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Editorial

Perhaps, in the first issue of a new decade, a little speculation as to future trends in planning history might be in order. What would we, as an international network of scholars and practitioners, like and/or expect to see in the 1990s? If only to encourage debate, here are five possibilities:

(a) One welcome trend would be to see a strengthening of links between planning history and practice, as opposed to a current dominance of the former by academics. Examples of planning history abound in most countries, and practitioners might be encouraged to play a more central role in the network. Local government and other civic anniversaries will sometimes provide opportunities to mark the significance of early planning achievements, and these are likely to arouse considerable public as well as professional interest. Additionally, heritage conservation is everywhere a 'live' issue, and this provides a sound basis for a more active source of collaboration.

(b) A second line of development is to look for closer ties with kindred networks. Urban history, construction history and tourism history are examples of comparable networks of scholars, each of which has been reported in recent issues of Planning History, and where there are areas of common interest. An overlapping membership (as there is now) is one means to secure a working knowledge of each other's concerns, but fresh opportunities might be sought to take this further. Joint conferences offer one means, and there are now sufficient examples of success to encourage the organisation of future collaborative events.

(c) Thirdly, as we enter the 1990s one is conscious that the time frontier crossed by the planning historian is also advancing. It is the present century which attracts the greatest amount of research interest, and, to date, most of this has been directed to the first half of the century. In turn, one might look more in coming years for fresh work to emerge from the 1950s (when postwar plans were put to the test and often found wanting), to the 1960s (a decade of unprecedented development, and of broken hopes), and to the 1970s (when the very nature of planning is revised in the face of a multiplicity of pressures). Perhaps, for now, the 1980s remains in the present rather than in the past, although a reflective look at planning in the decade of the 'New Right' will undoubtedly yield interesting thoughts and findings.

(d) Another implication of entering the 1990s is the significance, in terms of closer European cooperation and integration, that is attached to 1992.
Notices

UTOPIA TODAY. WILLIAM MORRIS SOCIETY CONFERENCE: SOUTH BANK POLYTECHNIC, LONDON, 7 JULY 1990

A one day conference has been organised to mark the centenary of the publication of William Morris’s News from Nowhere. Papers have been invited with the aim of exploring the continuing influence and significance of Morris’s ideas. Speakers include politicians, practitioners and academics, and a series of workshops will run in parallel. Details may be obtained from Stephen Coleman, 46 Ballogie Avenue, London NW10 1TA.

INTERNATIONAL CONFERENCE ON THE URBAN LANDSCAPE: UNIVERSITY OF BIRMINGHAM, 9-10 JULY 1990

The subject matter covered will range from research on the historical development of urban landscape to theories of urban landscape management and their application to planning practice. The aim is to provide a forum for an interchange of ideas that is both interdisciplinary and international. Further information from Dr P.J. Larkham, Urban Morphology Research Group, School of Geography, University of Birmingham, Birmingham B15 2TT.

FIRST WORLD - THIRD WORLD: DUALITY AND CONCERNENCE IN TRADITIONAL DWELLINGS AND SETTLEMENTS, 4-7 OCTOBER 1990

The above is the theme of the second annual conference of the International Association for the Study of Traditional Environments to be held October 4-7, 1990 at the University of California, Berkeley. This exciting forum will investigate conceptual and methodological controversies implicit in the duality of studies of tradition and innovation, developed and developing, male and female, coherence and contradiction, secular and nonsecular, in the evolution of the built environment. Scholars are invited to submit a 500 word abstract specifying topic and a CV. Abstracts are due February 1, 1990. Send all inquiries to: IASTE Conference, Center for Environmental Design Research, University of California, 390 Wurster Hall, Berkeley, CA 94720, U.S.A., Tel. (415)642-2896.


Europa Nostra’s 1990 Conference and Annual General Meeting will take place in The Hague and Utrecht. It will look at the way in which the different aspects of the heritage, man-made and natural, are inextricably linked, and the vital necessity of educating future generations in heritage and environmental matters.

For further information contact: Europa Nostra 35 Lange Voorhout 2514 EC The Hague Netherlands Tel: 31 70 336033 Fax: 31 70 3617865

ADVANCE NOTICE CAN BE GIVEN OF A MAJOR INTERNATIONAL CONFERENCE OF PLANNING EDUCATORS TO BE HELD IN OXFORD, 7-10 JULY 1991.

Arrangements are in hand for the inclusion of a Planning History ‘track’ of papers, and further details will be announced in future issues.


ICSA third conference. Call for papers. You are invited to submit an abstract for a paper to be presented at the third conference meeting of the International Communal Studies Association, to be held on July 25-29, 1991.

This conference will focus on the purposes and goals for which communal/utopian societies have striving, and on the way these societies have been structured in order to achieve these goals. Papers not directly related to this topic will however be considered as well, but they should in general touch on communal analysis and experience.

Location: Elizabethtown College, Elizabethtown, Pennsylvania (near Harrisburg, PA), USA.

Accommodation: On the beautiful campus of Elizabethtown College. Private rooms, and shared air-conditioned rooms available at reasonable rates.

Travel: Air to Harrisburg (30 minutes away) or Philadelphia (two and a half hours).

Send your inquiry or abstract of paper to Calvin Redekop/Don Kraybill, Center for Anabaptist and Pietist Studies, Elizabethtown College, Elizabethtown, PA. 17022-2998 (tel. 717-367-1151).


Further details and a ‘call for papers’ will follow later in the year.
Planning History Vol. 12 No. 1 Articles

Articles

British Colonial Town Planning in the Middle East: The Work of W.H. McLean

Robert Home
Department of Land Management, University of Reading

Prominent among the small number of British town planners operating in the colonies between the two World Wars was W.H. McLean. Notwithstanding his long and active career, he has been largely ignored in planning history studies (receiving, for instance, no mention in Tony King’s major recent study of colonial urbanism). This article examines his contribution to the planning of Khartoum, Alexandria and Jerusalem between 1906 and 1926, and his writings on development planning for the colonies.

William Hanna (later Sir William) McLean (1877-1967) qualified as a civil engineer with a degree from Glasgow University in 1899. While the 1890s were the golden age of the Scottish Arts and Crafts movement, the young McLean’s head seems to have been down a sewer most of the time rather than absorbing aesthetic ideas. His engineering milieu was on several major Glasgow infrastructure projects: Corporation sewers, the River Clyde bridge, the Kelvin and Clyde衣物 and valuations. From 1890 to 1906 he was resident engineer for various railway extensions on the west coast of Scotland, and he became an associate member of the Institute of Civil Engineers in 1903. His colonial experience began in 1906 when he joined the Sudan Civil Service as the Municipal Engineer for Khartoum, and it was there he became directly involved with town planning.

The Planning of Khartoum

Khartoum offers one of the more extreme examples of an alien urban form imposed by a colonial power. In 1898 General Kitchener defeated the Mahdist at the battle of Omdurman, avenging the death of General Gordon, and an Anglo-Egyptian condominium was declared over the Sudan. Kitchener’s occupying army found that Khartoum, which Gordon had died defending in 1885, had been plundered to build the Mahdist capital of Omdurman. Within a month of his victory Kitchener ordered the building of a new Khartoum:

‘...the hallowed association of the ruins gave it a legitimacy that Omdurman could not match. Kitchener’s triumphal ideas for the rebuilding of Khartoum may well have been inspired partly by the need to impress the Sudanese with the permanence of the new regime. The great conqueror would raise up a new capital, found a seat of learning, lay down a charter by which the people should be ruled, and depart for new conquests.’

Kitchener left the detailed work to two Royal Engineer officers on his staff, Talbot and Gorringe. In November 1898 (only two months after the battle of Omdurman) Talbot wrote that the 2nd Egyptian Division was ‘worrying away at Khartoum preparing the site and laying out all sorts of lovely squares, crescents, etc.’ on the plan I prepared. According to a generally accepted tradition, the new Khartoum was laid out on a pattern of Union Jacks; another explanation is that the convergence of roads allowed machine guns to command in all directions. Unfortunately there seems to be no contemporary evidence to support either version (although that does not mean that they are untrue). Whatever their origin, the diagonals of the Union Jack layouts proved impractical, and after about 1912 were gradually closed and covered with buildings.

