages 146-8 and in the diagrammatic view of Cheapside below. Here it will be seen how the pedestrian shopping street, spanned by high office blocks, is linked to the circular restaurant and the park-strip by means of promenades and ramps which pass over the low-level road and parking areas.

CHEAPSIDE AND THE GREEN

This diagrammatic perspective shows the inter-relation of (1) The park-strip stretching from the east end of St. Paul's to St. Mary-le-Bow. (2) The circular restaurant at the visual key-point of the site. (3) The pedestrian network, including the new Cheapside shopping market. (4) The re-routed Cheapside vehicular road; and (5) The high office blocks spanning the market.







Sketches by Hugh Casson

ST. PAUL'S FROM CHEAPSIDE.

We are looking south towards the rebuilt tower of St. Augustine's. On the right the service road disappears downhill beneath the pedestrian promenade, which leads through an archway to the left to the shopping street on the line of Old Cheapside, and also serves the circular restaurant in the Churchyard.

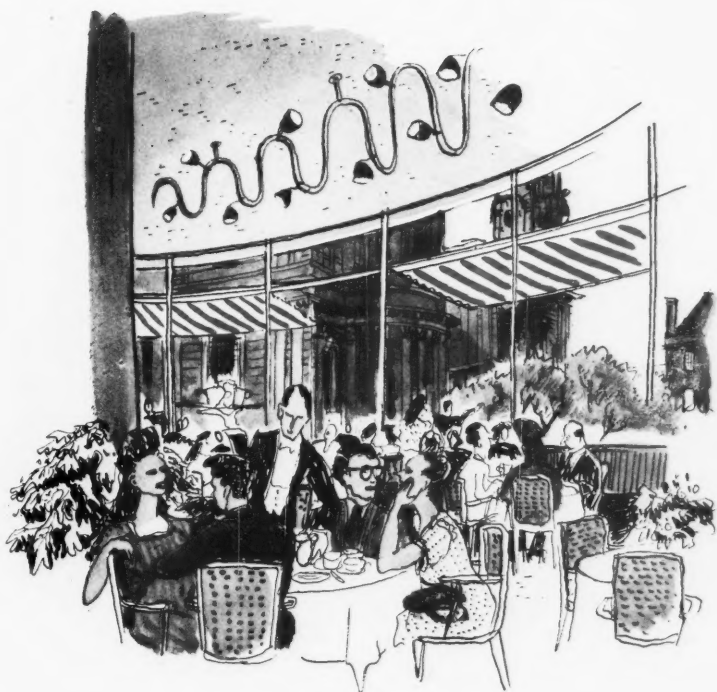


OLD CHEAPSIDE. This has been transformed to serve something much more like its original purpose of a pedestrian shopping street but now spanned by tall office blocks running north and south and flanked by one and two storey shops which allow the sun to reach the street level. The shops on the right back on to the New Cheapside, on the far side of which can be seen more high buildings. To the left are ways through to ramps leading to the low level park-strip.

THE MAN IN THE STREET. The sketches by Hugh Casson on these pages illustrate some of the architectural effects which might be obtained from the redevelopment of the Cheapside area. These effects are not those obtained from an orthodox and formal system of fixed view-points but arise

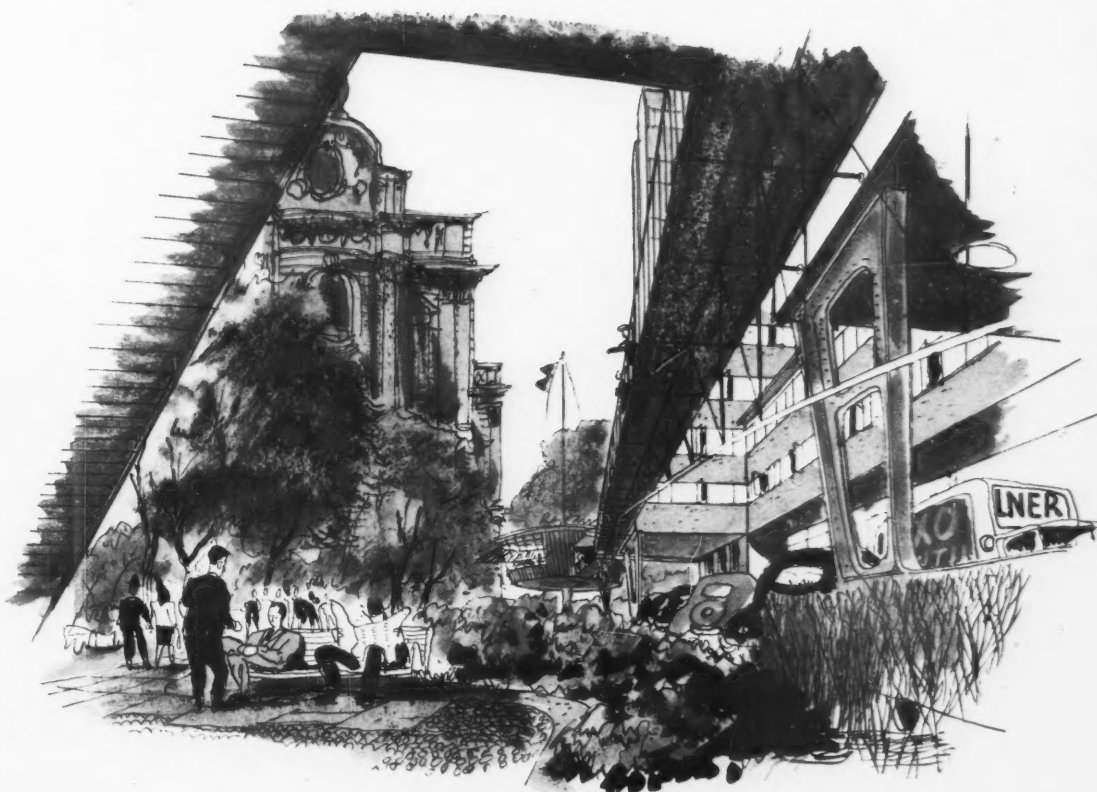
from the visual impact upon the casually wandering pedestrian of the interplay of a succession of interesting and contrasting building forms. They are, essentially, effects of the kind that have been a feature of the London of the past, though only here and there and accidentally. In putting them forward

as things to be sought for their own sake, the REVIEW is perfectly aware of the difficulties inherent in elevating what in the past has generally been the result of chance into a conscious principle of design. But a genius for irregular composition and for the picturesque (in the original meaning



THE CIRCULAR RESTAURANT. Looking westwards through the trees of the Churchyard we can see between the towering north flank of St. Paul's and the Wren chapter house almost to the top of Ludgate Hill. To the south is a view past the apse to the river; and to the north, the moving panorama of traffic beneath the spire of St. Vedast's.

ST. PAUL'S FROM THE EAST. We are now standing in the park strip beneath the elevated promenade which connects the ends of the office blocks to the restaurant. The park is sheltered by planting from the access road and parking space which, passing beneath the office blocks, serves the basements of the Cheapside shops.



of the term) is native to the English character and has informed many of the most important national contributions to the visual arts. If the rebuilding of England's capital city could be approached with a determination to give that genius the fullest possible scope—that perhaps would result in the greatest contribution of all. These drawings show the possi-

bilities of such an approach. Buildings, planting, traffic and people, compose into a romantic and fluid landscape; drama is contrasted with serenity, intimacy with grandeur, enclosure with openness. In such a landscape the architecture of individual buildings is in a sense less important than the skill with which the buildings are grouped with each other.



ST. MARY-LE-BOW. From the park strip a ramp leads up to the terraces, formed at existing levels, before the ruined church. This ramp spans a formal pool constructed within the existing basement. To the right a path leads through to Queen Street. Round the pool is a paved terrace leading to a restaurant (see drawing below) and thence through an archway in the terrace wall to the crypt of Bow Church.

THE TERRACES OF ST. MARY-LE-BOW. The two terraces in front of the church look down on the pool and its paved garden. The restaurant may be entered from the garden and at a higher level from Old Cheapside in the rear. In the background can be seen the tall buildings which flank New Cheapside on the north.



City of London Planning

The Report of the Improvements and Town Planning Committee and the Joint Consultants' Report compared.

The Report of the Improvements and Town Planning Committee of the City of London was published in 1944, but failed to secure the approval of the then Minister of Town and Country Planning, Mr. W. S. Morrison, who recommended the appointment of planning consultants to advise the Corporation. Dr. C. H. Holden and Professor W. G. Holford were subsequently appointed and their proposals were presented to the Court of Common Council on July 17, 1946. The following article, the author of which has made a special study of planning for the City of London, analyses the two sets of proposals and compares their salient points.

The Post-war Reconstruction Plan of the City of London has been taken a step forward by the publication of the report by the Joint Consultants, Dr. C. H. Holden and Professor W. G. Holford. In approaching this problem afresh, the Consultants have two advantages over the Committee. The report of the Committee was prepared before the Town and Country Planning Act 1944 was passed; as this Act provides the necessary legal basis for the reconstruction of war damaged towns, the Committee was working under a handicap in not being aware of its terms when preparing their proposals. For example, they say in their report that they have omitted some street improvements which they consider desirable because, if they were incorporated in a statutory plan, the Corporation might become liable for an unascertainable amount of compensation without gaining a corresponding benefit. Their rules for control of coverage and set back are also conditioned by fear of claims for compensation.

railway plan

The Consultants have also the advantage that the report of the Railway (London Plan) Committee, 1944, has been published. They have assumed that the proposals of that Committee will be carried out. This has made their problem considerably easier as it means that the street junction at Blackfriars will not be complicated by a railway bridge; that there will be no railway bridge across the bottom of Ludgate Hill; that the development of the east side of New Bridge Street will not be impeded by a railway viaduct; and that Cannon Street Station will be removed. It is very desirable that the Railway Plan should be carried out and the Consultants were undoubtedly wise in making this assumption, but it is one that requires a large measure of optimism. The scheme is to cost £239 million, and that is a large expenditure, even if it is spread over 30 years; particularly as the report states that under no foreseeable traffic conditions could the proposals be regarded as commercial propositions.

programme

An important difference between the Committee's Report and that of the Consultants is that the Committee did not include a programme; but the Consultants have divided their proposals into three stages.

Stage 1. The period of shortage of building accommodation lasting eight to ten years. In this stage reconstruction will be limited to cleared areas and to the preparation of permanent building sites.