When McLean arrived in 1906 Khartoum had a population of 25,000 and was one of the so-called Three Towns at the confluence of the White and Blue Niles, the others being Omdurman (pop. 60,000), and Khartoum North (pop. 20,000), the railway head. He was joined by the governor-general, Wingate, a fellow Scot and apparently also a considerable snob who delighted in entertaining European royalty at Khartoum. McLean’s job (in Khartoum, not in the ‘native’ towns of Omdurman and Khartoum North) was to provide some amenities for the whites: roads, surface water drainage, steam tramways, sewerage and water supply. Since no drawings survived of Kitchener’s town plan, McLean also supervised the first systematic survey of the built-up area of Khartoum.

The town roads were generously dimensioned: main roads 120-150 feet wide, secondary streets 80 feet, and conservancy lanes 12 feet. Construction costs were kept down by tarring only a strip in the centre, leaving wide footpaths and tree planting.

Outside Khartoum, however, roads were rudimentary. In this ‘country of blacks ruled by Blues’ (a stock phrase of the time), Khartoum’s physical layout reflected colonial social and racial distinctions. The British class system was eminently exportable, and its agencies in the Sudan were adept at upholding standards, determining precedence and maintaining prejudices. Land was zoned into three classes, based upon social and racial rather than land use differences, and arranged in bands parallel to the river. First Class land, reserved for British administrators, fronted the Nile. McLean’s words, ‘owing to the proximity of the water supply, gardens, which are so necessary for the comfort of Europeans, can be much more easily and economically made’ (1912, p.229). Second Class land was reserved for Egyptian officials, businessmen and others of lesser social status. As one British administrator later recalled:

‘The British went home to their charming houses on the river with their well irrigated gardens and trees while their subordinates were relegated to dismal rows of houses in the dusty back parts.’

The Sudanese (the ‘natives’) were relegated to Third Class land, furthest from the river, and in practice relatively few Sudanese chose to live in Khartoum, preferring Khartoum North or Omdurman, which, being both ‘native’ towns, were allocated no First or Second Class land.

McLean drew up building regulations to reflect these distinctions. Mud structures were only allowed on Third Class land, while on First and Second Class land the outer walls of all buildings were required to be of ‘stone, burnt brick or concrete, or of mud brick faced with burnt brick’. Plot ratios were specified of 0.5 for First and Second Class housing (‘in order to permit the free circulation of air’), 0.67 for Third Class housing, and 0.75 for non-residential buildings (1930, p.132).

In 1910 McLean presented a paper and exhibition on the planning of Khartoum to the RIBA Town Planning Conference in London. In the same year the railway was extended into Khartoum, and McLean prepared a scheme for a town extension south and east of the new railway, superimposing gridiron road layouts over several villages, which were to be arbitrarily demolished. The new plan was approved on 4 April 1912, and endorsed by Wingate with the words: ‘This plan was prepared by Mr McLean under the personal direction of Lord Kitchener’.

Khartoum by the time McLean left in 1913 was ‘an artificial enclave, European in appearance and tone, well-tended and well-watered, more Mediterranean than African’. In one of the hottest countries in the world, where water management is vital, the British took the best land, closest to the river, for themselves, and made themselves a low-density town which they justified on health reasons, but which proved very expensive to build.
McLean and the planning of Jerusalem

Such mention as McLean has received in planning history studies refers to his role in preparing the first plan for Jerusalem under British rule, although for him this was only a short assignment for a few months between March and August, 1918.

The British seem to have a particular fascination with the Holy City at this time. A later commentator on the planning of Jerusalem wrote: "No city of consequence has ever been built on a more rocky or uneven site than that of Mount Zion and its surroundings. No other city contains the Holy Places of three great religions each making claim for respect, and few cities can ever have been so filled with people so much at loggerheads. Finally, so larded with history is the whole area that the Director of Antiquities very properly had power to veto development over almost the whole area."[12]

Only a few months after General Allenby had driven the Turkish army from Palestine, McLean was seconded from Egypt, in the words of the Governor, Storrs, 'not to plan so much as to bring out what was necessary to institute the necessary control of building operations and town development' (1930, p.65).

The first product of his work was the proclamation of 6 April, 1918, which imposed tight control over the demolition, erection, alteration or repair of any building within a radius of 2500 metres of the Damascus gate. It was shortly followed by other public notices forbidding the use of stucco and corrugated iron within the old city, and prohibiting the display of advertisements.

McLean's planning scheme was approved in July 1918, and preserved a building-free zone around the city, to include the Hill of Calvary, the Garden of Gethsemane and Pool of Siloam, and proposed to concentrate new development to the north and west. C.R. Ashbee later wrote of the McLean plan: 'It isolates the Holy City; sets it, so to speak, in the centre of a park, thus recognising the appeal it makes to the world - the city of an idea'.[14]

While the conservation measures were sound, it is perhaps fortunate that little of McLean's road layout was implemented because it was an unimaginative grid form, and was, he himself later admitted, 'largely tentative as the then available plans and contour maps of the city and environs, on which the work was based, were believed to be inaccurate' (1930, p.67).

McLean's 1918 plan for Jerusalem

McLean's proved to be only the first of several Jerusalem plans in rapid succession. When exhibited at the Royal Academy in London, his attracted sharp criticism, notably from H.V. Lanchester, an eminent architect and town planner with colonial experience. Patrick Geddes was subsequently invited by Storrs to comment on and amend McLean's plan, and his preliminary report of November, 1919 proposed a larger area of parkland to the south and east, and a road system more sensitive to the contours of the site. After Geddes left Palestine for India, Ashbee became Civic Adviser to the Pro-Jerusalem Society (1919-22), and in 1920 produced another plan which extended the McLean and Geddes ones to a larger land area and incorporated elementary zoning. Yet another plan was prepared in 1926, by Clifford Holliday (who later planned Stevenage new town). Thus, in the words of Crawford: 'early modern planning in Jerusalem was necessarily experimental, a layering process by which one plan was superimposed on another, each providing new elements of information and control.'[18]

Back in Britain: Regional and Town Planning and after

McLean retired from Egypt in 1926, aged only 49. Back in Glasgow, he took a PhD from the University Faculty of Engineering with the title 'The Wider Application of the Principles of Town Planning, Regional, National and International Development Planning'. He gave a series of lectures on the subject at the University of London in 1927, published as a book in 1930.
The basic message of McLean's book was to develop countries, but particularly drawing upon his earlier writings about the colonies where he had worked (he makes, however, no reference to his early career in Scotland). The book was divided into four parts: the Unit of Planning, the Survey, the Plan, and the Application of the Plan. McLean considered plan-making and development processes at various levels: urban, regional, national, imperial, and even world, since he discussed a 'World Plan' which had been advocated by Cyrus Kehr (in that age of the League of Nations). The book's main interest now is for its source material on the planning of Khartoum, Alexandria and Jerusalem, and also for McLean's strategies of colonial infrastructure development (basically concerned with road and rail networks). The diagrams of urban land use structure are simplistic, and indeed McLean never really got to grips with zoning practices.

Although its focus was too colonial to be very relevant to British planning practice, his book was sympathetic reviewed in the J.T.P.I.:

"As a survey of planning for development in its widest aspects, this book contains much that is of interest to the town planner. It is perhaps of even more importance that it should be read by all those, both in Parliament and outside, who are or should be responsible for the fruitful development of the resources of our country and the state of Israel; British rule in Egypt was soon followed by the overthrow of the monarchy, the Suez crisis and the rise of Nasser. What, then, were his achievements?