Stage 2. The period during which the large-scale development schemes involving standing property would be carried out, and the plan as a whole would become effective. This is estimated to take thirty years.

Stage 3. Projects desirable in themselves but unlikely to be carried out within thirty years.

The Consultants have not been content to put forward their proposals and then divide them up into stages as an afterthought; they have kept their programme to the fore throughout their report. This creates a feeling of confidence that their proposals are practical.

amount of accommodation

The two reports deal with the question of the amount of accommodation to be provided in very different ways. The Committee's report envisages the refilling of the frontages of the main streets with buildings eight to ten storeys in height with one storey or more of basement. The back land would be filled up later. The bulk of building is to be limited by the proportion of the site which may be covered, 100 per cent. up to a height of 16 feet, 90 per cent. from 16 to 40 feet, and 75 per cent. from 40 feet to the height permitted by the London Building Act. This is combined with angular set back control which allows the cornice height to be twice the width of the street in some parts of the City, and one and a half times the width of the street in the remainder. These figures are high and allow a much higher concentration of building in the war damaged area than there was before the buildings were destroyed; they also allow buildings with very poor daylighting on the lower floors. Their effect would probably be a high concentration of building on the main streets combined with considerable difficulty in getting the back land developed at all; much of it might remain derelict for many years.

The Consultants discuss at some length the question as to how much accommodation should be provided in the City, and reach the conclusion that the total floor space occupied in the City should not be substantially increased. Modern construction and layout, greater height, and the application of design to larger units of building will augment the effective floor space which a block of land will yield; this will free land for open spaces and major civic improvements as well as for the new streets and street widening which will be necessary. They think it better, and in the long run more profitable, for the Corporation to support a policy of providing first-class accom-

modation and access, even if this results in demand being usually in advance of supply, than to allow any and every kind of development on a purely quantitative basis. They suggest that an appropriate ratio of floor space to site area should be laid down for each zone and applied to street blocks in the zone within definite limits of variation above or below the specified ratio. They also suggest that the set back angles should be revised in order to secure better daylighting than has been customary in the past.

traffic flow diagram

In considering the traffic and road system both the reports suffer from the lack of a satisfactory traffic flow diagram. The Committee's report includes what they call a traffic flow diagram, but it merely shows the intensity of traffic in the various streets. A true traffic flow diagram indicates the size and direction of the various streams of traffic. For example, the traffic going up Queen Victoria Street consists of a number of streams of traffic, one going towards Gardiners Corner, one to Bishopsgate, one to Moorgate, and so forth. A traffic flow diagram would indicate the size of each of these various streams. Without a diagram of this kind the preparation of a road plan for the City must be largely guesswork. With the aid of such a diagram it is possible to estimate the probable volume of the traffic which will follow a new route proposed, and the effect of that new route on the volume of traffic in the other streets; without it a proposed road improvement may prove, when it has been constructed, to be the reverse of an improvement as it may bring additional traffic into a street, perhaps some distance away, which is already fully loaded. The data required for the construction of a traffic flow diagram is obtainable by means of an origin and destination traffic census, the technique for which is well known to highway engineers.

volume of traffic

The Committee approached the street plan on the basis that street traffic will regain its former importance, but the Consultants advise that the street system should be planned for double the pre-war amount of traffic. This is probably not an over-estimate, but it is a tall order in the City where most of the streets are already overcrowded.

street junctions

Both the reports lay stress on the street plan. The Consultants say that it is one of the principal objects of their report to obtain general approval of their road plan. The City Engineer, who prepared the Committee's plan, has evidently given considerable thought to the design of the street junctions, not always with very happy results—some of his junctions are peculiar to say the least. The Consultants on the other hand do not appear to have given the matter much consideration; they appear to expect approval of their road plan without indicating how the junctions are to be designed. This is not a sound procedure. The junctions are not a mere matter of detail which can be deferred until the main lines of the road plan have been settled. The layout of the streets and the street junctions must

be considered together. Money spent on a street junction will often have far more effect in reducing traffic congestion than the same sum of money spent on street widening. The junction at the Monument may be quoted as an example. The capacity of London Bridge is limited by the capacity of this junction. In the Committee's plan an unsuccessful attempt has been made to solve this problem: the Consultants have not proposed any solution but propose to make matters worse by introducing a new high level road crossing the bridge approach on the level at Fishmonger's Hall.

ring road

The most important road proposal in the Committee's plan is a ring road. The Consultants have retained this proposal under another name and with modifications. They suggest that the northern arm of this road should be carried on a viaduct along the line of Charterhouse Street. This appears to be a valuable suggestion as it would segregate the Smithfield Market traffic in Charterhouse Street from the general traffic on the viaduct above it and would provide the general traffic with a valuable relief road free of obstruction.

Between Aldersgate and Bishopsgate the Consultants suggest a line to the north of that proposed by the Committee, leading to a large forecourt in front of Liverpool Street Station. This appears to be a decided improvement on the Committee's plan which contains no proposal to deal with the congestion in Liverpool Street.

The Consultants are undecided about the alignment of the section between Bishopsgate and Aldgate.