McLean operated as a planner under conditions of professional isolation, within a semi-military colonial hierarchy. His activities were sponsored by soldiers turned colonial administrators (Kitchener, Wingate, Allenby). Comparing McLean's planning schemes with present-day street plans, one finds that subsequent urban development in Khartoum, Alexandria and Jerusalem only partially implemented his proposals—probably no bad thing, since it has to be said that they were uninspired. The building and zoning regulations which he drafted, however, laid the basis for planning control in these cities up to the present day.

McLean was a faithful servant of Empire, a technician who did not concern himself with the politics of colonialism, and never seems to have suffered doubts about Britain's colonial role. He viewed the problems of colonial development as physical rather than political or economic. He lay outside the mainstream of British town planning in the 20th century, not only because he spent his career mainly in the colonies, but also because he was not part of the Liberal alignment which led to the post-War structure of town planning. His book, however, is an unusual, if not unique, attempt by a colonial practitioner to evolve a theoretical basis for Imperial development. His view was in line with the official thinking behind the Commonwealth Development and Welfare Act of 1940—the idea that colonial rule was not justified if it did not seek to improve the living conditions of the subject populations. But it was too little, too late, and Britain's colonial empire had already largely disappeared by the end of McLean's life.

Footnotes
3. Details of his career are given in his election details for the ICE (1903 and 1915), in his obituary in the Proceedings of the ICE, Vol.40 (1968), and in Who Was Who.
Planned Production: Agricultural Land Use Mapping in New Zealand 1904-1947

M.M. Roche
Department of Geography, Massey University, Palmerston North, New Zealand

New Zealand's role as a producer of a range of agricultural and pastoral products for consumption in the British market was well established by 1900. Some 1,844,000 ewe of sheep meat, 207,000 cwt of butter and cheese and 140,706 lb of wool, valued in total at £7.8 million, plus various other primary products constituted 60 per cent of the country's export earnings. In total 70 per cent of this production was sold in Britain in 1900 (New Zealand Year Book, 1901). Until the 1920s the farming frontier expanded with increases in production arising primarily from the larger occupied area. From the 1920s, with expansion effectively reached, production increases (a necessity given the structure of the economy) were obtained by the application of science and technology to farming.

The state, through the Department of Agriculture, promoted research, technology transfer, and extension aimed at improving farming practices, thereby increasing production (e.g. Sandstrom, 1986). There was limited direct state intervention into conditions relating to industrial discharges. Additional State-led intervention to maximise production by controlling land use was hardly conceived of, let alone articulated. New Zealand, not surprisingly as a former British colony, had adopted English Common Law principles with respect to the rights of landowners to use their land as they saw fit. There were some limited developments relating to soil denudation and soil erosion, but they only curbed some of the extremes of a production system organised along capitalist lines, albeit that there had been some land use oriented legislation in the 1890s (Oliver, 1981).

The Department of Agriculture was separately involved in other aspects of land use mapping from the 1930s. This activity was tied to a government objective of "maintaining primary production and keeping farmers on the land" (AJHR, 1932, H29,1). The Department of Agriculture was comprised of several major branches; one such, the Fields Division, was concerned with "the improvement of general farming practices" (AJHR, H29,21) and it was here that a serious interest in "land utilisation" emerged. Of special interest to the Fields Division was pasture mapping to record the importance of individual species (Madden, 1938).

In the late 1930s, the DSIR and Department of Agriculture land use mapping worked together in a series of joint projects. Hawkes Bay and North Auckland were districts selected for ex-
tended investigation. A Land Utilisation Committee of Government and University representatives was appointed (AHR, 1936, H. 34, 43). The ex­

periences for the work were high. It was envisaged that:

"when all agricultural knowledge concerning the farming on different soil types is gathered it will be possible to suggest improvements in Farm Management and give guidance to future settlement programmes" (AHR, 1936, H. 34, 43). The aims of the land use planning were high. It was envisaged that:

level of demand for lime to be assessed, revealing the

application map, Grange (1944, 138) depicted

site emerged in New Zealand was prepared by

Grange (1944). The physical basis of the land

classification exercise was clearly signalled by his

chief of the Department of Health for New Zealand, Case (1960). Of the

The application of science could take many forms; the

more economically applicable endeavours, for example, stock and crop improvements at the farm. Subsequently, land use mapping came into prominence because it facilitated the diffusion of better

knowledge of the nature resources of the

country. Potentially at least it promised increased output by matching crop types to soil capability. But this strategy was a voluntary and not a coer­
cive one—it depended upon farmers themselves adjusting land use once the evidence of the land use maps was available. A major achievement of the 1930s was the impetus that soil maps gave to erosion control programmes. In the final analysis, however, these endeavours could only succeed in part because they conceived of land use solely in terms of the physical inputs, particularly soil type. Land use mapping was notable also because it was virtually applied to agricultural land uses (Fox, 1956, 9-10).

Cumberlands endeavours, drawing on the USA and

UK literature, were more expansive and he hoped would have application, as indicated by the sub­
title of his 1944 Land Planning. In this respect he particularly identified three areas: to expand primary production, rehabilitation of returned soldiers and preventing the growing threat of soil erosion. Ultimately, however, the same criticism could be applied as before, that Cumberlands endeavours were an aspect of science applied to the problem of sustaining and/or increasing production in New Zealand. Land use planning because land use was influenced by other considerations—economic, political and social. Thus nation planning Act did not become law until 1953, which further indicates that the immediate post-war years were those in which increased centralised restrictions on land use were neither widely nor strongly felt. The land use planning Act did not become law until 1953, which further indicates that the

improved social and political problems.


Commission of Inquiry (1939) Maintenance of Vegetable Cover in New Zealand with Special Reference to Land Erosion, DSIR Bulletin No.77.


Cumberlands, K.B. (1943) 'A Geographical Approach to soil erosion in New Zealand', Australian Geog­

The unit area method, proposed by American geo­

grapher G.D. Hudson (1936), further commended
to New Zealand Geography teachers for secondary

school mapping exercises by Robinson (1946), used an alphabetical 'fracture' code which identified aspects of land use and the physical characteristics of the land in question as observed in the field. Land use classification and mapping was also a signif­

icant focus for some British geographers during the 1940s (e.g. Stamp, 1949), as well as being traced further back in the work of geographers such as Carl Sauer (1919). Land use became an underlying focus of the first generation of Masters theses from the Geography Department at Canter­

bury University College during the early 1940s and of publications by other New Zealand geography staff (e.g. Cumberland 1948, Fox and Lister 1949, Fox 1956).

A fuller review of land use surveys in the South

West Pacific was outlined by Cumberland (1951) as part of an international Geographical Union initia­
tive to promote a world land use survey. The con­
text was that of post-war reconstruction and the appropriate use and conservation of resources deemed to be essential "if there was to be a world of peace and plenty" (Cumberland, 1951, 140). Land, for Cumberland (1951, 140), in agreement with Hartridge, was one of the most important facets of human geography calling for the full force of the geographers' "scientific and technical skills, ability and imagination". Furthermore, he situated land use problems as central to geo­

graphic's regional paradigm.

They are regional problems; their complex patterns and chains of cause and effect vary from place to place. They can only be explained in terms of such different phenomena as soil textures, soil organic matter and in a broader perspective, in terms of regional history, the advances of scientific plant breeding, land tenure, farm indebtedness, prestige economies, national policies and ambitions, international barriers to trade, currency systems, devaluation, and so on. They are fixed by a complex variety of interrelated factors which defy facile simplification and rapid un­

ravelling" (Cumberland, 1951, 142).