For the southern arm of the Ring Road the Committee made three suggestions, two of them included a road along the river front and the other followed Upper and Lower Thames Street. The Consultants propose the widening of Lower Thames Street to one hundred feet and adding another road on a viaduct on the top of it. The lower road would deal with the local traffic to the wharves and the fish market, while the upper road would take the general traffic. The County of London Plan proposed an arterial road, the Y route, intended to take traffic through the City from the direction of Tilbury to the Victoria Embankment. The Consultants say, and quite rightly, that this route should not be planned so as to bring into the City traffic which has no business there, and that such traffic should be diverted on to the A ring of the County of London Plan; but there appears to be considerable danger that this two-storey road would attract a large volume of traffic which has no business in the City.

river front

The Consultants reject the suggestion made in the Committee's report for a road along the river front. They say that the particular type of wharfing trade traditionally carried on between Blackfriars and London Bridge, on the north bank, is an essential element of the commercial life of the City. Instead they make a most interesting suggestion for a terraced riverside walk on a setback in the warehouses at second

floor height. They say that this walk would not interfere with the loading and unloading of barges.

north-south routes

Both reports refer to Farringdon Street as an important north-south route. The Committee's report provides a route from the junction of Camomile Street and Bishopsgate to Tower Bridge via the Minories, but makes no other provision for north-south traffic. The Consultants propose that Bishopsgate should be widened eventually so as to have a carriageway forty-four feet wide and two footways each 12 feet 6 inches wide; they also suggest what they call a north-south route from Moorgate to Mansion House Station, passing to the west of Guildhall and Bow Church. This would form part of a useful route from Blackfriars to Moorgate and Liverpool Street avoiding the Bank, but will not be a complete north-south route until it is extended by a bridge over the river. Southwark Bridge has never been of much use owing to the inconvenience of its approaches. If a new bridge is ever built between Blackfriars and London Bridge, the site proposed by the Consultants in line with their proposed new road would be excellent so far as the north bank is concerned. If there is a fair chance of such a bridge being constructed that would be a strong reason against the construction of the high level road along the line of Upper Thames Street, as a crossing of north-south and east-west traffic on the level on the bridge approach would be most undesirable.

inner circuit

Apart from the Ring Road the Committee do not propose any concerted street improvements. They are content to select certain streets as main streets and others as secondary streets, and to propose street widening here and there where it can be obtained without difficulty owing to war damage. The Consultants propose what they call an inner circuit. This includes a new road across the war damaged area from Aldersgate at Falcon Street to Moorgate Street at London Wall, and the widening of London Wall from Moorgate Street to Bishopsgate. They are undecided on the line from Bishopsgate to Aldgate. As this section of the inner circuit is close to the corresponding section of the Ring Road, which the Consultants call the Special Route, and as the Consultants are doubtful about the alignment of both the Special Route and the Inner Circuit, one obvious solution would be to combine the two on this sector into one. This would have the advantage of reducing the number of important street intersections both on Bishopsgate and on Aldgate High Street.

The southern arm of the circuit starts from Ludgate Circus, goes up Ludgate Hill to its junction with Old Bailey and then curves into a widened Carter Lane. It is proposed to abolish St. Paul's Churchyard as a traffic route and to use the top half of Ludgate Hill only as an approach to the Cathedral. This will be a great improvement as it will keep the vibration of the traffic further away from the Cathedral and will preserve the view of the south-east corner which has been laid bare by the war damage. The

circuit is to continue via Cannon Street, Eastcheap, a new road from Eastcheap to Hart Street, and then by a widened Hart Street, Crutched Friars, and Jewry Street to Aldgate.

The section of the circuit between Ludgate Circus and Aldersgate Street is not very satisfactory. By the abolition of St. Paul's Churchyard the present route between Ludgate Circus and Aldersgate will be cut. The route which would take its place is by Old Bailey, Newgate and St. Martin's-le-Grand, which is zig-zag. One would have thought that a more direct route might have been found through the war damaged land between Old Bailey and St. Martin's-le-Grand.

use zoning

Attention was drawn in the Committee's report to the large extent to which the various commercial and industrial activities of the City are congregated in well-defined areas, creating specific commercial markets or exchanges and amounting to a self-formed zoning system, and to the importance of re-establishing these market areas. The Consultants fully agree with this policy, but they suggest a different system of zoning to that proposed by the Committee. The Committee proposed four use zones: special business intended primarily for offices; general business intended for offices, warehouses and shops; commercial, intended for offices, warehouses, shops, and light industrial buildings; and undetermined. The Consultants suggest use zones based on distinctive types of building development: an office zone for densely occupied buildings such as shops, offices and public buildings, in which pedestrian circulation, day-lighting, ventilation and general amenity are of considerable importance; a warehouse zone with a much lower intensity of occupation, the main requirements in this zone being clear floor space and loading and traffic facilities; a combined office and warehouse zone; and a special building zone to include special buildings such as St. Paul's, Guildhall, St. Bartholomew's Hospital and the wholesale markets. Shops would be admitted to all the zones. The attitude of the Consultants towards industrial buildings differs from that of the Committee. The Committee proposed to allow free entry of light industrial buildings into their commercial zone; the Consultants point out that the whole City is primarily a commercial area and suggest that industrial buildings should require approval from the Corporation which would not be unreasonably withheld.

housing

The reports agree that a limited amount of residential accommodation for special categories of persons should be provided in the City. In the Committee's report sites in the direction of Cripplegate and towards the Tower of London are suggested. The Consultants suggest in addition sites in the neighbourhood of Moorfields, around Paternoster Square, and in the sector bounded by Fleet Street, Fetter Lane and Holborn.

Billingsgate fish market

The Consultants draw attention to the numerous and well-known objections on traffic grounds to the Billingsgate Fish Market on its present site in Lower Thames Street,

and suggest that consideration should be given to the possibility of moving the market to a more convenient site. The opposite view is expressed in the Committee's report, where it is stated that the replanning and extension of the market will eliminate parking of vehicles in the main street. Most people who have seen the market while it is in operation will consider this a very optimistic view.

open spaces

The Consultants suggest the following open spaces in addition to those proposed in the Committee's report:

- (1) In the surroundings of St. Paul's.
- (2) On the river south of St. Paul's.
- (3) At Guildhall off Gresham Street and Aldermanbury.
- (4) Near Houndsditch and Camomile Street.
- (5) Between Lime Street and Billiter Street.
- (6) In the area enclosed by Shoe Lane, Fetter Lane, Fleet Street and Holborn Circus.
- (7) In the neighbourhood of Moorfields and Moor Lane.

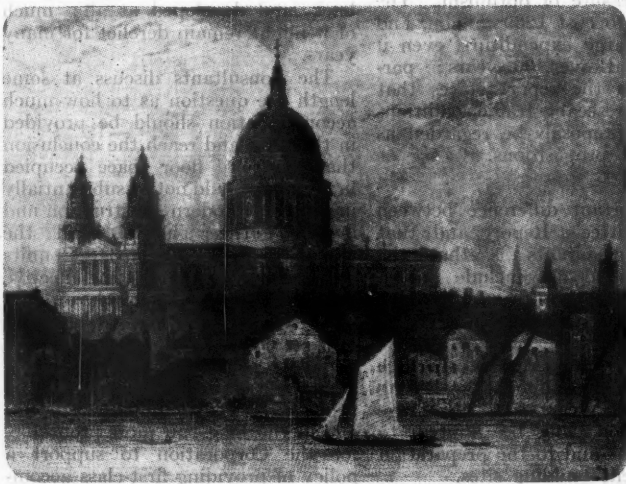
They recommend that Tower Hill should be treated on the lines suggested by the Tower Hill Improvement Trust. This is an improvement on the Committee's proposal where the open space is cut up by a number of roads.

They envisage pedestrian circuits linking the Temple, St. Paul's, St. Vedast's, Goldsmith's Hall, Noble Street, London Wall, and St. Giles, Cripplegate.

parking

In the Committee's report the view is expressed that the multi-storey garage is the best solution to the parking problem in the City. The Consultants agree with this, but they stress the unwisdom of creating added facilities for private cars where adequate public transport is available. The two reports agree on the desirability of requiring provision to be made within the curtilage for parking or garaging wherever the occupation of a building generates its own traffic.

The Consultants have devoted most of their report to the road problem which is a very important part of the plan, but the part which deals with the quantity of building to be provided and its arrangement so as to improve working conditions may well prove to be even more important, and to be the part which will most repay the careful study of the Corporation of the City of London.



ANTHOLOGY

The Advantages of a Precinct

Not far removed from Mount Olympus, but somewhat nearer to the blessed regions of the West, is the most favoured abode of Themis. Washed by the rich tide which now passes from the towers of Cæsar to Barry's halls of eloquence; and again back, with new offerings of a city's tribute, from the palaces of peers to the mart of merchants, stand those quiet walls which Law has delighted to honour by its presence. What a world within a world is the Temple! how quiet are its "entangled walks," as some one lately has called them, and yet how close to the densest concourse of humanity! how gravely respectable its sober alleys, though removed but by a single step from the profanity of the Strand and the low iniquity of Fleet Street! Old St. Dunstan, with its bell-smiting bludgeoners, has been removed; the ancient shops with their faces full of pleasant history are passing away one by one; the bar itself is to go; its doom has been pronounced by the Jupiter; rumour tells us of some huge building that is to appear in these latitudes dedicated to law, subversive of the courts of Westminster, and antagonistic to the Rolls and Lincoln's Inn. But nothing yet threatens the silent beauty of the Temple. It is the mediæval court of the metropolis.

Here, on the choicest spot of this choice ground, stands a lofty row of chambers, looking obliquely upon the sullied Thames. Before the windows, the lawn of the Temple Gardens stretches with that dim yet delicious verdure so refreshing to the eyes of Londoners. If doomed to live within the thickest of London smoke you would surely say that that would be your chosen spot. Yes, you, you whom I now address, my dear, middle-aged bachelor friend, can nowhere be so well domiciled as here. No one here will ask whether you are out or at home; alone or with friends. Here no Sabbatarian will investigate your Sundays, no censorious landlady will scrutinise your empty bottle, no valetudinarian neighbour will complain of late hours. If you love books, to what place are books so suitable? The whole spot is redolent of typography. Would you worship the Paphian goddess, the groves of Cyprus are not more taciturn than those of the Temple. Wit and wine are always here, and always together. The revels of the Temple are as those of polished Greece, where the wildest worshipper of Bacchus never forgot the dignity of the god whom he adored. Where can retirement be so complete as here? Where can you be so sure of all the pleasures of society?