Instead, he advocated making use of synthesis and

integration in a series of analytic and narrative articles concerned with soil erosion (e.g. Cumberland, 1940, 1943). Whereas DSIR had been working on a land classification system which drew heavily on
government and soil science viewpoints, Cumberland (1944) proposed an alternative approach, based on the unit area method of the Land Classification Section of the Tennessee Valley Authority. This was not a purely scholarly endeavour and was used in the field by a newly created special purpose authority, the North Canterbury Catch­

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13
The Colonel Light Gardens Suburb in South Australia: The Continuing Influence of the Garden City Tradition

Alan Hutchings
Planning Appeals Tribunal, South Australia

Background
South Australia is a planned community. By the very nature of its 1836 establishment and 19th century development, it provided fruitful ground for experiments in Garden City concepts. Inspired by the utopian radicalism of Owen, Bentham, Googer and Wakefield, the Colony’s founding fathers aimed for a society in which strong social ideals would be expressed by organised patterns of land use and development. In other words by town and country plans.

Colonel William Light’s famous core, parklands and country section plan for Adelaide - perhaps the epitome of both Anglo-Saxon and Hispanic New World town design until then - was the starting point. His works, and those of successive land surveyors on the frontiers of settlement, were major preconditions for the local enthusiastic adoption of the early 20th century phenomenon of comprehensive town planning and its subset of Garden City and garden suburb ideals.

Charles Reade, a New Zealand journalist who received many of his town planning inspirations during his time as Acting Secretary of the Garden City and Town Planning Association (when, among other things, he organised a visit of Australian and New Zealand parliamentarians to Letchworth in 1913) became the first South Australian Government Town Planner in 1916. Building on the local traditions started by Colonel Light and influenced by the ideas of Ebenezer Howard (who also, in turn, had been influenced by Wakefield’s theories and Light’s plans for early South Australia), he set to with a will.

At metropolitan level, he propounded a metropolitan strategy for a second ring of parklands around Adelaide’s suburbs with garden suburbs and “areas suitable for town planning schemes” as satellites beyond (Fig. 1). These ideas were not taken up then, having to wait to the early 1960s before they finally became official policy, albeit in modified form. At district level, he proposed a “garden suburb along garden city lines.” Here, he was more successful and the State Government moved quickly to establish what would become Colonel Light Gardens.

Homes for Heroes
The Government, taking account of a strong community groundswell in favour of comprehensive town planning through the advocacy of the South Australian Town Planning and Housing Association, of the rumblings of some senior public servants about the need to coordinate urban infrastructure and of Reade’s persuasiveness, adopted a planning program. It saw the development of a garden suburb as the means to demonstrate how “business convenience will be increased ... as well as increased health and industrial and social efficiency on the part of the people.” Additionally, concerns about improving housing (even “arcadian” Adelaide had produced slums) particularly for servicemen returning from the “Great War”, led to the formulation of a public housing policy.

The rural estate of the Mortlock family near the southern edge of the metropolitan built-up area six or so kilometers from the centre of Adelaide was purchased for the “Mitcham Garden Suburb” project or, as it later became known, firstly, as the William Light Garden Suburb and, finally, as Colonel Light Gardens. Homes fit for returning heroes in...
well laid out subdivisions and picturesque settings were to be major objectives.

The Garden Suburb as the Comprehensive Plan
In its broadest managerial and professional senses, comprehensive town planning is about “the coordination of the supply and location of public facilities, the organisation and design of urban elements into functional patterns and the regulation of individual land uses” to produce an integrated whole.40

In the early 20th century, the Garden City concept was seen as a strategic instrument for achieving comprehensiveness but given the immense investment needed, it was an unrealistic dream in the relatively small community that was South Australia. A garden suburb however, was another matter being a microcosm that could demonstrate the physical and, to an extent, organisational attributes of the concept and it was with this in mind that Reade promoted Colonel Light Gardens.

How successful was he? Putting aside considerations of philosophy and ideology, putting aside their socioeconomic contexts, in the upshot the products of a town planning system should be judged no differently from any other consumer product. As a practitioner in the policy and project worlds for some decades, I must, in the final count, judge on the basis of performance. Hence, I have done this with regard to three categories which are at the core of a planning product’s performance. Firstly - character and sense of place; secondly - functional and structural effectiveness; and, thirdly - community acceptance.

Character and Sense of Place
A truism, often overlooked, is that, in a new country, the original subdivision of land into roads, streets, public areas and, above all, saleable parcels is the fundamental planning action. Hence urban design tends, predominantly, to be two dimensional and great play is made on the patterns of streets and the shape of the allotments they encompass.

For centuries the grid was the stock solution but in the late 19th century North American designers began to follow the lead of Frederick Law Olmstead’s plan for Riverside near Chicago and seized upon the curve as a technical solution to the demands of the contour. Later, Charles Mulford Robinson, perhaps the main advocate of the “City Beautiful” movement, argued not only for the utility and attractiveness of curved streets when dictated by topography but also for the attractiveness of curves per se; not only was it that “the curved line is the line of beauty” but that, for example, “the curve brings the lawns and gardens into the vista of the street, giving to it a very pleasant and appropriate character for a street of houses.”41

Reade, who sought inspiration from both English and North American practices and who spoke against the tyranny of the grid, accepted the aesthetic of the curve and the plan form of Colonel Light Gardens is characterised by regular curves which subtly interrupt the grid and provide the opportunity for vistas. (Fig. 2)

This brings us to a second key characteristic - the attempt to close vistas and define streets. To European delegates this may appear a trivial issue but in the history of the evolution of urban design themes in Australia it was a significant step. The plans for the garden suburb were the first within which relationships between plan form and possible future built form were put forward in any systematic way. Figure 3 indicates vistas closed by churches, corners defined by larger buildings and both streets and lanes lined by formal planting.

A third feature is that of street trees in wide curtilages. In the United States, the notion of planning a city around a series of major parks linked by long, wide tree-lined avenues or “parkways” had gained currency. While a metropolitan-scale concept, Reade nevertheless applied it at the suburban level and the East and West parkways, in particular, are notable features informing the suburb’s character. Visiting the suburb today one can see without doubt that the Arcadian objectives of the garden suburb ideal have been achieved. The curved streets with “advancing steps describing a new view”, the “Californian” bungalows set in leafy front yards, the streets unmarred by the power poles found elsewhere in Adelaide’s suburbs (the power lines run along rights of way at the rear of allotments) and even the naive attempts to close vistas by community-buildings add up to a strong definition of amenity. There is a distinct sense of place.

However, as fine as these features are in total, it cannot be argued that they alone offer qualities markedly above the many “civic art” suburbs elsewhere which complied with the principles of the picturesque street scene. If that was all, I could only present Colonel Light Gardens to you as a competently designed residential garden estate.
Functional and Structural Effectiveness

No, the Suburb had many other qualities of a functional nature which were very essential to the very essence of comprehensive town planning and which overshadowed not only later development policies but official planning policy.

Firstly, there are its parks. It has an hierarchical system with the large Mortlock and Reade Parks (and Penang Reserve in the later appendage west of Goodwood Road) supplying major recreational opportunities such as football, soccer, trotting, bowls, tennis and croquet (Fig. 4). At the next level there are formal gardens, in particular those defining the suburb's entrances, Ludgate and Oxford Circuses. Then there are neighbourhood parks generally situated behind groups of houses that have been used from time to time over the years for householders' tennis clubs. And finally there are the parks formed by the parkway curtilages themselves and which are, in places, large enough for informal games.

Secondly, there is the guidance of traffic. The major parkways and crescents form what today are called "collectors". Between these, other routes generally have narrower pavement widths discouraging through-traffic, an innovation that outraged visiting motorists until it became more common in post World War II suburbs. The wide curtilages and the service lanes at the rear of allotments have enabled separable local and pedestrian systems to evolve. Along Goodwood Road on the western boundary a tram ran on a separate right-of-way until the metropolitan system was abandoned in the 1960s.

Thirdly, there was the emphasis on community facilities. Around 1910, North American theorists were considering how the "civic centre", which they saw as a key urban element at metropolitan level, could also be applied at neighbourhood level; they argued that social and economic assets could accrue by the proximity of community and commercial services. In Britain similar ideas were being postulated, the centre for the then new Hampstead Garden Suburb being an example. 21

Reade took these ideas aboard, and The Strand and its environs are a classic example of an integrated centre. Shops, the former Garden Suburb Commission offices, an Institute hall, two schools, a playground, a Scout hall and the Mortlock Park sports fields all interlock both physically and functionally; shared use of some facilities in particular having been practised for decades. Elsewhere throughout the plan, there were sites for churches, halls and shops - often located to terminate vistas.

Thus, as both a physical plan and a subsequent development, the Suburb illustrated the forefront of the planning ideas of its time and has demonstrated their basic soundness since.

Community Acceptance

In recent times, all suburb ideas have been criticised for their physical emphasis, their diversion of effort from inner area problems, and because, it is alleged, it has not been achieved in the final count, where better designed estates for middle-income groups. However, this is not valid for Colonel Light Gardens. Conceived as a home for the battler and the returned hero in the idealistic times of post-war reconstruction it was, in the 1920s, the location for seven hundred of the State's one hundred public housing scheme. Private housing was also built, a wide range of income groups settled, and although there were divisions, all came together in developing a fierce pride in its design, landscape, community facilities and sporting activities.

During the Great Depression, groups of householders banded together to landscape verges and other public space which a financially strapped Garden Suburb Commission could not handle. Tennis clubs and playgrounds were developed in the neighbourhood parks and during the late 1940s and early 1950s, for example, scratch schoolboy cricket teams were formed with "premierships" being fought out on all sorts of open spaces including the verges along the parkways. 22

This community activity has continued to the present day. There is a strong residents association representing the greater proportion of its households. Chaired by a relatively new resident and with a secretary who, with justifiable pride, identifies herself as a third generation resident descended from one of the 1920s pioneers, the Association is a force in the local government policies of the City of Mitcham which absorbed the Garden Suburb Commission in the 1950s. Very recently, the Association has convinced no less than the Australian Federal Government's National Estate Authority about the importance of the Suburb and it is administering a grant for consultants to prepare planning and urban design policies that will form part of the State's Department Plan in due course.

Wider Policy and Product Evolution

Thus, within its own terms, the Suburb can be judged a success both physically and socially. But how does it fare in the wider planning and development context? Was it, as is often alleged about special planning for the mass of public forays like a flash in the pan or does it have a lasting and influential place?

I have discussed above the tradition in which it was conceived - a State predisposed to plan and organise from its foundation and to experiment in social and physical issues. In terms of social policy, the Suburb can be seen as a forerunner for the massive public housing programs in fully planned communities undertaken by the South Australian Housing Trust from 1836 onwards. Indeed, the Trust has been responsible for the planning, design and development of at least 25% of the existing built-up area of Metropolitan Adelaide and many of Adelaide's current crop of leaders in both public and private spheres grew up in Trust estates.

In terms of physical planning, many of the Suburb's structural and design elements have clearly foreshadowed subsequent policy. For example, official centres policy in the State's Development Plan eschews the single 'shop' as a centre; rather a centre must be a focus for civic, recreational, educational and other community facilities integrated with retailing and associated commercial activities. 23 Thus The Strand in the Suburb predated modern policy by 40 years.

With regard to roads, the Suburb's design was formed around a classified system that can be equated with today's official system of "arterials", "major collector" and "minor collector/local crossing" roads. 24 The Suburb was the first place where such an approach was deliberate.

Recently, attention in South Australia has focussed on ways and means to translate urban design concepts into official planning policy. The community at large now requires the planning system to perform in terms of producing high quality character as well as efficient and equitable functioning. The concept of "desired future character" which aims for a sense of place based not only on land use but also its synthesis with appearance of buildings and spaces and intensity and scale of development, has been evolved as a policy instrument. 25 It has been used in centres and historic precincts and is now being experimented with in Suburbia. Colonel Light Gardens is frequently used as an example of the desired character aimed for and is also a current test bed for the formulation and implementation of urban design policy.

In terms of product, Colonel Light Gardens can be seen as the forerunner, the first in a line of "new towns" or "comprehensive urban developments" promoted in or near Metropolitan Adelaide from the post World War II era to the present. In the way in which their plans integrate land form, plan form and built form, and in the way in which they have special enabling legislation to allow development corporations (public or private) to operate effectively, Elizabeth, West Lakes, Monarto (not built) and Golden Grove are successors to the Suburb and showpieces of Adelaide.
Conclusion
When we review and assess the great movements and ideas in the history of urban development and the evolution of planning processes we are, in my view, too prone to judge the results harshly. We seem to expect far more from urban and regional planning than we would from my other fields of human endeavour that are also driven by idealism and vision.

In this paper, I have attempted to reverse this type of assessment. Rather than admire the vision and then become dismayed about its imperfect translation into reality, I have examined the product and tested its performance vis-a-vis policy formulation and user satisfaction within the context of the ideal. In these terms, I conclude that Colonel Light Gardens is a successful example of most of the physical and many of the social concepts within the Garden City Tradition. I have demonstrated the Suburb’s (and the Tradition it represents) continuing beneficial effect on policy and as well as evaluating its physical attributes. I suggest this beneficence is not an instance isolated to South Australia; rather it is but one symbol of the effect world wide.

Thus in re-examining the Garden City Tradition and its garden suburb products, we should no longer understate this importance.

References
7. I was a member of one of those teams, albeit from a nearby suburb.

9. Advisory Committee on Planning (as established under Part II of the South Australian Planning Act 1982), Guidelines For The Preparation of Supplementary Development Plans; Road Classification For Local Area Planning For Metropolitan Adelaide, 1986.


Transferring and Legitimising Planning Tools: German Planning and Japanese Land Readjustment in the Late 19th Century

B.B. Siman
Sumitomo Trust and Banking Research Institute, Osaka, Japan

German Political Concepts, Planning Actions and Japanese Society in the Late 19th Century

This paper attempts to introduce the more general reasons underlying the willingness to accept a German tool of social policy in Japan, and its subsequent application, with relative success, to a different cultural context, needs and pattern of land ownership and holding. The analysis will follow two essential lines. The first relates to the State tradition (Staat) and its nature. The second will focus on the characteristics of public administration and administrators, using land readjustment as its main example because of the effect it exerted on Japanese planning, as well as being the only major practically applied import of planning thought and practice from Europe during the past century.

This means that the legitimacy of the concept of the State will be examined peculiarly with reference to its control and social welfare role. This is a fundamental topic of contemporary and historical comparative planning: the coming of the welfare state has necessitated making rules concerning areas of conflict where citizens meet the State. Planning is the most important of these areas in terms of legitimising State action, since it infringes on the core element of traditional concepts of civil society and democracy, i.e. property rights, and since it demonstrates practically the degree of legal certainty available to citizens and administrators, legal certainty being the cornerstone of Western democracies, provided either by express administrative law on the Continent (thus giving force of law to land use plans, and adopting Master Planning), or through the wisdom of Common Law and the judges in England, thus leaving a greater room for flexibility and subsequently adopting non-binding administrative, rather than legal plans (structure plans). These aspects are especially interesting when examining the operation of transferring land readjustment, since this planning instrument intrinsically has a more direct and concrete aim of furthering the welfare of social groups at large (internalising costs of infrastructure provisions as well as the indirect and invisible social costs, in most cases through betterment); it is also a deliberate action of the administrative system in the belief that part of its duty lies in furthering the welfare of society as it conceives it. The role of administration in the process of land readjustment is a particularly interesting aspect of the way the State views the role of its Apparatus in the field of land use planning in Japan and Europe. In the process of analysis two different tools will be employed, since the issue at stake relates to two different cultural entities. Insofar as Europe is concerned, the development of the concept of the “Staat” or “state” will be discussed, as this relates organically to the evolution of modern town planning legislation through changes in the then existing social strata and interests. In the case of Japan, however, an analysis of the then existing “policy” will be undertaken in function of the social and cultural patterns which prevailed at the time, particularly the nature of the patriarchal and hierarchical feudal structures, and subsequent implications for planning administration.