ANTHONY TROLLOPE (*The Warden*).

MARGINALIA

Acknowledgement

The nineteenth-century photograph reproduced on page 141 is from the collection of Mr. Gerald Cobb.

The International Conference

The International Conference of Architects, organized by the International Reunion of Architects (British Section) in co-operation with the British Council, opened at the R.I.B.A. on September 23. The Conference lasted a week in London, with daily working sessions at the R.I.B.A., and receptions for the delegates were given by the R.I.B.A., the British Council, the A.A., and MARS. The subjects of discussion were proposals for the formation of a permanent organization for the dissemination of the latest knowledge of architecture, planning and building, and the problems of reconstruction common to so many countries. The London programme was followed by a week's tour of the provinces, during which delegates visited (among other places) Brighton, Winchester, Bristol, Bath, Oxford, Cambridge, Manchester and Liverpool.

The delegates from the countries represented were: Jules Ghebert (Belgium), Jaromir G. Krejcar (Czechoslovakia), H. E. Langkilde (Denmark), Abdel Moneim Heykal (Egypt), Alvar Aalto (Finland), Pierre Vago, Auguste Perret, Jean Dèmaret (France), Prof. Sir Patrick Abercrombie (Great Britain), Rennos Koutsouris (Greece), J. H. van den Broek (Holland), Virgil Borbiri (Hungary), G. McNicol (Ireland), Prof. Cesare Chiodi (Italy), Jose Luis Cuevas (Mexico), Armand Bettoli (North Africa), Odd Nansen (Norway), Jerzy Hryniewicz

(Poland), Prof. P. Pardal Monteiro (Portugal), Tage William-Olsson (Sweden), F. Ernst Burckhardt, J. P. Vouga (Switzerland), C. van Eesteren (Holland) and Dr. Siegfried Giedion (Switzerland) attended as observers on behalf of CIAM, of which body they are the president and general secretary respectively.

Messages were received from Dr. Julian Huxley, Secretary-General of UNESCO, welcoming the proposal to form an international organization.

R.I.B.A. Assistant Secretary

The Council of the R.I.B.A. announce that Mr. Gerald Essame, O.B.E. is relinquishing the post of Assistant Secretary R.I.B.A. Mr. Essame has been invited to accept a post as Administrative Officer on the staff of the newly constituted National Coal Board.

Royal Fine Art Commission

The seventh report of the Royal Fine Art Commission, covering the period 1937-45, recommends that whatever form the reconstruction of the houses in Carlton House Terrace may take the south and end elevations and the return wings to the north should be retained. The Commission, of which Lord Crawford is chairman, has by a Royal Warrant issued in May been strengthened by the grant of important new powers to call witnesses and have access to documents, and by the appointment of six new Commissioners. The report details the questions with which the Commission has had to deal during the period

covered, and shows that its advice has been sought on various matters by many Government departments and other public bodies. Among these are the more effective control of the design and appearance of buildings in post-war planning and reconstruction, the design of permanent prefabricated houses, and the siting and design of power stations, of which the Commission believes that "the general standard of design . . . has already been greatly improved."

Fountains Abbey

Opposition to the scheme to restore Fountains Abbey is growing increasingly vocal. In an article entitled *Leave Fountains Alone* in the *Yorkshire Post* Professor Sir Charles Reilly writes: "Five hundred years makes a tremendous difference in social life, and one hopes a corresponding difference in architecture. If architecture is once more coming to life as a living art, it cannot stoop to help in so patent a fraud as is now suggested. The result cannot be anything else than a fake. . . . The only thing to be done is to leave such thirteenth century work alone to be enjoyed in its lovely setting and to build elsewhere another monastery and abbey to be called perhaps the New Fountains."

Picture Post has also given space to the subject, with an article by John Summerson headed *Fountains Abbey: Should it be Restored?* Mr. Summerson is convinced that it should not. "At Fountains," he writes, "the buildings open up before you like a wonderful diagram—a complex, beautiful organism, whose inmost secrets you can

penetrate. Here architecture is revealed, for once, as a truly three-dimensional art. This is not morbid and it is not sentimental. The Italian painters who designed exquisite ruins as the settings for their religious scenes, were less morbid and less sentimental than any human beings in history. They simply recognized the intense, mysterious feeling of space which you get in a building, either before it has been sealed up by the carpenter and the glazier or after centuries of decay have undone their work."

A recent issue of the American magazine, *Time*, describes how the idea of restoring Fountains originated with Mr. Simon Elwes, who, as "a young socialite painter who was visiting friends in Yorkshire," first saw the ruins in 1933. According to *Time*, Mr. Elwes says: "Beauty ought to live. Ruins, as ruins, always make me want to vomit. It seemed to me then that the stones of Fountains were bleeding."

In last month's *Marginalia*, the remains of Fountains were described as "second only to those of Glastonbury in scale and completeness among English abbeys." This should have read: "second only to those of Glastonbury in scale and first in completeness among English abbeys."

The group of Roman Catholics responsible for the restoration scheme have appointed Milner and Craze as their architects and Sir Giles Scott as adviser.

A Mackintosh Room

As a postscript to Thomas Howarth's article, *Some Mackintosh Furniture Preserved*, in the August *ARCHITECTURAL REVIEW*, it is pleasant to be able to record that a "Mackintosh room" is in course of preparation in the Glasgow School of Art, generally regarded as that architect's masterpiece. This room will contain furniture designed by Mackintosh, together with a selection of his paintings, and is intended to serve as a small permanent memorial within the larger one. The latter has suffered a good deal from time and the Glasgow atmosphere. The great library windows in the west wing of the School have been much weakened by the corrosion of their metal frames. They are to be replaced with a new bronze frame resembling the old as closely as possible.

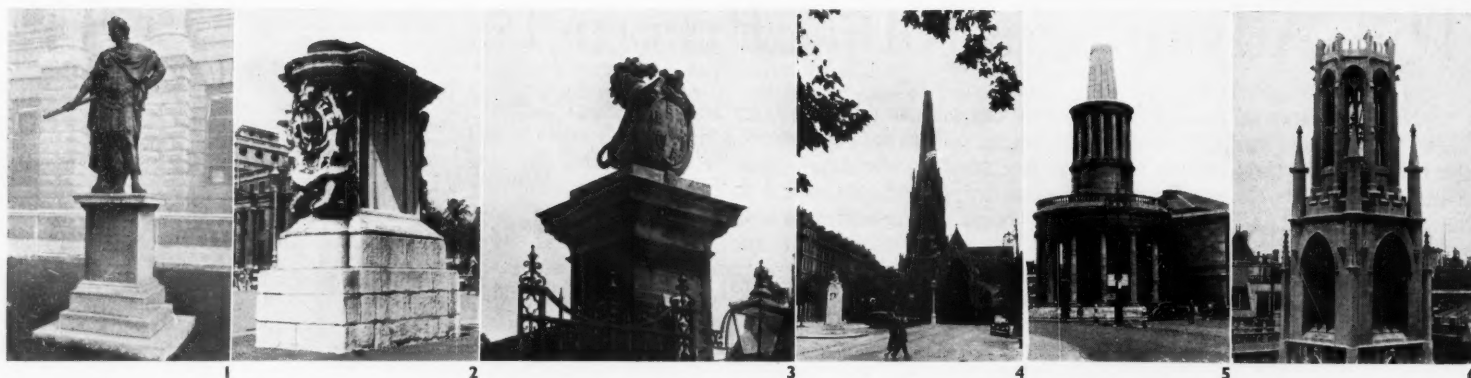
The Arts Council

The first annual report of the Arts Council (still known colloquially to most people as CEMA) is an attractively got up and well-illustrated booklet of some fifty pages. "The knowledge of an assured future," the report states, "has made a great difference to the Council's work during the year. The long-term policies, which were already emerging in 1944, could be formed and developed with conviction in 1945. In particular, the Council's interest in proper buildings for the arts could now take practical shape and the co-operation of Local Authorities be sought and welcomed." The report certainly gives an impression of widespread activity. For example, during the year exhibitions were held at the following places in Yorkshire alone: Batley, Beverley, Bradford, Brighouse, Cleckheaton, Doncaster, Driffield, Halifax, Harrogate, Huddersfield, Hull, Ilkley, Leeds, Menston, Normanton, Ossett, Sheffield, Todmorden, Wakefield, Wath-upon-Dearne, York.

Dr. B. Ifor Evans has been appointed Vice-Chairman of the Council and Miss Mary Glasgow Secretary-General.

The Future of the N.B.R.

The most important item in the Annual Report of the National Buildings Record for 1945-6 concerns the future of the Record. "It was foreshadowed



Much has been made in the daily press about the continued absence from Piccadilly Circus of Eros. But what about the statue of James II (attributed to Grinling Gibbons), 1, which used to stand in St. James's Park at the back of the Admiralty? Its site is now covered by the Admiralty fort, but as one of the few really good outdoor statues of London it surely should be seen somewhere. And what about Le Sueur's statue of Charles I, whose pedestal at Charing Cross, 2, is still vacant? Then while on the subject of things missing, is it not time that the unicorn guarding the south entrance to Kensington Palace Gardens, 3, was given back the horn without which he is a mere horse? The truncated church-spires which constitute one of the special features of post-war London are a rather different matter. Sometimes the absence of the top few courses of a spire gives character to an otherwise mediocre design, as in the case of Christ Church, Lancaster Gate (F. and H. Francis, architects), 4. Nash's All Souls, Langham Place, on the other hand, is quite spoilt by the abbreviation of its fluted spire, 5, while another example of a missing top which should be replaced as soon as possible is provided by John Shaw's St. Dunstan-in-the-West, from whose tower, 6, the pinnacles and much of the parapet have been removed.

in our last Report," the passage runs, "that the Treasury would produce a scheme under which the Record might count on permanent Government support. Nothing of a definite nature has yet been issued but it can be stated that the proposals contemplate a close association between the Record and the

Royal Commission on Historical Monuments (England). A step towards this end is the housing of the two bodies in the same building in Onslow Gardens; it has already been arranged to share the darkroom accommodation and the Commission's MS. records have been deposited with the National Buildings

Record. In the recent revision of the Terms of Reference of the Commission there is the following Clause:

We do further authorize and empower you to confer with the Council of the National Buildings Record from time to time as may seem expedient to you in order that your deliberations may be assisted by the reports and records in the possession of the Council; and to make such arrangements for the furtherance of objectives of common interest to yourselves and the Council as may be mutually agreed.