The German Perception of Legitimacy of Planning Actions

Legitimacy may be regarded as a function of certainty as defined in a particular era and place. In the Middle Ages, elements of definition included tradition, status and contract. But the 19th century was very different. Certainty was not dependent on belonging to a rightly defined group, but rather on individual initiative and circumstances (under economic conditions of industrialisation etc.) and more, on a new decisive element: the State. In Germany, the bourgeoisie was less powerful than in England, and had to satisfy itself with legal protection and its economic powers; the freedom with a liberal constitutional regime through which express rights (life, liberty and property) were protected. This outcome corresponds to the main feature of the German school of thought; that the State is a coherent whole (as opposed to the loose idea of the Crown in Britain) with the dual and combined role of controlling society and improving it at the same time. This is amply demonstrated in the words “Polizeistaat”, “Wohlfartsstaat” and their ultimate combination “Wohlfahrtsstaat” (1) defines the Polizeistaat as “...a strongly moral theory of the State, one that sought to use its machinery for the development of society and the improvement of individuals...its focus was policy and welfare... Above all, the Polizeistaat lent the
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These notions or organisation of public affairs had their
roots in the intellectual efforts of Cameralism. This trend
can hardly be separated from the idea of a local government
advanced by the Physiocrats in the 18th century, which
aimed at reducing central power and was based on
Physiocrats in the 18th century, which

Frankfurt City witnessed an explosive urbanisation
resulting from two related factors:

a) After annexation by Prussia in 1866, and the
dissolution of the Deutsche Bund in the same year, the
importance of the city was enhanced by the opening of the
Rhine Stock Exchange was lost to Berlin (Kuppens, p.1, 1982).

b) As a result of the Franco-Prussian War 1871,
France had to pay 5000 million Gold Francs as reparations.
This amount formed a decisive element in the

The conclusion is evident. Legitimacy of planning
actions, as one of the functions relating to the
wellfare of society, relied to a great extent on the paternalistic social welfare role of the State in which the official had a professional and powerful position in its capacity as the "concierge" of society.

German Planning, National Policy and Jurisprudence

There are undoubtedly many parallels in Japanese
civic culture and attitudes towards authority and political
institutions that facilitated, and perhaps even welcomed, the introduction of the tool of land readjustment, in the late 19th century, as a method of administering a very scarce resource in Japan: that of land. The first parallel relates to the conception of the "State" as a coherent whole (although technically, there was no parallel development of the State as a concept in Japan). To view circumstances during that period through an observer's eye, Chamberlain's authoritative account, published a century ago, will be used as the main source to capture the spirit of the time. "In theory", Chamberlain argues (p.206), "the Japanese are ..., not naturally litigious" (Chamberlain, p.278, 1898). This further evidence by comparing the administrative system of Japanese and Western countries at that time supports the assertion that the Japanese are ..., not naturally litigious" (Chamberlain, p.278, 1898).

The absence of the Western abstract notion of rights that exist outside the social context (as opposed to the governing framework of social obligations in Japan) is further enhanced by the fact that the Japanese are ..., not naturally litigious" (Chamberlain, p.278, 1898). This further evidence by comparing the administrative system of Japanese and Western countries at that time supports the assertion that the Japanese are ..., not naturally litigious" (Chamberlain, p.278, 1898).

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from feudal tradition and institutions, comprising patronage and hierarchical attitudes towards authority which included, as in all feudal systems, subordination to that authority, but also, in Japan, the duty placed on those in power to care for the welfare and well-being of those whom they have taken into their "households". The Meiji State, therefore, enjoyed a unique advantage in introducing the "warwick" and "feudal" heritage of the feudal era in legitimising its intervention as the ultimate body responsible for the whole of the Japanese group; at the same time change and reform have brought about a professional, trained and centralised bureaucracy which executed reform as the will of the State. Political conditions and attitudes were ripe for the transplant of land readjustment.

Conclusions: Legitimacy and the Development of Unique National Planning Tools: Japanese and German land Readjustment

Transferring planning tools often results in creating unique national planning "systems" which greatly differ from their origins, as they are applied, adapted, and modified to suit local needs, as vice due to its historical development, resembling its German origins, practically, only in the principle of land readjustment.

The question with respect to the main operation of transferring European planning tools in Japan, i.e. that of land readjustment, is: "Why did German land readjustment develop into a mature comprehensive planning system, whereas the repeated application of the same device in Japan led only to the establishment of planning "procedures" (as opposed to a system), having the dual aim of achieving town planning and public works objectives almost within the same legislative and administrative framework; land readjustment being the main corner stone of implementing both public works and town planning?"

A number of reasons may be said to have directed the course of events and controlled the two diverging pathways. As a starting point, real and heavy industrialisation in Japan occurred over an increasingly short time span (roughly 40 years). In other words, there was a need to implement relatively long, transformation of society from an agricultu­ral to an industrial mode of production, nor was there a gradual institutional transformation in industrial and administrative levels. This sudden change must have caused a number of practical and socio-psychological difficulties spanning the range of typical problems of industrialisation: from infrastructure to labor relations.

In a technical and narrow sense, solving the problem of providing adequate infrastructure for industry and housing, with the suburban expansion that accompanied it, in the volume of the industrial labour force, in such a short time must have dictated a dual approach, an approach which, due to difficulties in purchasing irregular plots and left over plots, did not allow for transferring public works legislation originating from new modes of transportation, such as land acquisition techniques, to typical town planning instruments. The concept of "Genbusu" (area reduction), which is the core element of Japanese land readjustment, also required specific laws, and provided an alternative for massive capital investments which would have been otherwise required. In fact, instituting land readjustment was preceded by an early attempt at providing land for public use employing purchase methods. Under the "Regulations for Purchase Procedures of Land for Public Use 1875" (Koyo- chi Kaige Kisoku) roads and parks were provided. But with serious shortcomings, relating to difficulties in purchasing irregular plots and left overs after implementation, or changing positions of prime shops into secondary locations due to alternative developments in street patterns (Ishida, p.83, 1966), this tool lacked the kind of legitimacy necessary for its functioning effectively.

There was also the administrative technical priority scale. Inoue (p.4, 1982) translated a document representing a primary written suggestion which was included in the 1888 Imperial Ordinance "Tokyo Shiku-kaisei Jyorei", which defines those priorities which are of major importance, while water works, housing and sewerage are of minor importance.

The adoption, after the War, of a Zoning model for the management of urban land, practically sealed the fate of Japanese land readjustment as a flexible tool which could be applied to different situations, and prevented it from evolving into a system. The tool itself was legally legitimised, for urban use, through the 1954 "Land Readjustment Act", which may also be said to have practically hampered the development of a comprehensive planning system among German (or Dutch and Belgian) lines.

It would seem that whereas European planning tools evolved and developed in parallel with legislation serving more general socio-economic objectives, thus becoming part of the overall welfare function of the State, Japanese planning developed in a more specialised and technical manner, thus allowing tools to thrive rather than evolving into a comprehensive system of land management.

Notes
1. The use of the term "Polizeistaat" here related to its technical and objective meaning, and not to its narrow interpretation given it by Common-law jurists restricting it to its constitutional role, and usually associating it with tyrannies, such as the Third Reich (Dyson, p.121, 1980).
2. These notions or organisation of public affairs had their roots in the intellectual efforts of Cameralism, advanced by I.S. Putter and von Justi in the mid-eighteenth century. Cameralism aimed at creating a professional and centralised civil service which would be able to intervene effectively in society. It reflected the administrative concerns of the Prussian rulers, which culminated in the establishment of the first Chair of Cameralism at Halle in 1727 by Frederick Wilhelm I, in order to provide his professionally trained and dedicated civil service.
3. The most important measure was a Rule known as "burgerliche Selbstregierung". It organised representative democratic rule for the bourgeoisie, and recognised that the idea of associative con­struction of the Staat is one that is based on the assumption that local entities existed before the Staat itself. However, it also recognised that the identity with the Staat was the highest form of community. This is a significant parallel with the idea of the "Japanese Group."
4. Consequently, "the State is not an employer like others. It is a host and vocation to serve the Nation" (Debre, p.251, 1963, translated by Dyson, 1980).
5. Chamberlain (p.150) also mentions that there existed: "an epidemic of what was locally known as 'the German model' - a mania for imitating all things German, doubtless because ... more genuinely monarchal, than ... Anglo-Saxonism."