Until the more detailed scheme matures the Treasury is making us the same grant that we have hitherto received."

New Homes from Old

An exhibition dealing with house conversion, organised by the Housing

Centre at the Tea Centre, remains open until November 9. The exhibition includes models, plans and photographs of typical conversions and emphasizes the importance of maintaining the standards recommended by the Silkin Report. It was designed by Richard Davies, of Hugh Roberts and Davies.

War Damage in Germany

BRUCHSAL: The PALACE with its superb Neumann staircase is a complete wreck.

FULDA: From an article in the *Fuldaer Volkszeitung* (August 22) it appears that the CATHEDRAL is under repair and "will soon have recovered its old appearance," that ST. MICHAEL'S, the round church of 820, had a direct hit on its west corner, that the ABBOT'S PALACE was damaged a good deal but not irreparably, and that the famous ORANGERY of 1722 was only slightly injured.

[continued on page lxii]



Architect and Designer: Michael Rachlis, Esq.

Offices of the Aluminium Union, Adelphi, designed by Michael Rachlis to demonstrate the decorative treatments of Anodised Aluminium. Doors, gates, grilles, etc., were anodised in three shades: pastel gold, etched silver and bright silver. The perfect foil was provided by the joinery veneered in Courbaril selected with that skill and imagination which is the hallmark of a joinery job by Pollards.

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METAMORPHOSIS

*B*LOWN by the wind, borne by the birds, seeds of willowherb and coltsfoot have sown themselves in the ruins of our Cities. Poorer incalculably in things material, they are richer yet in purple of clover and gold of dandelion. Six years of destruction, so long and arduous to endure, are passing through memory into history, which will record them as a hairline on the roll of the centuries. Peril, pain and loss — these pass away: life, progress, increase, remain and will not be denied. Let us, therefore, devote ourselves to raising memorials to an unquenchable spirit for which tomorrow will salute us — new homes, new factories, new offices; new places in which to live, to work, to find recreation. Surely this is the task which lies most closely before us? It is one in which this Company counts itself fitted, and is ready, to share.

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A.R. 1:11:46

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HALBERSTADT: The town was smashed in a matter of half an hour by air, two days before its occupation. The choir of the CATHEDRAL has had a direct hit; the transepts have also suffered. The nave is in a somewhat better state.



The two photographs above are of war damage in Brunswick. The upper shows the view towards St. Andrew's church across the area formerly richest in medieval half-timbered houses; the lower the Altstadt Market Place with the Town Hall in the centre, the vaults of St. Martin's in the right foreground, and the Bräderkirche in the left background.

The LIEBFRAUENKIRCHE also has had a direct hit on the choir. Of the north-west tower only about half survives. The church of ST. MARTIN'S is a complete wreck except for the towers, the west front and parts of the outer walls. ST. JOHN'S and ST. ANDREW'S are both wrecked. ST. PAUL'S alone is in a less hopeless state. The HOLZMARKT is entirely ruined, with the TOWN HALL down to ground floor level. The Roland statue is intact. The FISCHMARKT has also gone. So has the STELLFUSSHAUS.

POTSDAM: About a third of Potsdam is destroyed or heavily damaged, the area chiefly affected being that between a line drawn from the Neustädter Tor to the Berliner Tor and the Havel, also the Teltower Vorstadt south of the station. The STADTSCHLOSS is burnt out, but the outer walls stand. The GARNISON-KIRCHE is heavily damaged but can be repaired. The NEUES PALAIS is badly damaged. SANSSOUCI has had only superficial damage. The BRANDENBURGER TOR is almost intact.

SPEIER: The CATHEDRAL is intact and the town hardly touched.

WORMS: The town is severely damaged, but the CATHEDRAL has escaped lightly.

War Damage in Vienna

The Basler Nationalzeitung (December 8-9, 1945) reports the following casualties:

The worst destruction is in the area Kärntnerstrasse-Stefansplatz-Am Graben-Rotenturmstrasse. Most of the houses in the Kärntnerstrasse and Am Graben are burnt out. The Pestäule by Fischer von Erlach, protected by a safety wall, is still standing. The Raphael Donner fountain in the Neue Markt has lost one of its bronze figures,

but is otherwise only slightly damaged and can be restored.

ST. STEFAN: The choir is burnt out and the vaulting has collapsed. It is estimated that ten years will be needed to rebuild. The OPERA HOUSE and BURGTHEATER have both been hit. SCHLOSS SCHÖNBRUNN: East wing severely damaged. The UPPER BELVEDERE is less severely damaged, but in the LOWER BELVEDERE the Grotteskensäal and an Eckpavillon are in a bad state. The ALBERTINA was destroyed by a direct hit. The KUNST-HISTORISCHES MUSEUM is destroyed, but its contents are safe. HOFBURG: Scarcely touched. The REGIERUNGSGEBÄUDE in the Ballhofplatz has lost a wing. On the Ring, the PARLIAMENT BUILDING is destroyed, the TOWN HALL intact, while the UNIVERSITY has suffered some damage.

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