References
Research

Genesis of Modern Town Planning in Sweden

Hans Bjur
Chalmers University of Technology, Göteborg, Sweden

The thesis on which I am working is a study of the genesis of modern town planning in Sweden around the turn of the century. The thesis can be regarded in part as a monograph on the work of Albert Lilienberg, Principal Town Engineer in Göteborg, up until the end of the 1920s. The aim has been to determine what facts affected the work of Lilienberg and his contemporaries around 1900. Lilienberg has thus been chosen as a tool for understanding the times, and town planning philosophy and practice.

The principal empirical material has been taken from Lilienberg's archives, the city archives in Göteborg and Stockholm, the records of the City council and the town engineer in Göthenburg, journals and other publications which deal with his works. Lilienberg's archives are remarkably comprehensive. There are manuscripts of letters, articles, plans, reports and was unedited, and more importantly, systematically arranged material on the most interesting questions in town planning of that epoch.

In order to describe the social problems which were dominant when Lilienberg started his work, it was necessary to study how industrialisation transformed the city and its relation to the country. The industrial society, which came into being in the period between 1890 and the first World War, and whose roots can be found even further back in history, confronted the town and the countryside with planning problems of an entirely new character. This development is treated in the second section of this thesis.

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Modern thinking in town planning in Sweden has taken its lead from other European countries, especially Germany, which largely dominated development until the First World War. There was one brilliant exception, Ebenezer Howard's garden city, which had a certain influence on Swedish development. Contemporary European influence is treated in the third section of the thesis. Special

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The principal empirical material has been taken from Lilienberg's archives, the city archives in Göteborg and Stockholm, the records of the City council and the town engineer in Göthenburg, journals and other publications which deal with his works. Lilienberg's archives are remarkably comprehensive. There are manuscripts of letters, articles, plans, reports and was unedited, and more importantly, systematically arranged material on the most interesting questions in town planning of that epoch.

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Reports

Representations of History


Dennis Hardy, Middlesex Polytechnic

This one-day meeting was held as part of a regular series (under the auspices of the British Sociological Association) that is designed to explore themes that cut across the boundaries of sociology, environment and architecture. On this occasion, thoughts were turned to ways in which history is represented by writers and practitioners, and the bearing this has on current issues.

Of the three papers presented during the day, the first, by Barry Goodchild (Sheffield Polytechnic), was entitled Towards a historiography of modern British town planning. Starting from the concerns of postmodernism, Goodchild argued that attention should be directed to past texts as a reflection of approaches adopted at various stages in the development of planning. Before 1914, key texts by Unwin and others were described as "early modern", and characterised by a concern for improvement and with strongly technical underpinning. The interwar period posed more problems in terms of classification, although reference was made to associated plans for the Town planning in a wider political and economic arena. From the 1940s through to the 1970s texts are seen to be essentially modernist, with Ashworth's town planning history offered as an example of an account which sees the 1940s as a triumph for comprehensiveness.

The 1970s and 1980s have seen a backlash to essentially modernist assumptions, with a series of texts rejecting excessive centralisation and relocating planning activity within a more fragmented context. Much of the discussion centred on the evolving nature of this newer postmodernist setting.

In the second paper, Designs on history: heritage and development in the Ironbridge Gorge, Judith Altey (a heritage consultant) considered the role of heritage in generating new meanings and alternative principles of environmental design. Seen in the context of the new town of Telford, the conservation of Ironbridge reflects contradictions of growth and the retention of the past. In fact, Ironbridge is used to enhance the new town's development plan for growth, but in order to do this the nature of heritage has to be carefully managed. It is a form of heritage where architectural criteria are prominent, and where overall coherence is given higher store than the natural disorder of the past. Discussion touched on the important theme of heritage as a representation of plural histories, as opposed to just one that is singled out to serve a particular purpose and set of values.

Finally, Richard Hill's A Vision of Britain examined the best-selling text by the Prince of Wales, in which modern architecture is taken to task and an alternative, largely pre-modern model is offered in its place. The argument propounded in the text is historically flawed, argued Hill (an architect in private practice), and modern architects do not deserve the rough treatment they have been meted out. But, in discussion, the fact that the Prince of Wales has touched upon a populist nerve was acknowledged, and the tension between the architectural profession and the public was seen as being real and meaningful in the context of a continuing debate on form and design.

The programme for the day was well-balanced, yielding lively and interesting discussion after each paper. Future meetings are planned, and details may be obtained from the convenor of the group - Tim Brindley, Department of Architecture, Leicester Polytechnic, PO Box 143, Leicester LE1 9BH
Sources

The Sir Frederic Osborn Archive

In January 1990 the Sir Frederic Osborn Archive was officially opened, following years of careful sorting and classification. The occasion was marked by the publication of a catalogue, The Sir Frederic Osborn Archive: A Descriptive Catalogue (133pp), compiled by Angela Eserin and Mike Hughes, and available from the Senior Assistant County Librarian, Central Library, Campus West, Welwyn Garden City, Hertfordshire AL8 6AE, England.

Mike Hughes has provided the following introduction and background to the archive:

FREDERIC JAMES OSBORN, 1885-1978, began his working life at the age of 15 as a clerk in the City of London, the first of several such posts which culminated in that of clerk/book-keeper/rent collector with the National Dwelling Society, a philanthropic housing association.

In 1912, knowing nothing of Ebenezer Howard and his proposals for Garden Cities, Osborn obtained the post of Secretary to the Howard Cottage Society in Letchworth, the first Garden City, then 9 years old and with a population of some 8,000 inhabitants. It was a momentous appointment, for the move out of London proved to be the turning point of Osborn's life. At Letchworth he found himself in a gracious, planned town which combined healthy living conditions with town and countryside, which offered a rich do-it-yourself culture and which had been founded as a model for the reconstruction of urban society. He also discovered the ideas of Ebenezer Howard, became a convert to Garden City principles and embraced the cause which, as Howard's most dedicated disciple and propagandist, was to dominate the rest of his life: "...improving the conditions under which most people live, work and play... through the building of Garden Cities and New Towns".

At Letchworth, at Welwyn Garden City from 1919, and through his roles in the Town and Country Planning Association from 1936 until almost his death 42 years later, Osborn worked at the heart of the campaign which turned Garden Cities into the British New Towns movement. From his base within the TCFA - as Secretary, Chairman of the Executive, Editor of Town and Country Planning for 16 years, later as Chairman and President of the Association - he organised, lobbied, arranged conferences and meetings and wrote millions of words for the TCPA cause. His position gave him special access to government officials and other people and organisations of influence. The great task of rebuilding Britain after the Second World War offered him unprecedented opportunity to affect events, whilst his passionate dedication, exceptional abilities and astonishing energy and workload ensured that his case was put to maximum advantage. When Stevenage was designated the first government-sponsored New Town under the 1946 New Towns Act, the first of nearly 30 others, it was Osborn, more than any other single person, who had prepared the way for that historic legislation.

Osborn was a self-educated, widely cultured man. He read voraciously, wrote prolifically, corresponded world-wide, was a lover of literature, music and drama while not neglecting the sciences, and was committed to socialist politics for most of his life. He had a strong sense of history and of the historical importance of the Garden City-New Towns movement and his place within it. He was an inveterate summariser, annotator and note-maker of things read, experienced and witnessed, and he preserved almost every written and printed document which passed through his hands, amassing tens of thousands of papers reflecting the events and interests of his long life. These, generously deposited with Hertfordshire Library Service by Dr Tom Osborn and Mrs Margaret Fenton, form the Sir Frederic Osborn Archive at Welwyn Garden City Library.

Osborn was a methodical person, systematically maintaining his records in a coherent order, although often overwhelmed by their sheer quantity. Following standard archival practice, the arrangement of the Archive retains Osborn's main and subsidiary groupings and subject headings, with only a limited amount of re-arrangement to unite obviously dispersed subjects. The Catalogue of the Archive repeats this arrangement, supplemented by a Name Index. The sections on Osborn himself, on Ebenezer Howard, Letchworth and Welwyn Garden City have been listed in detail.

The Archive is open to bona fide scholars, who can offer proof of identity, during Welwyn Garden City Library's normal opening hours. It is a closed-access collection, so prior notice of a wish to undertake research should be given to the Senior Assistant County Librarian, Central Library, Campus West, Welwyn Garden City, Hertfordshire, AL8 6AE - telephone Welwyn Garden City (0707) 332331. A limited photocopying service is available on-site at the discretion of the Librarian.

The Sir Frederic Osborn Archive
a Descriptive Catalogue
Publications

Abstracts


This volume is the fifth of six in the series, A History of American City Government. The series is organised chronologically and focuses on government, politics, and the administration of cities. Specifically this volume examines how city governments dealt with demands placed upon them by their constituencies during a period of great change in American history. It explores how local officials integrated new demands, functions, and procedures into institutions which were inherited from a less complicated society and concludes that "the period had been...two world wars was a time of great innovation in urban government."


This book explores varied aspects of the rental property in New York City including the subdivision of houses into apartments, the early development of tenements and boardinghouses, and the annual May moving day when hordes of New Yorkers moved almost simultaneously to new accommodations. There is also a scattering of interesting mini-essays on street developments, the New York Place of 1811, the Five Points slum, the building industry and changes in the law of property, and land reform.


Dubbed at the time of its inception 'the third garden city', Wythenshawe occupies an important place in modern planning history. The master plan in the 1920s was prepared by Barry Parker. In this volume, the authors include an account of the growth of Wythenshawe as a planned settlement to the south of Manchester to a current population in excess of 100,000. While there is valuable material for planning historians, the main contribution of the book is as a local history.


This comparative study of urban experience in Europe and North America opens with a broad analysis of the nature of urbanisation between 1800 and 2000, and then looks in turn at urban economies, planning, attitudes towards urban life, commercial structures, population, public health, housing, recent extensions of the city region, and the future role of cities as hubs of a global information network. Together with the editor, the contributors are: Peter Hall, Gordon Cherry, Brian Robson, Gareth Shaw, Robert Woods, Gerry Kearns, Colin Pooley, Anthony Fielding, John Goddard and Jean Gottman.


The drive to reinvigorate the Soviet economy has focused attention on the problems of modernising a society still backwards by Western standards. Nowhere is this more clearly demonstrated than in the urbanisation programme. The author analyses and explains changes in the city hierarchy, functional typology and interaction between industrial and social content, concluding that the danger to the urbanisation programme arises in the gap between central planning on the one hand and actual spatial change on the other.


This book provides an overdue account of the first garden city to be built according to Howard's 1898 prescription. The author provides a background and context that will be of key interest to planning historians. As well as tracing the history of the settlement in its pioneering years, an account is given of recent trends and its place in a continuing debate about new communities. The book is amply illustrated with 119 plans and photographs (including 16 colour plates).


These two small monographs recently published by the Urban Research Unit at the Australian National University provide useful historical case studies of public policy decision-making in Sydney. The Sydney Harbour Trust (1901-35), charged with the reconstruction of port wharves but with its activities also extending into 'city improvement' and worker housing, was the first ad hoc statutory authority created in N.S.W. In March 1989 the federal government decided to build a third runway at Sydney (Kingsford Smith) Airport, a decision examined by Sanders against the background of the Australian political system, giving a commentary on the development of national and local housing policy, on the operation of the major markets and institutions, and on the organisation of urban management.


This richly illustrated book examines outer suburbs from the early nineteenth century to the 1930s, a time when most urban intellectuals began condemning the perceived conservativism, pettiness, and "tackiness" of the suburbs. Drawing on an impressive array of sources, the book addresses a variety of issues including borderline life in popular literature and the borderland as a planned residential community. Special attention is devoted to the visual elements of the borderland in this important study.


Soviet Planning in the 1980s is a comprehensive analysis of the Soviet planning system carried out by distinguished Soviet academics and practitioners at the very moment of change; before the Soviet Union declared open season on self-criticism in the field of architecture and city planning. The timing was momentous, and the result would most probably have been overwhelmingly and complacently orthodox. later, possibly more uniformly sceptical, possibly intellectually avantgarde in impact of the Scottish Special Housing Association, and of the long-run experience of landlordism in Scotland. Together and individually, the contributors direct attention to the tensions between local government and the Scottish Office, between private and public interest, and between producers and consumers in the housing market.


Explores the political and legislative history of 'racial' segregation in Britain, providing a critical commentary on the development of national and local housing policy, on the operation of the major markets and institutions, and on the organisation of urban management.
character.

The volume fulfills two major purposes; firstly, it provides a major new dimension to Western understanding of the Soviet approach to planning - both in theory and practice; and secondly, it provides a valuable sourcebook of material as a base from which to study the developing situation as the Soviet system adapts to the demands of perestroika.

Catalogues

Inch's Catalogues 48 and 50

Headings include architecture, garden design/landscape, interior design, fine art, primitive art, documentary film, photography etc. 433 titles. Available from Inch's Books, 3, St Paul's Square, York YO2 4BD England.

INCH'S BOOKS
ART, ARCHITECTURE,
DESIGN, PHOTOGRAPHY,
FASHION etc.

Historic Urban Plans: Catalogue 33

A catalogue of facsimiles of historic city plans and views. International coverage from Acapulco to Zurich. Details from Historic Urban Plans, Box 576, Ithaca, New York 14851, USA.

Planning History Group

Notice of Election to the Executive Committee

The Executive Committee is elected every two years, and the present Committee's term of office expires in the late summer of 1990.

Arrangements for the election of the Executive 1990-2 are as follows:

1. Invitations are hereby invited from any paid-up member of the Planning History Group to serve on the Committee. Names and full postal addresses should be submitted in writing by those offering to serve, to the Chairman by 30th June 1990.

2. Retiring members of the Executive may offer themselves for re-election.

3. If the number of names received exceeds the agreed size of the Committee (24: 12 UK, 12 non-UK) then an election will be held. Individual voting slips will be distributed via Planning History for return to the Chairman by a date to be specified.

4. Those with the largest number of votes will be declared members of the Executive.

5. Officers of the Executive are elected from and by the Executive. They may be ex-officio.

The present composition of the Executive is as follows:

UK
*G.E. Cherry
P. Garside
G. Gordon
D. Hardy
D.W. Massey
H. Meller
M.K. Miller
*J. Sheail
*A.R. Sutcliffe
S.V. Ward
* Retiring. May stand again.

non UK
B.A. Brownell
E.L. Birch
*J.B. Cullingworth
*R. Freestone
L.C. Gerckens
Y. Ishida
R. Montgomery
C. Silver
*M. Smets
S. Wantanabe
*M. Weiss

T. Zarebska

G.E. Cherry - 6 February 1990
Planning History Group

The Planning History Group, inaugurated in 1971, is an international body. Its members, drawn from many disciplines, have a working interest in history, planning and the environment.

Chairman
Professor G.E. Cherry
Department of Geography
University of Birmingham
PO Box 963
Birmingham
B15 2TT
021-411 5500

Membership
Membership of the group is open to all who have an interest in planning history. The annual subscription is £10 (currency equivalents available on request).

Professor Gordon Cherry is Joint Editor with Professor Anthony Sucliffe of an international journal concerned with history, planning and the environment Planning Perspectives. There is a link between Planning History and Planning Perspectives and members of the Planning History Group are able to subscribe to the latter journal at very favourable discount rates.